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**REPORT TO REGIONAL PARKS COMMITTEE
MEETING OF WEDNESDAY, MARCH 21, 2018**

SUBJECT **Repair or Replacement Options for the Todd Creek Trestle**

ISSUE

To seek direction on the preferred option for the repair/replacement of the Todd Creek Trestle on the Galloping Goose Regional Trail.

BACKGROUND

The Todd Creek Trestle, located on the Galloping Goose Trail near Sooke Potholes Regional Park (Attachment 1), was closed to the public pursuant to recommendations of engineers in August 2017 due to a post failure in one of the structure's towers. At the September 20, 2017 Regional Parks Committee meeting, committee members were notified of the closure and staff indicated that they would update the Regional Parks Committee on the results of further assessment and on proposals to repair, modify or replace the trestle.

The Todd Creek Trestle was initially built in 1917 as part of the Canadian National Railway (CNR). The all-wood timber structure was upgraded in 1956 and 1984 as part of the CNR before the right-of-way was abandoned by the railway. In 1994, the trestle was upgraded to allow cycling and walking use of the trestle as part of the Galloping Goose Regional Trail.

In 2012, a comprehensive assessment of the trestle found that many of the supporting timbers for the trestle structure were in fair to poor condition. Subsequently, an approved capital project was in place in 2017 to repair the trestle. In July 2017, before the repair project was initiated, staff noted a failure in a post in one of the towers supporting the trestle. An evaluation of the failure by Stantec Engineering recommended closing the trestle to the public until repairs could be undertaken. At that time, the approved capital repair project was postponed to allow further assessment and consideration of possible project scope changes.

Stantec Engineering and Heritage Works, a timber trestle specialist company, reviewed the trestle to determine if remedial repairs could be made to allow the trestle to be reopened prior to the planned major repair work. Remedial efforts were attempted, but were not successful. Stantec recommended the trestle remain closed until a new condition assessment of the trestle could be undertaken by Heritage Works. Heritage Works found that other wood support posts had deteriorated considerably since the 2012 assessment.

Stantec Engineering has assessed four options, described below, for trestle repair or replacement, including cost estimates for each.

ALTERNATIVES

Alternative 1

That the Regional Parks Committee recommend to the CRD Board that staff be directed to rehabilitate the existing 4 storey trestle structure, as planned in the 2017 approved capital project.

Alternative 2

That the Regional Parks Committee recommend to the CRD Board that staff be directed to demolish the existing trestle and construct a lighter trestle in the same footprint with smaller dimension timbers and metal bracing.

Alternative 3

That the Regional Parks Committee recommend to the CRD Board that staff be directed to demolish the existing trestle and construct a new 850 meter detour trail with a new bridge crossing Todd Creek.

Alternative 4

That the Regional Parks Committee recommend to the CRD Board that staff be directed to demolish the existing trestle and construct a shorter, 2 storey trestle (7m lower than the existing trestle) with graded approaches from each side of the creek.

SOCIAL IMPLICATIONS

The consultant recommends that Option 1, to rehabilitate the existing trestle, is the best value in comparison with the other options reviewed. CRD Engineering Services reviewed the consultant's analysis and concur. In addition, giving consideration to visitor experience, the trestle is recognized as an attraction along the trail and there is merit in maintaining the current 2% grade which makes the trail accessible for all ages and abilities (this is part of a 2km section of the trail identified in the User Friendly Trails guide). Furthermore, undertaking Option 1 will allow for the trestle to be reopened to the public in 2018.

INTERGOVERNMENTAL IMPLICATIONS

CRD staff have contacted Ministry of Transportation & Infrastructure (MOTI) staff, as the owner of the Galloping Goose Regional Trail corridor, and discussed the status of the Todd Creek Trestle and proposed next steps. MOTI staff are supportive of the direction being proposed.

ECONOMIC IMPLICATIONS

Regional Parks' approved Capital Plan includes a total of \$1.2 million to complete repairs in 2018. Alternative 1 is within the existing approved budget which includes a construction cost estimate of approximately \$900,000, in addition to design completion, project management, inspection and contingencies.

Project cost estimates for the remaining three options are as follows: Alternative 2: \$1.3M, Alternative 3: \$1.4M and Alternative 4: \$1.3M.

CONCLUSION

The Todd Creek Trestle has been closed to the public since August 2017 due to structural concerns. Engineering consultants have assessed the condition of the trestle and reviewed four options to replace or repair the structure. The consultants recommend that the existing trestle be

rehabilitated in its current form. There is an approved capital project for \$1.2 million to complete this work. CRD staff support this approach. The project is expected to be complete by the end of 2018.

RECOMMENDATION

That the Regional Parks Committee recommend to the Capital Regional District Board that staff be directed to rehabilitate the existing 4 storey trestle structure, as planned in the 2017 approved capital project.

Submitted by:	Mike Walton, PhD, Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P.Eng., General Manager, Parks & Environmental Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

LW:km

Attachment: Attachment 1 – Location Map of Todd Creek Trestle