
REPORT

3106/20

TO:	Policy & Priorities Committee
FROM:	Sally McIntyre, General Manager AND Ross Fergusson, Operations Manager
RE:	K&P Trail Bridge – Structural & Safety Assessment
DATE:	November 27, 2020

For information

1.0 Study Findings & Recommendations

The 2020 Budget allocated funds for a structural and safety assessment of the K&P Trail Bridge over the Clyde River and to make recommendations for its repair. Draft results were recently provided to MVCA with the following key findings and recommendations:

- *The bridge deck and railings do not conform to current standards and should be replaced. Currently, this is considered as a high risk to public safety. Several deck and railing replacement options (with associated cost estimates) have been developed and presented in the above report.*
- *The remainder of the structure is generally considered to be of sufficient condition / capacity to support intended design loads with only minor remediation work required at this time. For long term performance, future remediation work may become required.*
- *Guiderrail and signage (to delineate the single lane structure) is recommended to be installed on the approaches to the structure.*
- *It is recommended that the structure be inspected on a biennial basis moving forward.*

Cost estimates for the recommended works range from \$125,000 to \$236,000 depending upon the standard to which the bridge is repaired:

Decking	Railing	Related site works
<ul style="list-style-type: none">• \$30,000 like-for-like• \$125,000 Pre-cast concrete deck panels	<ul style="list-style-type: none">• \$20,000 all timber• \$36,000 all steel	<ul style="list-style-type: none">• \$75,000

2.0 Current Status

The above findings were presented at the November meeting of the Policy & Priorities (P&P) Committee at which it was agreed that staff would:

- work with the Snow Road Snowmobile Club (SRSC) to identify a mutually acceptable temporary solution; and
- reach out to the counties of Frontenac and Lanark to identify potential stimulus funding and partnership opportunities.

The advantage of pursuing the bridge repair in partnership next year is that it could mitigate costs to all parties and allow for easier transfer to one or both of the counties in future; and it will help ensure a fair market price is paid for the asset upon disposal. On that basis \$50,000 was identified in the 2021 Budget to allow MVCA to contribute to the recommended works.

Since the P&P meeting, management has negotiated the following draft agreement with the SRSC and Ottawa Valley ATV Club (OVATV).

- MVCA to complete engineered drawings for replacement of the railing system to a standard safe for use by pedestrians, snowmobiles, and ATVs.
- The SRSC and OVATV club to replace the railing system in accordance with the design at their cost.
- Hazard and speed limits signs to be placed on the north and south approaches.
- MVCA to provide for inspection and acceptance of the railing and signs.
- SRSC and the Ontario Federation of Snowmobile Clubs (OFSC) will sign the trail as closed to snowmobiles as well as ensure that their online trail maps show the trail as closed until the repairs are completed and MVCA accepts the works.
- Both clubs to promote awareness regarding the bridge weight and speed limits.

The above will form part of this winter's Memorandum of Understanding with the SRSC.

3.0 Next Steps

Staff will be installing load restriction signs in accordance with recommendations of the engineering firm; notify all companies that have used this bridge for logging access; and issue public notices regarding the new load restrictions at the bridge.

Staff will carryout a consultation program this winter to promote awareness and discussion of the options and their costs. The objective will be to return to the Board in April so that the recommended solution can be carried out in 2021 if approved and funding is available.