Phyllis Beaulieu

From: Cooper, Gary <Gary.Cooper@dfo-mpo.gc.ca>
Sent: Monday, September 20, 2010 1:30 PM
To: Jivko Jivkov
Cc: GJO Alan Johnson; YK Lloyd Dayagbil
Subject: RE: Gjoa Haven, NU-Proposed bridge construction
Attachments: Clear-Span Bridges OS.pdf

Hi Jivko,

As discussed on the phone last week, it appears that the bridge abutments will be slightly below the high water mark of the creek. Therefore, the project would not meet all the conditions of the Clear-span Bridge Operational Statement (see attached). However, in this case I will allow you to use and follow the Clear-span Bridge Operational Statement. In the future I recommend designing the clear-span bridges (where possible) to be outside the high water mark of the creeks.

Let me know if you have any questions.

Thank you,

Gary

From: Jivko Jivkov [mailto:jivko@jivko.ca]
Sent: September 16, 2010 8:08 PM
To: Cooper, Gary
Cc: GJO Alan Johnson; YK Lloyd Dayagbil
Subject: Gjoa Haven, NU-Proposed bridge construction

Hi Gary,
The GN, Department of Transportation and the Community of Gjoa Haven are planning to construct a 27m long bridge over a river (creek ?) located some 8 km to the west of the community. At the proposed bridge crossing the river is approx 12m wide and 0.2m-0.3m deep in summer months and up to 30m wide and 0.8m deep for a few weeks during spring break up. Ice traffic has never been observed and it is not anticipated to occur on the proposed bridge site. Last year the community constructed the access road and received the structural material for the bridge installation. Very recently the GN allocated funding for the on-site construction.

The bridge superstructure is single lane, twin girders, steel structure with 4.3m wide timber deck. The abutments are Binwall construction allowing 2m clearance above the High Water Level. The abutments are installed on Geotextile fabric and are protected from scour with 1.2 m high rip rap berm extended on the road approaches beyond the high water mark. A minimum of 6m wide undisturbed ground berm is left between the abutment face and the water edge. Enclosed are air-pictures and pictures of the bridge location, the construction of the bridge approaches and a drawing of the proposed bridge.

Subject to your authorisation, the plan is to have the bridge abutments and the scour protection installed this year before snowfall. Construction would be completed within 4 productive working days (two days for each abutment). For the construction of the south abutment, equipment and personnel would cross the creek on an existing ford located some 80m to the east of the bridge alignment. The ford is routinely being used for crossing by local residents and contractors. Not more than 8 individual equipment crossings on the ford are anticipated for the construction of the south abutment. Prior to crossing all equipment will be inspected for leaks and repaired if required.

The bridge superstructure would be installed in March 2011 on a snow berm constructed between the bridge abutments to the full abutment height. After installation of the bridge the snow berm would be partially removed to allow for beginning of the spring water flow.

Please advise if the proposed plan would be acceptable from fish habitat management perspective and specify additional requirements as you deem appropriate. We would be hoping to be authorised to start construction on site next week.
We apologise for the short notice, but neither us nor the Dept of Transportation anticipated that the funding for this project would become available on a such of short notice this FY. In fact our contract with the Hamlet for this work is yet to be processed.

Best regards,
Jivko Jivkov, P. Eng,
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