



City of  
**Peterborough**

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**TO:** Members of the Arenas, Parks and Recreation Advisory Committee

**FROM:** Brian Buchardt, Planner, Urban Design

**MEETING DATE:** February 26, 2013

**SUBJECT:** Report APRAC13-010  
Presentation of the Trans-Canada Trail at the Canadian Pacific Railway (CPR) Bridge Project

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## **PURPOSE**

A report for information regarding the construction of the Trans-Canada Trail at the CPR Bridge Project.

## **RECOMMENDATION**

That the Arenas, Parks and Recreation Advisory Committee approve the recommendation outlined in Report APRAC13-010 dated February 26, 2013, of the Planner, Urban Design as follows:

That the presentation by the Urban Design Planner be received for information.

## **BUDGET AND FINANCIAL IMPLICATIONS**

There is no budget or financial implication associated with the recommendation of Report APRAC13-010.

## **BACKGROUND**

The Trans-Canada Trail enters the west side of the Downtown at the intersection of Brock Street and Bethune Street, and enters the Downtown on its east side via the CPR Bridge from the Village of Ashburnham (East City).

Late in 2011, the footbridge attached to the railway bridge began to detach after the CPR installed new train rails. As a result the walkway was closed and a contractor was hired under emergency measures to remove the heavy concrete slabs off the sub-structure.

Subsequently, an RFP was issued for engineering design services to investigate the possibility of re-installing a 3 metre wide trail in the same location as the previous footbridge. The 3 metre wide specification is the accepted trail width standard in the City of Peterborough.

Sanchez Engineering Inc. was selected as the successful proponent. Working with Staff, a solution was devised where the existing bridge piers would be expanded to carry the load of a new trail bridge, independent of the railway bridge superstructure. For compatibility, the design calls for a trail bridge truss design that follows the angles of the existing railway bridge truss design. Furthermore, the trail bridge design includes rectangular overhead members that follow the rhythm of the piers and bridge segments. The trail bridge's overhead feature also allows the installation of lights to be centered over the trail. The lights are LED vandal resistant fixtures that give true colour rendition for safety.

In July of last year, Sanchez Engineering was retained to produce the construction drawings for the trail bridge. The work involved a great deal of correspondence with CPR engineers, as the original agreement with them obliges the City to repair any damages to their bridge caused by the former footbridge. The City had to enter into an amending agreement with the CPR to permit the construction of the new trail bridge on their property.

The project was tendered at the end of October and closed on November 16. The bids came in substantially more than the engineer's estimate, which meant more funding had to be obtained to finance the project. Staff recommended that the additional funding be obtained by transferring Capital funding from other budget accounts. This was approved by Council moments before the 2013 Capital Budget was approved.

A total budget in the amount of \$3,380,000.00 was established to cover all aspects related to this segment of Trans-Canada Trail development, including engineering design fees, contract administration, a plethora of environmental approvals and the construction of the trail bridge.

On December 19, 2012, the contract was awarded to the low bidder: Innovative Civil Constructors Inc., from Niagara Falls, Ontario, in the amount of \$2,946,869.00 plus H.S.T. On January 7, the contractor mobilized to begin work on the CPR Bridge.

### **Construction Progress**

The plan involves driving piles for the new trail bridge abutments as well as extending the piers to support the structure. To enable the contractor reasonable access to the various work sites along the length of the bridge, the original strategy to work from barges was abandoned and the construction of an access driveway in the river was proposed. Permission was granted by the Trent Severn Waterway (TSW) and the Department of Fisheries and Oceans (DFO) to construct a rock access driveway out into the river.

From the construction access driveway, the contractor is able to build coffer dams by driving sheet piling around the piers. The cofferdams are needed to de-water the area around the base of the piers so that masonry repair work and new masonry construction can proceed. This aspect of the work has been the most difficult, as the pier flanking the east side of the river's main channel has been very difficult to de-water.

The contingency days built into the winter construction schedule have been used up due to the variable weather we have had for the first month of construction. On two occasions the water level rose substantially, bringing with it, strong currents for many days. The loss of the contingency days is of some concern because the in-water work is scheduled for completion on March 31.

At the time of the writing of this report, the following work has been completed:

- all the sheet piling for the cofferdams east of the main channel are done, and all the piles have been driven for the pier extensions and abutments.
- The shoring for the abutments is in place and work has begun on the retaining wall needed to support the new trail on the island.
- The structure for the former walkway has been removed.
- CPR engineers, the City's consulting engineer, and the contractor are in the detailed stages of settling on the scope of repairs necessary to address the damage the former walkway caused to the bridge superstructure.

The repair work to the CPR Bridge will proceed after the construction access road is expanded. TSW and DFO approvals have been granted to expand it in order to get access to the underside of the bridge to do the repairs.

## SUMMARY

The Trans-Canada Trail at the CPR Bridge is actually the construction of a new trail bridge built on new abutments and expanded piers. The agreement negotiated between the CPR and the City is mutually beneficial, as the CPR receives repairs to its bridge, and the City receives the use of the CPR's piers and land to establish a trail at the standard width.

By the end of the year, the Trans-Canada Trail from the CPR Bridge to Roger's Cove is scheduled for completion. The Trans-Canada Trail at the CPR Bridge should be finished well ahead of the link to Roger's Cove, as it is scheduled for completion by the end of May, 2013.

Submitted by,

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Attachments:  
Appendix A – Bridge Design Drawings