

## Beaver Boardwalk Pedestrian Bridge

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**1. What is the height, weight and width of the structure?**

Height (of bridge component): 55 inches or 4 ft + 5 inches

Weight (of bridge component): 27,500 lbs.

Width (of bridge component: clearance width (internal): 9 ft.

**2. What is the gravel leading up to the structure composed of?**

The gravel type is similar to current regular used crushed gravel (< 25mm) and compacted to achieve standard Town trail conditions.

**3. How high above the present pathway will the bridge sit?**

Design plan is that the bridge sits 21 inches above current grade level, with the abutment (sitting out of the water) and the top deck of the bridge 15 inches high (above connection to abutment

So: the bridge deck 21 inches + 15 inches = 36 inches (3 ft.) above the present pathway

**4. What will be the width of the pathway leading to the bridge and away from it?**

A minimum width of 6 feet at grade level on the pathway leading up to the bridge. And up to 9 ft wide at grade level at the connection to the bridge heads.

**5. How will the present boardwalk heading west align with the new pathway?**

The existing boardwalk will be field fit (currently an incline) to accommodate a proper connection with a decline of around 4%, suited for the area and its usage.

**6. How much impact will the new pathway have on the sensitive breeding area to the east?**

Impact will be nominal to breeding area to the east. The alignment of the pathway and bridge do not alter.

**7. How does this design and material blend into the natural environment and wooden boardwalk?**

Bridge deck is timber slats. The support deck construction and side railings are constructed out of metal utilizing weathered steel which does not require paint (preservation maintenance).

**8. How much did each item in the project cost over and above the bridge price? Was the geotechnical assessment for the bridge charged separately from the assessment made for the boardwalk project?**

For the bridge, as per the tender document:

|   |              |
|---|--------------|
| Mobilization and Demobilization             | \$60,191.00  |
| Removal and Disposal of Existing Bridge     | \$12,208.00  |
| Installation of New Abutments (Provisional) | \$37,006.00  |
| Supply and Install of New Bridge            | \$111,058.00 |
| Grading and Site Landscaping                | \$11,016.00  |
| Temporary Rig Mats                          | \$29,192.00  |
| + Contingency                               |              |

The Geotech investigation for the bridge project: \$ 2,000.00

ISL Fees for the bridge project: \$ 93,000.00

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**9. How were the 14-day waiting time and the follow-up 7 day waiting time advertised?**

The 14-day waiting time is the time that AEP reserves to internally review notifications under the Code of Practice. There is no advertisement process related to this under the Code of Practice process.

**10. How and what were user groups approached for their input? What was their input?**

This project did not meet the circumstances for and use of specific public participation, as it relates to the removal and replacement of the bridge. Public engagement was followed for the 2018 Capital Budget which was approved by Council.

**11. What date was council given all the specifications, cost and details of this project, and after considering it, what date was their input considered and what are the details of their input? When were their comments published for public viewing?**

This replacement project was brought forward through the 2018 Capital Budget process in the Fall/Winter of 2017. This process includes budget presentations to Council for their input and consideration, as well as public consultation, with an on-line component that ran from September 14, 2017 to November 10, 2017. The Capital Budget was passed by Council at their Regular Meeting on January 23, 2018. The public can view Council minutes on the Town's website.

**12. What assessment was made of the two pathways leading into the bridge?**

Assessment of this area included survey and geotechnical investigation to determine soil conditions regarding support needed for a bridge construction and required adjustments of build up of the pathways leading to the bridge. Detailed design was made accordingly.

**13. What recommendations were made to deal with the creosote ties lying under the bridge?**

Included in the contractor's scope of work is removal and disposal of the existing bridge including both bridge heads and any creosote ties located in the bridge area.

**14. Why does the bridge in the photo have an archway, slats, width and approach very different from the plans shown for the Hinton bridge? Why does the bridge photo show it buried in brush, while Hinton's will be exposed and on display high above the vegetation?**

Please see the photo (below) of the actual bridge that will be installed. Grading and site landscaping are included in this project. Ongoing maintenance of the area will allow for the regrowth of vegetation once the project is complete. This may take a few growing seasons.



Bridge photo taken 02/07/2019 prior to installation

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**15. Why is a vehicle designed bridge required for getting across the wet area when there is a vehicle width trail running from Robb Road to the first boardwalk, and a similar trail running from the west of the lake back to the boardwalk by the beaver dam?**

The area between the two structures mentioned above (boardwalk section and pedestrian bridge) can be accessed by maintenance / EMS support vehicles using the new bridge.

In case of access over:

- \* the boardwalk section: replacement of 150m (493ft) of structure that will support vehicles over wet land/water shed area, is required
- \* the pedestrian bridge: replacement of this bridge required (not yet up for renewal)
- \* access from the South side (Robb Road close to lay down yard): 1.060 Km (3500 ft) pathway required (upgrade to sustainable/new bush cut-line including drainage and steep or low area crossings)

**16. Why is a bridge required when pine beetle work has already been carried on extensively using the existing trails?**

Pine Beetle, other maintenance work and emergency response actions can be executed most effectively when using efficient transportation of people and materials. The most efficient mobilization strategy for these considerations is with using the new bridge.

**17. How will the gravel leading up to the bridge be contained at their junction?**

Grading with an appropriate side slope and an abutment will contain the gravel at the creek side.

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