



**Request for Decision  
City Council**



Type of Decision											
Meeting Date		May 23, 2007				Report Date		May 17, 2007			
Decision Requested		<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority		<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
		Direction Only			Type of Meeting		<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed	



Report Title
Spanish River Road West Bridge

Budget Impact / Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p>	<p>That the Spanish River Road West Bridge be posted with maximum load limits all in accordance with the report from the Acting General Manager of Infrastructure dated May 17, 2007.</p>
<p><input checked="" type="checkbox"/> Background Attached</p>	<p>Recommendation Continued</p>

Recommended by the Department	Recommended by the C.A.O.
 Greg Clausen, P. Eng. Acting General Manager of Infrastructure	 Mark Mieto Chief Administrative Officer

Date: May 17, 2007

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Report Prepared By	Division Review
 Bruce Sedgwick, P. Eng. Roads Engineer	 Robert M. Falcioni, P. Eng. Director of Roads and Transportation

**Background:**

The Spanish River Road extends in a north easterly direction from Highway 17 at Nairn Centre, approximately 15 km to MR 4 (Fairbanks Lake Road). Spanish River Road primarily provides access to permanent and seasonal properties located along the Spanish River. In addition, Spanish River Road occasionally serves as a detour route when Highway 17 is closed for emergency purposes.

Located on this section of road, approximately 4.6 km north east of Nairn Centre, is a single span (21.3 m) single lane bailey bridge founded on timber cribbing.

A structural evaluation of the bridge was conducted to investigate its condition and structural adequacy. The structural inspection concluded that the bridge panels and components are generally in fair condition, however, exhibit medium corrosion throughout.

The results of the structural evaluation, in accordance with the Canadian Highway Design Code, indicate the bridge is not capable of supporting full highway loads.

It is recommended that until such time as the bridge is replaced, maximum loads be posted. The proposed posting is as follows:

Single Vehicle Unit	23 Tonnes
Two Vehicle Unit (Tractor and Trailer)	30 Tonnes
Three Vehicle Unit (Tractor and Two Trailers)	42 Tonnes