

Wellington Bridge Shoring System

Bridge Site



Under the bridge (looking north), along the ravine trail

102 Avenue over Ramsey Ravine (looking east)



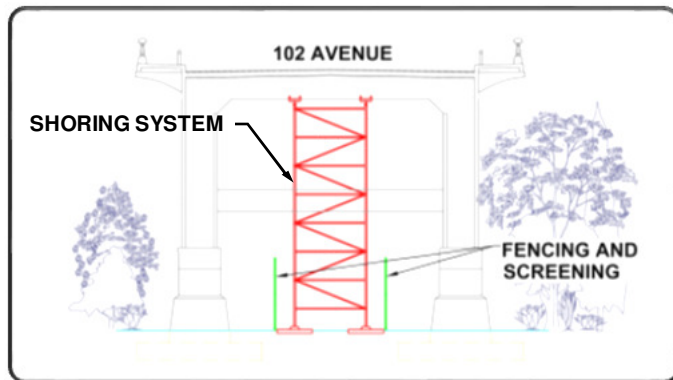
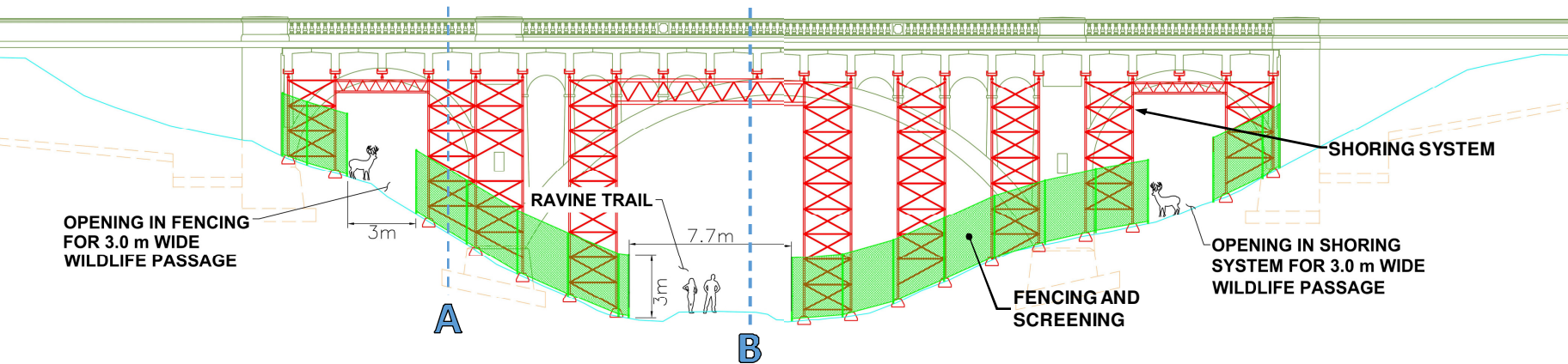
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Bridge Location

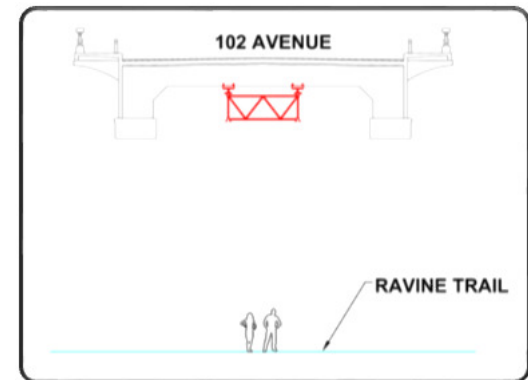


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Description of Shoring System



A



B

Wellington Bridge Shoring System

Purpose of the Shoring

- The Wellington Bridge was not designed to accommodate the heavy construction vehicles that will be using the bridge during the upcoming 102 Avenue bridge and neighbourhood reconstruction projects
- The bridge is scheduled to either be strengthened or replaced, but due to funding restrictions a permanent solution cannot be developed in time to accommodate construction of the 102 Avenue bridge and neighbourhood projects
- For these reasons, the temporary shoring installation has been adopted

Schedule

- Temporary shoring to be installed in spring of 2014

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Environmental Screening Report

- **Vegetation** – Only non-vegetated areas will be utilized for construction. Native vegetation will not be impacted by the project.
- **Wildlife** – To allow free movement of wildlife, two wildlife passage openings are provided in the shoring system in addition to the trail opening.
- **Fish** – No instream or near stream works are associated with the project and fish habitat will be unaffected.
- **Recreational Use** – No permanent adverse impacts to Ravine trails or recreational use in the project area will result from project activities. The Ravine trail will remain open during shoring installation.
- **Noise** – There should be very minimal noise disturbance during shoring installation as heavy equipment is not anticipated on-site. Construction noise will be limited to the hours permitted by the City's Bylaw 14600 (Community Standards bylaw).
- **Aesthetics** – The shoring is temporary and will only affect the aesthetics of the ravine until it is removed. Green fencing will be installed around the temporary shoring to minimize contrast with the surrounding vegetation.
- **Historical Resources** – Excavation will occur between the bridge abutments in areas that were backfilled previously during the construction of the bridge. There is low potential for the discovery of intact, previously unrecorded heritage resources within the project area.