

Cataraqi Trail Management Board

Minutes

From the meeting held at the CRCA Boardroom

Thur. Feb.22, 2018

CTMB Members present: Ross Sutherland(Chair), Rich Ludlow(Secretary), Bob Cavanagh, Allen Brown, Pat McNamee, Linda Carr, Robert Charest, Doug Davison, Paul Rappell, Jeremy Statham, Dawn Quinn, Graeme McDonald

CRCA Members present: Steve Knapton, Tom Beaubiah

Regrets: Don Coulter, Arie Hoogenboom, Kent Maise, Doug Weese

Meeting was called to order at 7:00 PM by the Chair, Ross Sutherland.

2. Introduction of CTMB members and CRCA staff.

3. Approval of agenda.

Motion to approve agenda by Doug D.,seconded by Paul R.- carried.

4. There was no declaration of conflict of interest.

5. Approval of minutes from the Feb. 22, 2018 meeting was moved by Allen B., seconded by Graeme M.- carried.

6. Reports by Committees:

Executive

Ross S. updated previous reports on developing a strategic plan which will be done in conjunction with the CRCA. This includes a land management use strategy and capital funding. Work on this will begin later in the Spring.

Finance

Bob C. presented the SER for Dec. 2017 and Jan. 2018. He also discussed purchasing some additional merchandise items, including new t-shirts for volunteers.

Motion to approve the spending of up to \$1,300 to purchase t-shirts by Paul R., seconded by Pat M. - carried.

Motion to approve the SER for Dec. 2017 and Jan 2018 by Doug D., seconded by Paul R.- carried.

Communications

no report.

Marketing, Membership & Promotion

Paul R. provided a summary and report from the trail signage working group (attached). Tom B. mentioned that there is some left over money available from the Canada 150 project which could be used towards signage materials.

Motion to use up to \$6,500 in matching funds for materials subject to use by the CRCA and the grant process by Paul R., seconded by Linda C.- carried.

Allen B. inquired about volunteers to help with a local school visit on the trail. It was suggested he could post this on the Facebook page.

Maintenance & Development

Steve Knapton provided a summary of an OSIM report on four bridges (attached). Tom B. had no further updates on Google maps or the proposed Napanee extension. Allen B. provided a trail maintenance and development report.

7. New Business

None

8. Next meeting will be at the CRCA boardroom on March 22, 2018 at 7:00pm

9. Motion to adjourn by Linda C. at 8:45 pm.
Minutes recorded by Rich Ludlow (Secretary)

Here is the report from the Trail Signage Working Group:

**CATARAQUI TRAIL MANAGEMENT BOARD
TRAIL SIGNAGE WORKING GROUP**

First Meeting

Monday, 12 February, 2017

CRCA Office

Report

Present

Tom Beaubiah - CRCA

Robert Charest - South Frontenac Rides/CTMB

Don Coulter - CTMB

Anne Marie Forcier - Chaffey's Lock Historical Society

Pat McNamee - CTMB

Paul Rappell - CTMB/Working Group Chair

The meeting was called to have a general discussion on Trail signage, especially signage at trailheads informing users of amenities available nearby. Planned to be a preliminary talk, the meeting achieved more results than anticipated.

The working group was formed after signage concerns were communicated to the CTMB by South Frontenac Rides (SFR). The Chaffey's Lock Historical Society (CLHS) had previously expressed its interest and has had four meetings with CTMB people over two-and-a-half years.

The CLHS, which currently owns and manages the Lockmaster's house, encourages community involvement and enterprise. Its current plan involves signage. It wants to make sure people can get to the Trail.

The SFR group is concerned that, for practical purposes, Cat and K&P Trail signage does not exist. SFR was planning to decide on signage within South Frontenac. It is concerned with signs at entrances, and with information regarding distances and facilities.

The CRCA will amalgamate the various entities it governs. Signage guidelines will be a part of this process. It hopes to fund the Trail at a greater level.

One telling comment was made regarding signage: due to the proliferation of snowmobile club signs not removed after the season, the impression is that, "this isn't our trail, this is a snowmobile club trail."

Discussion centered upon design and location.

Signs should emphasize our "brand". We currently have a good logo.

Group members felt that specific signage, e.g.: advertising signs, would not be practical, nor would the revenue generated be worth the effort. Collecting monies and keeping information updated would not be worth the time and trouble.

It was agreed that Chaffey's Lock would be a desirable location for a pilot project. The Harrowsmith sign was seen as a template for design. A "community" sign could use one of the three panels. The CLHS, for example, is willing to pay for its panel/map. The proposed sign would be consistent with existing kiosk design.

Sign design should not be complicated. Kiosk style signs could be placed at major hubs. Included would be maps and symbols to indicate the local amenities (food, washroom facilities, etc.). Users would see information that is relevant.

Indian Lake Road was seen as a good place for the pilot project. The working group was unanimous in its support of community signs.

Issues involved include the revamping of the funding model, which means that signs will not be done until the process is complete. As well, the CTMB approved a \$1000 expenditure for the Chaffey's Lock sign. After two years, is this money still on the table?

The next meeting of the working group will take place on Monday, 19 March, 2018.

Paul Rappell

5.0 BACKGROUND

The Cataraqui Trail spans 104km from Strathcona to Smith Falls, along the trail are 10 Bridges in varying lengths and sizes. The four bridges that are included in this inspection are in South Frontenac Township. The OSIM reports are required every 2 years, the next inspections for the four structures included in this report are required in 2019.

The four structures that were included in this inspection were; The Steel Bridge over Rutledge Road in Harrowsmith, the 1st Boyce Island Bridge in Sydenham, the 2nd Boyce Island Bridge in Sydenham, and the Iron Bridge over the Rideau Canal in Chafey's Locks.

6.0 STRATEGIC PLAN

This report supports Goal B in the Strategic Plan, Cataraqui 2020.

To implement policies that will protect life and property from natural hazards such as flooding and erosion.

- Implement preventive policies for lands which may be subject to natural hazards.

7.0 INPUT FROM OTHER SOURCES

D.M. Wills Associates Ltd. was the consulting firm that carried out the inspections. The township of South Frontenac incorporated the bridges, that were within their jurisdiction, into an inspection of other municipal structures.

8.0 ANALYSIS

The inspections outlined any deficiencies and repairs that the bridge requires as well as a priority timeline. The results of each structure included in this inspection is as follows:

Steel Bridge Across Rutledge Road

- Bridge Condition Index (BCI) 69.51

- Some efflorescence visible near top of North abutment wall, Severe delamination of North (4 m²) and South (25 m²) abutment walls. (\$20,000 estimated repair cost, urgency 1-5 years).
- Section of Northeast wingwall undermined with deterioration along top of section. (\$5,000 estimated repair cost, urgency 1-5 years)

Total repairs plus an Engineering Allowance and Contingency Allowance puts the total cost to this Bridge at \$45,000.

1st Boyce Island Bridge

- Bridge Condition Index (BCI) – 71.8
- Railing, or other deterrent, need to be installed along the deck where large gaps are between the deck and the truss. (\$15,000 estimated cost, Urgent priority).
- Delamination and cracking of concrete at Southwest bearing seat. (\$5,000 estimated repair cost, urgency 1-5 years)
- Minor spalling on West abutment wall at waterline, 1/3 of West abutment in poor condition. (\$15,000 estimated repair cost, urgency 1-5 years).
- Delamination of Northwest and Southwest face of ballast wall. (\$5,000 estimated repair cost, urgency 1-5 years).
- Wood decking in poor condition. (\$5,000 estimated repair cost, urgency 1-5 years).
- Wood curbs have section loss and exposed bolts must be replaced. (\$500 estimated repair cost, urgency 1-5 years).

Total repairs plus Engineering Allowance and Contingency Allowance puts the total cost to this Bridge at \$68,000.

2nd Boyce Island Bridge

- Bridge Condition Index (BCI) – 62.42
- Railings, or other deterrent, needed to be installed along the deck where large gaps are between the deck and truss. (\$8,000 estimated cost, Urgent priority).
- Northeast bearing seat in poor condition, West bearing seat in fair condition but covered with debris that should be removed, West abutment exposed. Southeast half reconstructed, delamination under girder on East bearing seat. (\$5,000 estimated repair cost, urgency 1-5 years).
- Severe spall and cracking of Southwest quadrant. (\$5,000 estimated repair cost, urgency 1-5 years).
- Wooden decking in poor condition and requires replacement. (\$5,000 estimated replacement cost, urgency 1-5 years).
- Repairs required to concrete abutment wingwalls. (\$5,000 estimated repair cost, urgency 1-5 years).

Total repairs plus Engineering allowance and Contingency Allowance puts the total cost to this Bridge at \$34,000.

Iron Bridge over Rideau Canal

- Bridge Condition Index (BCI) – 71.43
- Railing system along both sides of bridge not suited for the vehicle and bicycle traffic, needs improvement. (\$75,000 estimated cost, urgency 1-5 years).
- Timber curbs along deck not high enough for snowmobiles, needs replacement. (\$10,000 estimated replacement cost, urgency 1-5 years).
- Rubber mat placed along centre of deck has lifted in a few places, need to be refastened. (This has been fixed in fall 2017).
- A special note was given to remove trees and vegetation from under the bridge. (No dollar amount was estimated for this work).

Total repairs plus Engineering allowance and Contingency allowance puts the total cost to this Bridge at \$100,000.

9.0 FINANCIAL IMPLICATIONS

The repairs required on the bridges as outlined in the OSIM reports will place a significant strain on the Capital Budget forecast.

The repairs and improvements that were highlighted in the OSIM Reports have a considerable cost:

The Steel Bridge across Rutledge road - \$45,000

The 1st Boyce Island Bridge - \$68,000

The 2nd Boyce Island Bridge - \$34,000

The Iron Bridge over Rideau Canal - \$100,000

This bringing a grand estimated total of repairs and upgrades required within the next 5 years to \$247,000; \$20,000 of which is required in an urgent manner.

10.0 CONCLUSION

The bridges along the Cataraqui Trail are significant structures that require regular maintenance and inspections to ensure the safety for trail users and staff. OSIM Reports need to be conducted on a regular basis. This report summarizes the results of the inspections at four bridges on the Cat Trail.

Respectfully submitted,

(Original signed by)

Steve Knaption
Coordinator Operations Planning

Approved for circulation,

(Original signed by)

Geoff Rae, MBA, P.Eng.

General Manager

Attachment(s)