Docusign Envelope ID: F115D77B-2DE1-4BA3-9A58-51D335B5D4E5

Public

NATIONAL CAPITAL COMMISSION COMMISSION DE LA CAPITALE NATIONALE		**No.**	2026-P222
		To	Board of Directors
For	DECISION	**Date**	2026-01-22

Subject/Title

Federal Land Use and Design Approval – Public Services and Procurement Canada (PSPC) and National Capital Commission (NCC) – Alexandra Bridge Replacement Project – Core Area – 100% Schematic Design

Summary

- The purpose of this submission is to obtain land use and design approval from the Board of Directors for the 100% Schematic Design of the Alexandra Bridge Replacement Project.
- This submission marks the second time design development for the new bridge is being presented for approval to the Board of Directors. The 15% Schematic Design was approved in January 2025. The Board also previously approved the project's Planning and Design Principles in June 2021.
- This approval will enable the integrated project team ("the Proponent") to proceed to the Developed Design phase with the support of a Design-Build partner. It will also facilitate the accelerated design development for the Temporary Marine Infrastructure within the project schedule.

Risk Summary

This approval does not carry any significant risk.

Recommendation

- THAT the Federal Land Use and Design Approval (FLUDA) for the Alexandra Bridge Replacement Project – 100% Schematic Design be granted, pursuant to section 12 of the *National Capital Act*.
- THAT the signature of the Federal Land Use and Design Approval document be delegated to the Vice-President, Capital Planning Branch.
- THAT federal approvals for all enabling projects associated with the Alexandra Bridge Replacement Project be delegated as Level 2 approvals to the Executive Committee of the Board of Directors.

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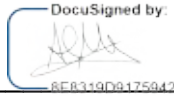
Submitted by:



Alain Miguelez
Vice-President, Capital Planning Branch and Chief Planner

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1. Strategic Priorities

NCC Corporate Plan 2025–2026 to 2029–2030

- Strategic Direction 2: Ensure a picturesque and natural National Capital Region, through conserving and enhancing natural assets, cultural landscapes and built heritage under the NCC's stewardship.
- Strategic Direction 3: Contribute to a thriving, connected and sustainable National Capital Region that inspires Canadians, through the planning, development and improvement of the NCC's assets.
- Priority 3: Plan, implement and optimize transportation networks and infrastructure in the National Capital Region, in collaboration with all levels of government and partners.
- Priority 4: Demonstrate national leadership in achieving an environmentally sustainable and climate-resilient National Capital Region.

Government Priorities:

- Budget 2019
- Minister of PSPC mandate letters (2019 and 2021) directing that the bridge be replaced within ten years.

2. Authority

National Capital Act, section 12

3. Context

Project Background

This submission marks a second key design milestone for the Alexandra Bridge Replacement Project. The preferred design concept was presented to the Board of Directors in January 2025. Since that time, the Proponent has worked to advance the schematic design for the new bridge and has produced a final reference design package. This schematic design package will be advanced through the Developed Design phase with the awarding of a contract to a Design-Build partner.

The Alexandra Bridge spans the Ottawa River between Kìwekì Point in Ottawa and the intersection of Boulevard des Allumettières and Rue Laurier in Gatineau. The interprovincial bridge is a prominent landmark in the core area, located within view of Parliament Hill, and forms an integral part of Confederation Boulevard, the Capital's ceremonial and discovery route. The bridge, originally completed in 1901, has reached the end of its service life and is due for replacement. The Alexandra Bridge Replacement Project is being advanced by an integrated project team comprised of PSPC and NCC staff. PSPC is the federal custodian of the bridge and is responsible for the project's procurement strategy.

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Schematic Design Submission

The 100% Schematic Design proposal is a further development of the approved 15% Schematic Design. The overall design concept for the new bridge continues to consist of a three-arch bridge with two in-water piers. Over the river, the bridge is arranged with two spans of 150 metres and one 216-metre central span. The geometry of the arches has been refined slightly during this phase of design. The two lower arches reach a maximum height of approximately 13 metres above the bridge deck, and the central arch reaches a maximum height of approximately 20 metres over the bridge deck. The bridge deck widens over the two in-water piers, creating lookout nodes with integrated seating and opportunities for public animation and gathering.

Since January, the bridge design has been advanced in response to ongoing engineering and environmental impact studies, feedback received through the Federal Approval (FLUDTA) process informed by the NCC's Advisory Committee on Planning, Design and Realty (ACPDR) comments (Appendix E), as well as input received through the third round of public consultation, which took place in June 2025 (Appendix D). The design is also informed by recently approved NCC planning documents including the new *Confederation Boulevard Planning and Design Guidelines* (2025) and the *National Capital Core Area Plan* (2025). This phase of design development work has addressed several components that are important to the overall success of the bridge design and the experience of the public realm.

Areas of focus during this phase of design development include:

- Refinement and optimization of the bridge superstructure including arch geometry and the arrangement and design of the public spaces located on the bridge;
- Change from box to plate girders along the longitudinal edge of the bridge;
- Development of the overall colour and material palette including finishes for the bridge;
- Evolution of details including railings and barriers separating modes of travel, integrated seating and wind protection features;
- Bridge lighting strategy including the incorporation of Confederation Boulevard fixtures;
- Landscape and urban design for public spaces on the approaches to the bridge including affected areas adjacent to the Canadian Museum of History including the future Confederation Boulevard commemorative node, and within Jacques-Cartier Park; and
- Development of a Definition Design intended to secure essential design features for the public realm that must be carried forward through design development.

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Additional details are provided in the key drawings and renderings appended to this submission in Appendix B and Appendix C, respectively.

Temporary Marine Infrastructure

The construction laydown area required for the bridge replacement project will include existing NCC marine infrastructure located in Jacques-Cartier Park on the Gatineau shoreline. The affected infrastructure includes the Hull Wharf, the boat launch ramp, the roadway access and existing parking area.

As part of the Alexandra Bridge Replacement Project, temporary marine infrastructure is proposed to be built immediately north of the bridge construction laydown area in Jacques-Cartier Park. It will include a temporary wharf, boat launch ramp, vehicle access and parking area. The temporary marine infrastructure will provide for continued public access to the Ottawa River and serve existing marine infrastructure users including tour boat operators. The temporary marine infrastructure will remain in operation from 2028 to 2032 until decommissioning and removal, when demobilization from the bridge replacement laydown area occurs. As part of the bridge replacement project, the existing marine infrastructure including the Hull Wharf and boat launch ramp will have been reinstated to equivalent or superior condition for public use following demobilization.

The temporary marine infrastructure must be operational by May 2028 with construction commencing in mid-2027 to achieve the intended project schedule.

4. Options Analysis / NCC Staff Analysis

Planning Framework Analysis

In its review of the project, Federal Approval (FLUDTA) staff have been guided by the strategic framework and policies of the NCC plans, including:

- Plan for Canada’s Capital, 2017–2067 (2017)
- National Capital Core Area Plan, Volume I (2025)
- Confederation Boulevard Planning and Design Guidelines (2025)
- Canada’s Capital Views Protection (2007)
- Capital Illumination Plan, 2017–2027 (2017)
- Capital Pathways Strategic Plan (2020)
- Capital Design Guidelines (2023)

The project’s scope and design requirements are established by the *Alexandra Bridge Replacement – Planning and Design Principles* (2021) and in the *Alexandra Bridge Replacement Performance Criteria for Bridge Design* (2022) (Appendix F). The

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performance criteria serve as a foundation for the NCC's regulatory review of proposed bridge designs submitted for federal approval. A bridge design proposal must, at a minimum, meet the requirements of the performance criteria to be recommended for approval to the NCC's Board of Directors.

The FLUDTA review of the 100% Schematic Design package was further informed by the expert comments received from ACPDR in May 2025 and is based on the project drawings and supporting reports received as part the complete FLUDTA application submitted by the Proponent in September 2025.

Regulator Advocate (FLUDTA) Analysis:

100% Schematic Design Package

- Based on staff's review of the submitted 100% Schematic Design package, the proposal is compliant with the Alexandra Bridge Replacement Performance Criteria for Bridge Design.
- The proposed 100% Schematic Design remains substantially consistent with the 15% Schematic Design concept, and no significant changes deviating from the approved concept are proposed.
- The design responds successfully to the Heritage Conservation Approach developed for the project through the heritage impact analysis.
- The design expression of the bridge is supported by a well-developed design narrative intended to honour Algonquin Anishinabeg relationships with the river.
- The bridge's proposed vertical scale remains similar to the existing bridge, and the structural expression of the bridge is cohesive with the surrounding topography of the Core Area.
- The bridge's colour and material palette have been developed for compatibility with the central Capital landscape. The proposed colours echo the existing bridge and are applied to express a hierarchy of form among the bridge's primary, secondary and tertiary structural elements.
- The design creates new amenities to enhance the public's experience of the bridge in alignment with the Performance Criteria including two large public space nodes where the bridge deck is widened over the in-water piers. The two public space nodes feature accessible viewing areas, a glass railing system providing open views, and integrated seating.
- The proposed design achieves consistency with Performance Criteria cross-section requirements for roadway and shoulder width and exceeds applicable requirements for the pedestrian zone and cycle way.
- The proposed design maintains accessible grades on the bridge with a maximum 2.6% slope. As part of the 100% Schematic Design submission, the Proponent

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completed a detailed Accessibility Checklist identifying relevant requirements and guidelines. Additional details now incorporated in the design include accessible seating provided across the length of the bridge.

- The project team has completed a Tramway Conversion Guidelines Report assessing the bridge's potential to accommodate future conversion to transit-only and/or a rail-based transit link such as a tram.
- Significant design work has been completed to advance the layout and details for the landscape approach at either end of the bridge, as well as the public space provided on the bridge itself. On the bridge, additional detail for proposed railings and barriers separating modes of travel, integrated seating and wind protection features have been developed.
- In alignment with the *Confederation Boulevard Planning and Design Guidelines* and staff feedback, the 100% Schematic Design proposal adopts and integrates the Confederation Boulevard standard streetlights as well as the red esplanade pavers along the pedestrian way to reinforce continuity with the Capital's ceremonial boulevard.
- The current design proposal introduces some new materials and details not present elsewhere along Confederation Boulevard including stainless steel mesh infill utilized for railing panels and other wind protection elements, as well as timber lamellae proposed along both sides of the cycle way. Following staff feedback, changes to improve durability of the lamellae have been incorporated.
- The Proponent has produced a framework to advance interpretative and commemoration features that outlines the next steps required to advance the development of thematic content and feature design. These steps will need to be undertaken to ensure these elements are successfully integrated into the new bridge design.

Developed Design Phase

The following are items identified for further development as part of the Developed Design phase of the project:

- Details including railing and wind protection features to ensure consistency with the applicable performance criteria for harmonious integration with the bridge's architectural qualities and compatibility with Confederation Boulevard.
- Final detailing of fixtures and finishes such as lighting infrastructure, railings, termination blocks and barriers, and surfacing material (pavers, cobbles, tactile strips, paving, curbs, etc.).

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- Detailed landscape reinstatement strategy including the area affected by the temporary marine infrastructure works. The landscape reinstatement for Jacques-Cartier Park south and the Confederation Boulevard node will be informed by the vision established in Volume II of the National Capital Core Area Plan, currently under development by the NCC.
- Detailed design for the integration of public art, bridge interpretation and commemorative components forming part of the project scope.
- Final lighting plans and fixture details including photometric analysis to ensure nighttime views of the new bridge are consistent with the design intent of the Capital Illumination Plan.
- Items carried forward to the developed design phase per the submitted Accessibility Checklist including wayfinding signage, the integration of additional tactile walking surfaces and delineation indicators, as well as accessibility measures required during construction.
- Confirmation of feasibility for material re-use recommendations including stone cladding on bridge abutments.
- Development of bilingual wayfinding and regulatory signage details for bridge and pathways affected by proposed works.
- Confirmation of detailed operational winter maintenance practices for public space nodes.
- Preparation of construction site plans and details including staging layout, hoarding and fencing, as well as construction traffic management planning and wayfinding; and
- Completion of a detailed tree inventory and tree protection plan for trees potentially affected by construction, as well as detailed tree planting plans to form part of the detailed landscape reinstatement strategy.

5. Financial Details

- Not applicable – This submission concerns land use and design approval only. As a result, financial details are not included.

6. Opportunities and Expected Results

- The approval of this submission will enable the project team to advance to the developed design phase with the support of a Design-Build partner. It will also facilitate the accelerated design development of the Temporary Marine Infrastructure in Jacques-Cartier Park.

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7. Alignment with Government and NCC Policies

- In 2019, the Government of Canada mandated that the Alexandra Bridge be replaced.
- The proposed Schematic Design has been supported by a multi-phase Gender-Based Analysis Plus (GBA+) study to ensure that the project appropriately considers and integrates inclusive, equitable and accessible design. The findings of the study have and will continue to inform the design development process in several areas including safe active transportation design, lighting, clear wayfinding, accessible seating accommodating those with mobility issues or disabilities, weather protection, drainage and winter maintenance, among other topics.
- Universal Accessibility continues to be a focus of the design development to ensure compliance with applicable accessibility requirements and the project's Performance Criteria. A detailed accessibility checklist for the public realm on the bridge was completed as part of this phase to determine which standards have been integrated into the design to date and identify requirements that need to be detailed as part of the next phase of design.
- The Impact Assessment Agency of Canada has determined that an impact assessment is not required for the project to replace the Alexandra Bridge.
- The Proponent has developed a Sustainability Management Plan that documents the project's commitments including pursuing project verification under the Envision framework created by the Institute for Sustainable Infrastructure.

8. Risks and Mitigation Measures

Risk	Likelihood	Impact	Mitigation Measure
Impacts related to design approvals delays	Low	Moderate	▪ Enabling works are being proactively planned and advanced by the Proponent to meet the intended project schedule. ▪ NCC staff will process enabling works as Level 2 projects to support the overall project timelines.
Design changes during the developed design	Medium	Moderate	▪ The Proponent is proactively identifying and incorporating design efficiencies to optimize project costs

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phase deviating from the established Performance Criteria			without compromising the approved concept, and compliance with the performance criteria. ▪ The Final Reference Design handed over to the Design-Build Partner will include a Definition Design that comprises mandatory drawings specifying architectural form and relevant key details that must be carried forward.

9. Public Engagement and Communications

- In alignment with the public and stakeholder engagement plan, a third round of public consultation activities, including comments online and a formal meeting of the project public advisory group, were carried out in June 2025 to support the refinement of the project's Schematic Design.
- Public comments were received on several aspects of design including safe active transportation facilities, accessibility, four-season performance, and environmental responsibility. A more detailed summary of the input received is available in Appendix D.
- The Proponent has engaged directly with the marine infrastructure stakeholders.
- The Proponent has continued to coordinate ongoing consultation and engagement with 19 Indigenous communities and organizations throughout this phase of design. Input received addressed several areas including bridge design, minimizing environmental impacts, and the incorporation of Indigenous culture and values.

10. Next Steps

- Spring 2026 – Contract award for design-build partner by PSPC
- April 2028 – Board approval for the 100% Developed Design (final approval)
- 2028–2032 – Construction

11. List of Appendices

- Appendix A – Location Plan
- Appendix B – 100% Schematic Design, Key Drawings
- Appendix C – 100% Schematic Design, Key Renderings

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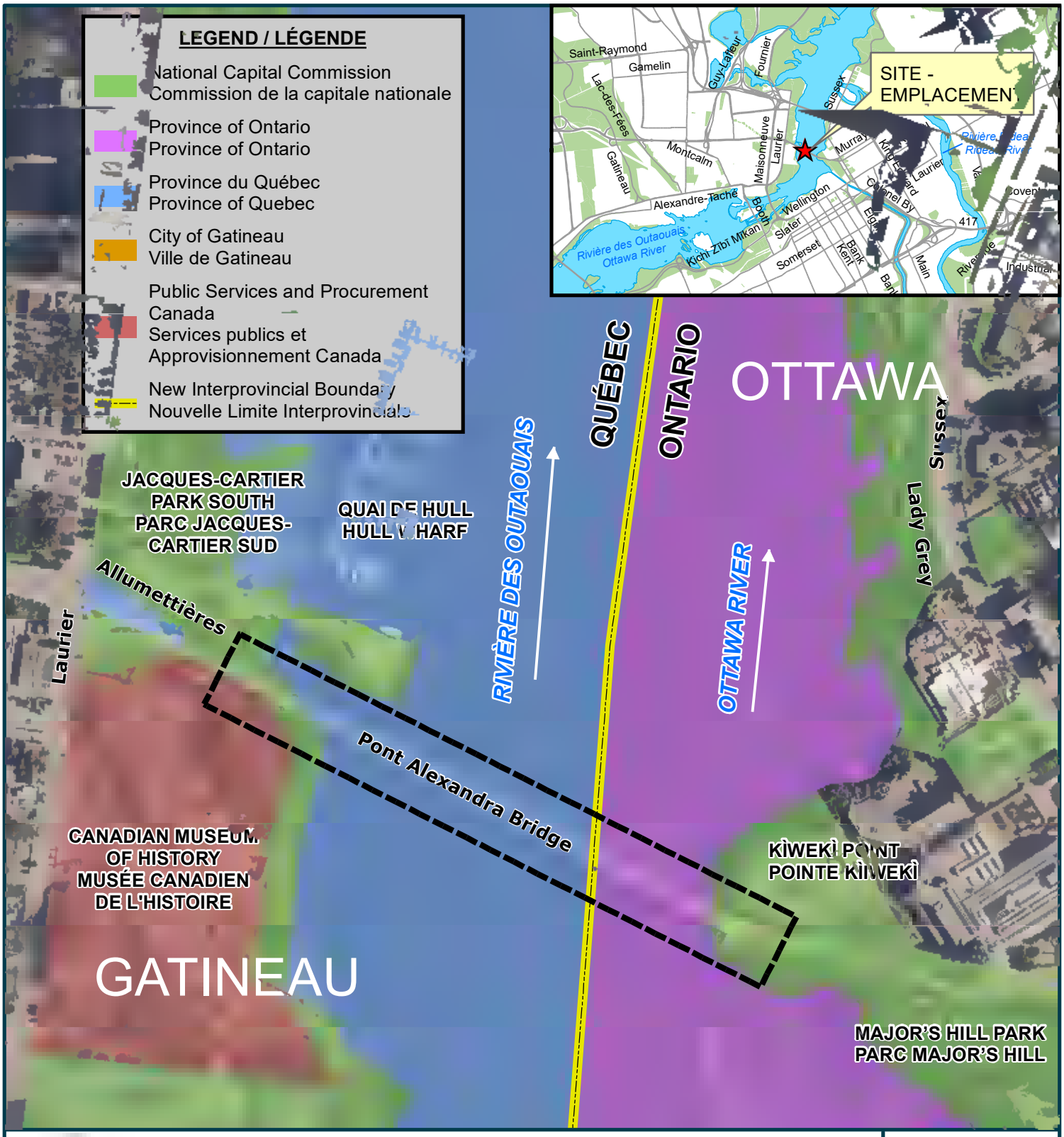
- Appendix D – Public Consultation Report
- Appendix E – Excerpt of the ACPDR Meeting Minutes (May 29, 2025)
- Appendix F – Alexandra Bridge Replacement Performance Criteria for Bridge Design

12. Authors of the Submission

- Alain Miguelez, Vice-President, Capital Planning (CP)
- Isabel Barrios, Director, Federal Approvals, Heritage and Archaeology Programs (FAHA), CP
- Kate-Issima Francin, Chief, Federal Land Use and Transaction Approvals, FAHA, CP
- Christopher Meek, Senior Planner, Land Use and Transactions, FAHA, CP



COMMISSION DE LA CAPITALE NATIONALE
NATIONAL CAPITAL COMMISSION

Canada

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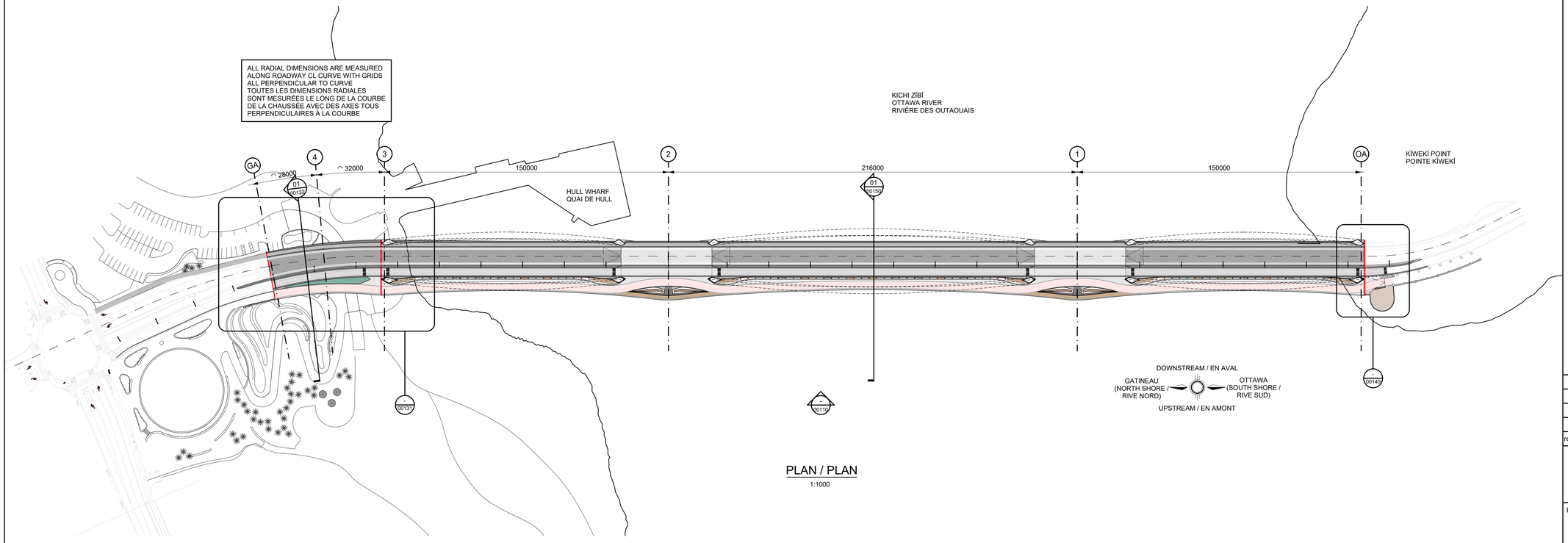
Subject - Objet	ALEXANDRA BRIDGE LAND OWNERSHIP / PROPRIÉTÉS FONCIÈRES PONT ALEXANDRA
Submitted by - Soumis par	A. MIGUELEZ, Vice-President / Vice-président
Branch - Direction	CP/ AC
Date	2024-01-19
Scale - Échelle	1:5,000
Parcel - Parcelle	



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revisions	description	date
P03	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

drawing / dessin

ARCHITECTURE
GENERAL ARANGEMENT PLAN
ARCHITECTURE
PLAN D'ENSEMBLE

Designed By / Conçu par	A.MILLER	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	A.MILLER	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	J.HEATON	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M.KNIGHT	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet
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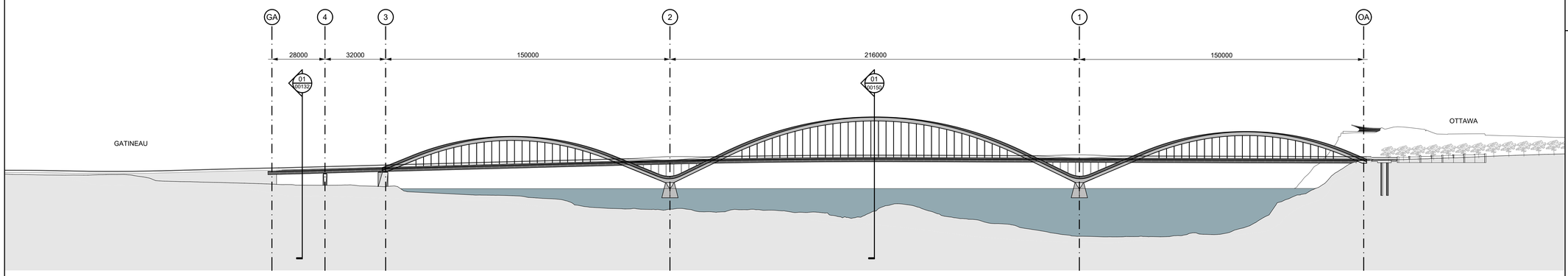

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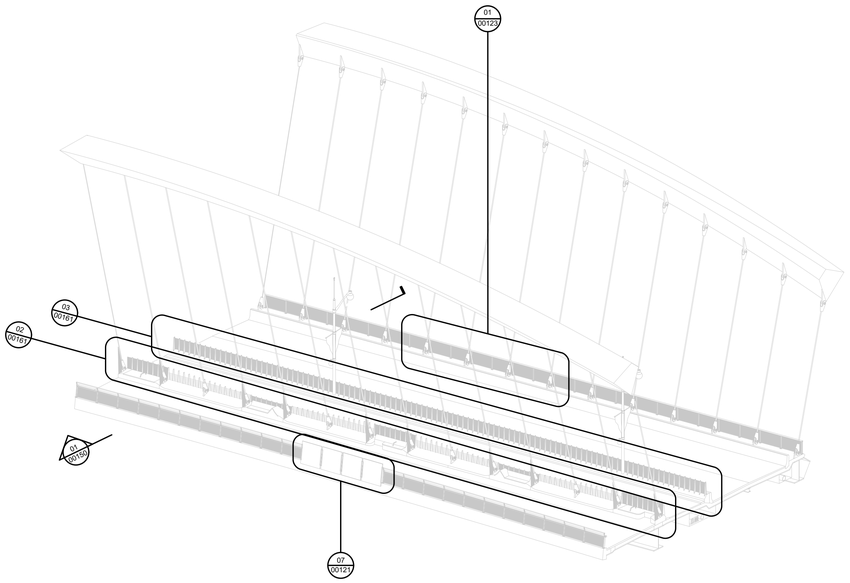

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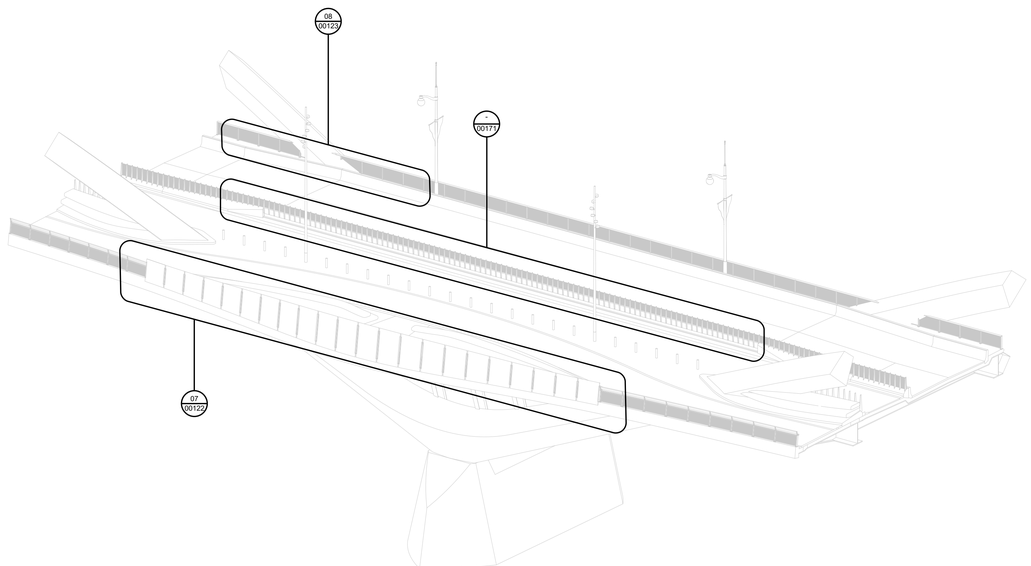

02 KEY AXONOMETRIC (LOOKOUT) / VUE AXONOMÉTRIQUE (BELVÉDÈRE)

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GENERAL ARRANGEMENT ELEVATION
ARCHITECTURE
ÉLÉVATION D'ENSEMBLE

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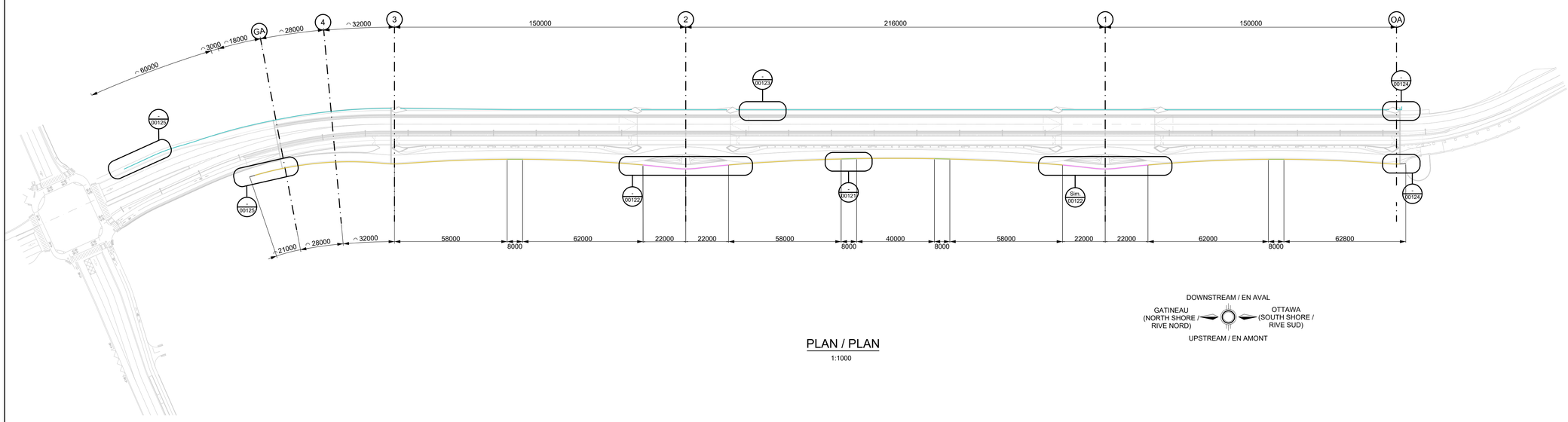

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OTTAWA (SOUTH SHORE / RIVE SUD)

UPSTREAM / EN AMONT

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- CONCRETE BLOCKS / BLOCS EN BÉTON
- TYPICAL PARAPET / GARDE-CORPS TYPIQUE
- STANDARD GLAZED UPSTREAM PARAPET (SEATS) / GARDE-CORPS VITRÉ AMONT STANDARD (SIÉGES)
- SPECIAL GLAZED UPSTREAM PARAPET (LOOKOUT) / GARDE-CORPS VITRÉ AMONT SPÉCIAL (BELVÉDÈRE)
- TYPICAL DOWNSTREAM PARAPET / GARDE-CORPS AVAL TYPIQUE

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PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

drawing / dessin

ARCHITECTURE
PARAPET SCHEMATIC
ARCHITECTURE
SCHÉMA DES GARDE-CORPS

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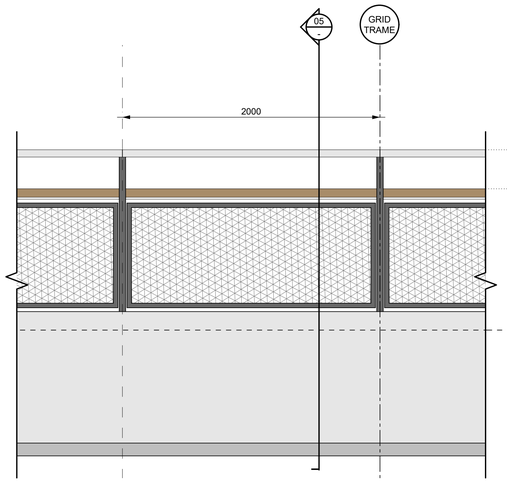

01 ELEVATION TYPICAL / ÉLÉVATION TYPIQUE

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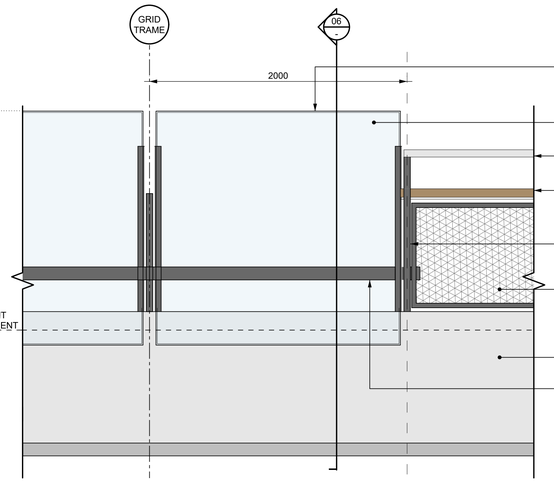


02 ELEVATION GLAZING TYPICAL / ÉLÉVATION VITRÉE TYPIQUE

1:20

TOUGHENED, LAMINATED AND EDGED GLAZING PANELS SUPPORTED BETWEEN STEEL FINS
PANNEAUX VITRÉS TREMPÉS, FEUILLETÉS ET ENCADRÉS, SOUTENUS PAR DES AILETTES EN ACIER

DESIGN / PATTERN OF BIRD SAFE DESIGN MANIFESTATIONS TBC
CONCEPTION/MOTIF DE PROTECTION DES OISEAUX (À DÉFINIR)

CYCLIST GUARD RAIL ⌀57MM MATTE BRUSHED STAINLESS STEEL
LISSE CYCLISTE 57MM INOX BROSSÉ MAT

CONTINUOUS LUMINAIRE MOUNTED IN HARDWOOD TIMBER LEAN RAIL
LUMINAIRE CONTINU INSTALLÉ DANS UNE LISSE D'APPUI

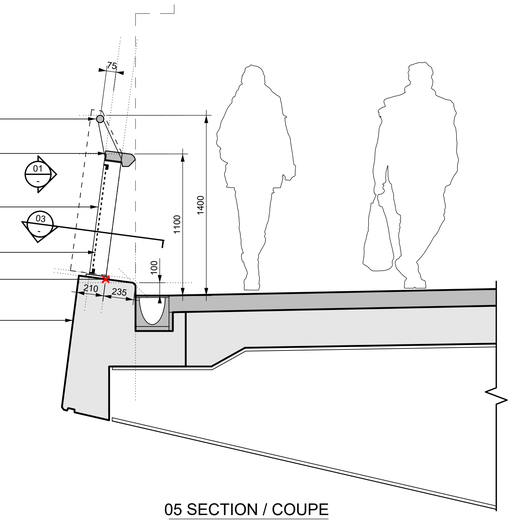
RAL 7024 PAINTED STEEL PARAPET POST AND FRAME
POTEAU ET CADRE DU GARDE-CORPS EN ACIER PEINT RAL 7024

STAINLESS STEEL MESH INFILL
REMPLISSAGE EN MAILLE D'ACIER INOXYDABLE

POST SET OUT POINT
POINT DE RÉFÉRENCE DES POTEAUX

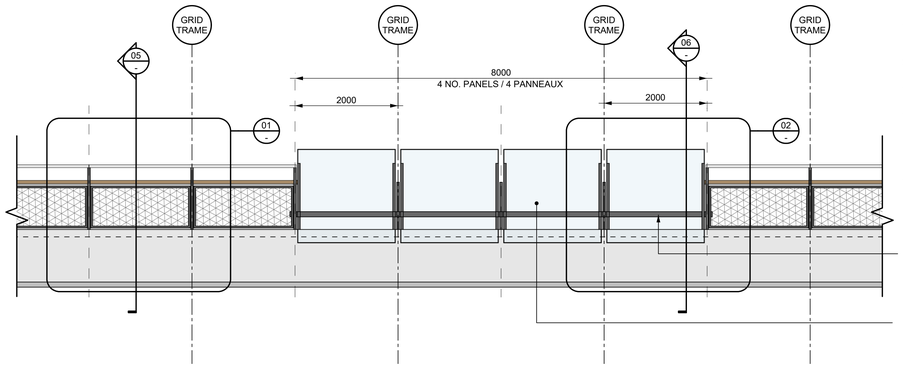
UPSTREAM CONCRETE EDGE BEAM
POUTRE DE RIVE AMONT EN BÉTON

RAL 7024 PAINTED STEEL PLATE AT LOW LEVEL TO GUARD AGAINST MECHANICAL DAMAGE FROM A SNOW PLOW
PLAQUE D'ACIER PEINTE RAL 7024 EN PARTIE BASSE POUR PRÉVENIR LES CHOCS MÉCANIQUES CAUSÉS PAR UN CHASSE-NEIGE.



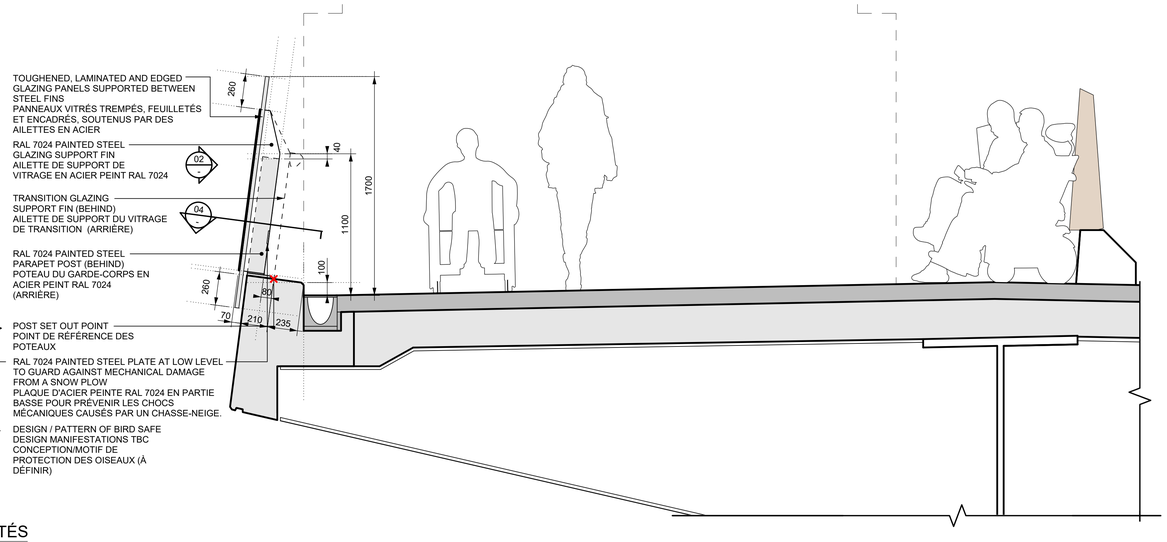
05 SECTION / COUPE

1:20



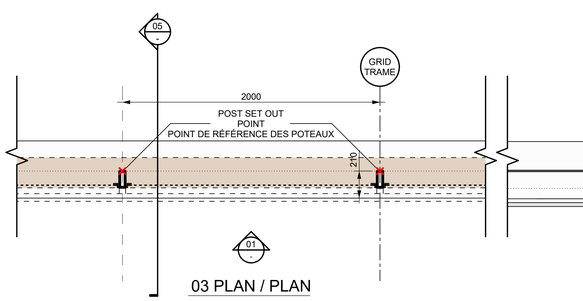
07 ELEVATION AT SHELTERED SEAT LOCATIONS / ÉLÉVATION AUX EMPLACEMENTS DES SIÈGES ABRITÉS

1:50



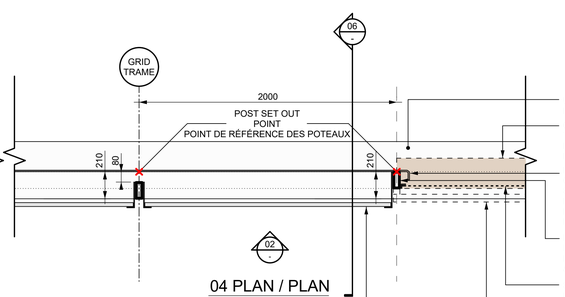
06 SECTION / COUPE

1:20



03 PLAN / PLAN

1:20



04 PLAN / PLAN

1:20

UPSTREAM CONCRETE EDGE BEAM
POUTRE DE RIVE AMONT EN BÉTON

CONTINUOUS LUMINAIRE MOUNTED IN HARDWOOD TIMBER LEAN RAIL
LUMINAIRE CONTINU INSTALLÉ DANS UNE LISSE D'APPUI

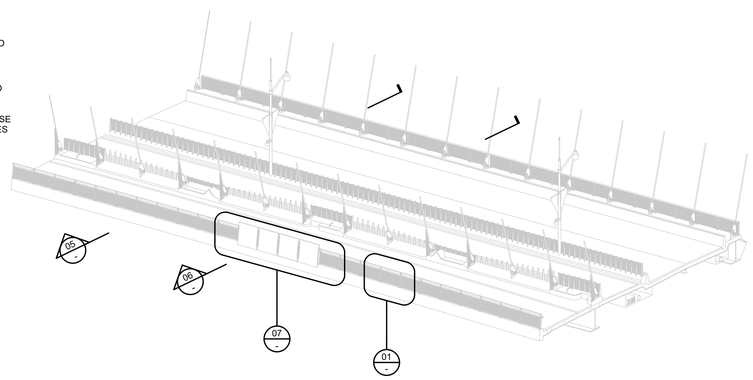
RAL 7024 PAINTED STEEL PLATE AT LOW LEVEL TO GUARD AGAINST MECHANICAL DAMAGE FROM A SNOW PLOW
PLAQUE D'ACIER PEINTE RAL 7024 EN PARTIE BASSE POUR PRÉVENIR LES CHOCS MÉCANIQUES CAUSÉS PAR UN CHASSE-NEIGE.

RAL 7024 PAINTED STEEL PARAPET POST AND FRAME
POTEAU ET CADRE DU GARDE-CORPS EN ACIER PEINT RAL 7024

STAINLESS STEEL MESH INFILL
REMPLISSAGE EN MAILLE D'ACIER INOXYDABLE

CYCLIST GUARD RAIL Ø57MM MATTE BRUSHED STAINLESS STEEL (ABOVE)
LISSE CYCLISTE 57MM INOX BROSSÉ MAT (VU DE DESSUS)

TOUGHENED LAMINATED AND EDGED GLAZING PANELS SUPPORTED BETWEEN STEEL FINS
PANNEAUX VITRÉS TREMPÉS, FEUILLETÉS ET ENCADRÉS, SOUTENUS PAR DES AILETTES EN ACIER



KEY AXONOMETRIC / VUE AXONOMÉTRIQUE

1:200

KEY / LÉGENDE:
– · – 4M SECONDARY GRID / TRAME SECONDAIRE 4M

0 10 20mm 40 60 80 100 120 140 160 180 200mm

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada

Real Property Branch / Direction générale des biens immobiliers

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seal / sceau

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

drawing / dessin

ARCHITECTURE
TYPICAL UPSTREAM PARAPET
ARCHITECTURE
GARDE-CORPS AMONT TYPE

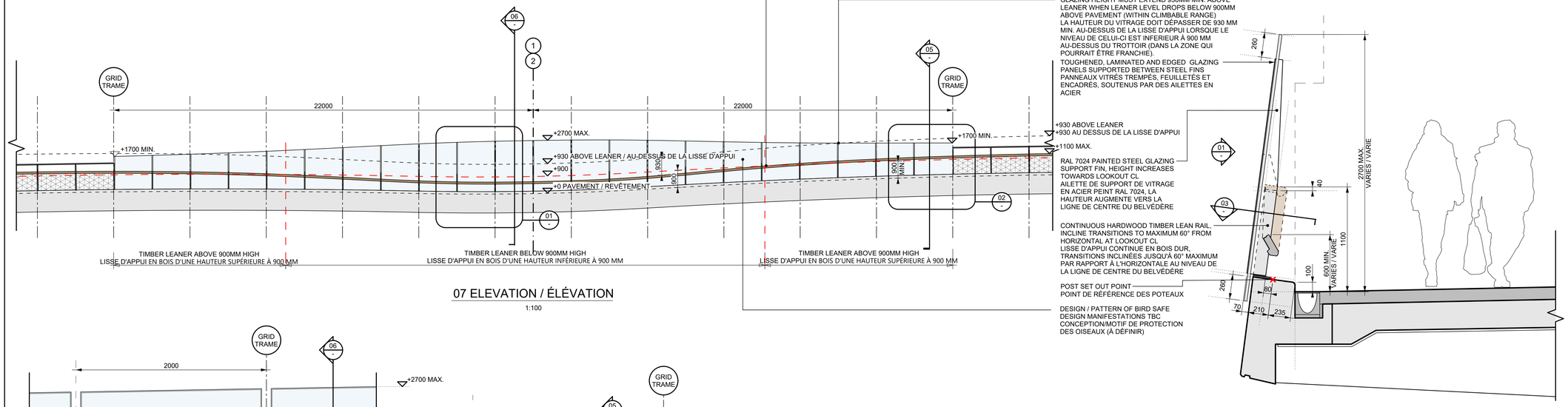
Designed By / Conçu par	A.MILLER	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	A.MILLER	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	J.HEATON	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M.KNIGHT	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet

295265-00

Drawing no. / No. du dessin

ABRP-TA-RD-AB-DR-A-00121-BI



07 ELEVATION / ÉLÉVATION

1:100

NOTE - WHEN TIMBER LEANER SITS MIN. 900MM FROM PAVEMENT, TYPICAL MINIMUM COMPLIANT PARAPET HEIGHT APPLIES. SEE BELOW NOTE FOR SPECIAL CASE OF LOWER LEANER
NOTE - LORSQUE LA LISSE D'APPUI EN BOIS SE TROUVE À AU MOINS 900MM DU NIVEAU DU REVÊTEMENT, LA HAUTEUR MINIMALE TYPIQUE D'UNE GARDE-CORPS CONFORME S'APPLIQUE. VOIR LA NOTE CI-DESSOUS POUR LE CAS PARTICULIER DE LA LISSE D'APPUI INFÉRIEURE
GLAZING HEIGHT MUST EXTEND 930MM MIN. ABOVE LEANER WHEN LEANER LEVEL DROPS BELOW 900MM ABOVE PAVEMENT (WITHIN CLIMBABLE RANGE)
LA HAUTEUR DU VITRAGE DOIT DÉPASSER DE 930 MM MIN. AU-DESSUS DE LA LISSE D'APPUI LORSQUE LE NIVEAU DE CELUI-CI EST INFERIEUR À 900 MM AU-DESSUS DU TROTTOIR (DANS LA ZONE QUI POURRAIT ÊTRE FRANCHIE).

TOUGHENED, LAMINATED AND EDGED GLAZING PANELS SUPPORTED BETWEEN STEEL FINS
PANNEAUX VITRÉS TREMPÉS, FEUILLETÉS ET ENCADRÉS, SOUTENUS PAR DES AILETTES EN ACIER

+930 ABOVE LEANER
+930 AU DESSUS DE LA LISSE D'APPUI

+1100 MAX.

RAL 7024 PAINTED STEEL GLAZING SUPPORT FIN, HEIGHT INCREASES TOWARDS LOOKOUT CL
AILETTE DE SUPPORT DE VITRAGE EN ACIER PEINT RAL 7024, LA HAUTEUR AUGMENTE VERS LA LIGNE DE CENTRE DU BELVÉDÈRE

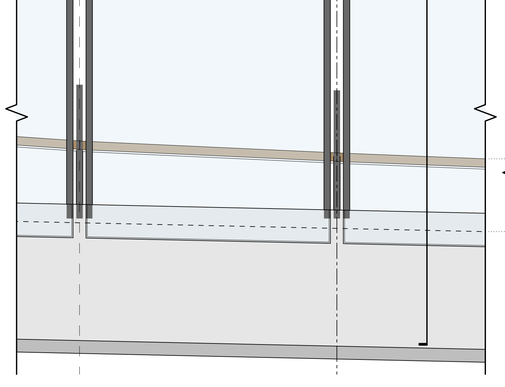
CONTINUOUS HARDWOOD TIMBER LEAN RAIL, INCLINE TRANSITIONS TO MAXIMUM 60° FROM HORIZONTAL AT LOOKOUT CL
LISSE D'APPUI CONTINUE EN BOIS DUR, TRANSITIONS INCLINÉES JUSQUÀ 60° MAXIMUM PAR RAPPORT À L'HORIZONTALE AU NIVEAU DE LA LIGNE DE CENTRE DU BELVÉDÈRE

POST SET OUT POINT
POINT DE RÉFÉRENCE DES POTEAUX

DESIGN / PATTERN OF BIRD SAFE
DESIGN MANIFESTATIONS TBC
CONCEPTION/MOTIF DE PROTECTION DES OISEAUX (À DÉFINIR)

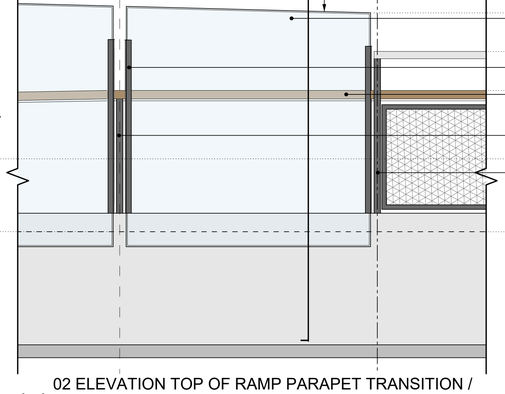
06 SECTION / COUPE

1:20



01 ELEVATION ON RAMP - LOOKOUT PARAPET
ÉLÉVATION SUR LA RAMPE - GARDE-CORPS DU BELVÉDÈRE

1:20



02 ELEVATION TOP OF RAMP PARAPET TRANSITION / ÉLÉVATION SUR LA PARTIE HAUTE DE LA RAMPE- TRANSITION DU GARDE-CORPS DU BELVÉDÈRE

1:20

TOUGHENED, LAMINATED AND EDGED GLAZING PANELS SUPPORTED BETWEEN STEEL FINS
PANNEAUX VITRÉS TREMPÉS, FEUILLETÉS ET ENCADRÉS, SOUTENUS PAR DES AILETTES EN ACIER

DESIGN / PATTERN OF BIRD SAFE DESIGN MANIFESTATIONS TBC
CONCEPTION/MOTIF DE PROTECTION DES OISEAUX (À DÉFINIR)

RAL 7024 PAINTED STEEL GLAZING SUPPORT FIN
AILETTE DE SUPPORT DE VITRAGE EN ACIER PEINT RAL 7024

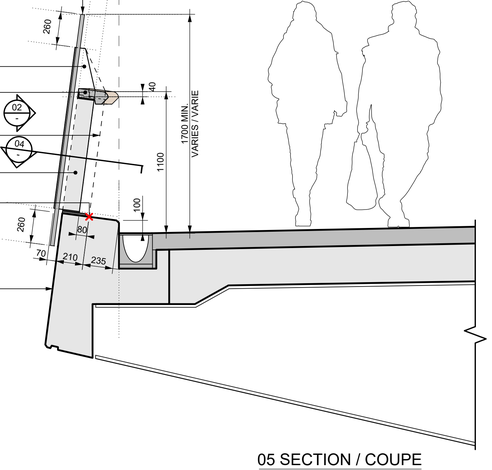
CONTINUOUS HARDWOOD TIMBER LEAN RAIL, LED DISCONTINUED ACROSS LOOKOUT ZONE
LISSE D'APPUI CONTINUE EN BOIS DUR, ÉCLAIRAGE INTERROMPU DANS LA ZONE DU BELVÉDÈRE

TRANSITION GLAZING SUPPORT FIN (BEHIND)
AILETTE DE SUPPORT DE TRANSITION DE VITRAGE (ARRIÈRE)

RAL 7024 PAINTED STEEL PARAPET POST (BEHIND)
POTEAU DE GARDE-CORPS EN ACIER PEINT RAL 7024 (ARRIÈRE)

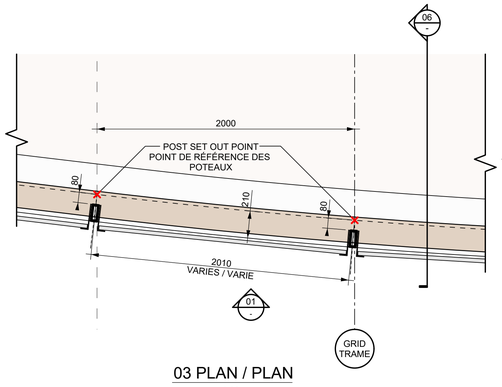
POST SET OUT POINT
POINT DE RÉFÉRENCE DES POTEAUX

UPSTREAM CONCRETE EDGE BEAM
POUTRE DE RIVE AMONT EN BÉTON



05 SECTION / COUPE

1:20



03 PLAN / PLAN

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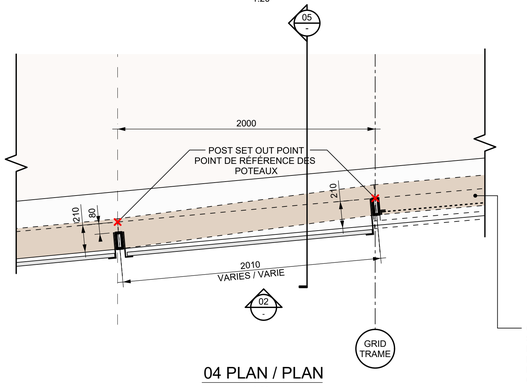
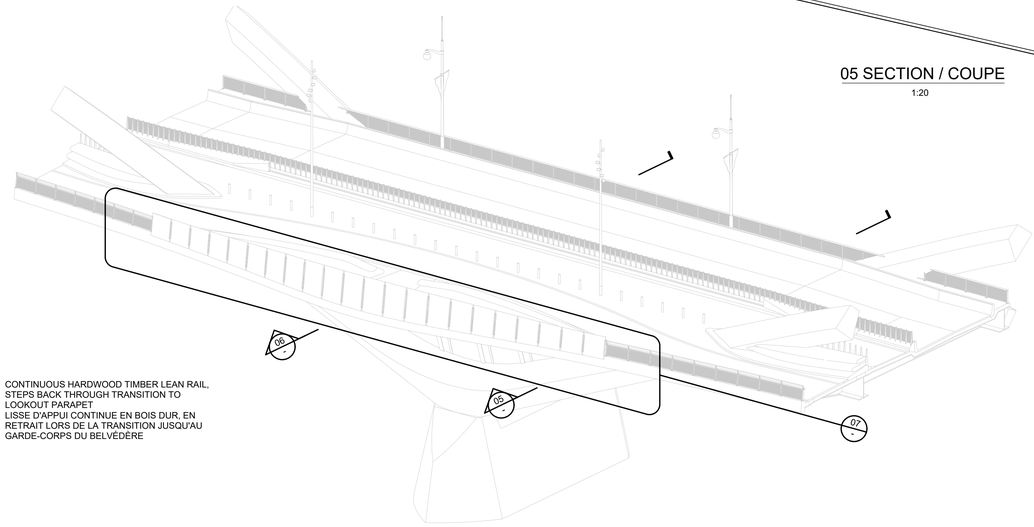


04 PLAN / PLAN

1:20

CONTINUOUS HARDWOOD TIMBER LEAN RAIL, STEPS BACK THROUGH TRANSITION TO LOOKOUT PARAPET
LISSE D'APPUI CONTINUE EN BOIS DUR, EN RETRAIT LORS DE LA TRANSITION JUSQU'AU GARDE-CORPS DU BELVÉDÈRE



KEY AXONOMETRIC / VUE AXONOMÉTRIQUE

1:200

KEY / LÉGENDE:
- 4M SECONDARY GRID / TRAME SECONDAIRE 4M
- PRIMARY GRID / TRAME PRIMAIRE

0 10 20mm 40 60 80 100 120 140 160 180 200mm

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada
Real Property Branch / Direction générale des biens immobiliers

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B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

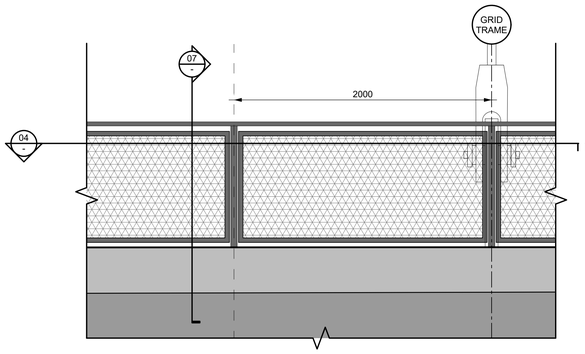
drawing / dessin

ARCHITECTURE
LOOKOUT UPSTREAM PARAPET TRANSITION AND GLAZING
ARCHITECTURE
TRANSITION DU GARDE-CORPS DU BELVÉDÈRE AMONT ET VITRAGE

Designed By / Conçu par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Drawn By / Dessiné par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Reviewed By / Examiné par	J.HEATON	
Date (yyyy/mm/dd)	2025/09/26	
Approved By / Approuvé par	M.KNIGHT	
Date (yyyy/mm/dd)	2025/09/26	
Tender / Soumission		
Project Manager / Administrateur de projets		

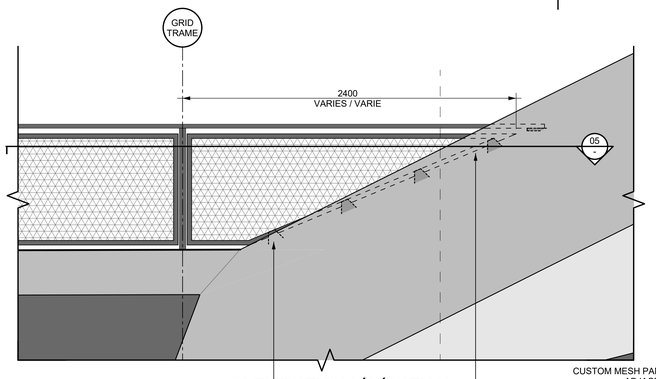
Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-AB-DR-A-00122-BI



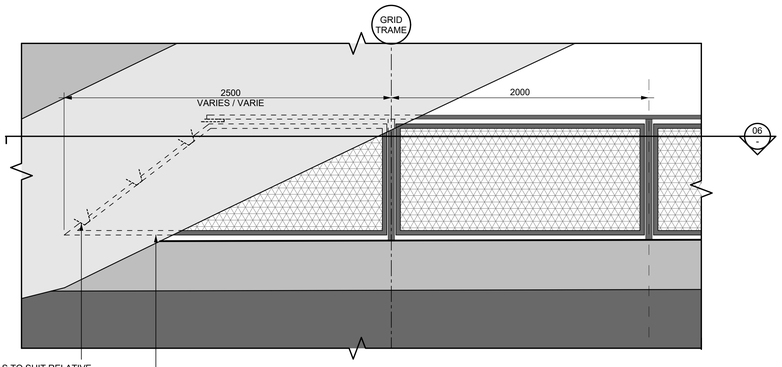
01 ELEVATION / ÉLÉVATION

1:20



02 ELEVATION / ÉLÉVATION

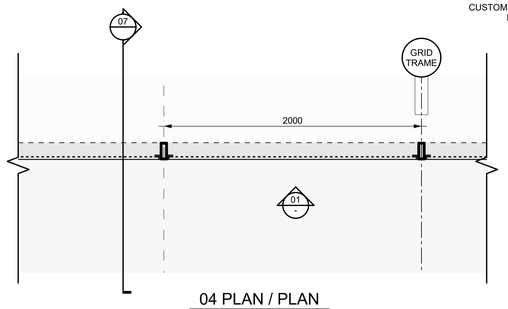
1:20



03 ELEVATION / ÉLÉVATION

1:20

CUSTOM MESH PANELS TO SUIT RELATIVE ADJACENT ARCH FACE INCLINE
PANNEAUX À MAILLE D'ACIER SUR MESURE POUR ACCOMMODER L'INCLINAISON DE LA SURFACE ADJACENTE DE L'ARCHE

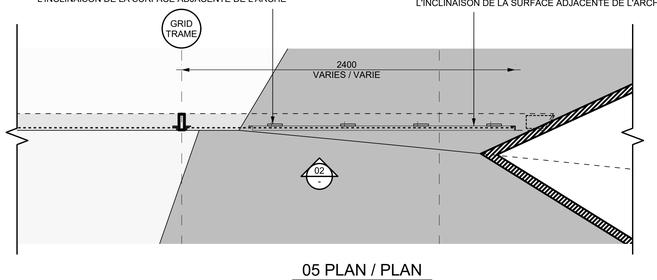


04 PLAN / PLAN

1:20

CUSTOM MESH PANELS TO SUIT RELATIVE ADJACENT ARCH FACE INCLINE
PANNEAUX À MAILLE D'ACIER SUR MESURE POUR ACCOMMODER L'INCLINAISON DE LA SURFACE ADJACENTE DE L'ARCHE

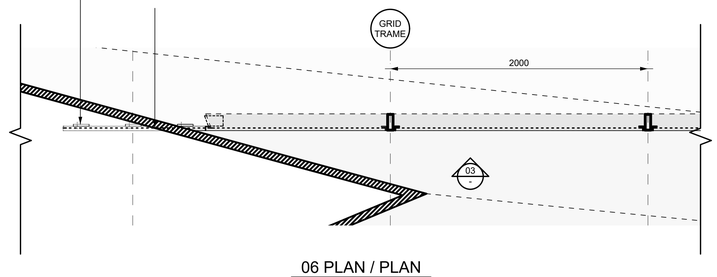
MESH PANELS MECHANICALLY FIXED TO STEEL PLATES PRE-WELDED TO ARCH FACE TO SUIT
PANNEAUX À MAILLE D'ACIER SUR MESURE POUR ACCOMMODER L'INCLINAISON DE LA SURFACE ADJACENTE DE L'ARCHE



05 PLAN / PLAN

1:20

MESH PANELS MECHANICALLY FIXED TO STEEL PLATES PRE-WELDED TO ARCH FACE TO SUIT
PANNEAUX À MAILLE FIXÉS MÉCANIQUEMENT À DES PLAQUES D'ACIER PRÉ-SOUDÉES SUR MESURE À LA FACE DE L'ARCHE



06 PLAN / PLAN

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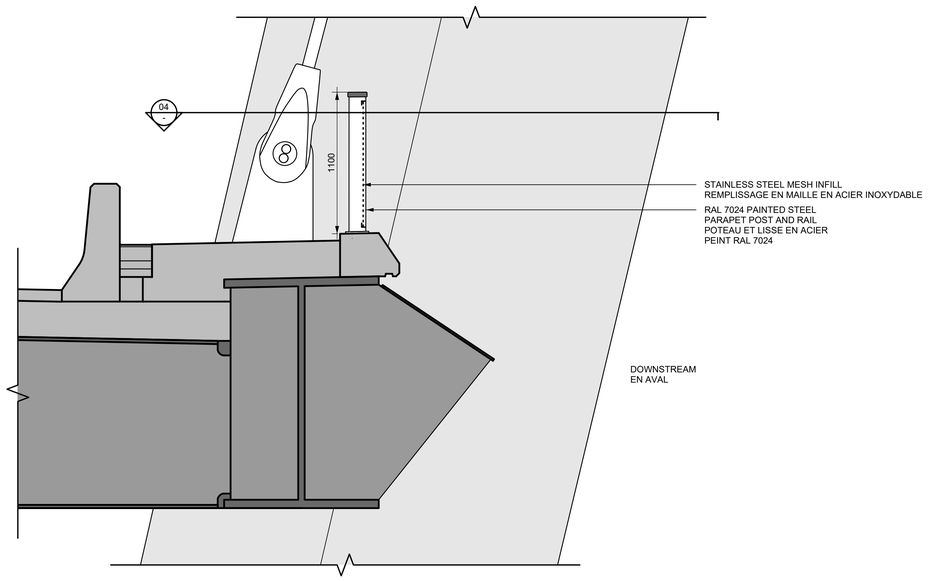
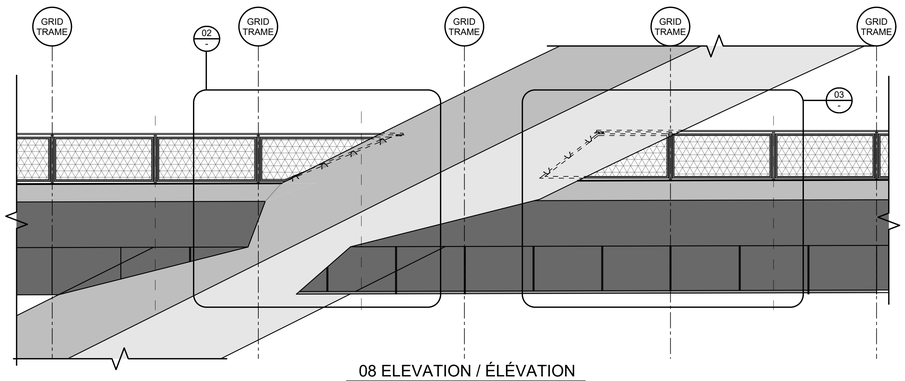


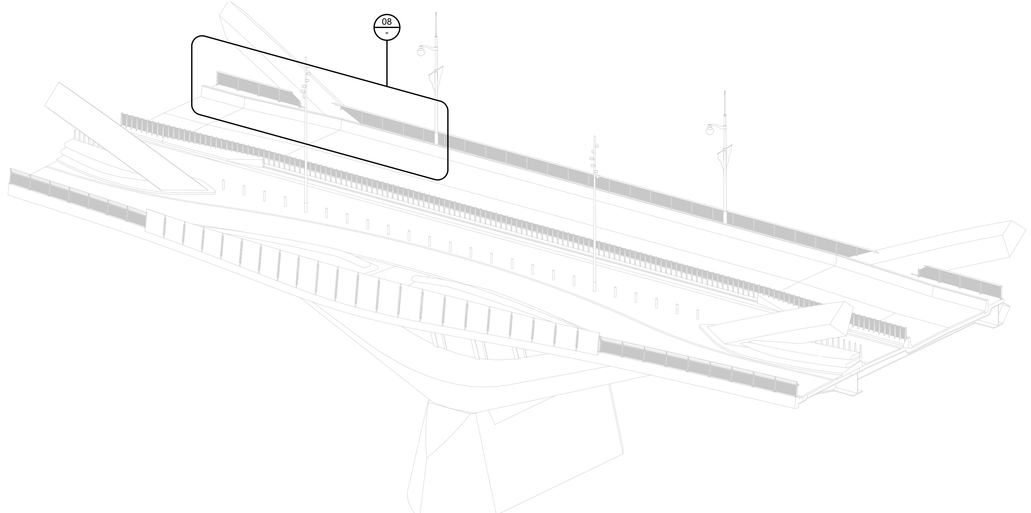
07 SECTION / COUPE

1:20



08 ELEVATION / ÉLÉVATION

1:50



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1:200

KEY / LÉGENDE:
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C

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C drawing no. / dessin no.

project / projet

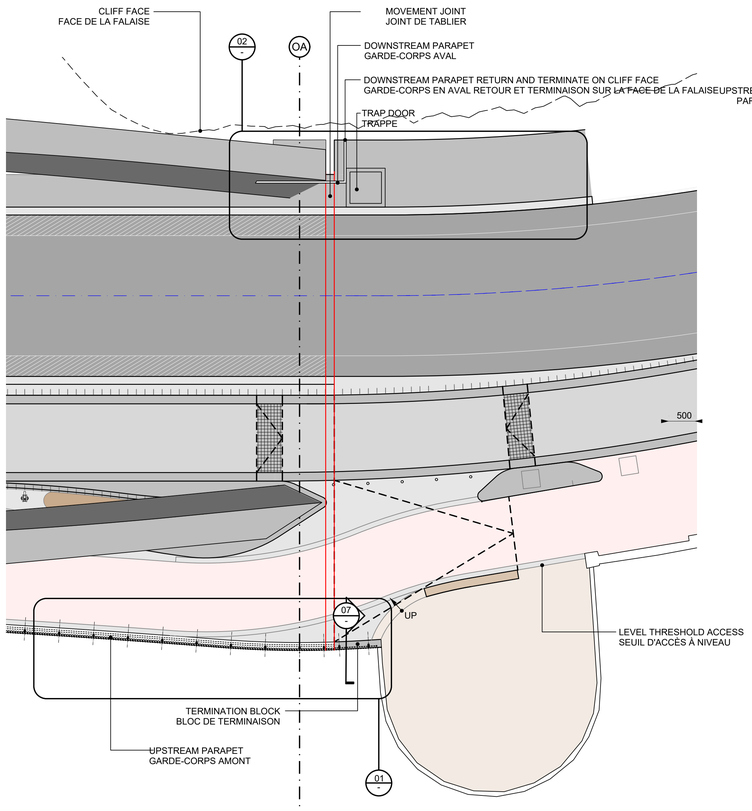
ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

drawing / dessin

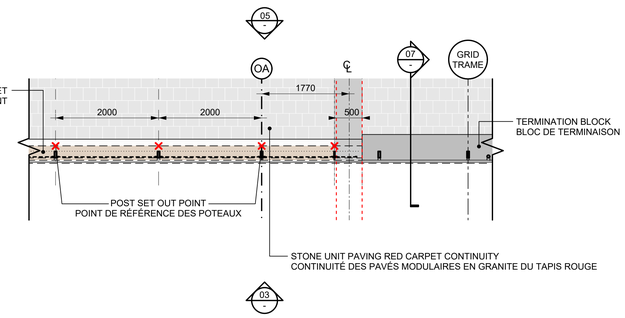
ARCHITECTURE
TYPICAL DOWNSTREAM PARAPET
ARCHITECTURE
GARDE-CORPS AVAL TYPE

Designed By / Conçu par	A.MILLER	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	A.MILLER	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	J.HEATON	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M.KNIGHT	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-A-00123-BI	



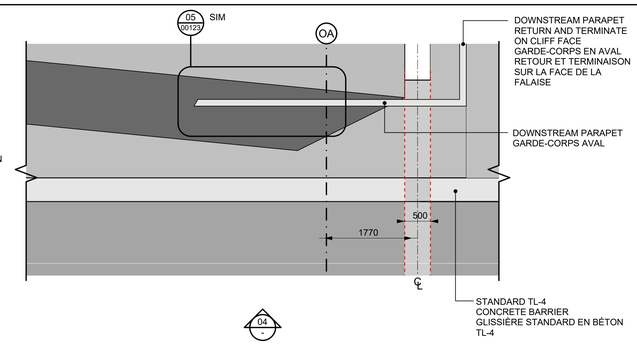
KEY PLAN / VUE EN PLAN

1:150



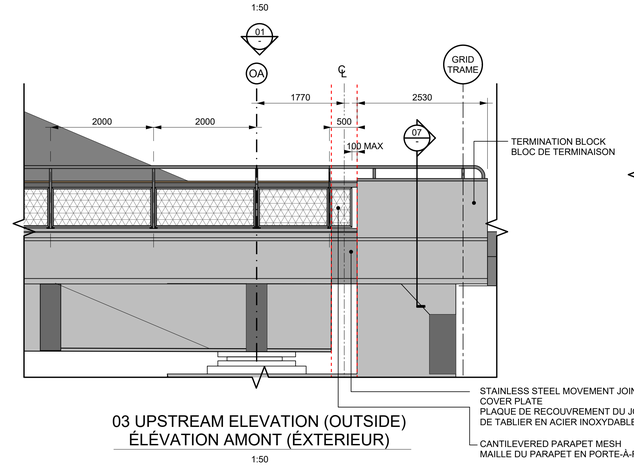
01 UPSTREAM PLAN / PLAN AMONT

1:50



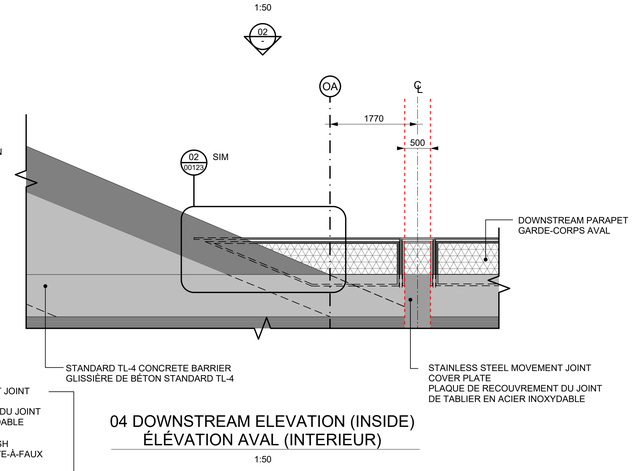
02 DOWNSTREAM PLAN / PLAN AVAL

1:50



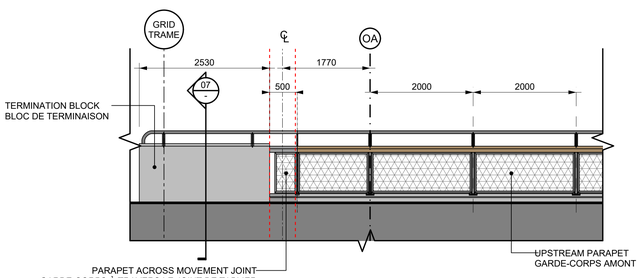
03 UPSTREAM ELEVATION (OUTSIDE)
ÉLÉVATION AMONT (EXTÉRIEUR)

1:50



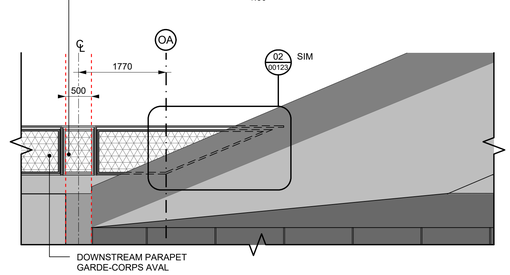
04 DOWNSTREAM ELEVATION (INSIDE)
ÉLÉVATION AVAL (INTERIEUR)

1:50



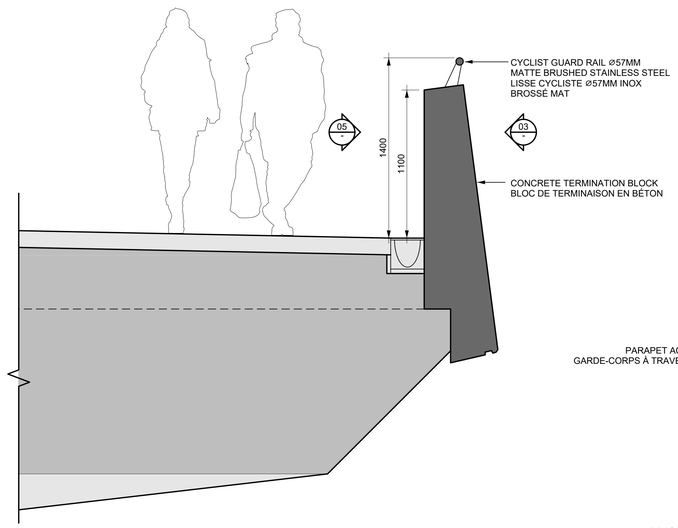
05 UPSTREAM ELEVATION (INSIDE)
ÉLÉVATION AMONT (INTERIEUR)

1:50



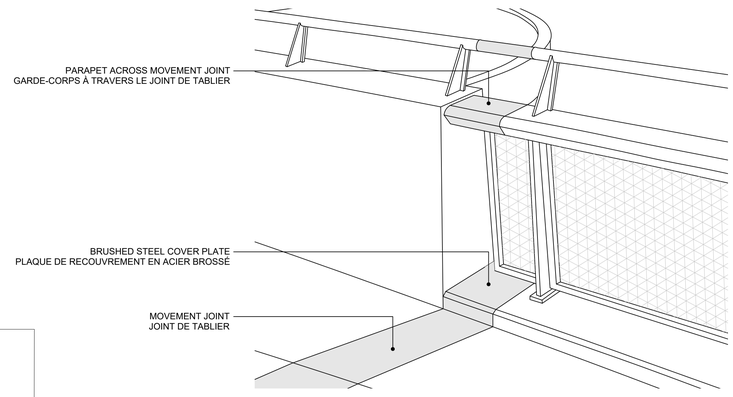
06 DOWNSTREAM ELEVATION (OUTSIDE)
ÉLÉVATION AVAL (EXTERIEUR)

1:50

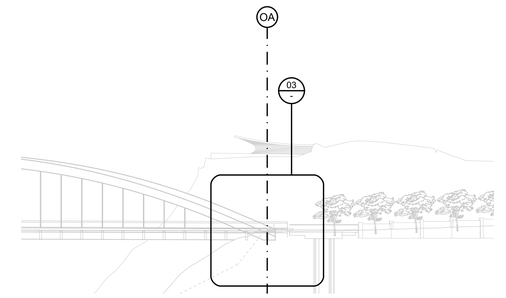


07 SECTION / COUPE

1:20



08 PERSPECTIVE / PERSPECTIVE



KEY ELEVATION / VUE ÉLÉVATION

1:500

KEY / LÉGENDE:

- MOVEMENT JOINT / JOINT DE TABLIER
- MOVEMENT JOINT CENTERLINE / AXE DU JOINT DE TABLIER
- 2M GRIDLINE / TRAME 2M
- 4M SECONDARY GRID / TRAME SECONDAIRE 4M

C

0 10 20mm 40 60 80 100 120 140 160 180 200mm

Canada

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revisions	description	date
P03	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

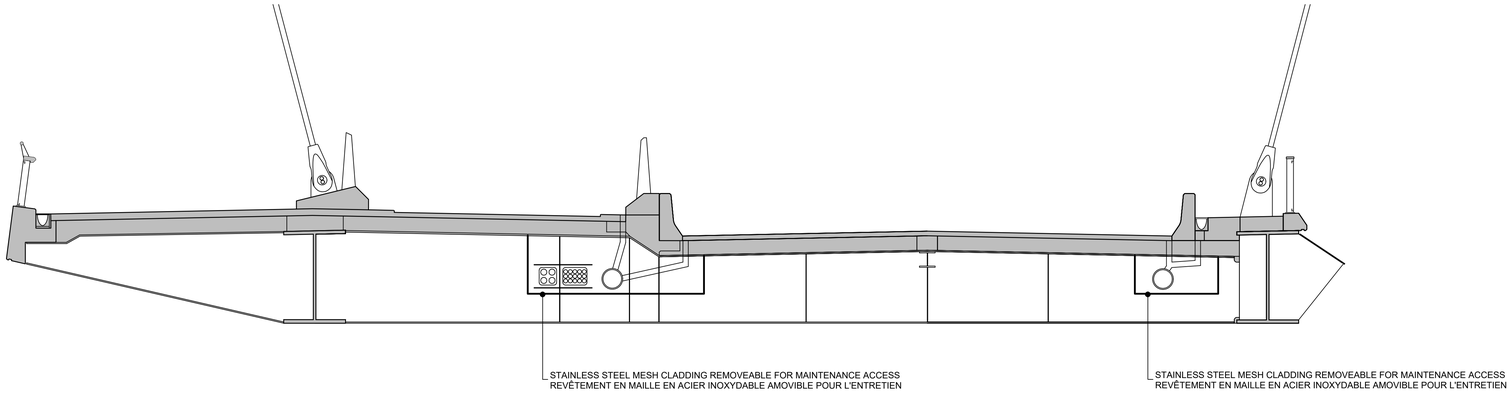
ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

drawing / dessin

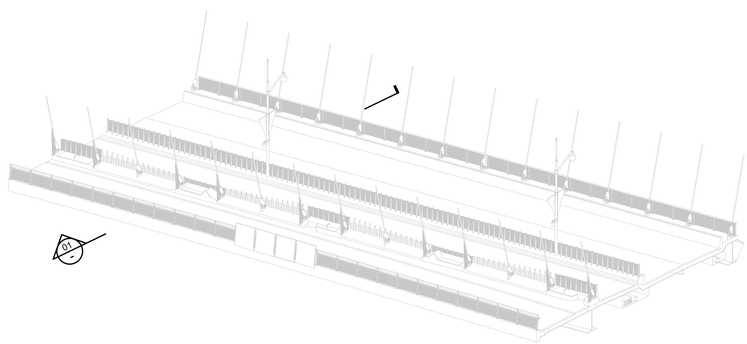
ARCHITECTURE
OTTAWA PARAPET DETAILS
ARCHITECTURE
DÉTAILS GARDE-CORPS OTTAWA

Designed By / Conçu par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Drawn By / Dessiné par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Reviewed By / Examiné par	J.HEATON	
Date (yyyy/mm/dd)	2025/09/26	
Approved By / Approuvé par	M.KNIGHT	
Date (yyyy/mm/dd)	2025/09/26	
Tender / Soumission		
Project Manager / Administrateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-A-00124-BI	



01 TYPICAL SECTION / COUPE TYPIQUE

1:50



KEY AXONOMETRIC / VUE AXONOMÉTRIQUE

1:200

C

0 10 20mm 40 60 80 100 120 140 160 180 200mm

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Real Property Branch / Direction générale des biens immobiliers

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

drawing / dessin

ARCHITECTURE
UNDER DECK CLADDING
TYPICAL CROSS SECTION
ARCHITECTURE
COUPE TRANSVERSALE TYPIQUE
REVÊTEMENT DE SOFFITE

Designed By / Conçu par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Drawn By / Dessiné par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Reviewed By / Examiné par	J.HEATON	
Date (yyyy/mm/dd)	2025/09/26	
Approved By / Approuvé par	M.KNIGHT	
Date (yyyy/mm/dd)	2025/09/26	
Tender / Soumission		
Project Manager / Administrateur de projets		

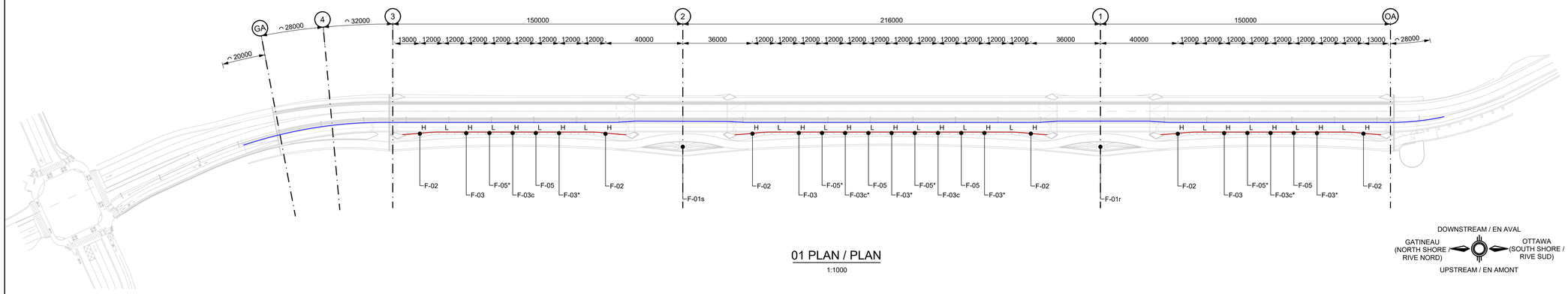
Project no. / No. du projet

295265-00

Drawing no. / No. du dessin

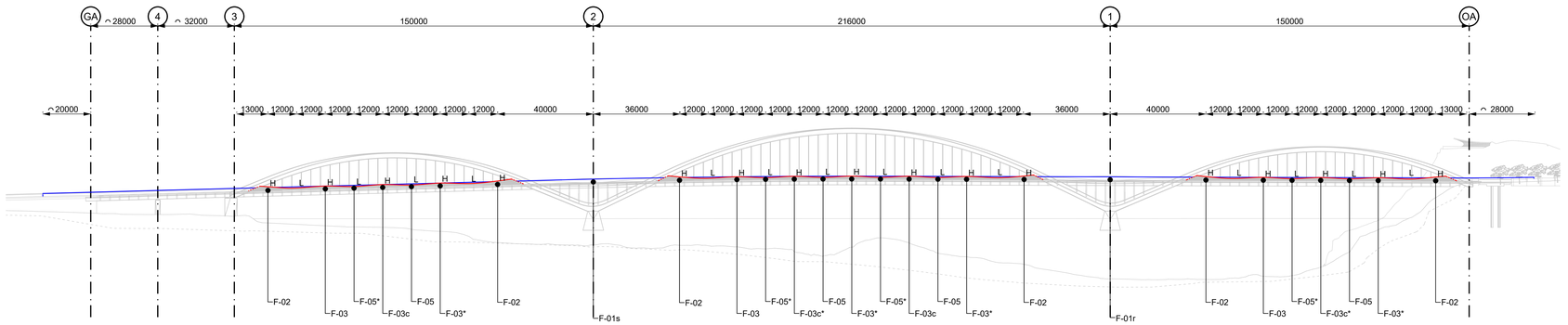
ABRP-TA-RD-AB-DR-A-00150-BI

ALL RADIAL DIMENSIONS ARE MEASURED ALONG ROADWAY CL CURVE WITH GRIDS ALL PERPENDICULAR TO CURVE
TOUTES LES DIMENSIONS RADIALES SONT MESURÉES LE LONG DE LA COURBE DE LA CHAUSSÉE AVEC DES AXES TOUS PERPENDICULAIRES À LA COURBE



01 PLAN / PLAN
1:1000

DOWNSTREAM / EN AVAL
GATINEAU (NORTH SHORE / RIVE NORD)
OTTAWA (SOUTH SHORE / RIVE SUD)
UPSTREAM / EN AMONT



02 ELEVATION / ÉLÉVATION
1:1000

KEY / LÉGENDE:

F-01	LOOKOUT / BELVÉDÈRE
F-02	NOOK / COIN
F-03	ACCESSIBLE & WHEELCHAIR INCLUSIVE (BACKREST) / ACCESSIBLE & INCLUSIF POUR LES DISPOSITIFS DE MOBILITÉ (DOSSIER)
F-05	CHAISE LONGUE / CHAISE LONGUE
c	SHADING CANOPY / AUVENT D'OMBRAGE
r	RIVER SIDE / CÔTÉ RIVIÈRE
s	SHORE SIDE / CÔTÉ RIVE
H	LAMELLA HIGH POINT / LAMELLE POINT HAUT
L	LAMELLA LOW POINT / LAMELLE POINT BAS
●	SEATING LOCATION / EMPLACEMENT DES SIÉGES
*	MIRRORED / SYMÉTRIQUE
——	ROADWAY LAMELLA ALIGNMENT / ALIGNEMENT DES LAMELLES DE CHAUSSÉE
——	PEDESTRIAN LAMELLA ALIGNMENT / ALIGNEMENT DES LAMELLES PIÉTONNES

C
0 10 20mm 40 60 80 100 120 140 160 180 200mm

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R. 103064

drawing / dessin

ARCHITECTURE
LAMELLA SCHEMATIC
ARCHITECTURE
SCHÉMA DES LAMELLES

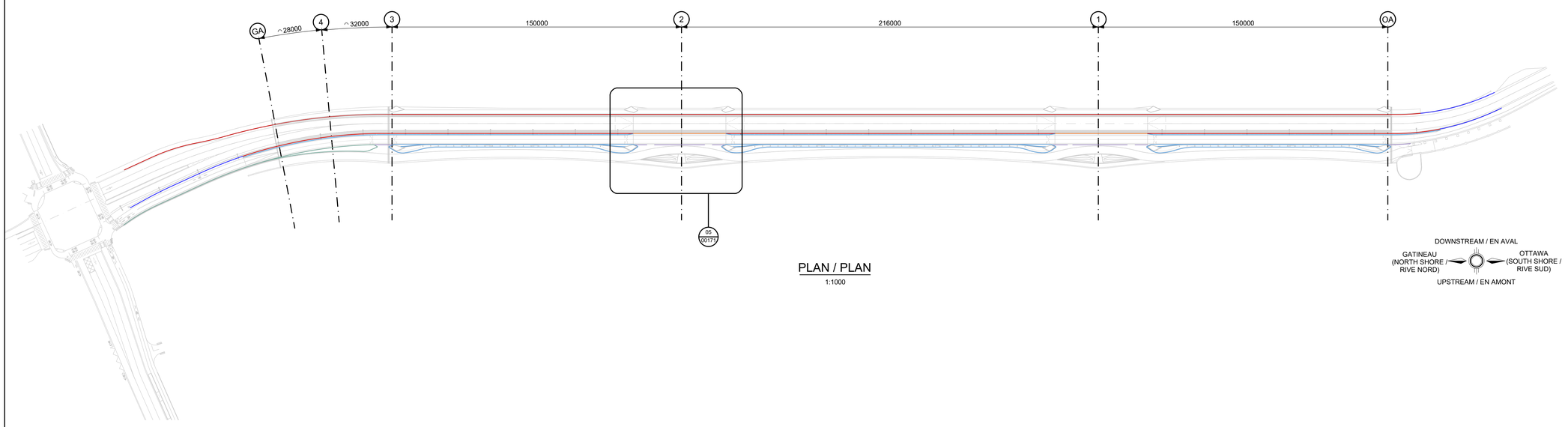
Designed By	A.MILLER 2025/09/26	Conçu par
Date		(yyyy/mm/dd)
Drawn By	A.MILLER 2025/09/26	Dessiné par
Date		(yyyy/mm/dd)
Reviewed By	J.HEATON 2025/09/26	Examiné par
Date		(yyyy/mm/dd)
Approved By	M.KNIGHT 2025/09/26	Approuvé par
Date		(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

295265-00

Drawing no. / No. du dessin

ABRP-TA-RD-AB-DR-A-00160-BI

ALL RADIAL DIMENSIONS ARE MEASURED ALONG ROADWAY CL CURVE WITH GRIDS ALL PERPENDICULAR TO CURVE
TOUTES LES DIMENSIONS RADIALES SONT MESURÉES LE LONG DE LA COURBE DE LA CHAUSSÉE AVEC DES AXES TOUS PERPENDICULAIRES À LA COURBE



PLAN / PLAN
1:1000

DOWNSTREAM / EN AVAL
GATINEAU (NORTH SHORE / RIVE NORD)
OTTAWA (SOUTH SHORE / RIVE SUD)
UPSTREAM / EN AMONT

KEY / LÉGENDE:

- REMOVABLE PLANTER / BAC DE PLANTATION
- REMOVABLE STEEL BARRIER / GLISSIÈRE EN ACIER AMOVIBLE
- STANDARD TL-4 CONCRETE BARRIER / GLISSIÈRE EN BÉTON STANDARD TL-4
- STANDARD METAL BARRIER / GLISSIÈRE MÉTALLIQUE STANDARD
- ARCHITECTURAL PLINTH WITH TIMBER LAMELLA / SOCLE ARCHITECTURAL AVEC LAMELLE EN BOIS
- BOLLARDS / BOLLARDS

C
0 10 20mm 40 60 80 100 120 140 160 180 200mm

Canada

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C drawing no. / dessin no.

project / projet

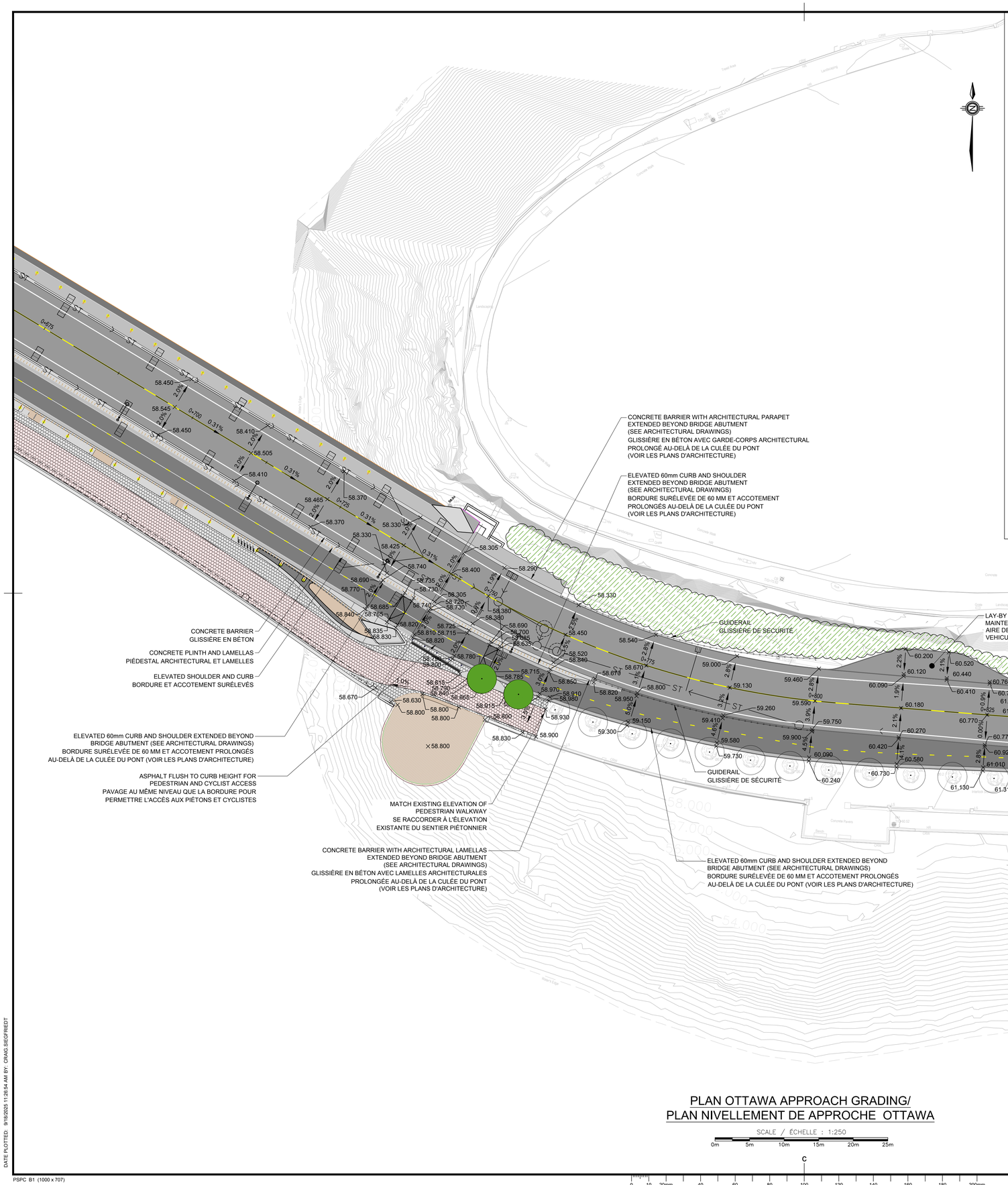
ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

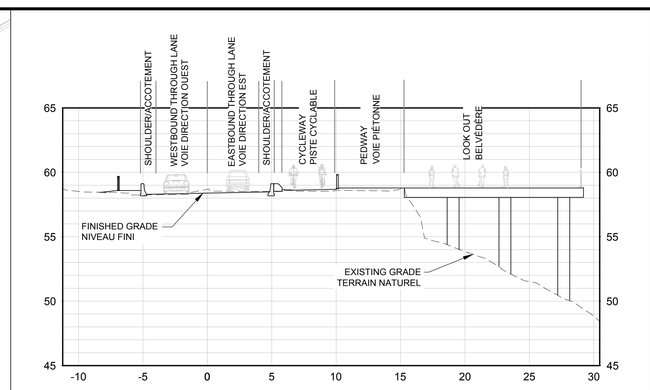
R. 103064

drawing / dessin

ARCHITECTURE
BARRIER SCHEMATIC
ARCHITECTURE
SCHÉMA DE GLISSIÈRE

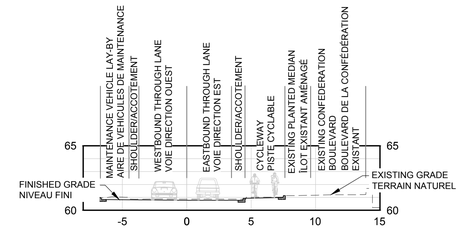
Designed By / Conçu par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Drawn By / Dessiné par	A.MILLER	
Date (yyyy/mm/dd)	2025/09/26	
Reviewed By / Examiné par	J.HEATON	
Date (yyyy/mm/dd)	2025/09/26	
Approved By / Approuvé par	M.KNIGHT	
Date (yyyy/mm/dd)	2025/09/26	
Tender / Soumission		
Project Manager / Administrateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-A-00170-BI	





SECTION STA 0+753 / COUPE TRANSVERSALE CHA 0+753

SCALE / ÉCHELLE: 1:200



SECTION STA 0+825 / COUPE TRANSVERSALE CHA 0+825

SCALE / ÉCHELLE: 1:200

PLAN OTTAWA APPROACH GRADING/ PLAN NIVELLEMENT DE APPROCHE OTTAWA

SCALE / ÉCHELLE : 1:250

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A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

CIVIL
OTTAWA APPROACH
GRADING PLAN AND SECTIONS
CIVIL
APPROCHE OTTAWA
PLAN DE NIVELLEMENT ET COUPES

Designed By	H. BISSON	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	C. SIEGFRIEDT	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	H. BISSON	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M. GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets

Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-ON-DR-C-00101-BI

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DATE PLOTTED: 9/18/2025 11:29:54 AM BY: CRAIG.SIEGFRIEDT
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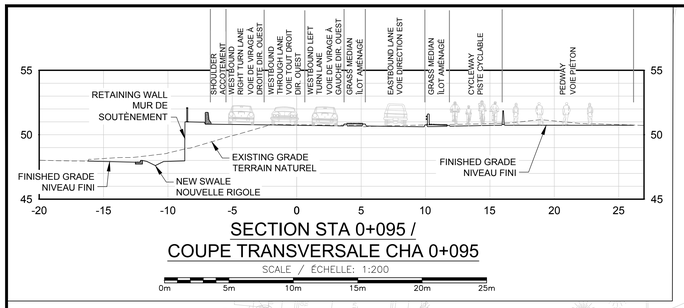

SECTION STA 0+095 / COUPE TRANSVERSALE CHA 0+095

SCALE / ÉCHELLE: 1:200

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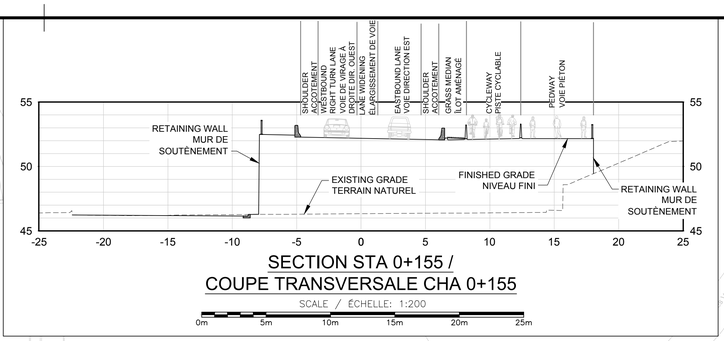

SECTION STA 0+155 / COUPE TRANSVERSALE CHA 0+155

SCALE / ÉCHELLE: 1:200

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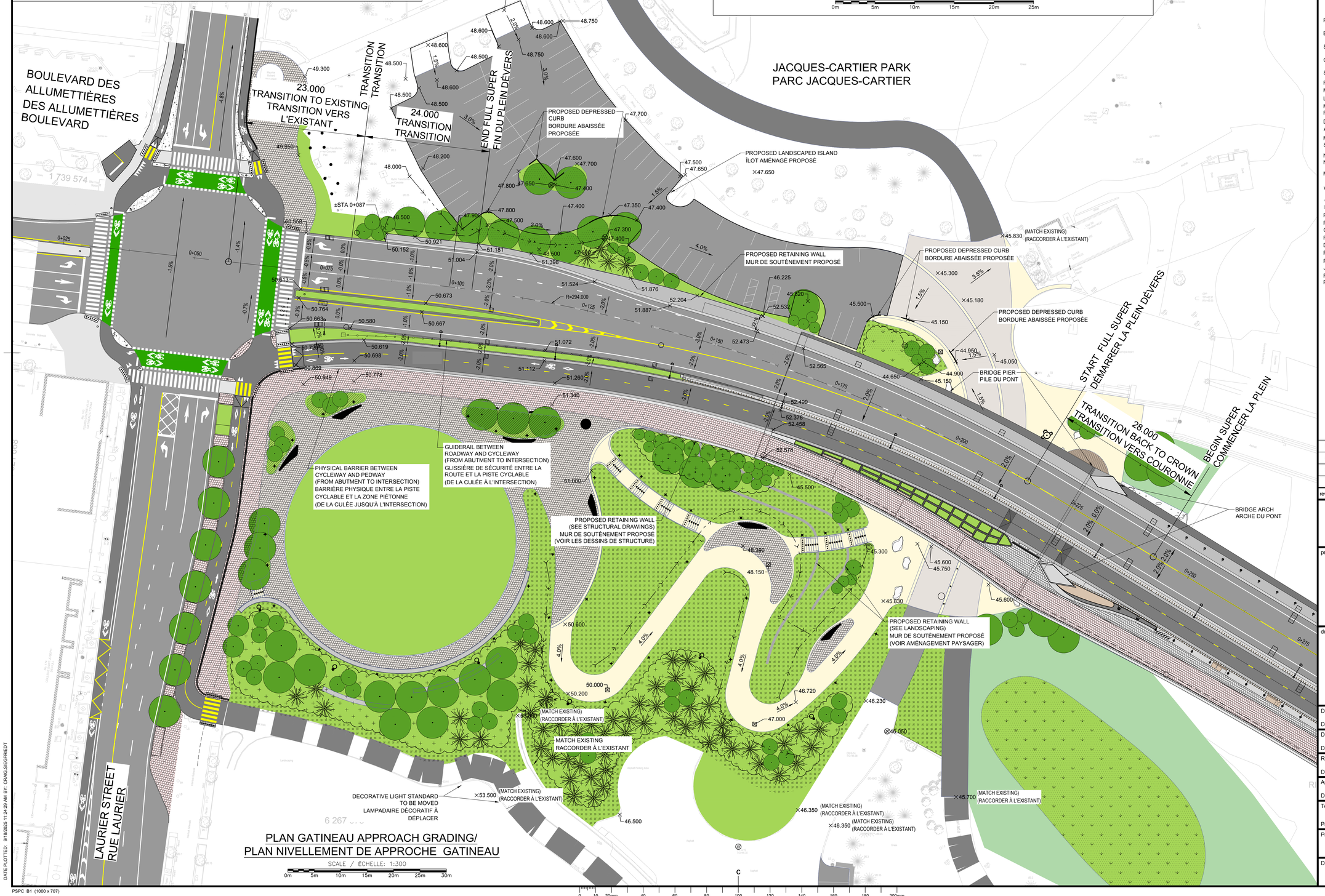

PLAN GATINEAU APPROACH GRADING/ PLAN NIVELLEMENT DE APPROCHE GATINEAU

SCALE / ÉCHELLE: 1:300

0m 5m 10m 15m 20m 25m 30m

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MODIFIED: 9/17/2025 3:20:19 PM BY: CRAIG SIEGFRIEDT
DATE PLOTTED: 9/18/2025 11:24:29 AM BY: CRAIG SIEGFRIEDT

PSPC B1 (1000 x 707)

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Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada

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LEGEND / LÉGENDE

- ROADWAY/CHAUSSÉE
- BICYCLE LANE/PISTE CYCLABLE
- SIDEWALK/TROTTOIR
- CONCRETE/BÉTON
- SWALE/RIGOLE
- RETAINING WALLS / MURS DE SOUTÈNEMENT
- LOW STONES LANDSCAPE RETAINING WALLS / MURS DE SOUTÈNEMENT DÉCORATIFS EN PIERRE
- DECORATIVE PLANTING AREA / AIRE DE PLANTATIONS DÉCORATIVES
- MULTI-USE PATH / SENTIER MULTIFONCTIONNEL — MUP
- NEW MUP / NOUVEAU SENTIER MULTIFONCTIONNEL
- MULTI-USE ZONE/ZONE MULTI-USAGE
- VEHICULAR ZONE/ZONE VEHICULAIRE
- GROUND COVER PLANTING / PLANTATION DE COUVRE-SOL
- RED CARPET GRANITE PAVER / PAVÉ DE GRANIT TAPIS ROUGE
- GRANITE PAVER / PAVÉ DE GRANITE
- DECORATIVE CONCRETE PAVING / PAVÉ DE BÉTON DÉCORATIF
- RAIN GARDENS/INFILTRATION / JARDINS DE PLUIE/INFILTRATION
- RIPARIAN PLANTING / PLANTATION RIVERAINE

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revisions	description	date
P03	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUIDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

CIVIL
GATINEAU APPROACH GRADING
PLAN AND SECTIONS
CIVIL
APPROCHE GATINEAU
PLAN DE NIVELLEMENT ET COUPES

Designed By	H. BISSON	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	C. SIEGFRIEDT	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	H. BISSON	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M. GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

295265-00

Drawing no. / No. du dessin

ABRP-TA-RD-QU-DR-C-00101-BI

1 CONCRETE CURB
BORDURE DE BÉTON

2 HALF HEIGHT CONCRETE CURB
BORDURE DE BÉTON MI-HAUTEUR

3 DEPRESSED CONCRETE CURB
BORDURE DE BÉTON ABAISSÉE

4 ASPHALT PATHWAY
SENTIER EN ENROBÉ

5 ASPHALT SIDEWALK
TROTTOIR EN ENROBÉ

6 BUS DROP OFF AREA
AIRE DE DÉBARQUEMENT DES AUTOBUS

7 BUS LAY-BY AREA
AIRE DE STATIONNEMENT POUR AUTOBUS

8 RETAINING WALL
MUR DE SOUTÈNEMENT

9 LANDSCAPE
AMÉNAGEMENTS PAYSAGERS

10 TREES TO BE PROTECTED
ARBRES À PROTÉGER

11 TWSI
PLAQUE PODOTACTILE

90 PARKING SPACES
90 CASES DE STATIONNEMENT

DESIGN-BUILDER TO ADJUST DESIGN OF CURVE OR TRIM/REMOVE EXISTING VEGETATION (SUBJECT TO NCC APPROVAL) AS NECESSARY TO ENSURE ADEQUATE SIGHTLINES.
L'ENTREPENEUR-CONCEPTEUR DOIT AJUSTER LA CONCEPTION DE LA COURBE OU TAILLER/ENLEVER LA VÉGÉTATION EXISTANTE (SOUS RÉSERVE DE L'APPROBATION DE LA CCN) SI NÉCESSAIRE AFIN D'ASSURER UNE VISIBILITÉ ADÉQUATE.

TEMPORARY FLOATING WHARF
REFER TO ABRP-TA-RD-QU-DR-ST-300-BI
QUAI FLOTTANT TEMPORAIRE
SE RÉFÉRER AU ABRP-TA-RD-QU-DR-ST-300-BI

TEMPORARY ACCESS BRIDGE
REFER TO ABRP-TA-RD-QU-DR-ST-301-BI
PASSERELLE D'ACCÈS TEMPORAIRE
SE RÉFÉRER AU ABRP-TA-RD-QU-DR-ST-301-BI

TEMPORARY BOAT LAUNCH
REFER TO ABRP-TA-RD-QU-DR-ST-302-BI
RAMPE DE MISE À L'EAU TEMPORAIRE
SE RÉFÉRER AU ABRP-TA-RD-QU-DR-ST-302-BI

EXISTING MARINA
MARINA EXISTANTE

RIVIÈRE DES OUTAOUAIS
(Territoire non cadastré)

LAURIER STREET
5 376 321

RUE de VERDUN STREET
1 653 760

RUE SAINT-ETIENNE STREET
1 653 761

1 622 291
1 622 009
3 119 498
PC-43392
PC-33898
PC-66457
1 739 617
1 621 628
1 621 827
1 621 751
1 621 760
1 621 749
1 621 748
1 621 746
1 621 745
1 621 744
1 621 747

TOP: 49.10
INV.: 44.91 (S)
INV.: 40.02 (W)
INV.: 40.13 (E)
INV.: 44.45 (N)

TOP: 49.10
INV.: 45.36 (S)
INV.: 45.39 (N)

SANITARY 900ø RCP
STORM 2000ø RCP
WATERMAIN 250ø DI
SANITARY 382ø PVC

R9.000
R30.000

0 10 20mm 40 60 80 100 120 140 160 180 200mm

PSPC B1 (1000 x 707)

CAD FILE LOCATION AND NAME: C:\projects\arup-can-pw-02\craig.seyfried@ama.ca\d0291537\ABRP-TA-RD-QU-DR-C-00300-BI.dwg
MODIFIED: 9/22/2025 4:25:06 PM BY: CRAIG.SEGFRIED
DATE PLOTTED: 9/22/2025 12:00:14 PM BY: CRAIG.SEGFRIED

P04

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada
Real Property Branch / Direction générale des biens immobiliers

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1, Place Ville Marie, bureau 3270
Montreal, QC H3B 3Y2
www.arup.com

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DILLON CONSULTING
THURBER ENGINEERING LTD.
CIMA+

Knight Architects PROVENCHER_ROY

seal / sceau

LEGEND
LÉGENDE

- ROADWAY / CHAUSSÉE
- PATHWAY / SIDEWALK / PISTE CYCLABLE / TROTTOIR
- VEGETATED AREA / AIRE VÉGÉTALISÉE
- RIPARIAN PLATING / PLANTATION RIPISYLVE
- HISTORICAL FLOOD ZONE RECURRENCE 2 YEARS (APPROXIMATE LOCATION) / ZONE HISTORIQUE INONDABLE RÉCURRENCE 2 ANS (EMPLACEMENT APPROXIMATIF)
- HISTORICAL FLOOD ZONE RECURRENCE 100 YEARS (APPROXIMATE LOCATION) / ZONE HISTORIQUE INONDABLE RÉCURRENCE 100 ANS (EMPLACEMENT APPROXIMATIF)
- (11) NUMBER OF PARKING SPACES / NOMBRE DE PLACES DE STATIONNEMENT

SCALE / ÉCHELLE : 1:500
0m 10m 20m 30m 40m 50m

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A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

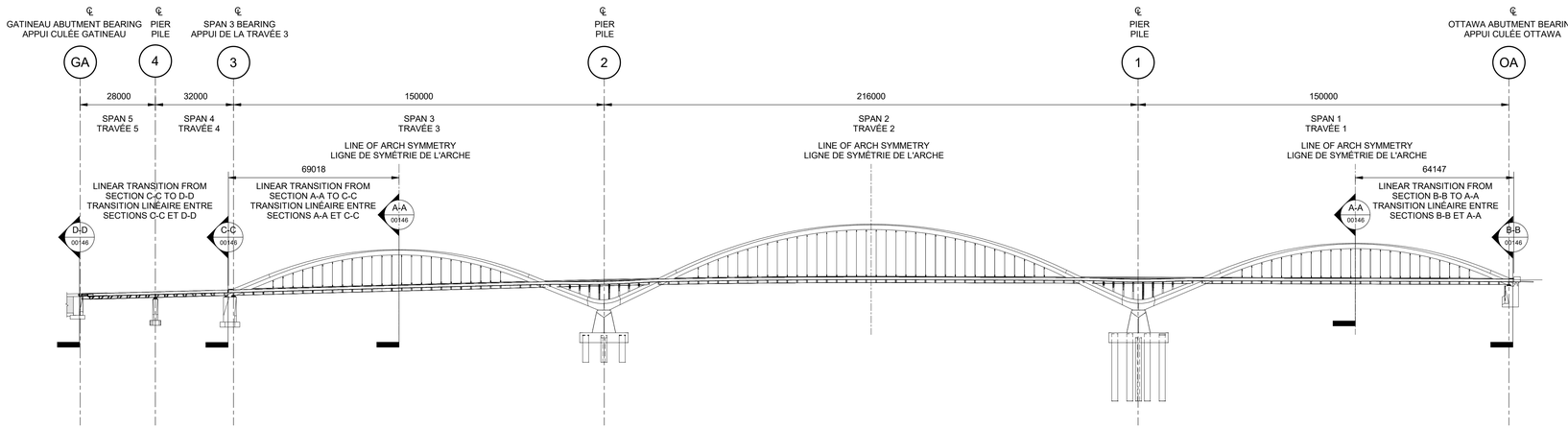
drawing / dessin

CIVIL
TEMPORARY MARINE WORKS
SITE PLAN
CIVIL
TRAVAUX MARITIMES TEMPORAIRES
PLAN DU SITE

Designed By / Conçu par	H. BISSON	
Date / (yyyy/mm/dd)	2025/09/26	
Drawn By / Dessiné par	S.C.POGGIOLI	
Date / (yyyy/mm/dd)	2025/09/26	
Reviewed By / Examiné par	H. BISSON	
Date / (yyyy/mm/dd)	2025/09/26	
Approved By / Approuvé par	M. GALLAND	
Date / (yyyy/mm/dd)	2025/09/26	
Tender / Soumission		
Project Manager / Administrateur de projets		

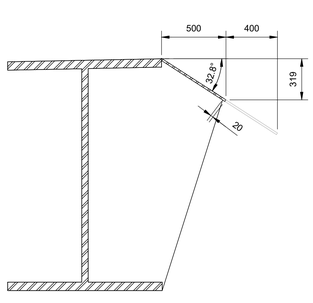
Project no. / No. du projet
295265-00

Drawing no. / No. du dessin
ABRP-TA-RD-QU-DR-C-00300-BI



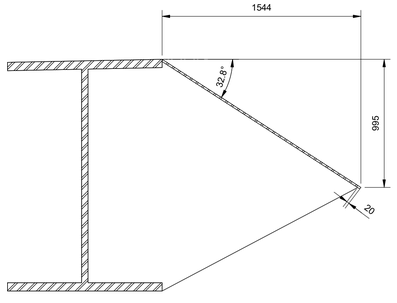
ELEVATION / ÉLÉVATION

1 : 1000



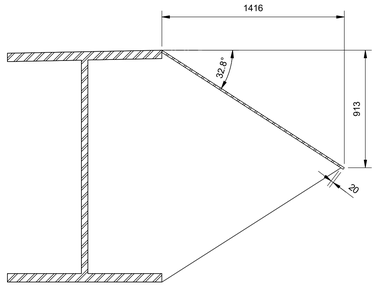
SECTION D-D / COUPE D-D

1 : 20



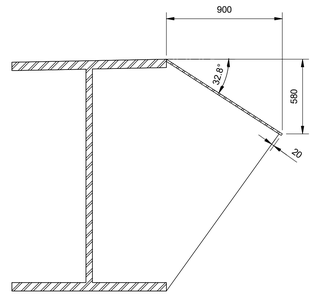
SECTION C-C / COUPE C-C

1 : 20



SECTION B-B / COUPE B-B

1 : 20



SECTION A-A / COUPE A-A

1 : 20

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Public Services and Procurement Canada / Services publics et Approvisionnement Canada

Real Property Branch / Direction générale des biens immobiliers

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Montreal, QC H3B 3Y2
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NOTES:

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NOTES:

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revisions	description	date
P02	ISSUED FOR IPT REVIEW AND COMMENT	2025/06/13
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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

drawing / dessin

STRUCTURES
DECK DETAILS
SHEET 7 OF 7
OUVRAGES D'ART
DÉTAILS DU TABLIER
FEUILLET 7 DE 7

Designed By	M.CARTER 2025/09/26	Conçu par
Date		(yyyy/mm/dd)
Drawn By	M.SHEPPARD 2025/09/26	Dessiné par
Date		(yyyy/mm/dd)
Reviewed By	R.EL SADAWY 2025/09/26	Examiné par
Date		(yyyy/mm/dd)
Approved By	M.GALLAND 2025/09/26	Approuvé par
Date		(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administateur de projets
Project no.	295265-00	No. du projet
Drawing no.	ABRP-TA-RD-AB-DR-S-00146-BI	No. du dessin

PSPC B1 (1000 x 707)

C

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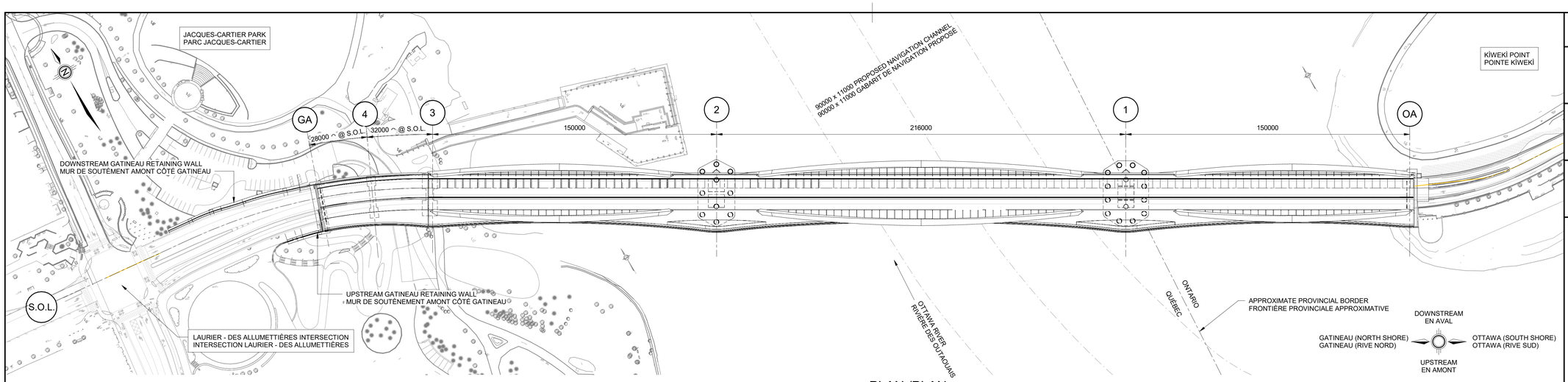
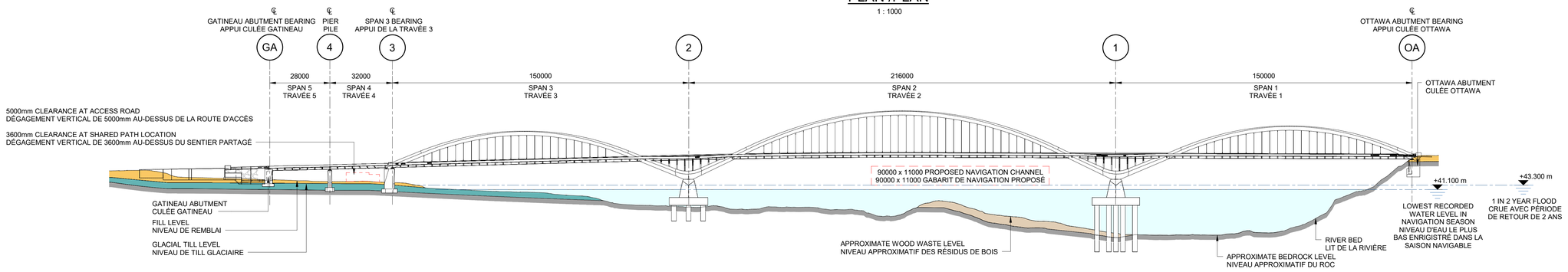


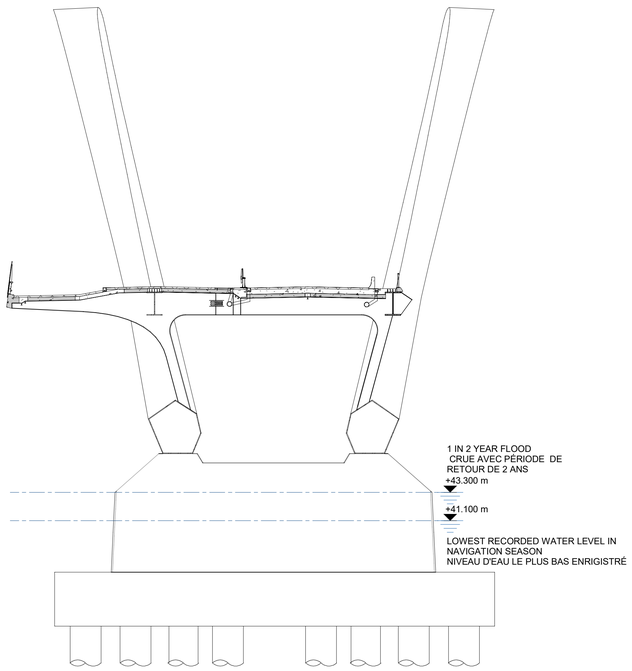
PLAN /PLAN

1 : 1000



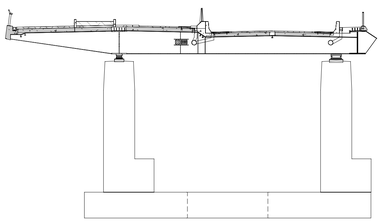
ELEVATION / ÉLÉVATION

1 : 1000



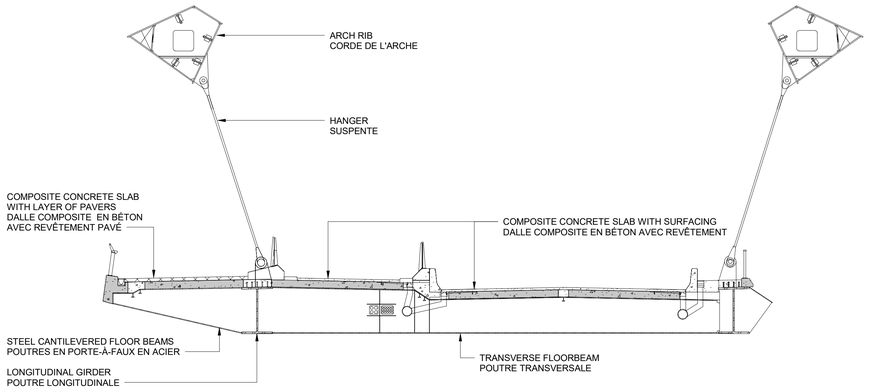
TYPICAL SECTION - PIER 1 AND 2 / COUPE TYPIQUE - PILE 1 ET 2

1 : 200



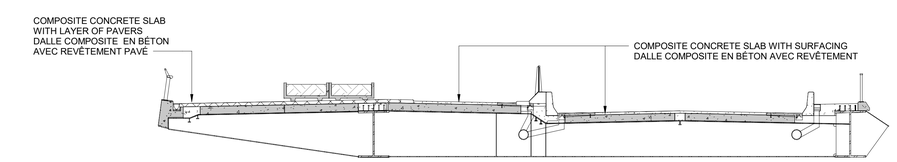
TYPICAL SECTION - SECTION AT PIER 3 AND 4 / COUPE TYPIQUE - PILE 3 ET 4

1 : 200



TYPICAL SECTION - SPANS 1-3 / COUPE TYPIQUE -TRAVÉES 1-3

1 : 100



TYPICAL SECTION - SPANS 4 AND 5 / COUPE TYPIQUE -TRAVÉES 4 ET 5

1 : 100

C

0 10 20mm 40 60 80 100 120 140 160 180 200mm

PSPC B1 (1000 x 707)

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Real Property Branch / Direction générale des biens immobiliers

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Montreal, QC H3B 3Y2
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THURBER ENGINEERING LTD.

CIMA+

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seal / sceau

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P03	ISSUED FOR IPT REVIEW AND COMMENT	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26
revisions	description	date

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

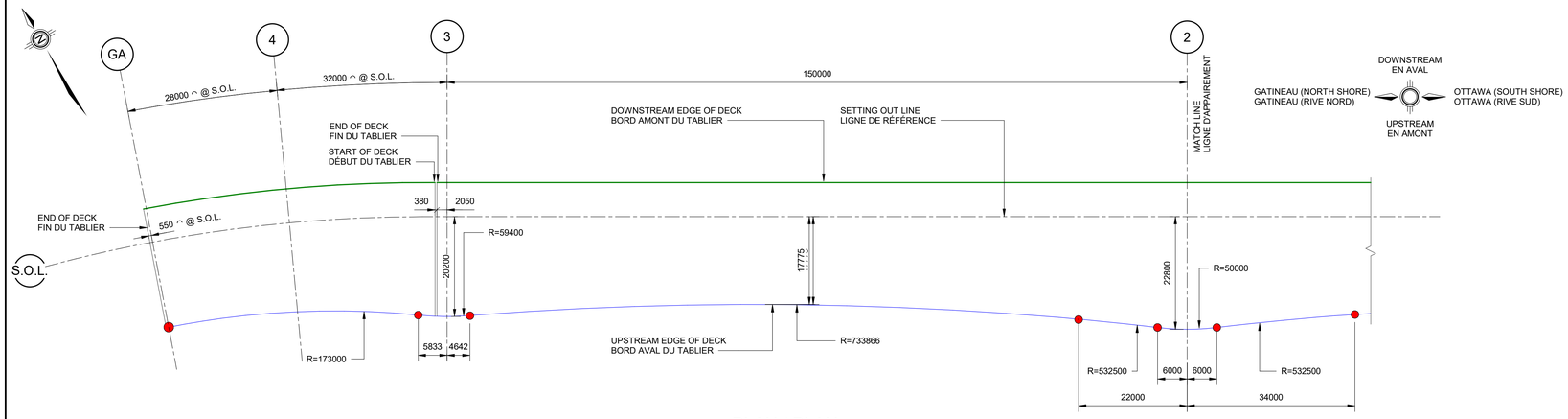
ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

drawing / dessin

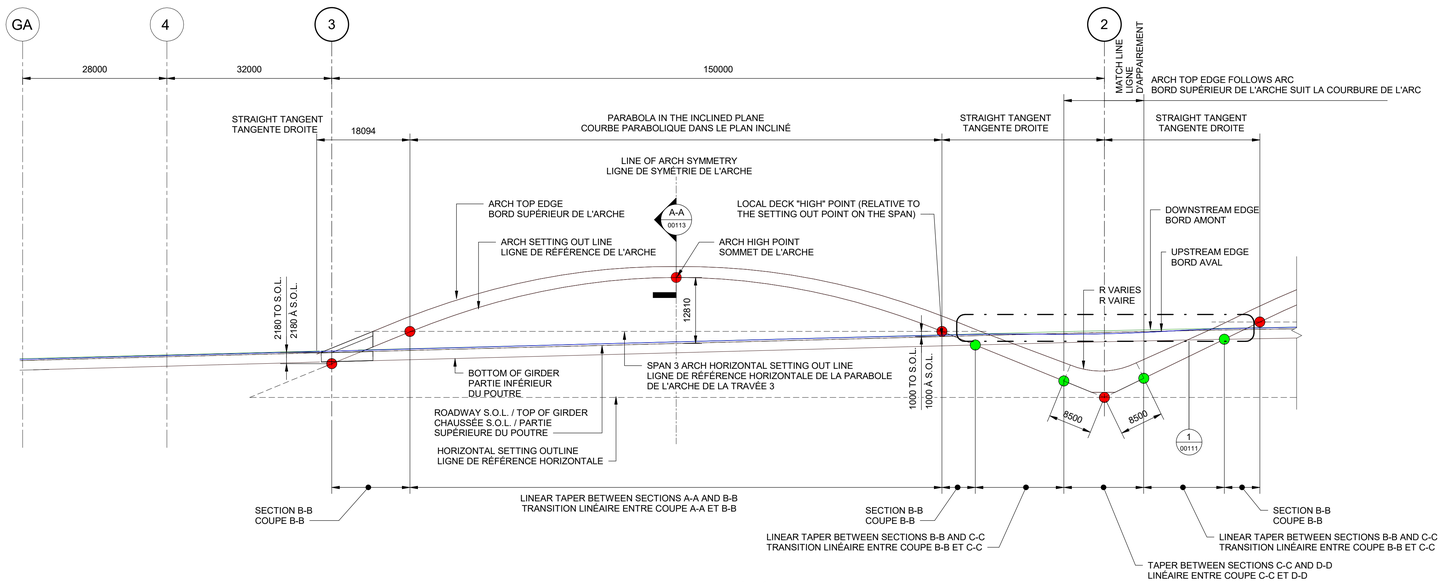
STRUCTURES
GENERAL ARRANGEMENT
OUVRAGES D'ART
PLAN D'ENSEMBLE

Designed By	M.CARTER 2025/09/26	Conçu par
Date		(yyyy/mm/dd)
Drawn By	M.SHEPPARD 2025/09/26	Dessiné par
Date		(yyyy/mm/dd)
Reviewed By	R.EL SADAWY 2025/09/26	Examiné par
Date		(yyyy/mm/dd)
Approved By	M.GALLAND 2025/09/26	Approuvé par
Date		(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administateur de projets
Project no.	295265-00	No. du projet
Drawing no.	ABRP-TA-RD-AB-DR-S-00110-BI	No. du dessin



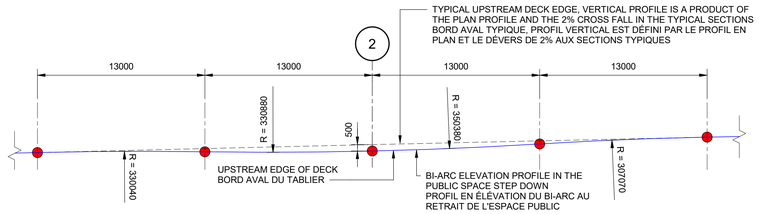
PLAN / PLAN

1 : 500



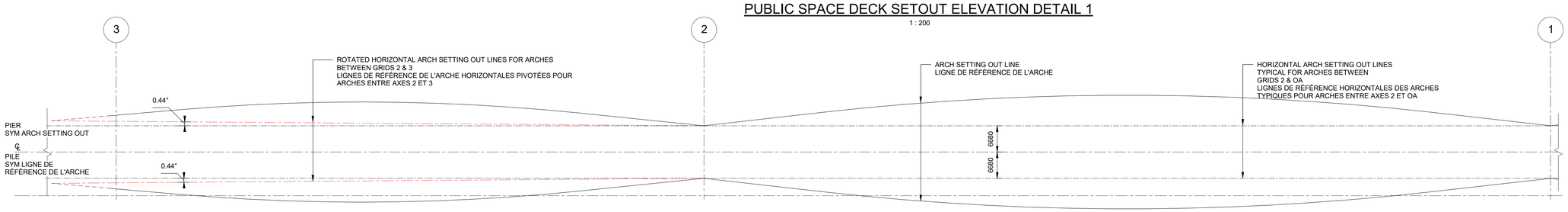
ELEVATION A-A / ÉLÉVATION A-A

1 : 500



PUBLIC SPACE DECK SETOUT ELEVATION DETAIL 1

1 : 200



HORIZONTAL ARCH PARTIAL SETTING OUT PLAN

1 : 500

C

0 10 20mm 40 60 80 100 120 140 160 180 200mm

PSPC B1 (1000 x 707)

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada

Real Property Branch / Direction générale des biens immobiliers

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THURBER ENGINEERING LTD.
CIMA+
Knight Architects PROVENCHER_ROY

seal / sceau

LEGEND / LÉGENDE:

- REFERENCE CURVE SETTING OUT POINT / POINT DE RÉFÉRENCE DE LA COURBE
- SECTION TRANSITION POINT / POINT DE TRANSITION DE SECTION

NOTES:

1. REFER TO GENERAL NOTES.
2. DECK EDGE SETTING OUT CURVES SHALL BE SMOOTH AND TANGENTIAL AT ALL POINTS WHERE THE CURVATURE CHANGES.
3. CROSS SECTION OUTLINES AND DIMENSIONS REPRESENT THE EXTENTS OF THE SECTIONS. PLATE AND FLANGE THICKNESSES INCLUDED IN THE OUTLINES.
4. HORIZONTAL DIMENSIONS ON THE PLAN VIEW ARE TAKEN PARALLEL TO THE S.O.L. VERTICAL DIMENSIONS ARE TAKEN PERPENDICULAR TO THE S.O.L.

NOTES:

1. SE RÉFÉRER AUX NOTES GÉNÉRALES.
2. LES COURBES DE RÉFÉRENCE DU BORD DU TABLIER DOIVENT ÊTRE LISSES ET TANGENTES À TOUS LES POINTS OÙ LA COURBURE CHANGE.
3. LES CONTOURS ET LES DIMENSIONS REPRÉSENTENT L'ÉTENDUE DES SECTIONS. L'ÉPAISSEUR DES PLAQUES ET DES SEMELLES EST INCLUSE DANS LES CONTOURS.
4. LES DIMENSIONS HORIZONTALES DE LA VUE EN PLAN SONT PRISES PARALLÈLEMENT À LA S.O.L. LES DIMENSIONS VERTICALES SONT PRISES PERPENDICULAIREMENT À LA S.O.L.

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

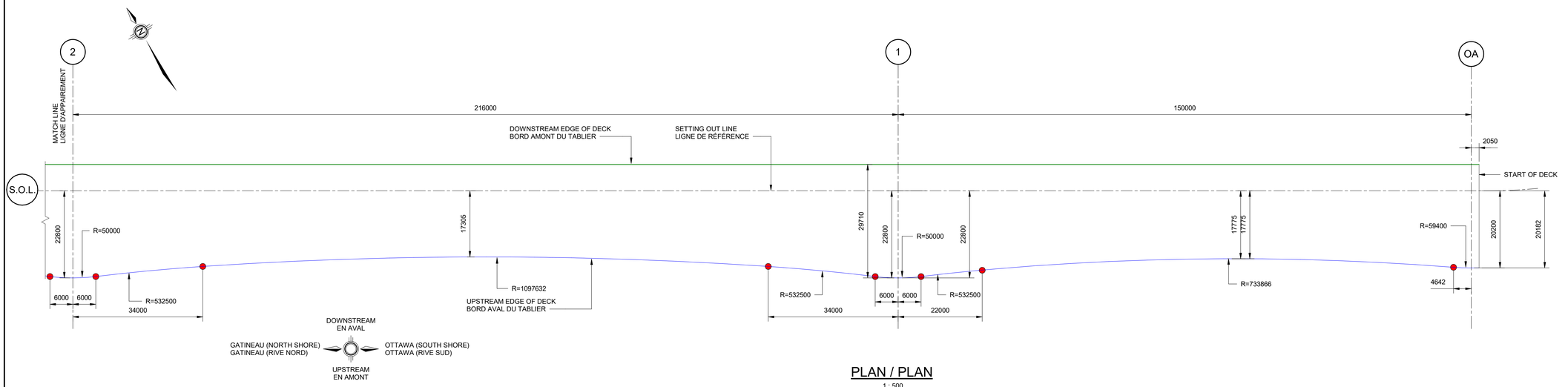
drawing / dessin

STRUCTURES
SETTING OUT PRINCIPLES
SHEET 1 OF 3
OUVRAGES D'ART
IMPLANTATION
FEUILLET 1 DE 3

Designed By / Date	M.CARTER 2025/09/26	Conçu par (yyyy/mm/dd)
Drawn By / Date	M.SHEPPARD 2025/09/26	Dessiné par (yyyy/mm/dd)
Reviewed By / Date	R.EL SADAWY 2025/09/26	Examiné par (yyyy/mm/dd)
Approved By / Date	M.GALLAND 2025/09/26	Approuvé par (yyyy/mm/dd)
Tender / Project Manager		Soumission / Administateur de projets

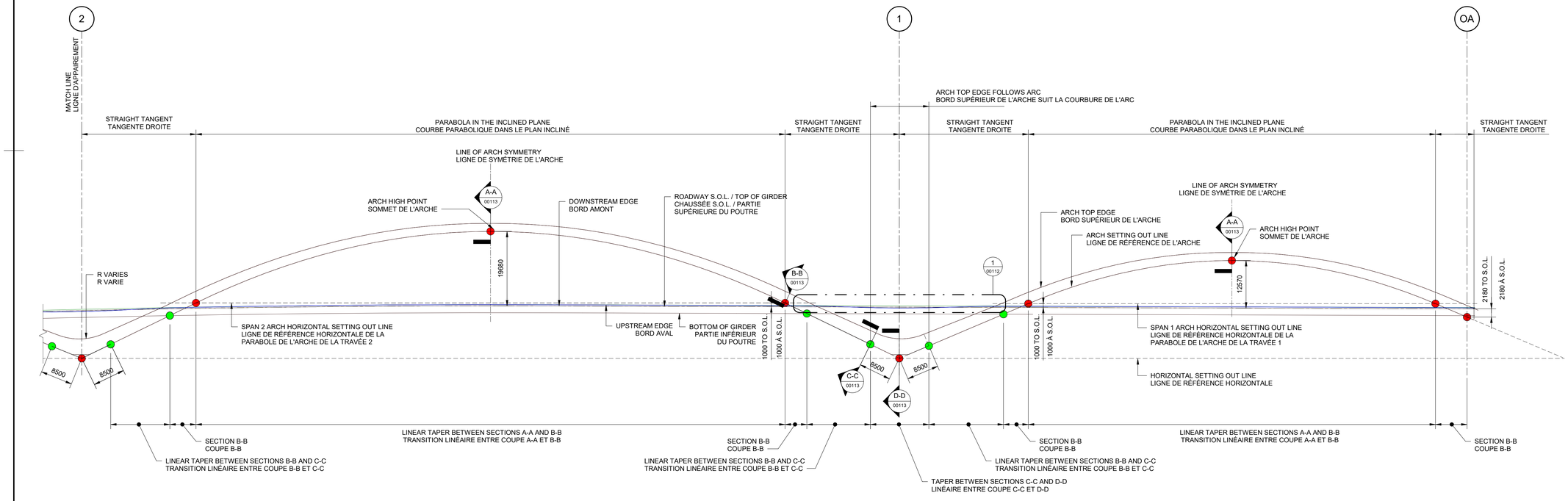
Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-AB-DR-S-00111-BI



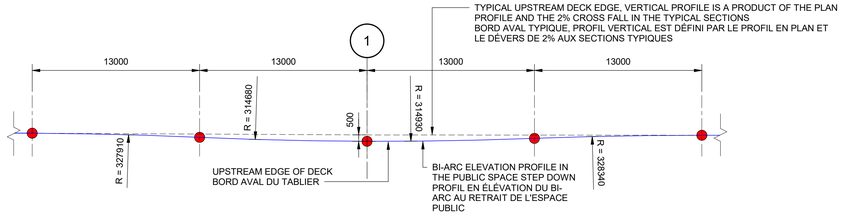
PLAN / PLAN

1 : 500



ELEVATION A-A / ÉLÉVATION A-A

1 : 500



PUBLIC SPACE DECK SETOUT ELEVATION DETAIL 1

1 : 200

PSPC B1 (1000 x 707)

C

0 10 20mm 40 60 80 100 120 140 160 180 200mm

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada

Real Property Branch / Direction générale des biens immobiliers

consultant
ARUP
1, Place Ville Marie,
bureau 3270
Montreal, QC H3B 3Y2
www.arup.com

consultant

in collaboration with / en collaboration avec
DILLON CONSULTING
THURBER ENGINEERING LTD.
CIMA+
Knight Architects PROVENCHER_ROY

seal / sceau

LEGEND / LÉGENDE:

- REFERENCE CURVE SETTING OUT POINT / POINT DE RÉFÉRENCE DE LA COURBE
- SECTION TRANSITION POINT / POINT DE TRANSITION DE SECTION

NOTES:

1. REFER TO GENERAL NOTES.
2. DECK EDGE SETTING OUT CURVES SHALL BE SMOOTH AND TANGENTIAL AT ALL POINTS WHERE THE CURVATURE CHANGES.
3. CROSS SECTION OUTLINES AND DIMENSIONS REPRESENT THE EXTENTS OF THE SECTIONS. PLATE AND FLANGE THICKNESSES INCLUDED IN THE OUTLINES.
4. HORIZONTAL DIMENSIONS ON THE PLAN VIEW ARE TAKEN PARALLEL TO THE S.O.L. VERTICAL DIMENSIONS ARE TAKEN PERPENDICULAR TO THE S.O.L.

NOTES:

1. SE RÉFÉRER AUX NOTES GÉNÉRALES.
2. LES COURBES DE RÉFÉRENCE DU BORD DU TABLIER DOIVENT ÊTRE LISSES ET TANGENTES À TOUS LES POINTS OÙ LA COURBURE CHANGE.
3. LES CONTOURS ET LES DIMENSIONS REPRÉSENTENT L'ÉTENDUE DES SECTIONS. L'ÉPAISSEUR DES PLAQUES ET DES SEMELLES EST INCLUSE DANS LES CONTOURS.
4. LES DIMENSIONS HORIZONTALES DE LA VUE EN PLAN SONT PRISES PARALLÈLEMENT À LA S.O.L. LES DIMENSIONS VERTICALES SONT PRISES PERPENDICULAIREMENT À LA S.O.L.

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P02	ISSUED FOR IPT REVIEW AND COMMENT	2025/06/13
P03	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P04	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26
revisions	description	date

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

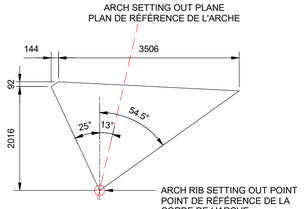
ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

drawing / dessin

STRUCTURES
SETTING OUT PRINCIPLES
SHEET 2 OF 3
OUVRAGES D'ART
IMPLANTATION
FEUILLET 2 DE 3

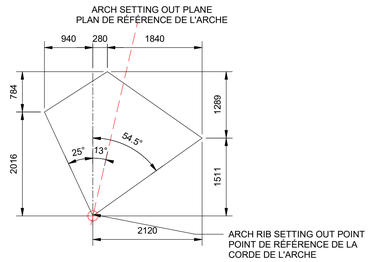
Designed By	M.CARTER	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	M.SHEPPARD	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	R.EL SADAWY	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M.GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administateur de projets
Project no.	295265-00	No. du projet
Drawing no.	ABRP-TA-RD-AB-DR-S-00112-BI	No. du dessin



SECTION A-A / COUPE A-A

1 : 50

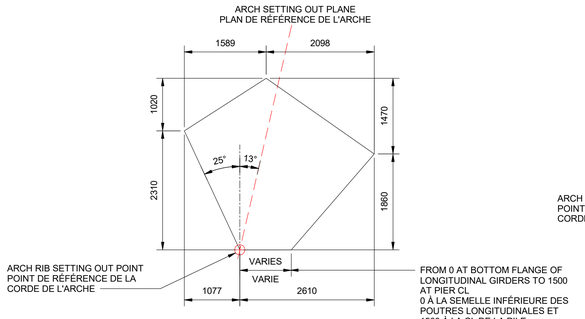
SECTION TAKEN PERPENDICULAR TO THE ARCH SETTING OUT LINE AND PERPENDICULAR TO THE PLANE OF THE ARCH
COUPE PRISE PERPENDICULAIREMENT À LA LIGNE DE RÉFÉRENCE DE L'ARCHE ET PERPENDICULAIREMENT AU PLAN DE RÉFÉRENCE DE L'ÁRCHE



SECTION B-B / COUPE B-B

1 : 50

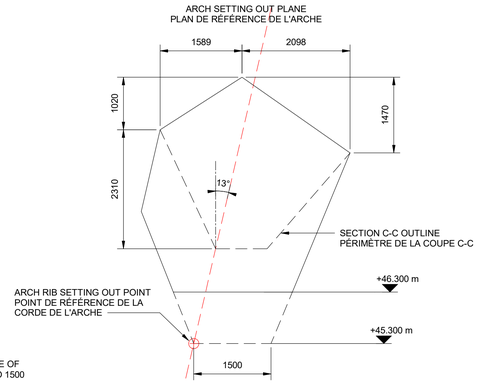
SECTION TAKEN PERPENDICULAR TO THE ARCH SETTING OUT LINE AND PERPENDICULAR TO THE PLANE OF THE ARCH
COUPE PRISE PERPENDICULAIREMENT À LA LIGNE DE RÉFÉRENCE DE L'ARCHE ET PERPENDICULAIREMENT AU PLAN DE RÉFÉRENCE DE L'ÁRCHE



SECTION C-C / COUPE C-C

1 : 50

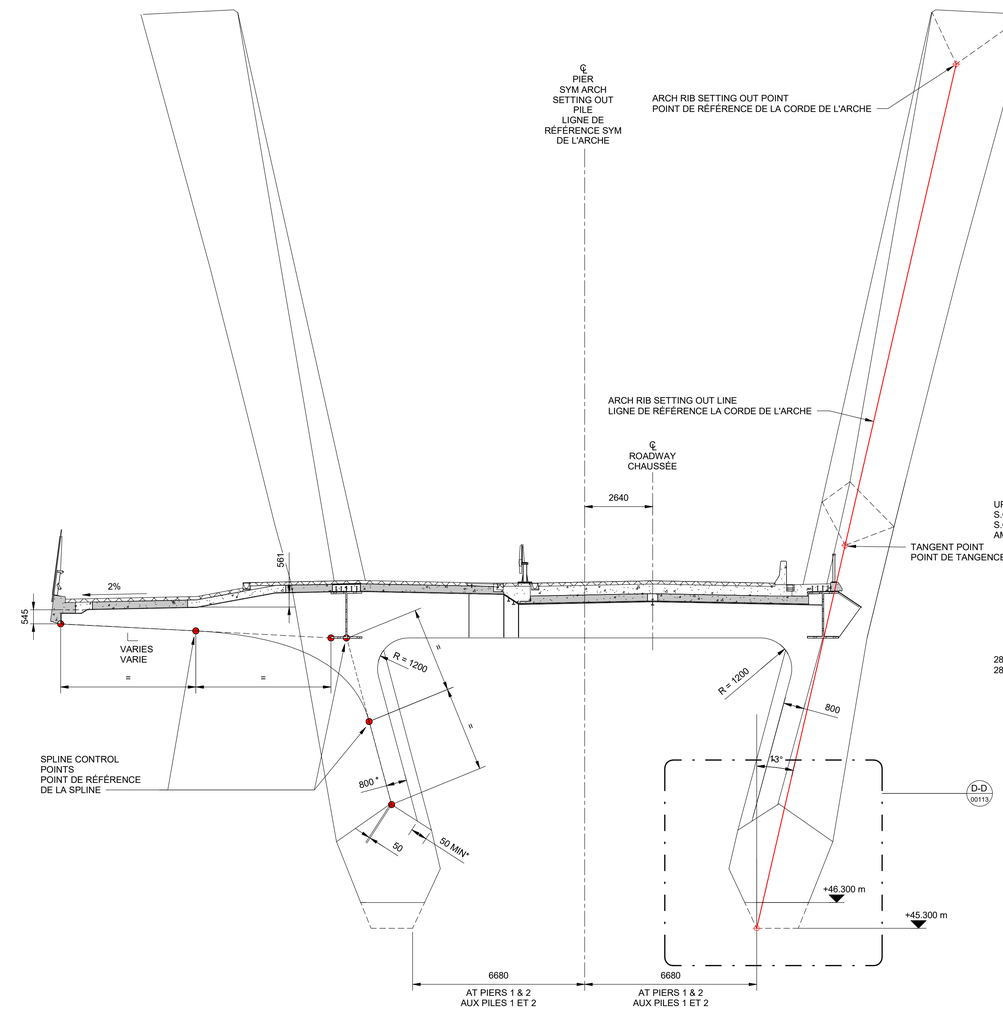
SECTION TAKEN PERPENDICULAR TO THE ARCH SETTING OUT LINE AND PERPENDICULAR TO THE PLANE OF THE ARCH
COUPE PRISE PERPENDICULAIREMENT À LA LIGNE DE RÉFÉRENCE DE L'ARCHE ET PERPENDICULAIREMENT AU PLAN DE RÉFÉRENCE DE L'ÁRCHE



SECTION D-D / COUPE D-D

1 : 50

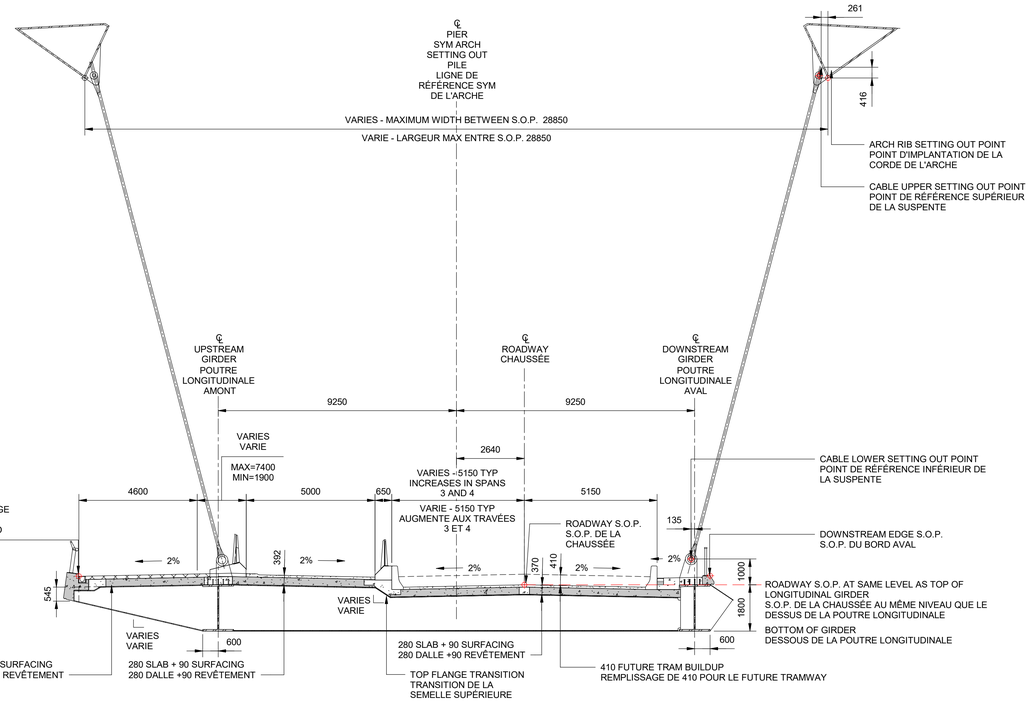
SECTION TAKEN PERPENDICULAR TO THE PLANE OF THE ARCH
COUPE PRISE PERPENDICULAIREMENT AU PLAN DE RÉFÉRENCE DE L'ÁRCHE



* WHERE A WIDTH OF 800 CANNOT BE ACHIEVED DUE TO THE SHALLOW INCLINATION OF THE STRUT, AN EDGE DISTANCE OF 50 SHALL BE PROVIDED TO THE EDGE OF THE ARCH RIB PLATE.
*UNE DISTANCE LIBRE DE 50 DOIT ÊTRE PRÉVUE AU BORD DE LA PLAQUE DE LA CORDE DE L'ARCHE SI UNE LARGEUR DE 800 NE PEUT PAS ÊTRE ATTEINTE À CAUSE DE LA FAIBLE INCLINAISON DE L'ARCHE.

TYPICAL SECTION - LOOKOUT / COUPE TYPIQUE -BELVÉDÈRE

1 : 100



TYPICAL SECTION - MAIN SPAN / COUPE TYPIQUE - TRAVÉE PRINCIPALE

1 : 100

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada
Real Property Branch / Direction générale des biens immobiliers

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seal / sceau

LEGEND / LÉGENDE:

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- SECTION SETTING OUT POINT / POINT DE RÉFÉRENCE DE LA SECTION

NOTES:

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

drawing / dessin

STRUCTURES
SETTING OUT PRINCIPLES
SHEET 3 OF 3
OUVRAGES D'ART
IMPLANTATION
FEUILLET 3 DE 3

Designed By	M.CARTER 2025/09/26	Conçu par
Date		(yyyy/mm/dd)
Drawn By	M.SHEPPARD 2025/09/26	Dessiné par
Date		(yyyy/mm/dd)
Reviewed By	R.EL SADAWY 2025/09/26	Examiné par
Date		(yyyy/mm/dd)
Approved By	M.GALLAND 2025/09/26	Approuvé par
Date		(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administateur de projets
Project no.	295265-00	No. du projet
Drawing no.	ABRP-TA-RD-AB-DR-S-00113-BI	No. du dessin

PSPC B1 (1000 x 707)

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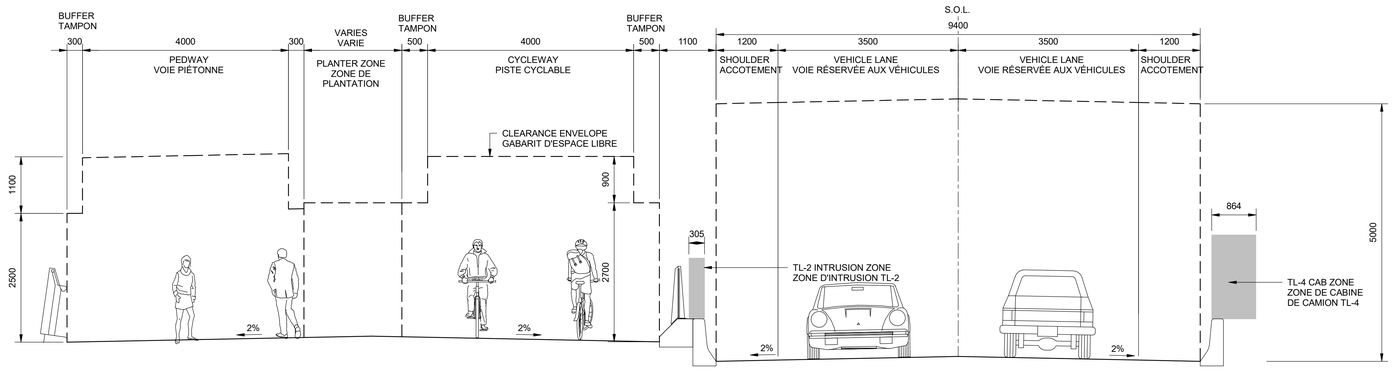
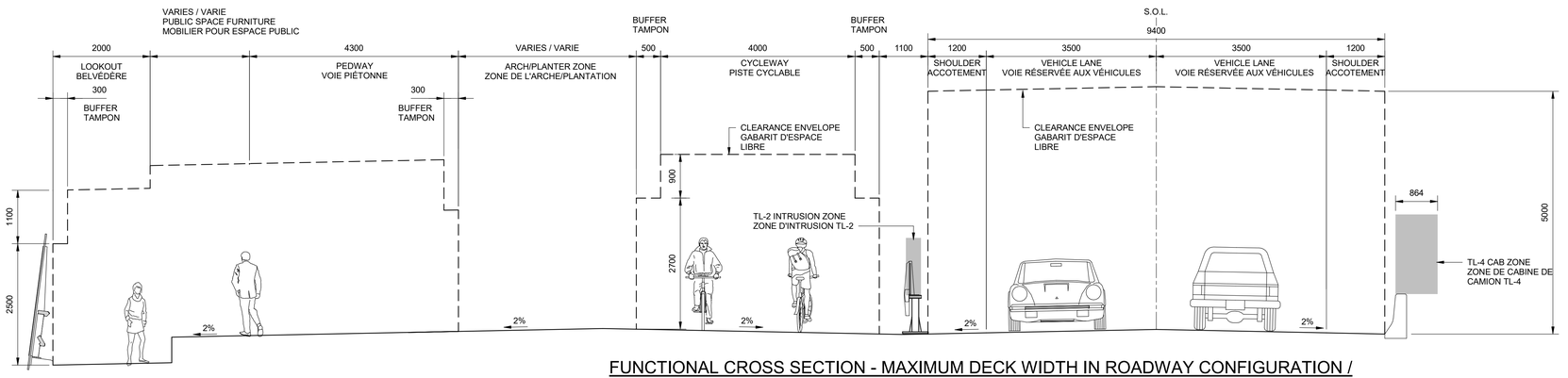


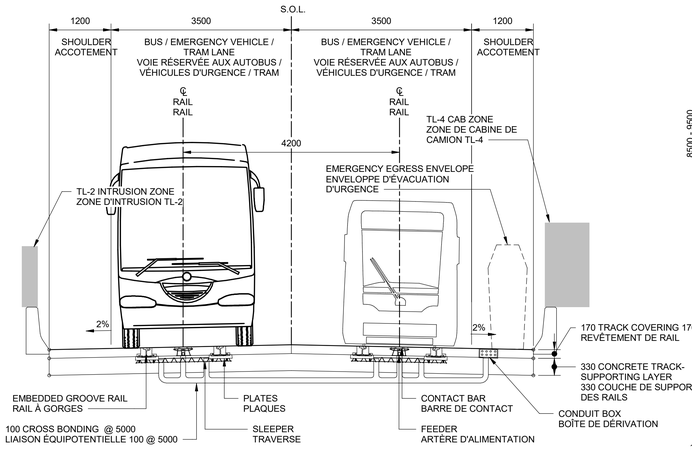
FUNCTIONAL CROSS SECTION - MINIMUM DECK WIDTH IN ROADWAY CONFIGURATION / COUPE TRANSVERSALE FONCTIONNELLE - LARGEUR MINIMALE DU TABLIER DANS LA CONFIGURATION DE LA CHAUSSÉE

1 : 50



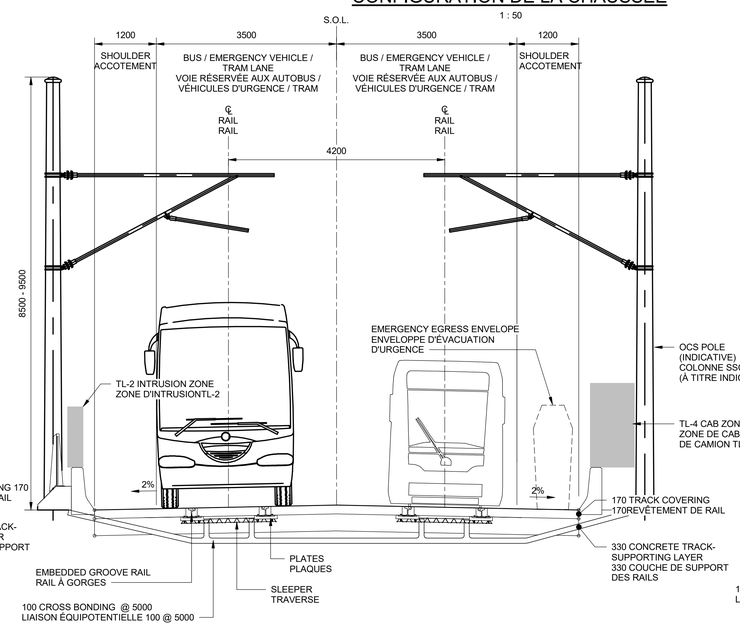
FUNCTIONAL CROSS SECTION - MAXIMUM DECK WIDTH IN ROADWAY CONFIGURATION / COUPE TRANSVERSALE FONCTIONNELLE - LARGEUR MAXIMALE DU TABLIER DANS LA CONFIGURATION DE LA CHAUSSÉE

1 : 50



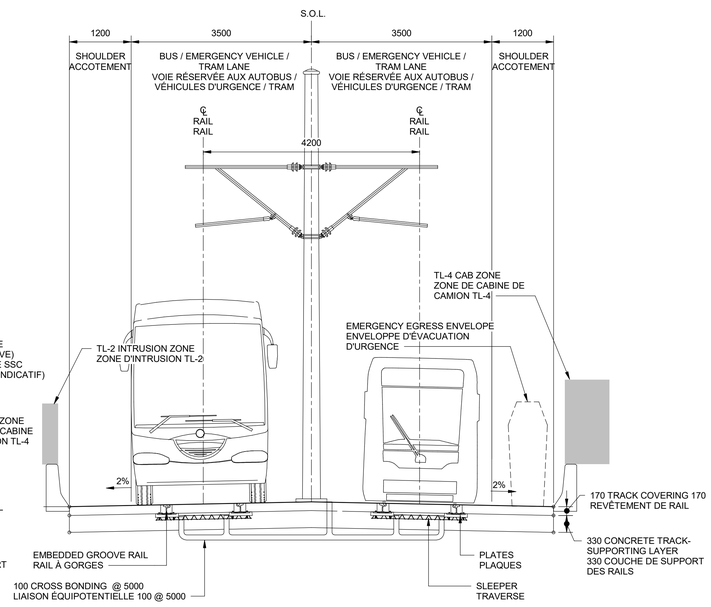
ROADWAY CONVERSION TO TRAM - GROUND LEVEL POWER SUPPLY CONFIGURATION / CONVERSION DE LA CHAUSSÉE EN TRAMWAY - CONFIGURATION DE L'ALIMENTATION ÉLECTRIQUE AU NIVEAU DU SOL

1 : 50



ROADWAY CONVERSION TO TRAM - OVERHEAR CATENARY SYSTEM CONFIGURATION WITH POLES ON ROADWAY EDGE / CONVERSION DE LA CHAUSSÉE EN TRAMWAY - CONFIGURATION DU SYSTÈME DE SUSPENSION CATÉNAIRE (SSC) AVEC POTEAUX AUX BORDS DE LA CHAUSSÉE

1 : 50



ROADWAY CONVERSION TO TRAM - OVERHEAD CATENARY SYSTEM CONFIGURATION WITH POLES DOWN MIDDLE OF ROADWAY / CONVERSION DE LA CHAUSSÉE EN TRAMWAY - CONFIGURATION DU SYSTÈME DE SUSPENSION CATÉNAIRE (SSC) AVEC POTEAUX AU CENTRE DE LA CHAUSSÉE

1 : 50

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THURBER ENGINEERING LTD.
CIMA+
Knight Architects PROVENCHER_ROY

seal / sceau

NOTES:

1. FOR NOTES REFER TO GENERAL NOTES DRAWINGS.
2. THE BRIDGE SHALL BE CONSTRUCTED FOR THE ROADWAY ONLY CONFIGURATION, BUT SHALL BE FUTURE PROOFED FOR TRAM WITH EITHER AN OVERHEAD CATENARY SYSTEM OR A GROUND LEVEL POWER SUPPLY .
3. CYCLEPATH TO BE USED BY CYCLISTS AND USERS TRAVELLING ON SCOOTERS.

NOTES:

1. SE RÉFÉRER AUX NOTES GÉNÉRALES.
2. LE PONT DOIT ÊTRE CONSTRUIT POUR LA CONFIGURATION AVEC LA CHAUSSÉE UNIQUEMENT, MAIS IL DOIT POUVOIR ÊTRE UTILISÉ À L'AVENIR POUR LE TRAMWAY, SOIT AVEC UN SYSTÈME DE SUSPENSION CATÉNAIRE, SOIT AVEC UN SYSTÈME D'ALIMENTATION ÉLECTRIQUE AU NIVEAU DU SOL.
3. LA PISTE CYCLABLE SERA UTILISÉE PAR LES CYCLISTES ET LES USAGERS SE DÉPLAÇANT EN SCOOTER.

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revisions	description	date
P03	ISSUED FOR IPT REVIEW AND COMMENT	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

drawing / dessin

STRUCTURES
FUNCTIONAL CROSS SECTION
OUVRAGES D'ART
SECTION FONCTIONNELLE

Designed By / Conçu par	M.CARTER	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	M.SHEPPARD	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	R.EL SADAWY	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M.GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-S-00114-BI	

PSPC B1 (1000 x 707)

C

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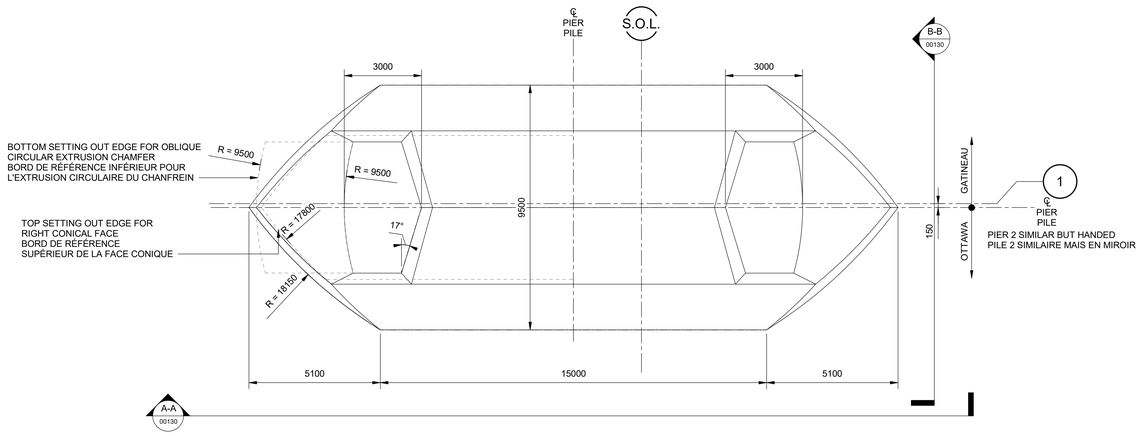
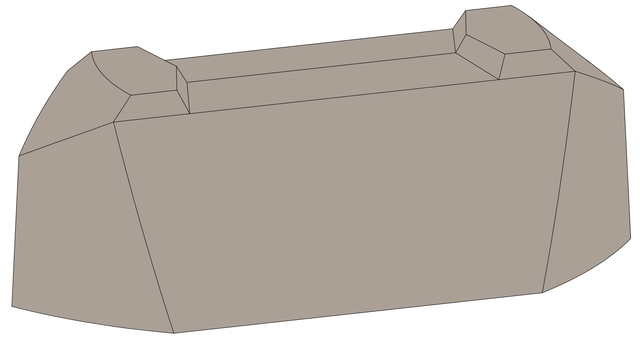
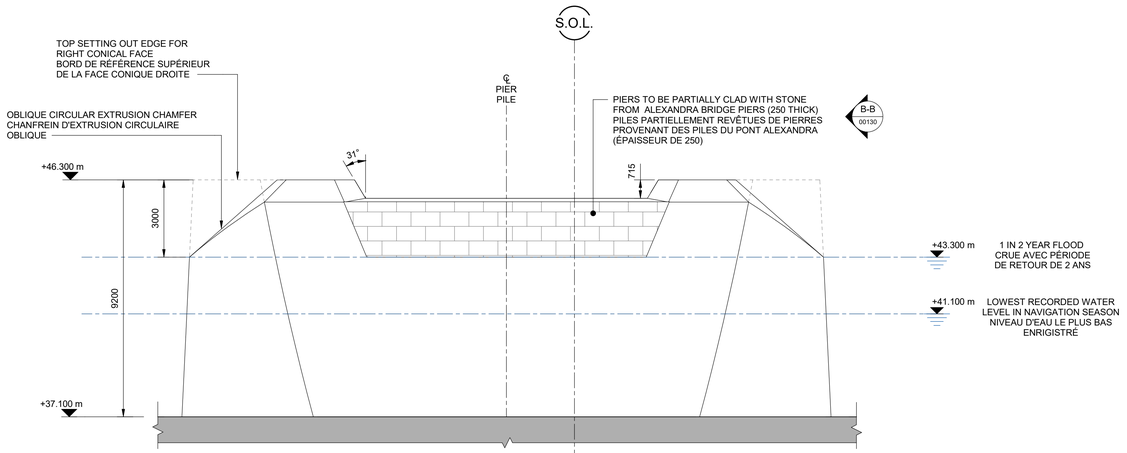


PLAN VIEW - PIER 1 /
VUE EN PLAN - PILE 1

1 : 100

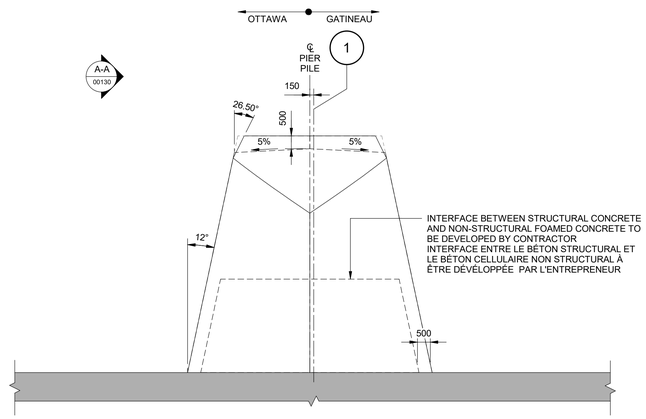


ISOMETRIC VIEW - PIER 1 /
VUE ISOMÉTRIQUE - PILE 1



ELEVATION A-A / ÉLÉVATION

1 : 100



PIER 2 SIMILAR BUT HANDED
PILE 2 SIMILAIRE MAIS EN MIROIR

ELEVATION B-B / ÉLÉVATION B-B

1 : 100

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada

Real Property Branch / Direction générale des biens immobiliers

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Knight Architects PROVENCHER_ROY

seal / sceau

NOTES:

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NOTES:

1. SE RÉFÉRER AUX NOTES GÉNÉRALES
2. LE PROFIL DU SOL ET L'ÉLÉVATION DU ROC SONT APPROXIMATIFS ET SONT FOURNIS À TITRE INDICATIF.

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A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

drawing / dessin

STRUCTURES
PIER DETAILS
SHEET 1 OF 2
OUVRAGE D'ART DÉTAILS DES PILES
FEUILLET 1 DE 2

Designed By / Conçu par	M.CARTER	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	M.SHEPPARD	
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Tender / Soumission		
Project Manager / Administateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-S-00130-BI	

PSPC B1 (1000 x 707)

C

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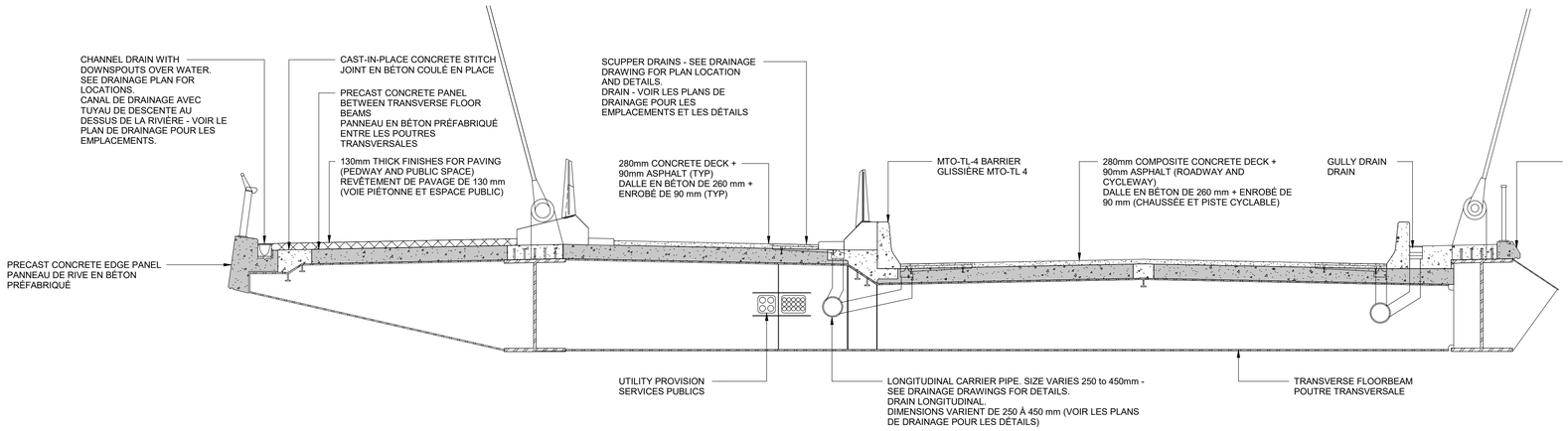
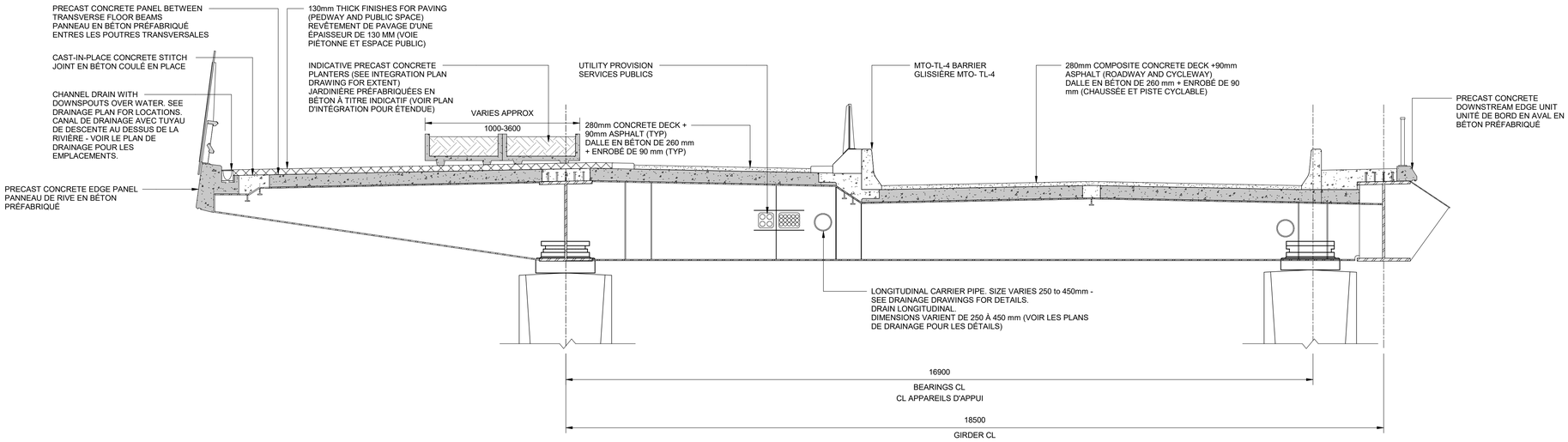


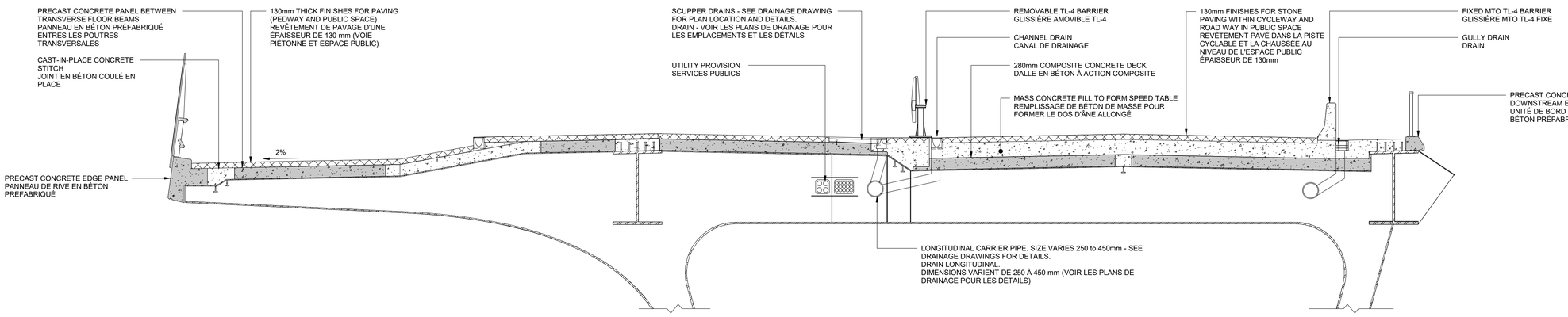
TYPICAL SECTION - ARCH MIDSPAN / SECTION TYPIQUE - MILIEU DE PORTÉE DE L'ARCHE

1 : 50



TYPICAL SECTION - APPROACH SPAN AT PIER / ABUTMENT

1 : 50



TYPICAL SECTION - PUBLIC SPACE / COUPE TYPIQUE - ESPACE PUBLIC

1 : 50

C

0 10 20mm 40 60 80 100 120 140 160 180 200mm

PSPC B1 (1000 x 707)

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada

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NOTES:

1. SE RÉFÉRER AUX NOTES GÉNÉRALES
2. LE PROFIL DU SOL ET L'ÉLÉVATION DU ROC SONT APPROXIMATIFS ET SONT FOURNIS À TITRE INDICATIF.

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revisions	description	date
P03	ISSUED FOR IPT REVIEW AND COMMENT	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

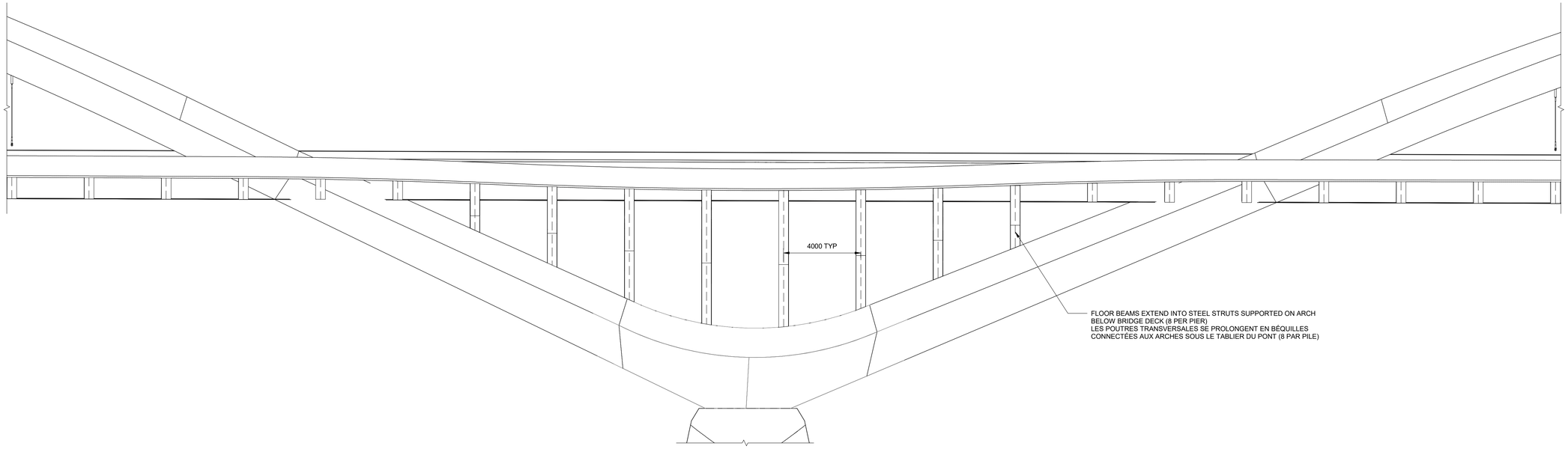
ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

drawing / dessin

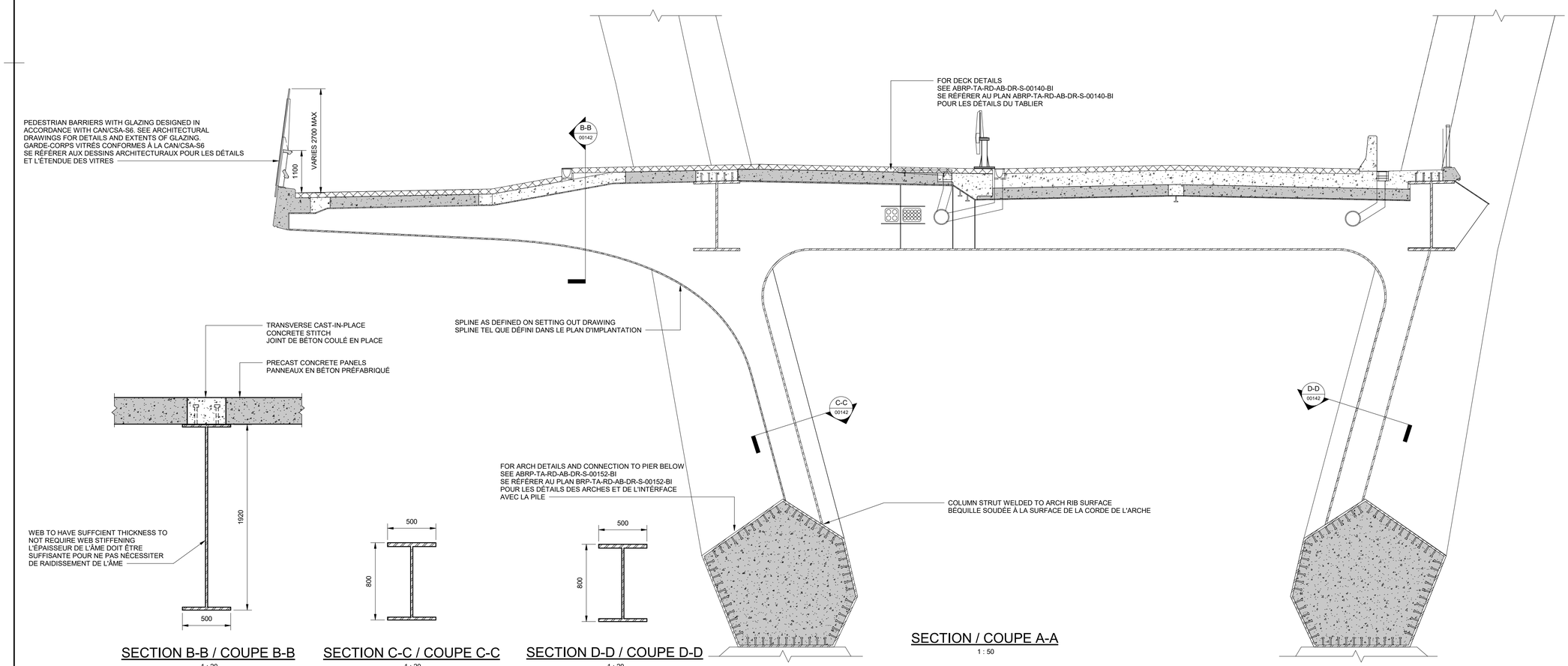
STRUCTURES
DECK DETAILS
SHEET 1 OF 7
OUVRAGES D'ART
DÉTAILS DU TABLIER
FEUILLET 1 DE 7

Designed By / Conçu par	M.CARTER 2025/09/26	Date (yyyy/mm/dd)
Drawn By / Dessiné par	M.SHEPPARD 2025/09/26	Date (yyyy/mm/dd)
Reviewed By / Examiné par	R.EL SADAWY 2025/09/26	Date (yyyy/mm/dd)
Approved By / Approuvé par	M.GALLAND 2025/09/26	Date (yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-S-00140-BI	



ELEVATION / ÉLÉVATION

1 : 100



SECTION B-B / COUPE B-B

1 : 20

SECTION C-C / COUPE C-C

1 : 20

SECTION D-D / COUPE D-D

1 : 20

SECTION / COUPE A-A

1 : 50

C

0 10 20mm 40 60 80 100 120 140 160 180 200mm

PSPC B1 (1000 x 707)

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada

Real Property Branch / Direction générale des biens immobiliers

consultant

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CIMA+

Knight Architects PROVENCHER_ROY

seal / sceau

NOTES:

1. FOR NOTES REFER TO GENERAL NOTES DRAWING.

NOTES:

1. SE RÉFÉRER AUX NOTES GÉNÉRALES.

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Verify all dimensions & conditions on site and immediately notify the departmental representative of all discrepancies.

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P02	ISSUED FOR IPT REVIEW AND COMMENT	2025/06/13
P03	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P04	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26
revisions	description	date

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103248

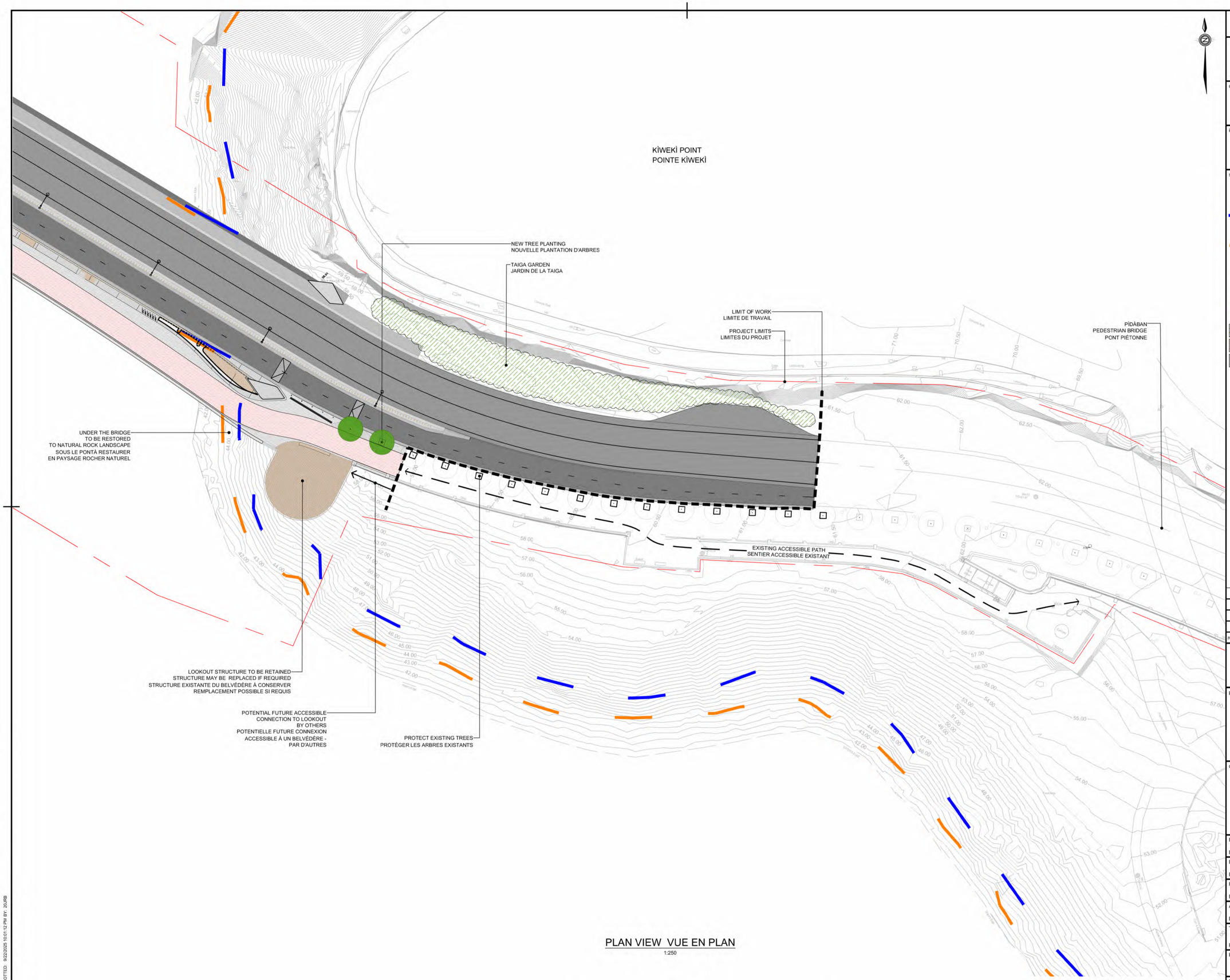
drawing / dessin

STRUCTURES
DECK DETAILS
SHEET 3 OF 7
OUVRAGES D'ART
DÉTAILS DU TABLIER
FEUILLET 3 DE 7

Designed By / Conçu par	M.CARTER 2025/09/26	
Date		(yyyy/mm/dd)
Drawn By / Dessiné par	M.SHEPPARD 2025/09/26	
Date		(yyyy/mm/dd)
Reviewed By / Examiné par	R.EL SADAWY 2025/09/26	
Date		(yyyy/mm/dd)
Approved By / Approuvé par	M.GALLAND 2025/09/26	
Date		(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administateur de projets		

Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-AB-DR-S-00142-BI



PLAN VIEW VUE EN PLAN

1:250

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Real Property Branch / Direction générale des biens immobiliers

consultant / consultant

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seal / sceau

LEGEND
LÉGENDE

- HISTORICAL FLOOD ZONE RECURRENCE 100 YEARS (APPROXIMATE LOCATION) / ZONE HISTORIQUE INONDABLE RÉCURRENCE 100 ANS (EMPLACEMENT APPROXIMATIF)
- HISTORICAL FLOOD ZONE RECURRENCE 2 YEARS (APPROXIMATE LOCATION) / ZONE HISTORIQUE INONDABLE RÉCURRENCE 2 ANS (EMPLACEMENT APPROXIMATIF)
- EXISTING TREE TO REMAIN / ARBRE EXISTANT À CONSERVER
- DECIDUOUS TREE PLANTING / PLANTATION D'ARBRES À FEUILLES CADUQUES
- TAIGA GARDEN / JARDIN DE LA TAIGA
- RED CARPET UNIT PAVER / PAVÉ DE TAPIS ROUGE
- GREY GRANITE PAVER / PAVÉ EN GRANIT GRIS

SCALE ÉCHELLE : 1:250

0m 5m 10m 15m 20m 25m

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revisions	description	date
P03	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

drawing / dessin

LANDSCAPE
OTTAWA APPROACH PLAN
PAYSAGE
PLAN D'APPROCHE D'OTTAWA

Designed By / Date	I.DANCE 2025/09/26	Conçu par (yyyy/mm/dd)
Drawn By / Date	J. BIEHN 2025/09/26	Dessiné par (yyyy/mm/dd)
Reviewed By / Date	E. NAYLOR 2025/09/26	Examiné par (yyyy/mm/dd)
Approved By / Date	M. GALLAND 2025/09/26	Approuvé par (yyyy/mm/dd)
Tender / Project Manager		Soumission / Administrateur de projets
Project no.	295265-00	No. du projet
Drawing no.	ABRP-TA-RD-ON-DR-L-00130-BI	No. du dessin

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DATE PLOTTED: 9/22/2025 10:01:12 PM BY: 20JRB

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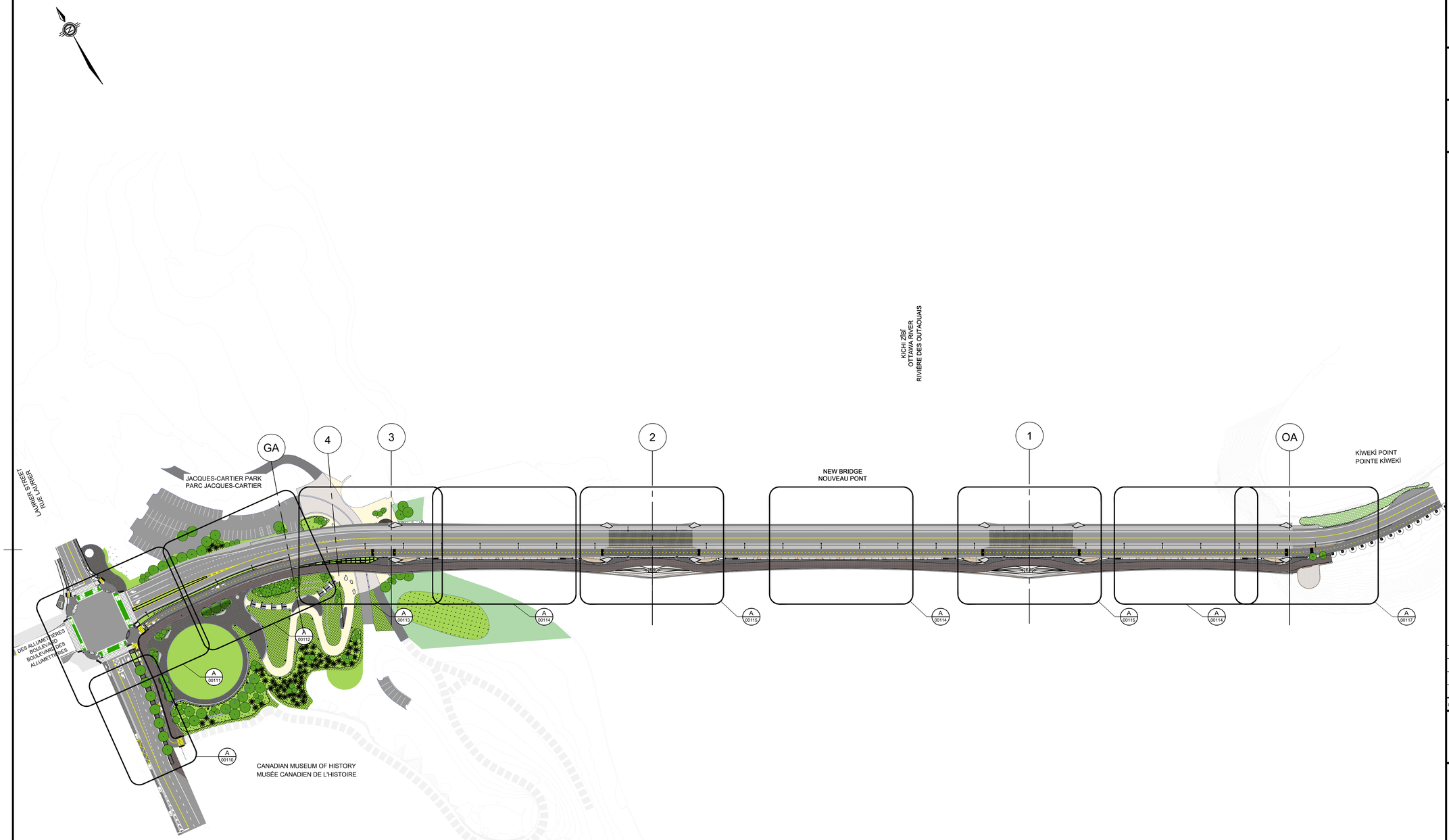

KEY PLAN / PLAN CLÉ

1:1000

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Real Property Branch / Direction générale des biens immobiliers

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
GENERAL ARRANGEMENT
INTÉGRATION URBAINE
DOMAINE PUBLIC
PLAN D'ENSEMBLE

Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	D. STEFANELLI	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-AB-DR-UR-00100-BI

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LAYOUT: 00100-BI
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BY: FFONTAINE

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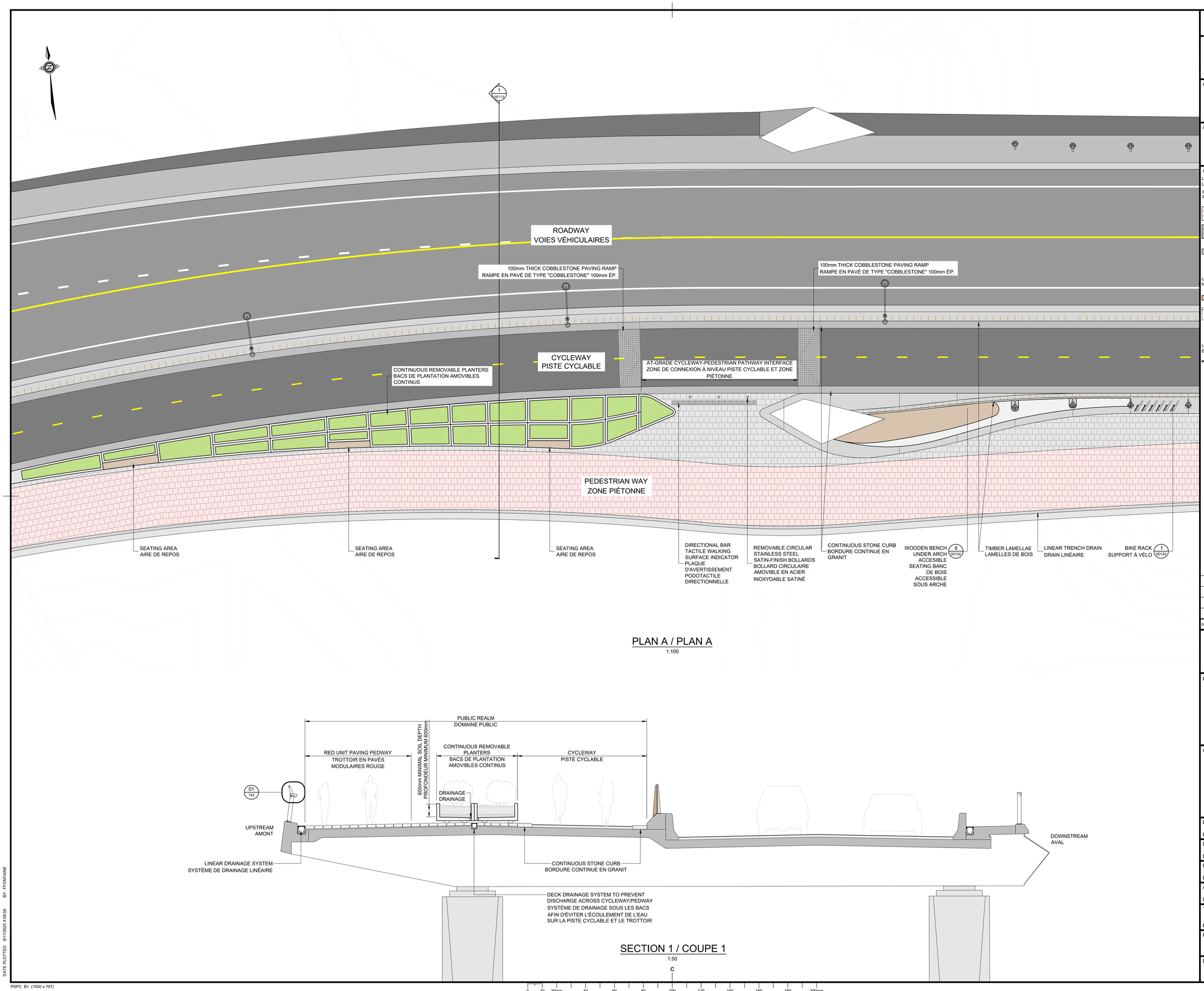

PLAN A / PLAN A

1:100

SECTION 1 / COUPE 1

1:50

C

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PSPC B1 (1000 x 707)

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DATE PLOTTED: 9/17/2025 4:58:58 BY: FONTAINE

Canada

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Real Property Branch / Direction générale des biens immobiliers

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Knight Architects PROVENCHER_ROY

seal / sceau

LEGEND
LÉGENDE

SURFACES
SURFACES

- RED STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED / PAVÉ MODULAIRE EN GRANIT ROUGE, 100mm ÉP. SUR LIT DE POSE 30mm
- STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED / PAVÉ MODULAIRE EN GRANIT, 100mm ÉP. SUR LIT DE POSE 30mm
- DIRECTIONAL BAR TACTILE WALKING SURFACE INDICATOR / PAVÉ D'AVERTISSEMENT PODOTACTILE DIRECTIONNEL
- TACTILE WALKING SURFACE INDICATOR (TWSI) / PLAQUE D'AVERTISSEMENT PODOTACTILE

URBAN FURNITURE
MOBILIER URBAIN

- SEATING AREA / AIRE DE REPOS
- BIKE RACK / SUPPORT À VÉLO
- BOLLARD / BOLLARD

LIGHTING
ÉCLAIRAGE

- LAMPPOST WITH SHAFT FOR CYCLEWAY / LAMPADAIRE AVEC FÛT POUR PISTE CYCLABLE

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revisions	description	date
P03	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
GATINEAU THRESHOLD
INTÉGRATION URBAINE
DOMAINE PUBLIC
SEUIL GATINEAU

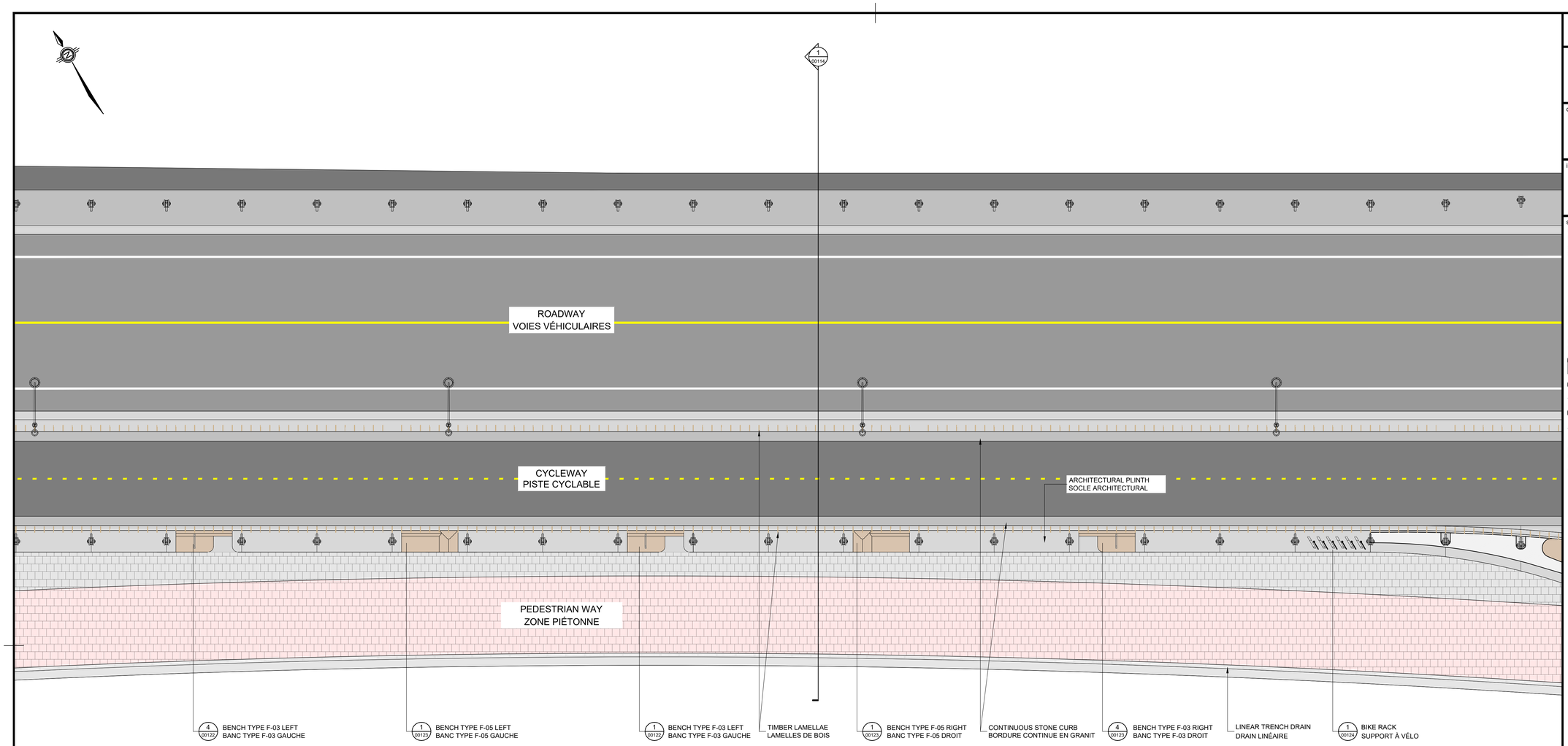
Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	D. STEFANELLI / F. FONTAINE	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet

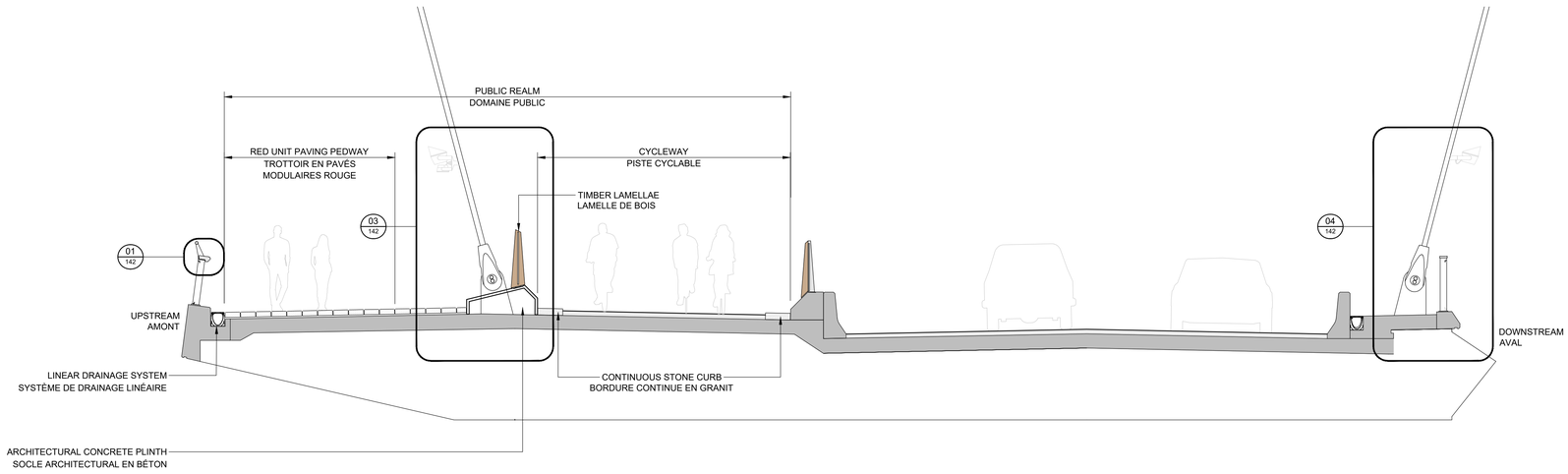
295265-00

Drawing no. / No. du dessin

ABRP-TA-RD-AB-DR-UR-00113-BI



PLAN A / PLAN A
1:100



SECTION 1 / COUPE 1
1:50

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Public Services and Procurement Canada / Services publics et Approvisionnement Canada

Real Property Branch / Direction générale des biens immobiliers

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Knight Architects PROVENCHER_ROY

seal / sceau

LEGEND
LÉGENDE

SURFACES
SURFACES

RED STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
PAVÉ MODULAIRE EN GRANIT ROUGE, 100mm ÉP. SUR LIT DE POSE 30mm

STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
PAVÉ MODULAIRE EN GRANIT, 100mm ÉP. SUR LIT DE POSE 30mm

URBAN FURNITURE
MOBILIER URBAIN

BIKE RACK
SUPPORT À VÉLO

BENCH TYPE F-03 LEFT AND RIGHT
BANC TYPE F-03 GAUCHE ET DROIT

BENCH TYPE F-05 LEFT AND RIGHT
BANC TYPE F-05 GAUCHE ET DROIT

LIGHTING
ÉCLAIRAGE

LAMPPOST WITH SHAFT FOR CYCLEWAY
LAMPADAIRE AVEC FÛT POUR PISTE CYCLABLE

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revisions	description	date
P03	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
TYPICAL SPAN
INTÉGRATION URBAINE
DOMAINE PUBLIC
TRAVÉE TYPIQUE

Designed By	N. DEMERS-STODDART / M. ADAM	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	D. STEFANELLI	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	S. WILKIN	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M. GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

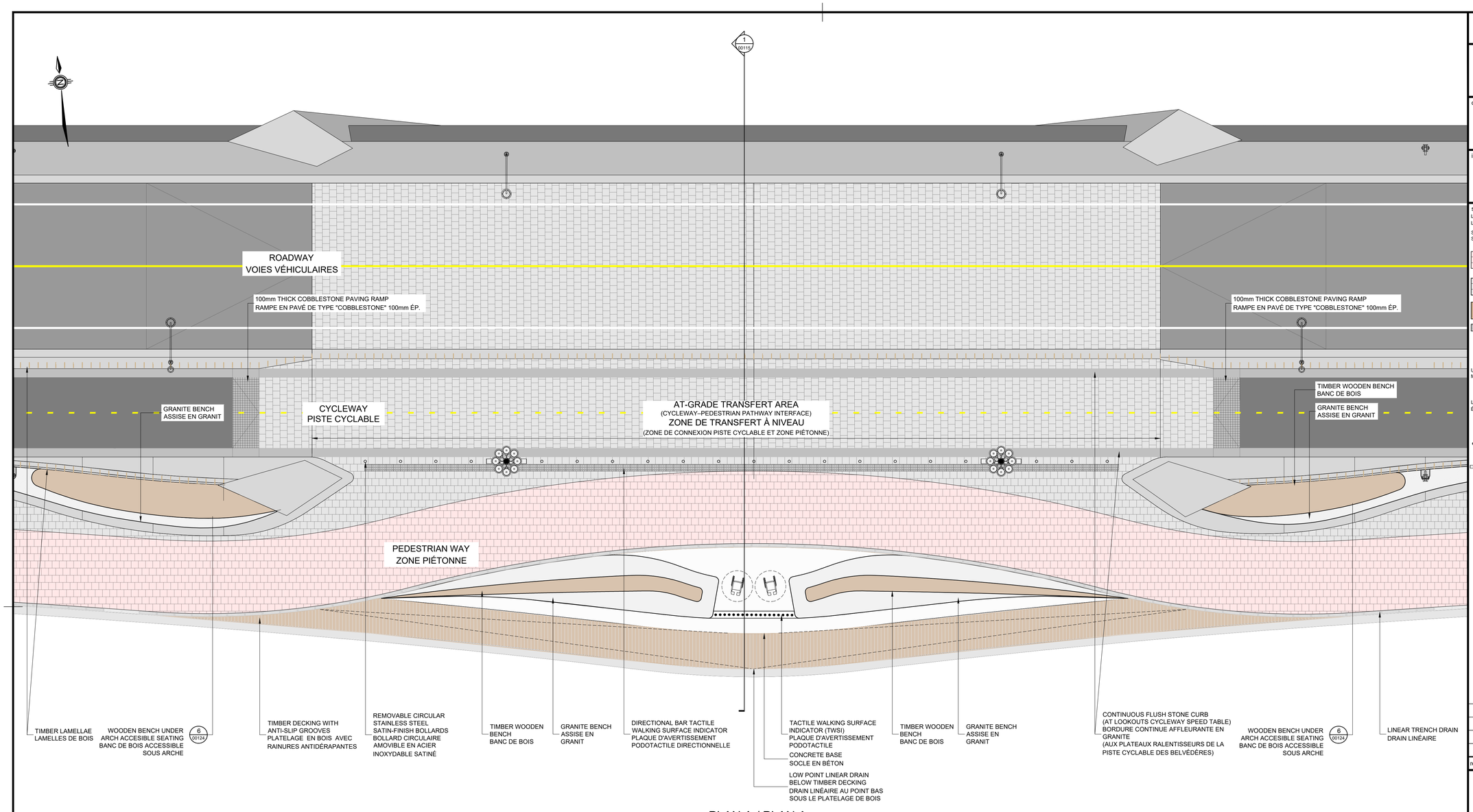
295265-00

Drawing no. / No. du dessin

ABRP-TA-RD-AB-DR-UR-00114-BI

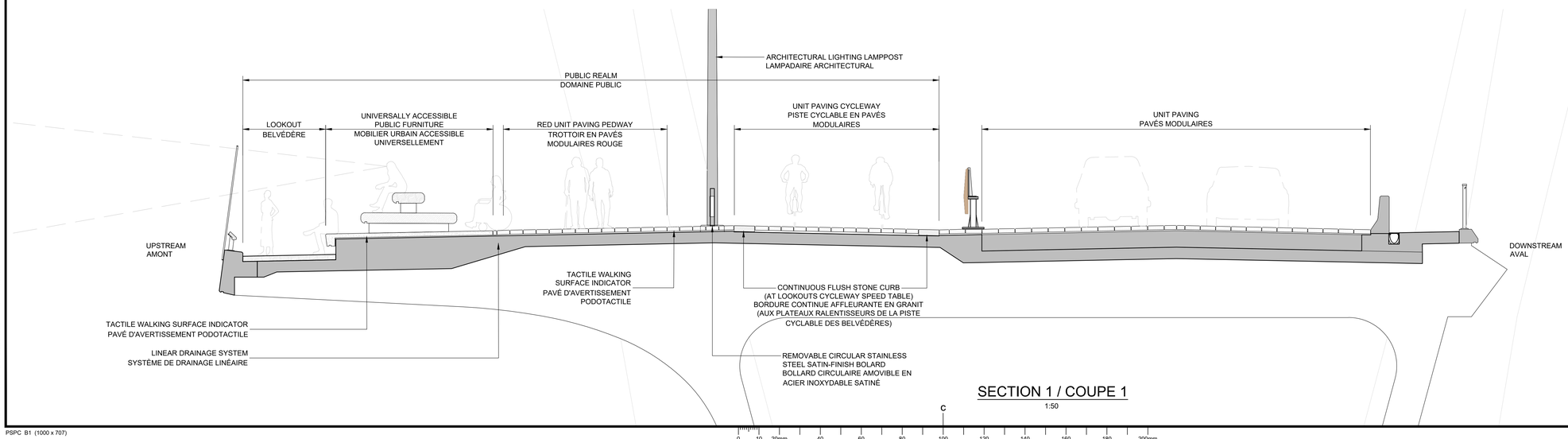
CAD FILE LOCATION AND NAME: C:\pw\dev\temp-can-pw-f2\madam@provencherroy.ca\d2\294937\ABRP-TA-RD-AB-DR-UR-00114-BI.dwg
MODIFIED: 9/17/2025 1:49:05 PM BY: FIONA FANE
DATE PLOTTED: 9/17/2025 5:02:11 PM BY: FIONA FANE

PSPC B1 (1000 x 707)



PLAN A / PLAN A

1:100



SECTION 1 / COUPE 1

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DATE PLOTTED: 9/17/2025 5:05:30 BY: FIONA HUE

PSPC B1 (1000 x 707)

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Real Property Branch / Direction générale des biens immobiliers

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Knight Architects PROVENCHER_ROY

seal / sceau

LEGEND
LÉGENDE

SURFACES
SURFACES

- RED STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED / PAVÉ MODULAIRE EN GRANIT ROUGE, 100mm ÉP. SUR LIT DE POSE 30mm
- STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED / PAVÉ MODULAIRE EN GRANIT, 100mm ÉP. SUR LIT DE POSE 30mm
- TIMBER DECKING WITH ANTI-SLIP SURFACE / PLATELAGE EN BOIS AVEC SURFACE ANTIDÉRAPANTE
- DIRECTIONAL BAR TACTILE WALKING SURFACE INDICATOR / PAVÉ D'AVERTISSEMENT PODOTACTILE DIRECTIONNEL
- TACTILE WALKING SURFACE INDICATOR (TWSI) / PLAQUE D'AVERTISSEMENT PODOTACTILE

URBAN FURNITURE
MOBILIER URBAIN

- BOLLARD / BOLLARD

LIGHTING
ÉCLAIRAGE

- LAMPPOST / LAMPADAIRE
- LAMPPOST WITH SHAFT FOR CYCLEWAY / LAMPADAIRE AVEC FÛT POUR PISTE CYCLABLE
- ARCHITECTURAL LIGHTING LAMPPOST / LAMPADAIRE POUR PLACE PUBLIC SUR LE PONT

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revisions	description	date
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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

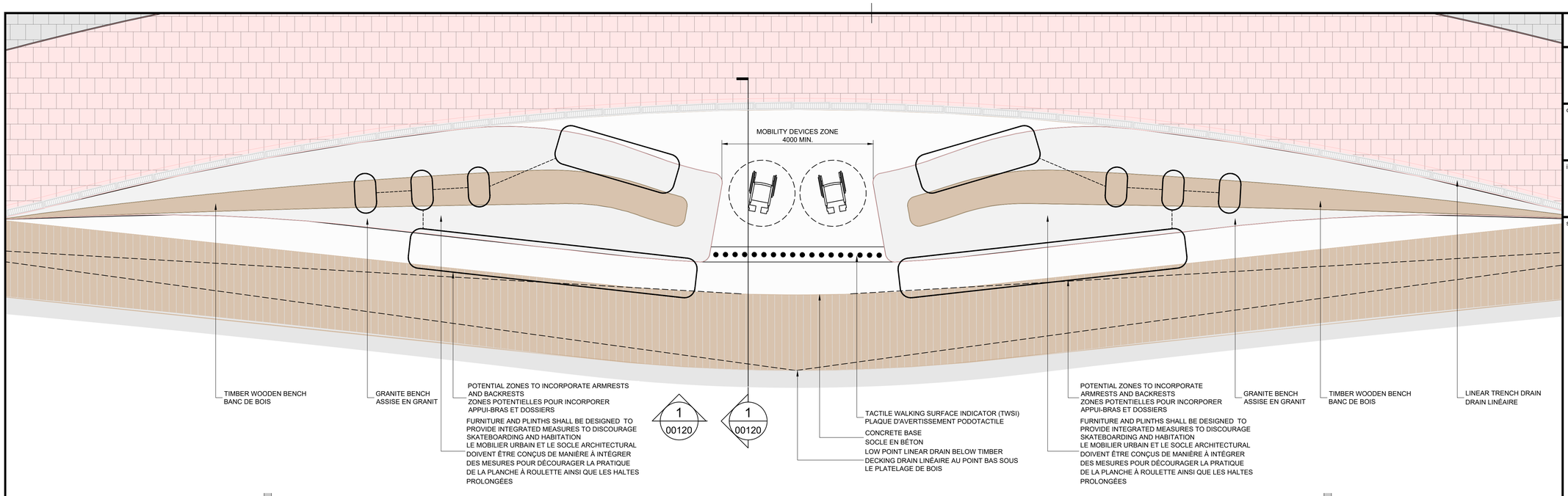
ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

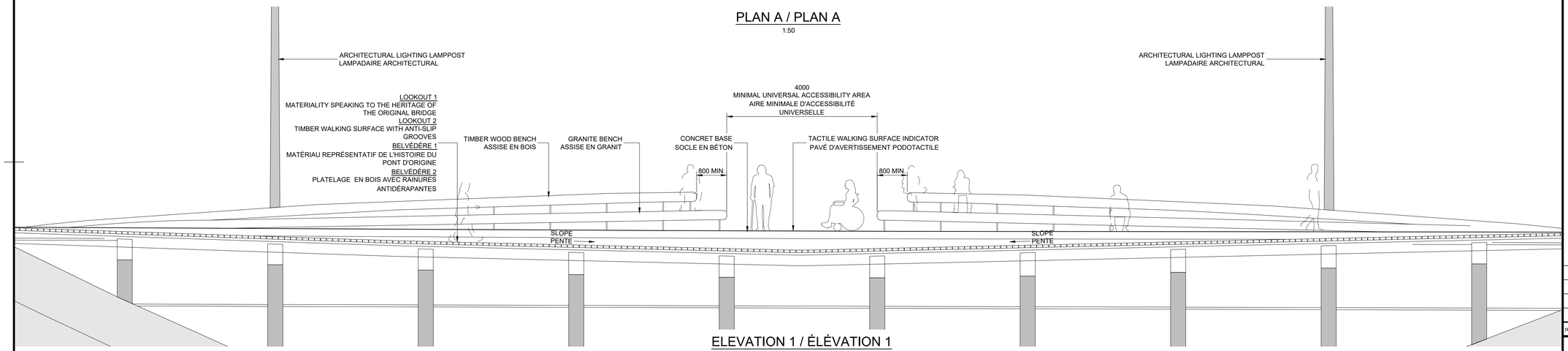
URBAN INTEGRATION
PUBLIC REALM
PUBLIC PLACES ON BRIDGE (LOOKOUT)
INTÉGRATION URBAINE
DOMAINE PUBLIC
PLACES PUBLIQUES SUR LE PONT (BELVÉDÈRE)

Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	D. STEFANELLI	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-UR-00115-BI	



PLAN A / PLAN A

1:50



ELEVATION 1 / ÉLÉVATION 1

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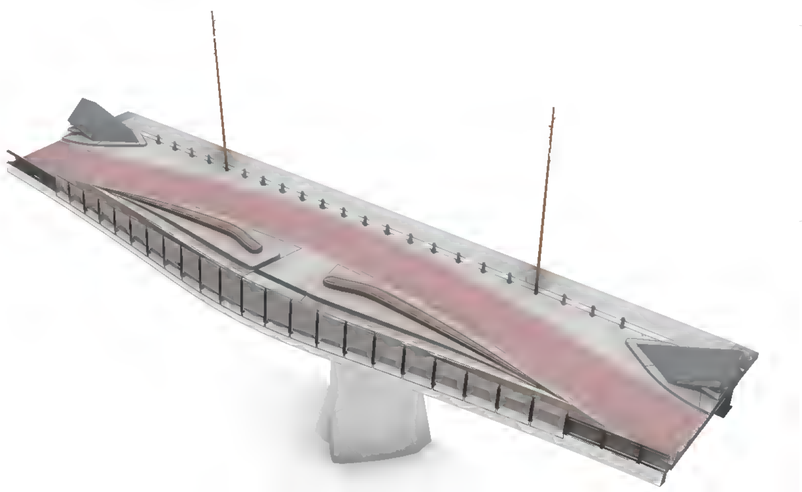

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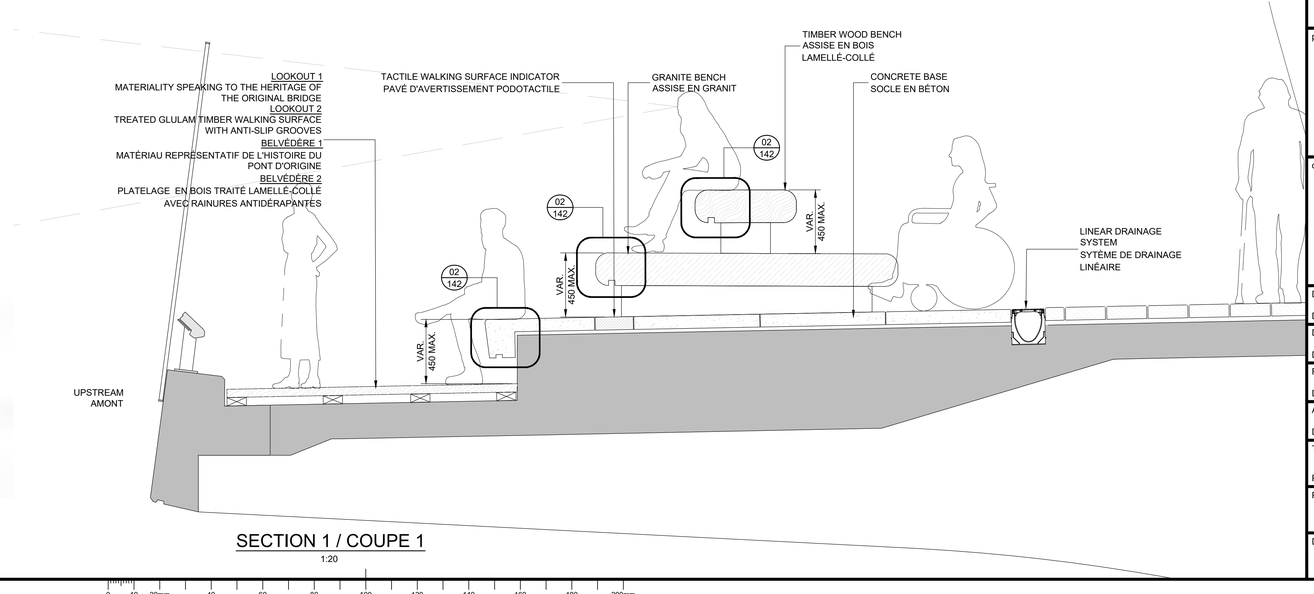

SECTION 1 / COUPE 1

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Real Property Branch / Direction générale des biens immobiliers

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC PLACE ON BRIDGE
BENCH DETAILS
INTÉGRATION URBAINE
ESPACE PUBLIQUE
DÉTAILS DE BANC

Designed By	N. DEMERS-STODDART / M. ADAM	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	F. FONTAINE	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	S. WILKIN	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M. GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

295265-00

Drawing no. / No. du dessin

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PLOT BY: F.FONTAINE
DATE PLOTTED: 9/17/2025 5:08:10

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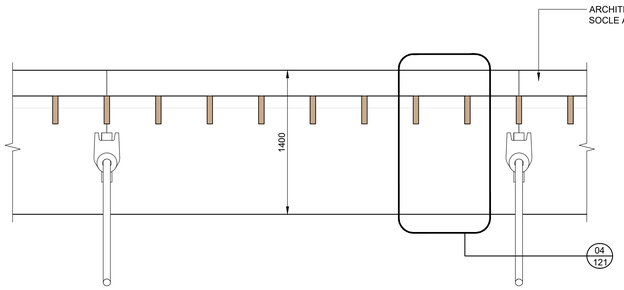
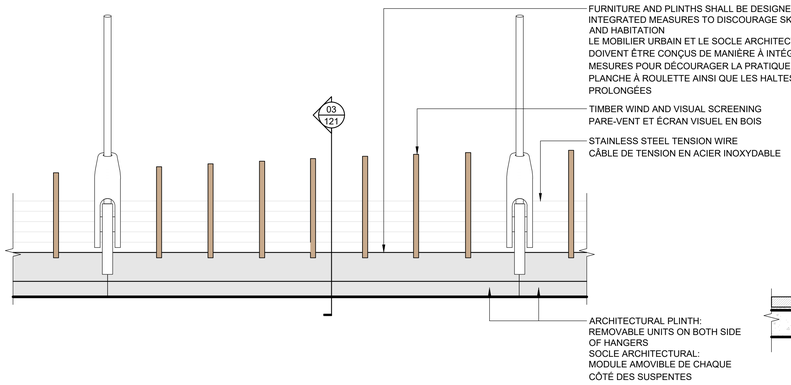


01 PLAN ARCHITECTURAL PLINTH
01 PLAN PLINTHE ARCHITECTURALE
1:25



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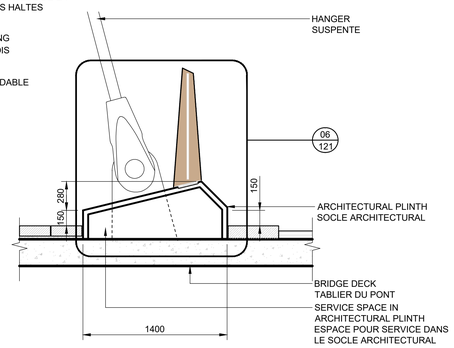
02 ÉLÉVATION PLINTHE ARCHITECTURALE
1:25



03 SECTION ARCHITECTURAL PLINTH
03 COUPE PLINTHE ARCHITECTURALE
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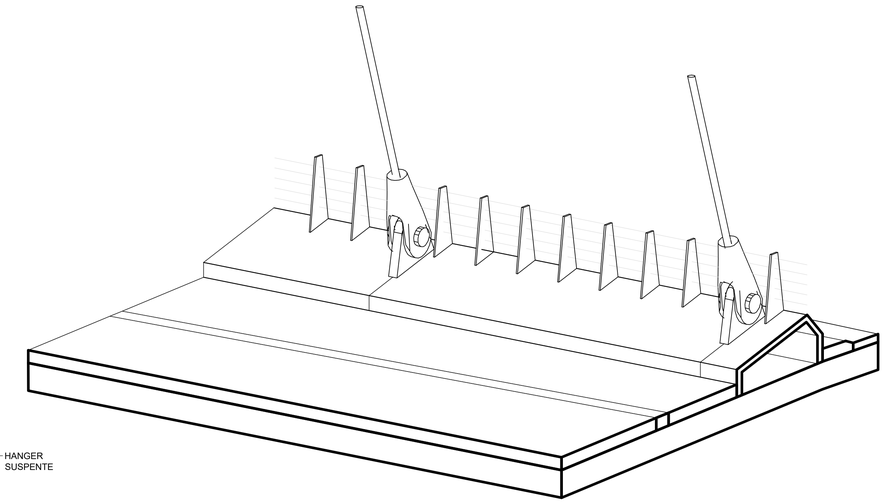

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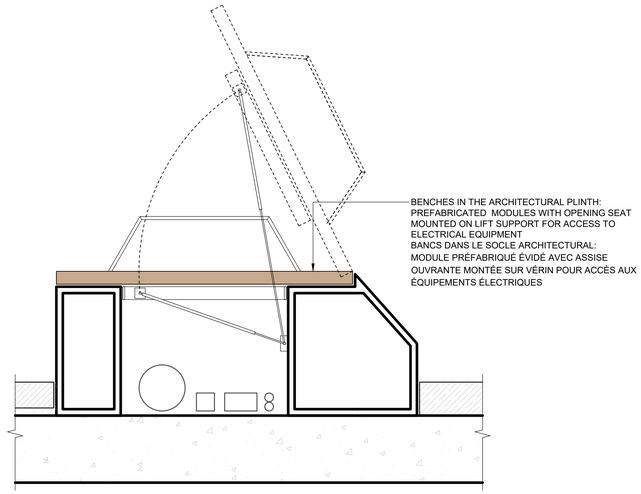
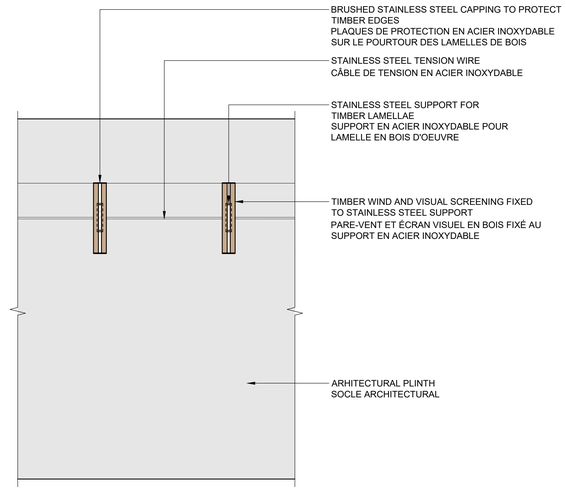
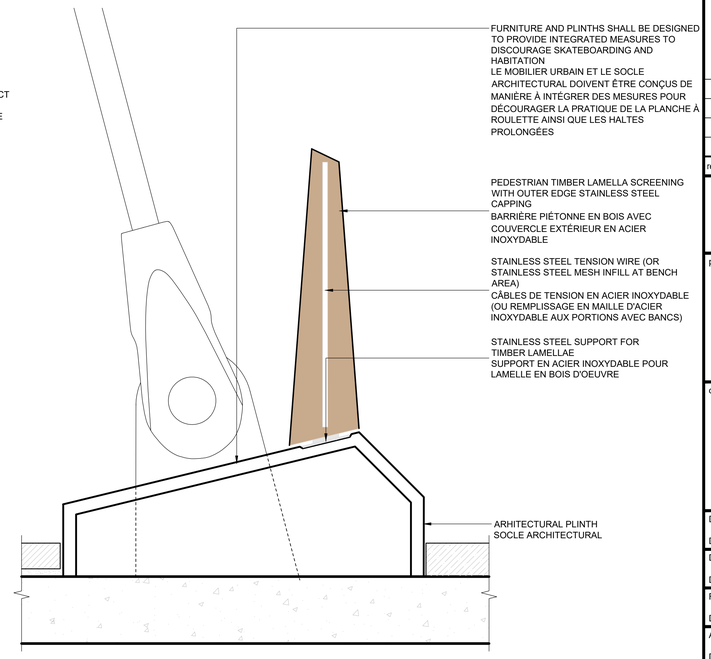


04 TYPICAL SECTION TIMBER SEATING
04 COUPE TYPE BANC EN BOIS D'OEUVRE
1:10



05 DETAIL PLAN TIMBER LAMELLAE
05 DÉTAIL EN PLAN LAMELLE EN BOIS D'OEUVRE
1:10



06 DETAIL SECTION TIMBER LAMELLAE
06 COUPE DÉTAIL LAMELLE EN BOIS D'OEUVRE
1:10

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MODIFIED: 09/26/2025 4:45:15 PM BY: MADAM
DATE PLOTTED: 9/7/2025 5:19:13 PM BY: MADAM

PSPC B1 (1000 x 707)

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A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

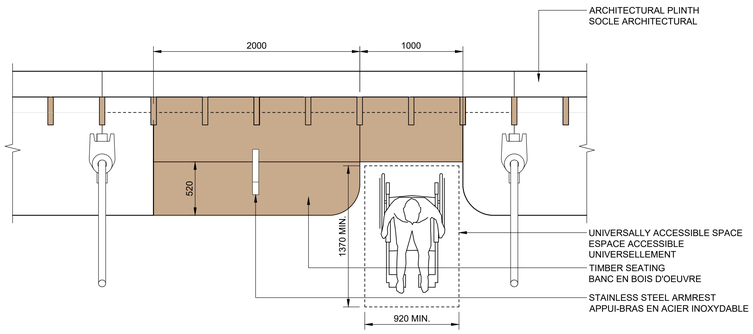
project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

drawing / dessin

URBAN INTEGRATION
ARCHITECTURAL PLINTH
DETAILS
INTÉGRATION URBAINE
SOCLE ARCHITECTURAL
DÉTAILS

Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	F. FONTAINE	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-AB-DR-UR-00121-BI	



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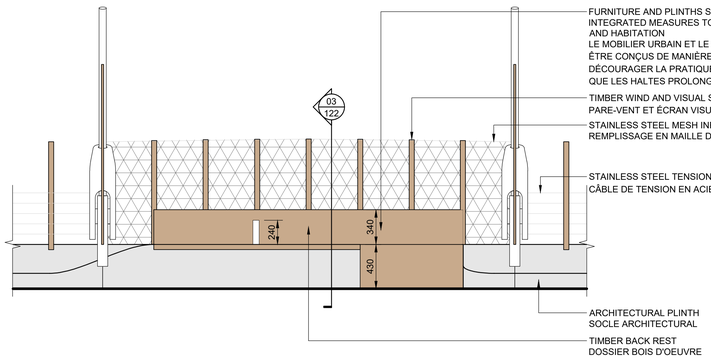
01 PLAN BANC TYPE F-03 L
1:25



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02 ÉLÉVATION BANC TYPE F-03 L
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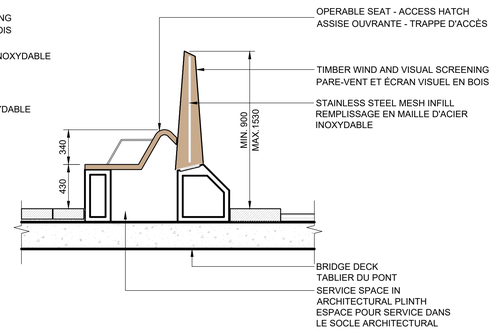

03 SECTION BENCH TYPE F-03 L
03 COUPE BANC TYPE F-03 L
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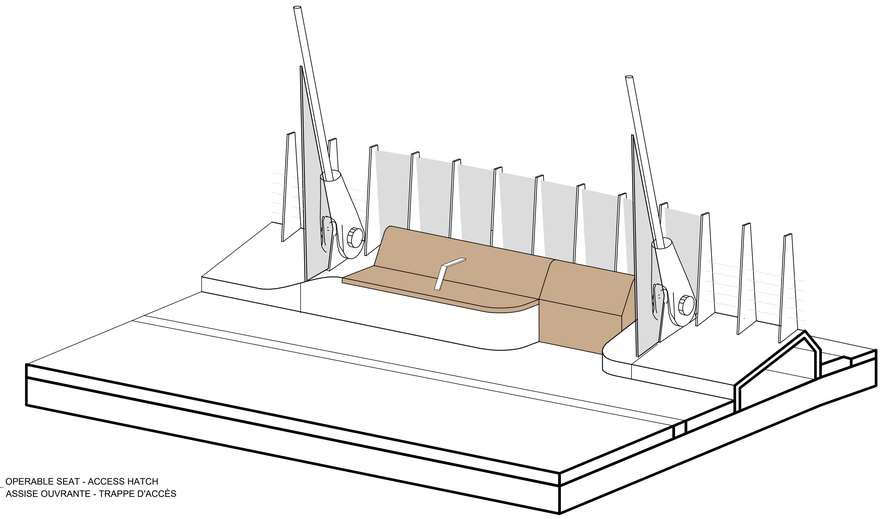

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A detail no. / no. du détail
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project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
BENCHES TYPOLOGY - SHEET 1 OF 2
INTÉGRATION URBAINE
DOMAINE PUBLIC
TYPOLOGIE DES BANCS - FEUILLET 1 DE 2

Designed By	N. DEMERS-STODDART / M. ADAM	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	F. FONTAINE	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	S. WILKIN	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M. GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

295265-00

Drawing no. / No. du dessin
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MODIFIED BY: MADAM
DATE PLOTTED: 9/18/2025 9:03:02 BY: MADAM

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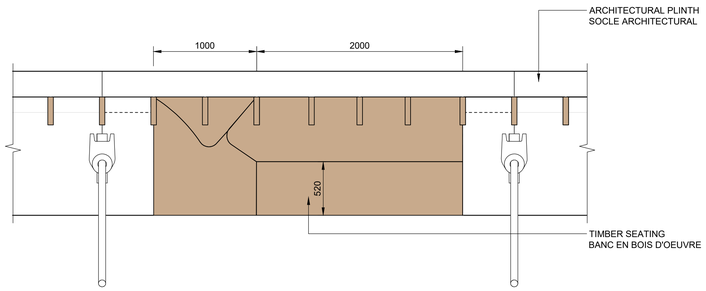

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01 PLAN BANC TYPE F-05 R
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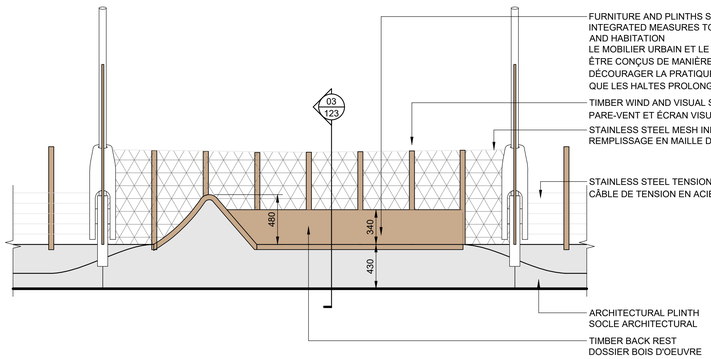

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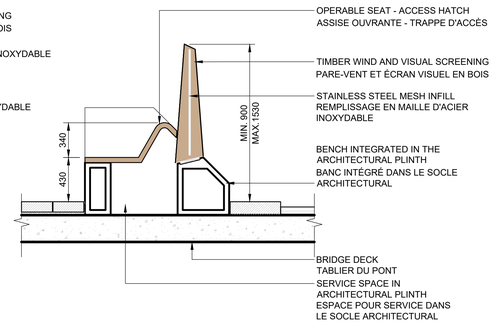

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03 COUPE BANC TYPE F-05 R
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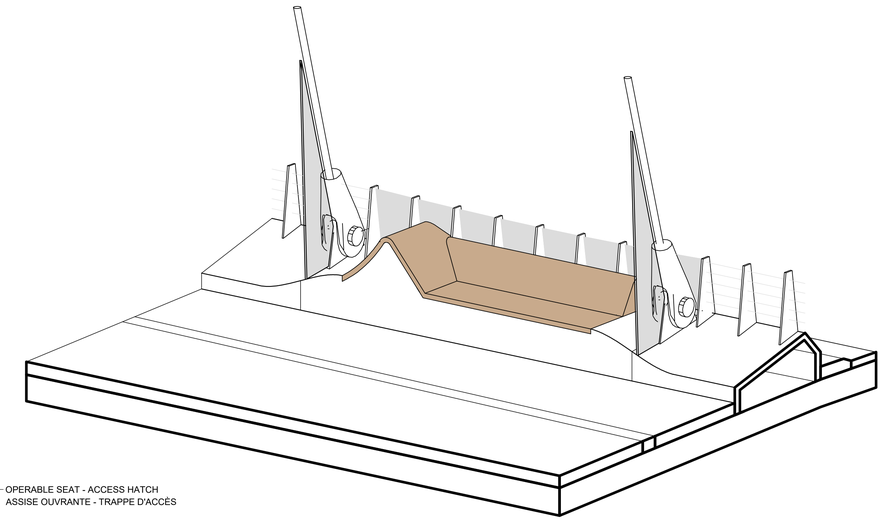

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AXONOMÉTRIE BANC TYPE F-05 R
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project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
BENCHES TYPOLOGY - SHEET 2 OF 2
INTÉGRATION URBAINE
DOMAINE PUBLIC
TYPOLOGIE DES BANCS - FEUILLET 2 DE 2

Designed By	N. DEMERS-STODDART / M. ADAM	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	F. FONTAINE	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	S. WILKIN	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M. GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

295265-00

Drawing no. / No. du dessin

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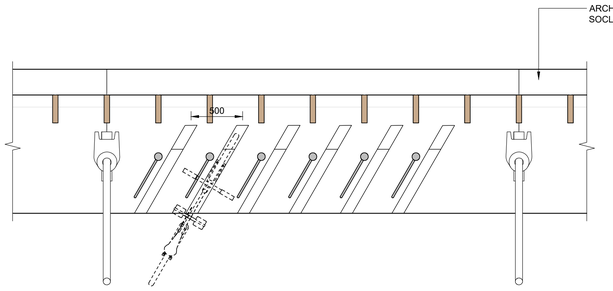
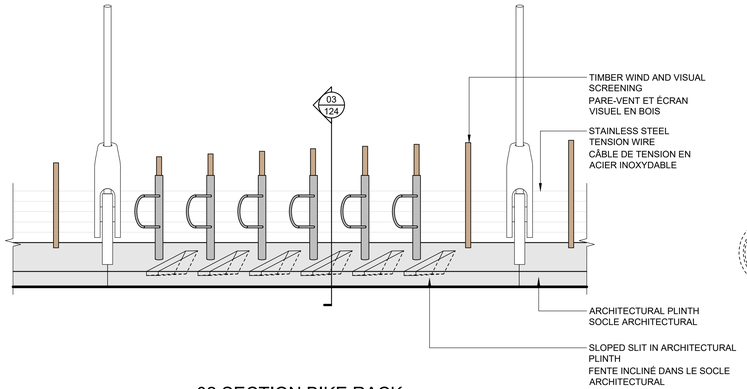


01 PLAN BIKE RACK
01 PLAN SUPPORT À VÉLO
1:25



02 SECTION BIKE RACK
02 COUPE SUPPOART À VÉLO
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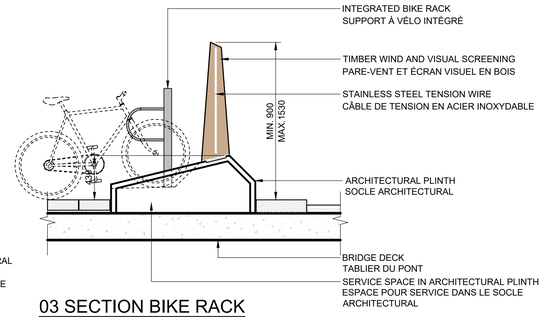
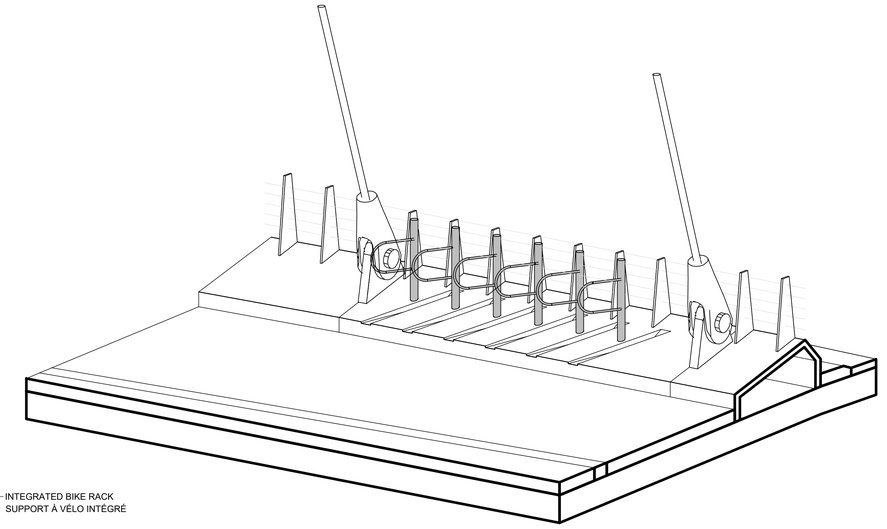


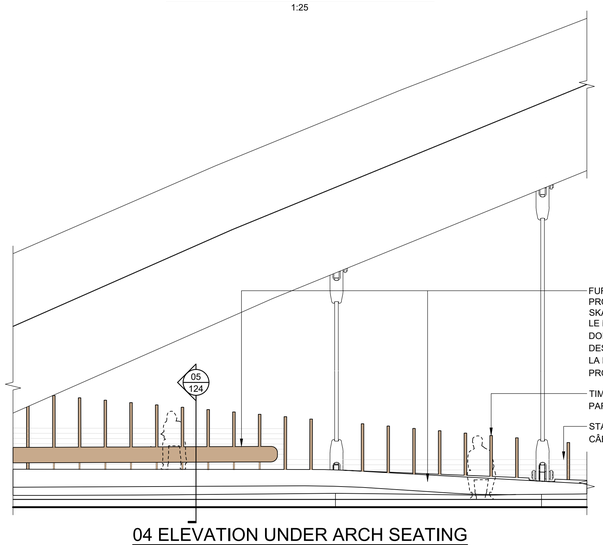
03 SECTION BIKE RACK
03 COUPE SUPPORT À VÉLO
1:25



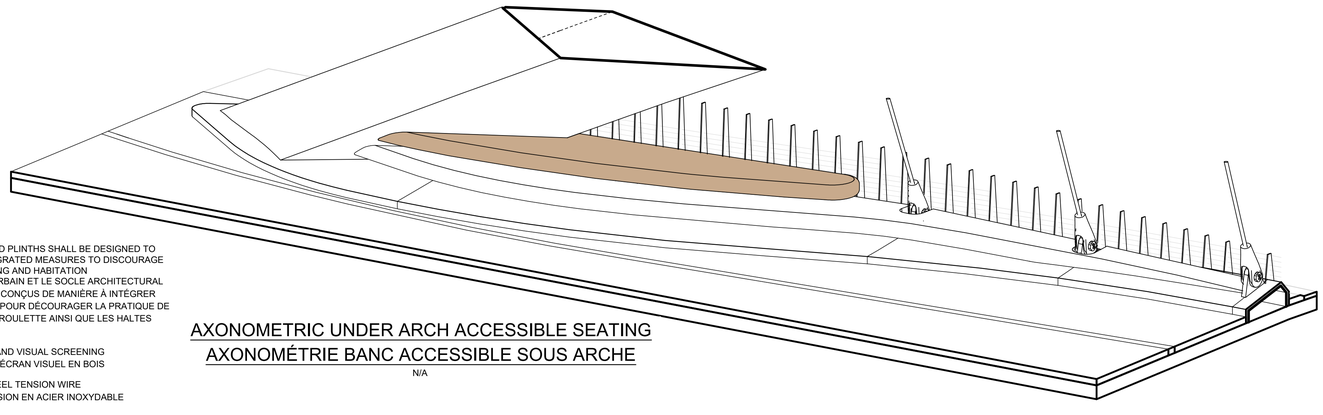
AXONOMETRIC BIKE RACK
AXONOMÉTRIE SUPPORT À VÉLO
N/A

BICYCLE RACKS INTEGRATED INTO THE ARCHITECTURAL PLINTH
BICYCLE RACKS POSITION IN PROXIMITY TO LOCATIONS WHERE THE CYCLEWAY AND PEDESTRIAN PATHWAYS INTERSECT

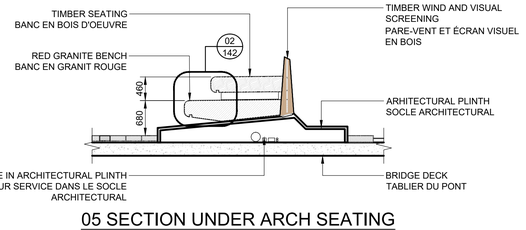
SUPPORTS À VÉLOS INTÉGRÉS AU SOCLE ARCHITECTURAL
SUPPORTS À VÉLOS IMPLANTÉS À PROXIMITÉ DES ENDROITS OÙ LA PISTE CYCLABLE ET LA ZONE PIÉTONNE SE CONNECTENT



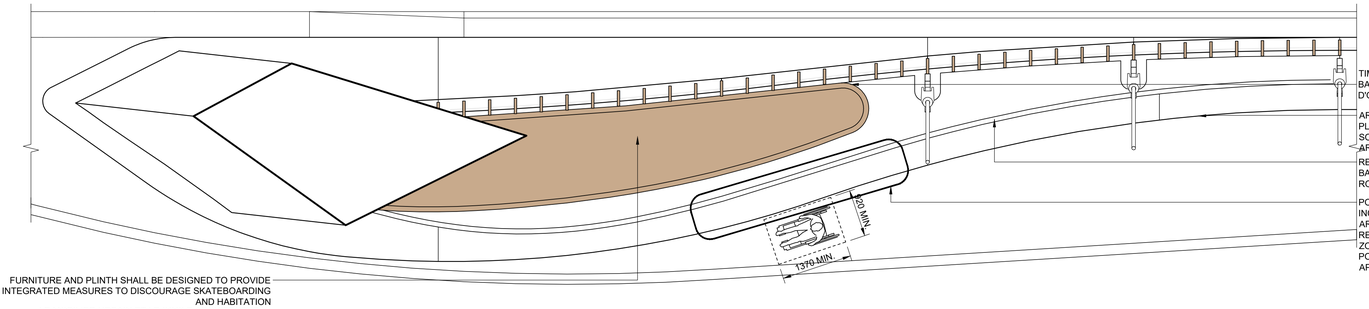
04 ELEVATION UNDER ARCH SEATING
04 ÉLÉVATION BANC SOUS ARCHE
1:50



AXONOMETRIC UNDER ARCH ACCESSIBLE SEATING
AXONOMÉTRIE BANC ACCESSIBLE SOUS ARCHE
N/A



05 SECTION UNDER ARCH SEATING
05 COUPE BANC SOUS ARCHE
1:50



FURNITURE AND PLINTH SHALL BE DESIGNED TO PROVIDE INTEGRATED MEASURES TO DISCOURAGE SKATEBOARDING AND HABITATION
LE MOBILIER URBAIN ET LE SOCLE ARCHITECTURAL DOIVENT ÊTRE CONÇUS DE MANIÈRE À INTÉGRER DES MESURES POUR DÉCOURAGER LA PRATIQUE DE LA PLANCHE À ROULETTE AINSI QUE LES HALTES PROLONGÉES

06 PLAN UNDER ARCH ACCESSIBLE SEATING
06 PLAN BANC ACCESSIBLE SOUS ARCHE
1:50

0 10 20mm 40 60 80 100 120 140 160 180 200mm

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P02	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
P03	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P04	FINAL DRAFT FOR APPROVAL	2025/09/09
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
URBAN FURNITURE
INTÉGRATION URBAINE
DOMAINE PUBLIC
MOBILIER URBAIN

Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	F. FONTAINE	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet
295265-00

Drawing no. / No. du dessin
ABRP-TA-RD-AB-DR-UR-00124-BI

CAD FILE LOCATION AND NAME: C:\projects\arup-up-can-pw-02\mustam@provencherroy.ca\d0294937\ABRP-TA-RD-AB-DR-UR-00124-BI.dwg
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BY: MADAM

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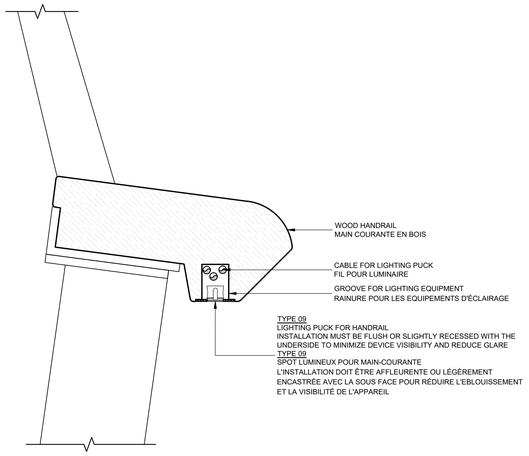
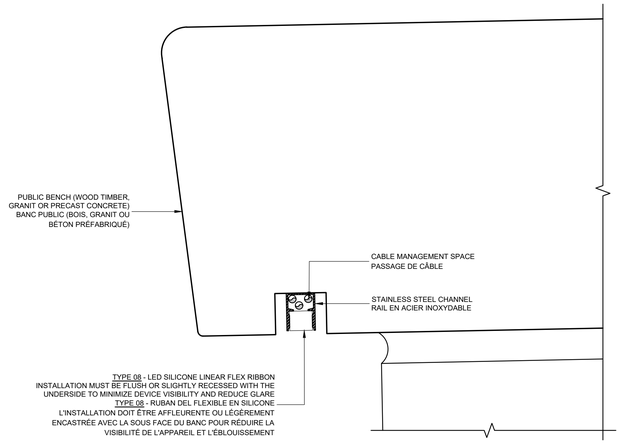
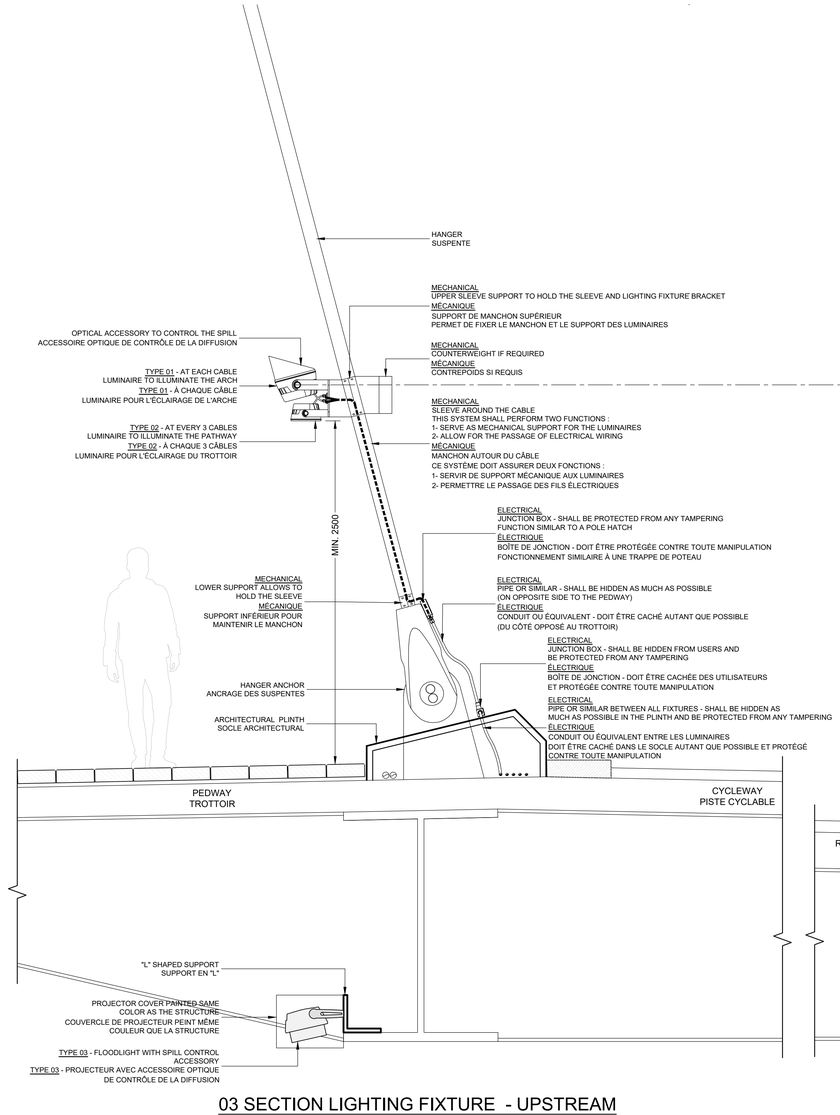


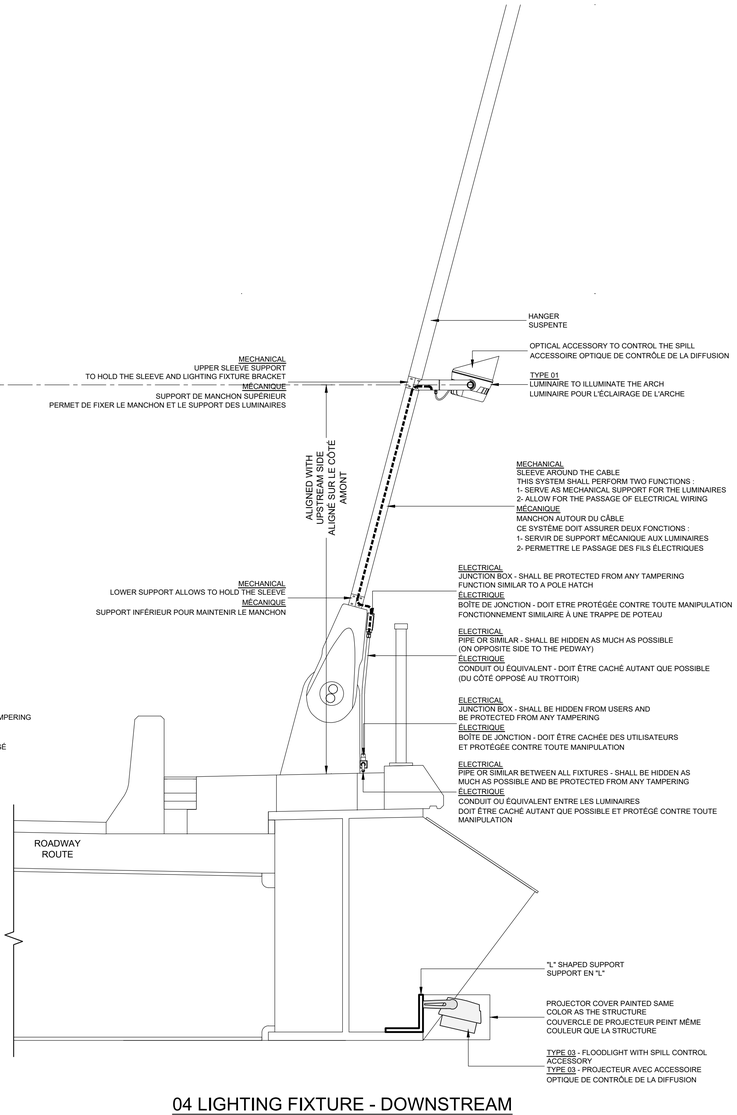
01 SECTION LIGHTING FIXTURE - HANDRAIL
01 COUPE ÉCLAIRAGE - MAIN-COURANTE
1:2.5



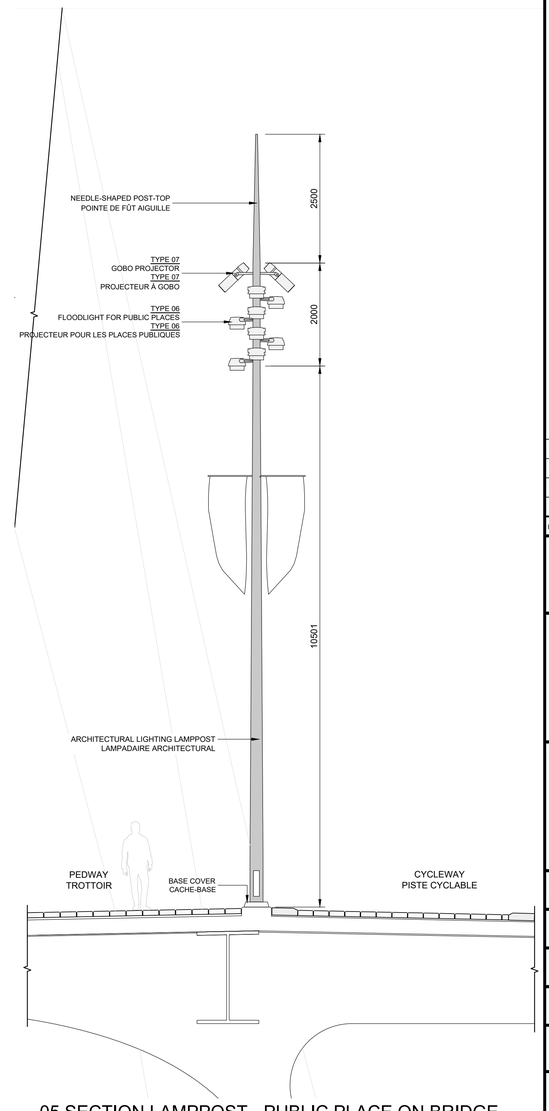
02 SECTION LIGHTING FIXTURE - PUBLIC BENCH
02 COUPE ÉCLAIRAGE - BANC PUBLIC
1:2.5



03 SECTION LIGHTING FIXTURE - UPSTREAM
03 COUPE APPAREILS D'ÉCLAIRAGE - EN AMONT
1:20



04 LIGHTING FIXTURE - DOWNSTREAM
04 APPAREIL D'ÉCLAIRAGE SUR CABLE - EN AVAL
1:20



05 SECTION LAMPPOST - PUBLIC PLACE ON BRIDGE
05 COUPE LAMPADAIRE - PLACE PUBLIQUE SUR LE PONT
1:50

CAD FILE LOCATION AND NAME: C:\projects\arup-cas-pw-02\mustam@provencherroy.ca\d029493\7-ABRP-TA-RD-AB-DR-UR-00142-BI.dwg
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DATE PLOTTED: 9/16/2025 2:57:04 PM BY: FFONTAINE
PSPC B1 (1000 x 707)

0 10 20mm 40 60 80 100 120 140 160 180 200mm

Canada

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Real Property Branch / Direction générale des biens immobiliers

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C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
ARCHITECTURAL LIGHTING
TYPICAL DETAILS
INTÉGRATION URBAINE
ÉCLAIRAGE ARCHITECTURAL
DÉTAILS TYPIQUES

Designed By	J. PLAMONDON	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	J.BONENFANT	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	S. WILKIN	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M.GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

295265-00

Drawing no. / No. du dessin

ABRP-TA-RD-AB-DR-UR-00142-BI

ROADWAY
VOIES VÉHICULAIRES

100mm THICK COBBLESTONE PAVING RAMP
RAMPE EN PAVÉ DE TYPE "COBBLESTONE" 100mm ÉP.

100mm THICK COBBLESTONE PAVING RAMP
RAMPE EN PAVÉ DE TYPE "COBBLESTONE" 100mm ÉP.

ARCHITECTURAL PLINTH
SOCLE ARCHITECTURAL

CYCLEWAY
PISTE CYCLABLE

AT-GRADE CYCLEWAY-PEDESTRIAN PATHWAY INTERFACE
ZONE DE CONNEXION À NIVEAU PISTE CYCLABLE ET ZONE PIÉTONNE

GRANITE BENCH
ASSISE EN GRANIT

REMOVABLE CIRCULAR STAINLESS STEEL SATIN-FINISH BOLLARDS
BOLLARD CIRCULAIRE AMOVIBLE EN ACIER INOXYDABLE SATINÉ

ACCESSIBLE ACCESS
850mm WIDE MIN.
ACCÈS UNIVERSEL
850mm LARG. MIN.

PUBLIC BENCH
BANC PUBLIC

TIMBER LAMELLAE
LAMELLES DE BOIS

01 00124 BIKE RACK
SUPPORT À VÉLO

LINEAR TRENCH DRAIN
DRAIN LINÉAIRE

06 00124 TIMBER WOODEN
BENCH UNDER ARCH
ACCESIBLE SEATING
BANC DE BOIS
ACCESIBLE SOUS ARCH

DIRECTIONAL BAR TACTILE
WALKING SURFACE INDICATOR
PLAQUE D'AVERTISSEMENT
PODOTACTILE DIRECTIONNELLE

PLAN A / PLAN A
1:100

Canada

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Real Property Branch / Direction générale des biens immobiliers

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LÉGENDE

SURFACES
SURFACES

RED STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
PAVÉ MODULAIRE EN GRANIT ROUGE, 100mm ÉP. SUR LIT DE POSE 30mm

STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
PAVÉ MODULAIRE EN GRANIT, 100mm ÉP. SUR LIT DE POSE 30mm

DIRECTIONAL TACTILE WALKING SURFACE INDICATOR
PAVÉ D'AVERTISSEMENT PODOTACTILE DIRECTIONNEL

URBAN FURNITURE
MOBILIER URBAIN

BIKE RACK
SUPPORT À VÉLO

BOLLARD
BOLLARD

LIGHTING
ÉCLAIRAGE

LAMPPOST WITH SHAFT FOR CYCLEWAY
LAMPADAIRE AVEC FÛT POUR PISTE CYCLABLE

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A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
OTTAWA APPROACH
INTÉGRATION URBAINE
DOMAINE PUBLIC
APPROCHE OTTAWA

Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	D. STEFANELLI	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-ON-DR-UR-00117-BI

C

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BY / PAR: FONTAINE

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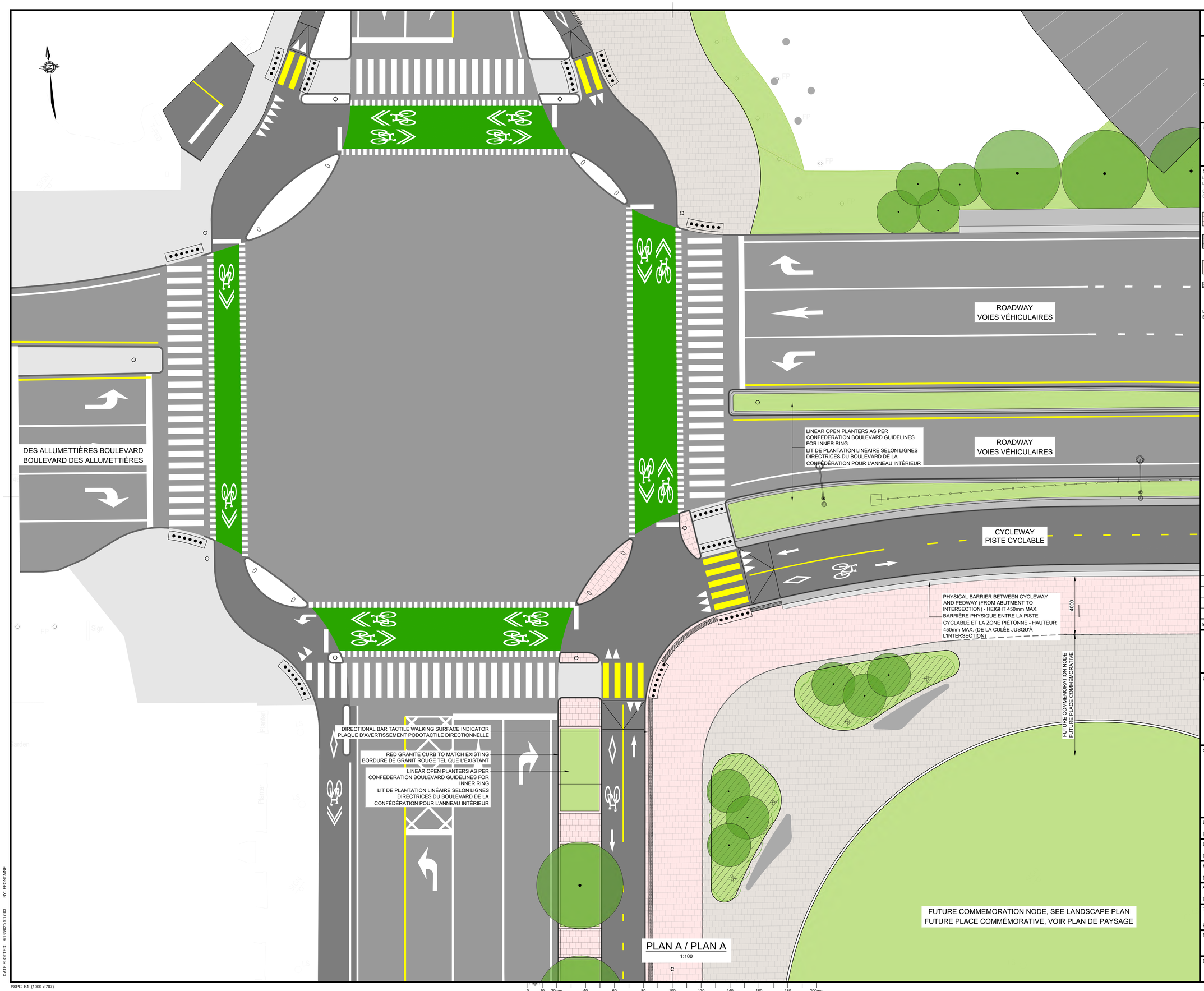

PLAN A / PLAN A
1:100

0 10 20mm 40 60 80 100 120 140 160 180 200mm

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LEGEND
LÉGENDE

SURFACES
SURFACES

- RED STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
  PAVÉ MODULAIRE EN GRANIT ROUGE, 100mm ÉP. SUR LIT DE POSE 30mm
- STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
  PAVÉ MODULAIRE EN GRANIT, 100mm ÉP. SUR LIT DE POSE 30mm
- RED STONE UNIT PAVING, AS EXISTING CONDITION
  PAVÉ MODULAIRE EN GRANIT ROUGE, TEL QUE L'EXISTANT
- DIRECTIONAL BAR TACTILE WALKING SURFACE INDICATOR
  PAVÉ D'AVERTISSEMENT PODOTACTILE DIRECTIONNEL
- TACTILE WALKING SURFACE INDICATOR (TWSI)
  PLAQUE D'AVERTISSEMENT PODOTACTILE

LIGHTING
ÉCLAIRAGE

- LAMPPOST WITH SHAFT FOR CYCLEWAY
  LAMPADAIRE AVEC FÛT POUR PISTE CYCLABLE

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A C — A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.
A B C

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
LAURIER INTERSECTION
INTÉGRATION URBAINE
DOMAINE PUBLIC
INTERSECTION LAURIER

Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	D. STEFANELLI	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		
Project no. / No. du projet	295265-00	
Drawing no. / No. du dessin	ABRP-TA-RD-QU-DR-UR-00111-BI	

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DATE PLOTTED: 9/18/2025 9:17:03 BY: FIONA FANE

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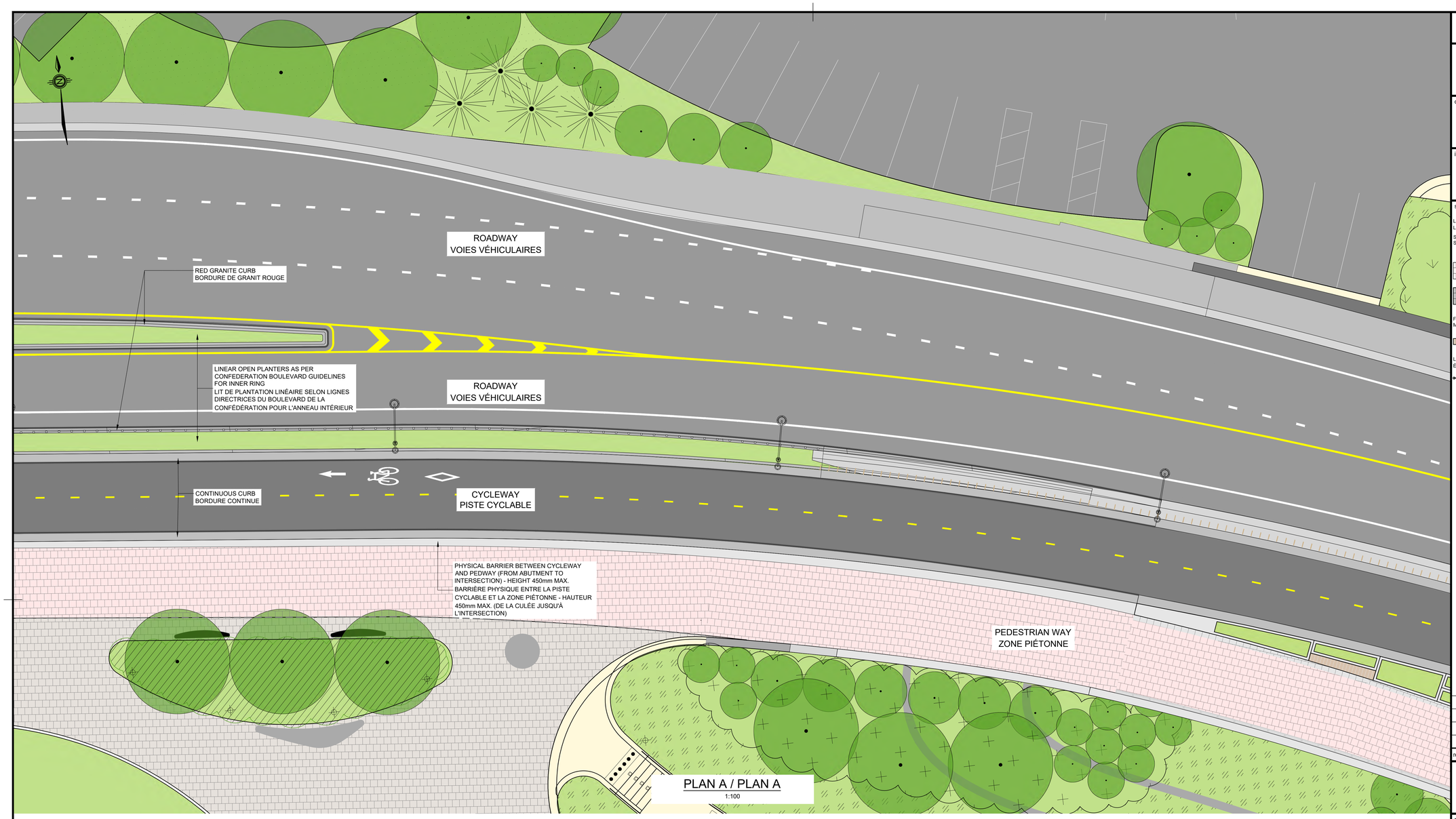

PLAN A / PLAN A
1:100

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Real Property Branch / Direction générale des biens immobiliers

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seal / sceau

LEGEND
LÉGENDE

SURFACES
SURFACES

RED STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
PAVÉ MODULAIRE EN GRANIT ROUGE, 100mm ÉP. SUR LIT DE POSE 30mm

STONE UNIT PAVING, 100mm THICK ON 30mm SETTING BED
PAVÉ MODULAIRE EN GRANIT, 100mm ÉP. SUR LIT DE POSE 30mm

FURNITURE
MOBILIER

SEATING AREA
AIRE DE REPOS

LIGHTING
ÉCLAIRAGE

LAMPPOST WITH SHAFT FOR CYCLEWAY
LAMPADAIRE AVEC FÛT POUR PISTE CYCLABLE

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C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

URBAN INTEGRATION
PUBLIC REALM
GATINEAU APPROACH
INTÉGRATION URBAINE
DOMAINE PUBLIC
APPROCHE GATINEAU

Designed By / Conçu par	N. DEMERS-STODDART / M. ADAM	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	D. STEFANELLI	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	S. WILKIN	
Date	2025/09/26	(yyyy/mm/dd)
Approved By / Approuvé par	M. GALLAND	
Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-QU-DR-UR-00112-BI

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DATE PLOTTED: 9/18/2025 9:19:39 BY: FONTAINE

PSPC B1 (1000 x 707)

0 10 20mm 40 60 80 100 120 140 160 180 200mm


MAINTENANCE ACCESS
50.869
BENCHES TYP
BANCS TYPE
51.30
150mm WIDE FLUSH CONCRETE EDGE
BORDURE EN BÉTON AFFLEURANTE DE 150 mm DE LARGE
51.34
RELOCATED WAYFINDING MONUMENT
MONUMENT D'ORIENTATION RELOCALISÉ
300mm WIDE, 100mm HIGH CURB
300 mm DE LARGEUR, 100mm DE HAUTEUR DE BORDURE
450mm WIDE CONCRETE EDGE BORDURE EN BÉTON DE 150 MM DE LARGE
FUTURE COMMEMORATION NODE
FUTUR NŒUD DE COMMÉMORATION
STAIRS WITH LIGHTING
ESCALIERS AVEC ÉCLAIRAGE
TS 52.35
BS 51.45
LOW SEATING WALL WITH LIGHTING
MUR D'ASSISE BAS AVEC LUMIÈRES
POLE LIGHT TYP
PÔLE LUMIÈRE TYP.
TW 51.75
TW 52.50
TW 53.25
BOLLARD LIGHT TYP
BORNE D'ÉCLAIRAGE TYP
3.6% SLOPE DOWN
LOW (600mm MAX HEIGHT) STONE RETAINING WALLS
MURS DE SOUTÈNEMENT EN PIERRE BAS (HAUTEUR MAXIMALE 600 mm)
50.10
49.77
49.72
3.6% SLOPE
53.40
53.50
ACCESSIBLE 4m WIDE MUP (CYCLE ROUTE)
SENTIER POLYVALENT ACCESSIBLE DE 4m DE LARGE (ROUTE CYCLABLE)
CANADIAN MUSEUM OF HISTORY
MUSÉE CANADIEN DE L'HISTOIRE
MULTI-USE ZONE
ZONE MULTIUSAGE
RAIN GARDEN
JARDIN DE PLUIE
45.90
UNDER THE BRIDGE INTERPRETIVE ZONE
ZONE D'INTERPRÉTATION SOUS LE PONT
LOW (600mm MAX HEIGHT) STONE RETAINING WALL SEATING
MUR DE SOUTÈNEMENT EN PIERRE BAS (HAUTEUR MAXIMALE 600 mm) ASSISE
PROPOSED BRIDGE OUTLINE
PROJET DE PONT PROPOSÉ
BW 47.70
TW 48.30
BW 46.89
TW 47.49
BW 45.90
TW 46.40
52.578
TW 46.40
TW 46.25
BW 45.65
50.79
50.16
49.54
51.20
48.92
48.42
47.49
46.57
45.56
45.85
BOULDERS
ROCHES
TC 45.40
BC 45.38
WOOD DECKING
TERRASSES EN BOIS
RAISED 6m WIDE ACCESS
ACCÈS SURÉLEVÉ DE 6 M DE LARGE
RESTORE SHORELINE AREA UNDER BRIDGE WITH LARGE ROUNDED BOULDERS AND SMALLER COBBLE STONES
RESTAURANT LA ZONE RIVALE SOUS LE PONT AVEC DE GROS ROCHERS ARRONDIS
BOLLARDS TYP
BORNES TYP
TC 45.80
BC 45.78
PEDESTRIAN PATH, MIN. 5m WIDE
CHEMIN PIÉTONNE, LARGE MINIMUM 5m
RAIN GARDEN
JARDIN DE PLUIE
TC 46.56
BC 46.44
PROTECT EXISTING TREES
PROTÉGER LES ARBRES EXISTANTS
RECONFIGURED PARKING (7 SPACES) WITH RETAINING WALL
PARKING RECONFIGURÉ (7 PLACES) AVEC MUR DE SOUTÈNEMENT
Trans Canada Trail
JACQUES CARTIER PORT
OTTAWA PALATA TOWRS
Motor Doors Access Piéton
Interlock Walk
Interlock Pathway
Interlock Sidewalk
Asphalt Parking Area
Asphalt Entrance
Landscaping
Asphalt
Grass
Gravel
Shrubs
Irrigation Control Valves
Manhole
Catchbasin
Curb Cut
Bollard
Wooden Steps
Asphalt
Fire Hydrant
Light Standard
Utility Pole
Guy Wire
Sign
Bench
Bicycle Rack
Garbage Can
Tree
Shrub
Grass
Gravel
Asphalt
Concrete
Interlock Sidewalk
Interlock Pathway
Asphalt Parking Area
Asphalt Entrance
Landscaping

PROTECT TREES ALONG LAURIER STREET
PROTÉGEZ LES ARBRES LE LONG DE LA RUE LAURIER

EXISTING ACCESSIBLE 3000mm WIDE MUP
MUP EXISTANT ACCESSIBLE DE 3000mm DE LARGE

LAURIER STREET
RUE LAURIER

EXISTING DRIVEWAY
ALLÉE EXISTANTE

EXISTING 5500mm WIDE MUP
MUP EXISTANT DE 5500 mm DE LARGE

EXISTING PLAZA AND STAIRWAY
PLACE ET ESCALIER EXISTANTS

MAURICE RICHARD MONUMENT
MONUMENT MAURICE RICHARD

NEW MULTI-USE PLAZA
NOUVELLE PLACE MULTIUSAGE

RELOCATED FLAGPOLES
MÂTS DE DRAPEAU DÉPLACÉS

PROTECT EXISTING TREES
PROTÉGER LES ARBRES EXISTANTS

RECONFIGURED PARKING LOT (63 SPACES)
PARKING RECONFIGURÉ (63 PLACES)

NEW 5000mm WIDE MUP, MAXIMUM 5% SLOPE
NOUVEAU MUP DE 5 000mm DE LARGE, PENTE MAXIMALE DE 5 %

PROTECT EXISTING TREES
PROTÉGER LES ARBRES EXISTANTS

EXISTING ACCESSIBLE 4000mm WIDE MUP
MUP EXISTANT ACCESSIBLE DE 4000mm DE LARGE

RETAINING WALL
MUR DE SOUTÈNEMENT

ACCESSIBLE PARKING
STATIONNEMENT ACCESSIBLE

MAINTENANCE AND EMERGENCY PARKING
ENTRETIEN ET STATIONNEMENT D'URGENCE

MARINE INFRASTRUCTURE TO REMAIN
INFRASTRUCTURES MARITIMES À CONSERVER

ABUTMENT MAINTENANCE ACCESS
ACCÈS POUR L'ENTRETIEN DES PILIERS

RAIN GARDEN
JARDIN DE PLUIE

EXISTING RAMP
RAMPE EXISTANTE

MULTI-USE ZONE
ZONE MULTIUSAGE

EXISTING WHARF
QUAI EXISTANT

Sentiers des Voyageurs Pathway

PLAN VIEW VUE EN PLAN
1:250

Canada

Public Services and Procurement Canada / Services publics et Approvisionnement Canada
Real Property Branch / Direction générale des biens immobiliers

consultant
ARUP
1, Place Ville Marie, bureau 3270
Montreal, QC H3B 3Y2
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LEGEND
LÉGENDE

- HISTORICAL FLOOD ZONE RECURRENCE 100 YEARS (APPROXIMATE LOCATION) / ZONE HISTORIQUE INONDABLE RÉCURRENCE 100 ANS (EMPLACEMENT APPROXIMATIF)
- HISTORICAL FLOOD ZONE RECURRENCE 2 YEARS (APPROXIMATE LOCATION) / ZONE HISTORIQUE INONDABLE RÉCURRENCE 2 ANS (EMPLACEMENT APPROXIMATIF)
- LOW STONE LANDSCAPE RETAINING WALLS / MURS DE SOUTÈNEMENT PAYSAGER BAS EN PIERRE
- DECIDUOUS TREE PLANTING / PLANTATION D'ARBRES À FEUILLES CADUQUES
- SHRUB PLANTING / PLANTATION D'ARBUSTES
- CONIFEROUS TREE PLANTING / PLANTATION DE CONIFÈRES
- DECORATIVE PLANTING AREA / ESPACE DE PLANTATION DÉCORATIF
- MUP MULTI-USE PATH / SENTIER MULTIUSAGE
- NEW MUP / NOUVEAU MUP
- DECORATIVE CONCRETE MULTI-USE ZONE / ZONE MULTIUSAGE EN BÉTON DÉCORATIF
- VEHICULAR ZONE / ZONE VÉHICULAIRE
- GROUND COVER PLANTING / PLANTATION COUVERTE SOL
- RED CARPET UNIT PAVER / PAVÉ DE TAPIS ROUGE
- GREY GRANITE PAVER / PAVÉ EN GRANIT GRIS
- DECORATIVE CONCRETE PAVING / PAVAGE DÉCORATIF EN BÉTON
- RAIN GARDENS / JARDINS DE PLUIE
- RIPARIAN PLANTING / PLANTATION RIVIÈRE
- NATIVE MEADOW / PRAIRIE INDIGÈNE
- NATIVE SHRUB AND GROUNDCOVER PLANTING / PLANTATION D'ARBUSTES ET DE COUVERTS SOLAIRES INDIGÈNES

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P03	IPT REVIEW COMMENTS INCORPORATED	2025/06/13
P04	ISSUED FOR IPT REVIEW AND COMMENT	2025/08/15
P05	FINAL DRAFT FOR APPROVAL	2025/09/03
C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

A detail no. / no. du détail
B location drawing no. / sur dessin no.
C drawing no. / dessin no.

project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

drawing / dessin

LANDSCAPE
GATINEAU APPROACH PLAN
JACQUES CARTIER PARK
PAYSAGE
PLAN DE L'APPROCHE DE GATINEAU PARC JACQUES-CARTIER

Designed By	I.DANCE	Conçu par
Date	2025/09/26	(yyyy/mm/dd)
Drawn By	J. BIEHN	Dessiné par
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By	E.NAYLOR	Examiné par
Date	2025/09/26	(yyyy/mm/dd)
Approved By	M.GALLAND	Approuvé par
Date	2025/09/26	(yyyy/mm/dd)
Tender		Soumission
Project Manager		Administrateur de projets
Project no.		No. du projet

295265-00

Drawing no. / No. du dessin

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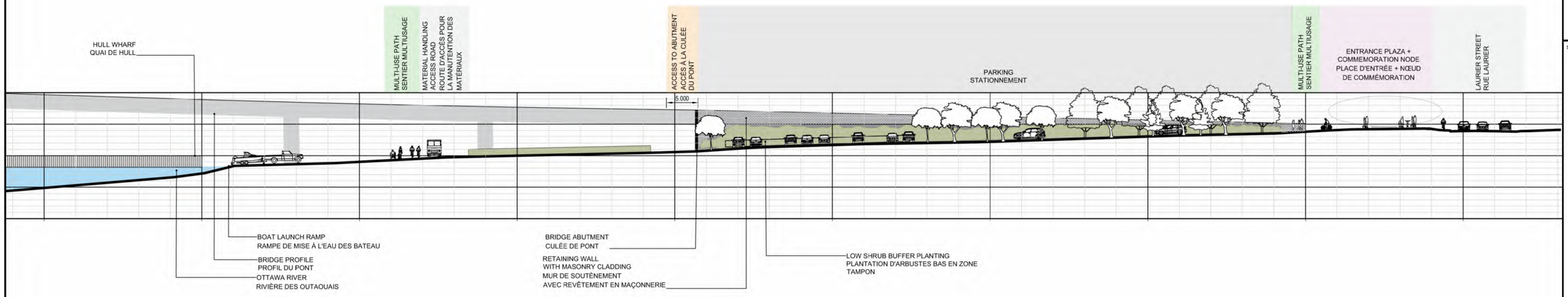

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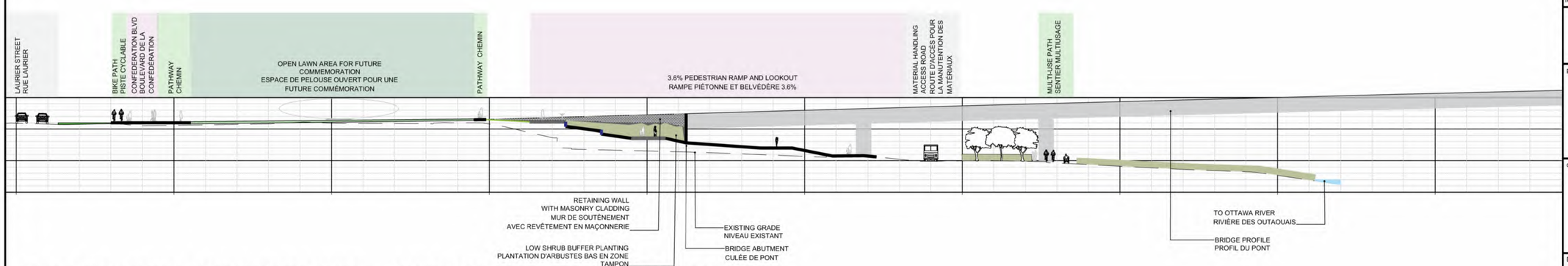
CONSULTER LE PLAN D'AMÉNAGEMENT PAYSAGER DU D'APPROCHE DE GATINEAU POUR LA LIGNE DE SECTION



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ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA

R.103064

drawing / dessin

LANDSCAPE
GATINEAU APPROACH SECTIONS
PAYSAGE
SECTIONS DE APPROCHE DE GATINEAU

Designed By / Conçu par	I.DANCE	
Date	2025/09/26	(yyyy/mm/dd)
Drawn By / Dessiné par	J.BIEHN	
Date	2025/09/26	(yyyy/mm/dd)
Reviewed By / Examiné par	E.NAYLOR	
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Date	2025/09/26	(yyyy/mm/dd)
Tender / Soumission		
Project Manager / Administrateur de projets		

Project no. / No. du projet: 295265-00

Drawing no. / No. du dessin: ABRP-TA-RD-QU-DR-L-00113-BI



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  ZONE HISTORIQUE INONDABLE RÉCURRENCE 2 ANS (EMPLACEMENT APPROXIMATIF)
- VEHICULAR ZONE
  ZONE VÉHICULAIRE
- TOP SOIL AND SOD
  TERRE VÉGÉTALE ET GAZON
- NATIVE MEADOW
  PRAIRIE INDIGÈNE
- RIPARIAN PLANTING
  PLANTATION RIVIÈRE

NOTES:

1. MINIMIZE IMPACTS ON ALL SURROUNDING TREES, IN ADDITION TO THE SPECIFICALLY DESIGNATED TREES FOR PROTECTION.

REMARQUES:

1. MINIMISEZ LES IMPACTS SUR TOUS LES ARBRES ENVIRONNANTS, EN PLUS DE L'ARBRE SPÉCIFIQUEMENT DÉSIGNÉ POUR LA PROTECTION.

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C01	FINAL FOR FLUDTA APPROVAL	2025/09/26

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project / projet

ALEXANDRA BRIDGE REPLACEMENT PROJECT
PROJET DE REMPLACEMENT DU PONT ALEXANDRA
R.103064

drawing / dessin

LANDSCAPE
PLAN FOR TEMPORARY WORKS
PAYSAGE
PLAN DE TRAVAUX TEMPORAIRES

Designed By / Date	I.DANCE 2025/09/26	Conçu par (yyyy/mm/dd)
Drawn By / Date	J.BIEHN 2025/09/26	Dessiné par (yyyy/mm/dd)
Reviewed By / Date	E.NAYLOR 2025/09/26	Examiné par (yyyy/mm/dd)
Approved By / Date	M.GALLAND 2025/09/26	Approuvé par (yyyy/mm/dd)
Tender / Project Manager		Soumission / Administrateur de projets
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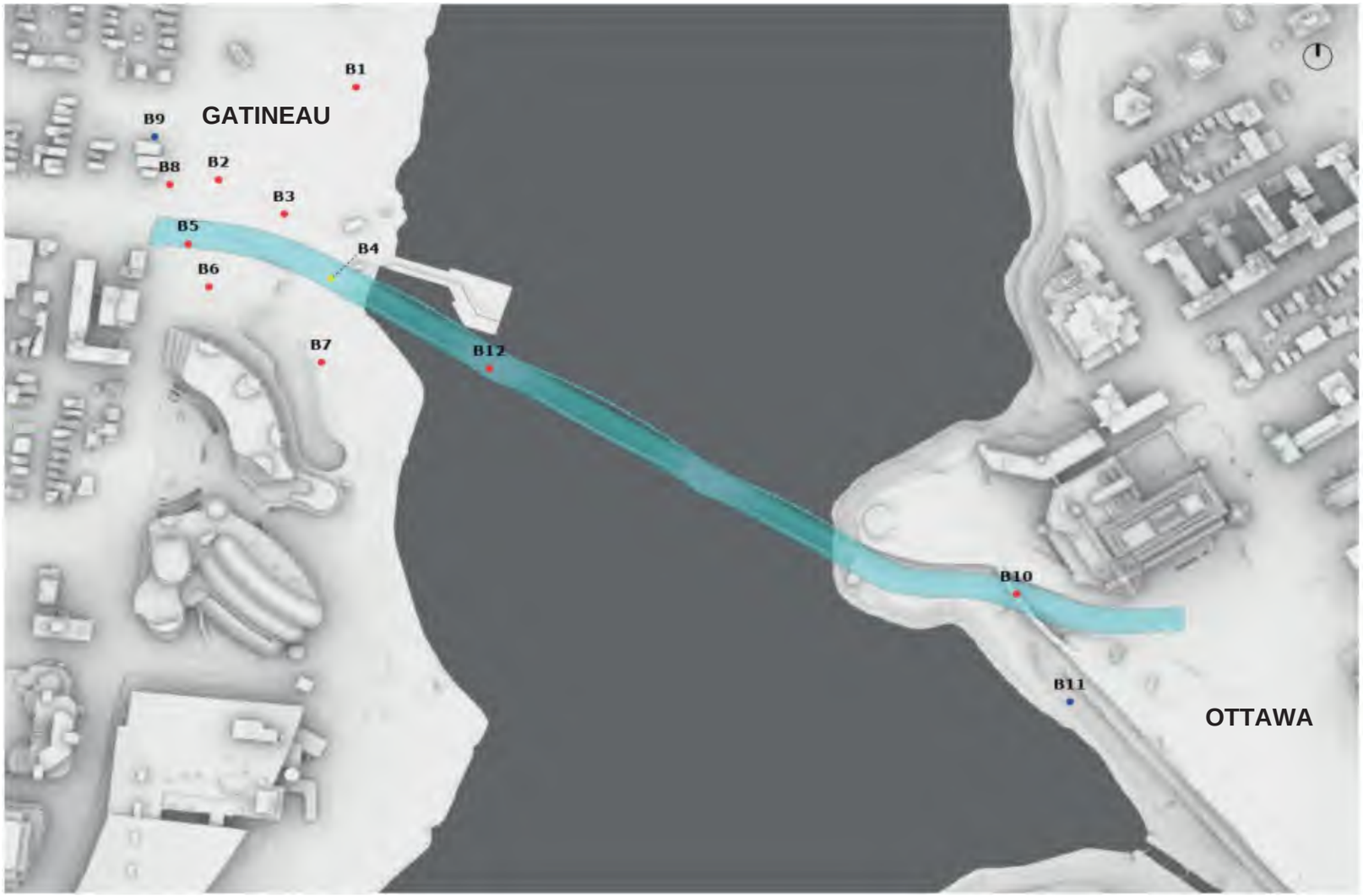





























Alexandra Bridge Replacement Project

Public Participation Round 3 Report

June 2025

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Context

In January 2025, the National Capital Commission's (NCC) Board of Directors granted an initial federal land use and design approval for the preferred concept for the replacement of the Alexandra Bridge. The preferred concept was selected following a rigorous evaluation process that considered public and stakeholder input, technical analysis, and engagement with Indigenous communities and advisory groups. Public input was gathered in October 2024 on the three proposed design concepts for the replacement of the Alexandra Bridge.

Using the feedback received from the public, stakeholders, Indigenous communities and advisory groups, the integrated project team, which includes Public Services and Procurement Canada (PSPC), its technical advisor, and the NCC, continued to refine the preferred design concept.

Overview of Public Participation

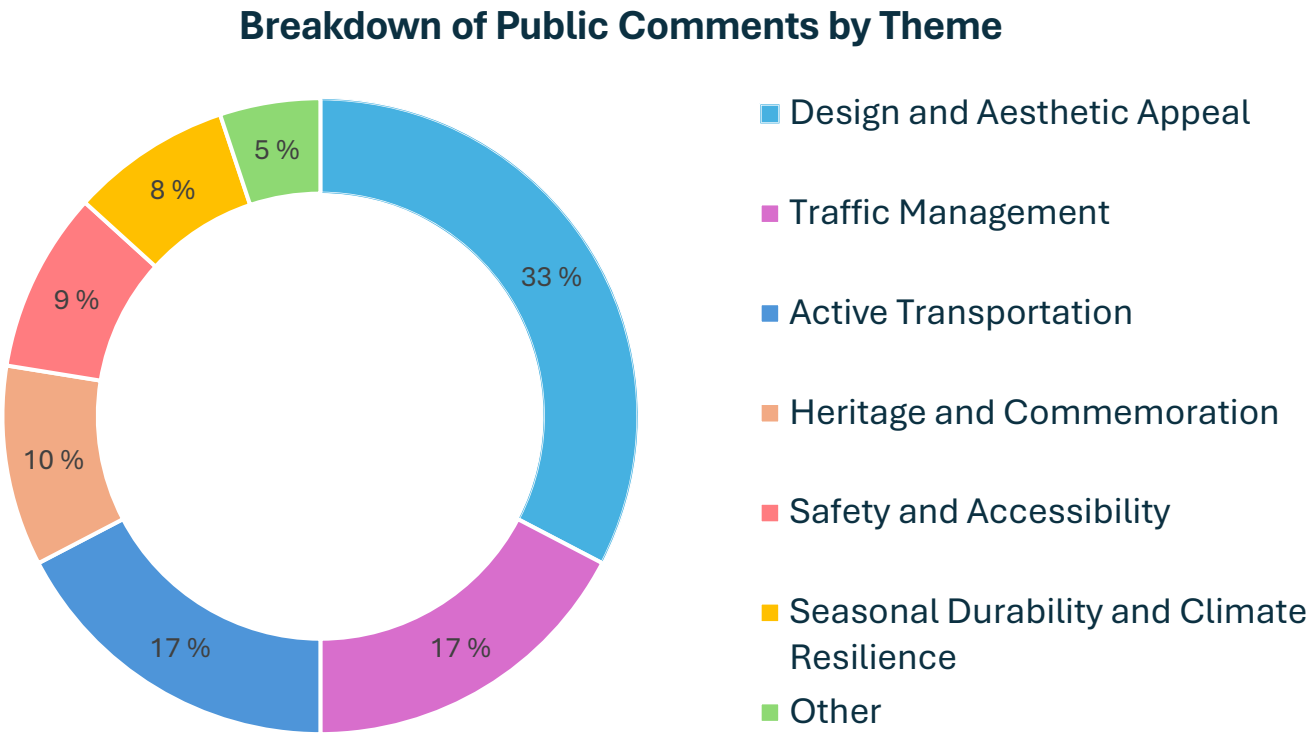
This report summarizes the results of engagement activities with members of the public carried out under the third round of public participation activities for the project:

- **Comment box on the NCC's website**: Open from June 4 to June 18, 2025. Seventy-five comments were received.
- **Public advisory group (PAG) meeting**: A meeting was held with members of the PAG on June 12.

Round 3 of public consultation activities presented refinements to the preferred design concept. These included updated details related to furnishings and seasonal comfort, safety features and the separation of transportation modes, universal accessibility, and shoreline connectivity. To support public input, the integrated project team shared advanced renderings and a three-dimensional video visualization illustrating the user experience on the bridge. Members of the public were invited to share their thoughts and perspectives on the refined design.

What We Heard

The comments received were analyzed and grouped into the following key themes to better understand public priorities and inform the ongoing design process. More information on the methodology used to analyze the comments can be found in Appendix 1.



Design and Aesthetic Appeal

This theme captures public perspectives on the visual identity, architectural form, and overall aesthetic experience of the bridge.

A total of 32 comments were categorized under this theme, representing 33% of all comments received. Of these, 20 were positive, 6 were neutral, and 6 were negative.

Public comments covered a range of views on the bridge's visual and architectural qualities. Many praised its modern form and features like arches, lookouts and seating. Lighting was a common topic, with suggestions for decorative or programmable options to enhance nighttime visibility. Some proposed using natural materials or adding greenery to better integrate the design with the surrounding landscape. Others called for a more distinctive or iconic design, noting the current concept felt too plain. Overall, the feedback emphasized the need for a visually compelling structure that balances modern design with cultural and historical context.

Key Insights

- **Public enthusiasm:** Many are excited and proud of the design direction and view it as a positive step for Ottawa's urban landscape.
- **Desire for iconic identity:** Calls for lighting, colour and ornamentation to make the bridge a visual landmark.
- **Inclusivity and functionality:** Strong support for multi-use design and public space integration.
- **Balance of modern and historic:** Some feel the design lacks character or connection to Ottawa's architectural heritage.
- **Functionality and beauty:** Praise for the bridge's inclusive design and aesthetic integration with its surroundings.

Quotes

"Wonderful design, especially with the inclusion of vehicles, bicycles and pedestrians. The lookouts and benches are a great feature for us residents and visitors from out of town."

"It is not bad, but this is an opportunity to have a really unique bridge in a very visible spot of our skyline and views of Parliament. If there is a chance to make the colour more exciting than white it would be great (for example, the same copper colour of Parliament, Alexandra Bridge, etc.). White is also okay, just kind of meh."

Traffic Management

This theme addresses how the bridge accommodates vehicular traffic, public transit and future transportation needs.

A total of 17 comments were categorized under this theme, representing 17% of all comments received. Of these, 7 were neutral and 10 were negative.

Public comments addressed a range of considerations related to how the bridge will support vehicle use and broader transportation needs. Several respondents raised questions about the proposed two-lane configuration, with some suggesting additional or reversible lanes to improve traffic flow and accommodate future growth. Others

emphasized the importance of integrating public transit infrastructure, such as light rail, into the design from the outset. A few comments also highlighted the need to balance active transportation priorities with practical considerations for year-round vehicle commuter use, particularly in Ottawa's climate. Overall, the feedback reflected a desire for a flexible and forward-looking transportation strategy.

Key Insights

- **Demands for additional vehicle lanes**, especially reversible or transit-priority lanes.
- **Desire for future proofing** through light-rail integration.
- **Concerns about seasonal usability** of active transportation infrastructure.

Quotes

"This is the perfect time to include the option of a light-rail connection between Ottawa and Gatineau. Space and structural upgrades will have a cost, but an integrated NCR is important."

"It's a very good concept, but it doesn't perfectly meet regional needs. I think that any replacement should at least consider the current traffic issues between the two cities—a problem that will not be solved any time soon, given the growing population and government buildings on both sides of the river."

"In my opinion, an investment of this magnitude would be more useful if an additional car lane was added, inspired by the Champlain Bridge design: three traffic lanes, including a reversible one for traffic at rush hour (to and from work)."

Active Transportation

This theme focuses on infrastructure for pedestrians, cyclists and other non-motorized users.

A total of 17 comments were categorized under this theme, representing 17% of all comments received. Of these, 5 were positive and 12 were neutral.

Public comments focused on the design and functionality of cycling and pedestrian infrastructure. Respondents appreciated the clear separation between modes and the inclusion of lookouts and seating areas. Several comments emphasized the need for better access between cycling and pedestrian paths, including breaks in barriers to allow cyclists to pause and enjoy the view. Others highlighted concerns about connectivity to existing pathways, access points, and the usability of the bridge for a range of users, including those on scooters or mobility devices. Suggestions also included improving signage and ensuring the bridge supports year-round use and recreational enjoyment.

Key Insights

- **Separation of modes:** Strong support for clear, safe separation between pedestrians, cyclists and vehicles.
- **Cyclist comfort and flexibility:** Desire for freedom to stop, enjoy views and interact with pedestrian spaces.
- **Connectivity:** Need for seamless links to existing bike and walking paths.
- **Inclusive design:** Consideration for diverse users, including families, tourists and people using mobility devices.
- **Construction concerns:** Requests for interim pedestrian solutions during bridge replacement.

Quotes

"Really love the fully separated cycle path!"

"Please ensure cyclists have space to stop, take a break, lock up their bike to enjoy the pedestrian space, etc."

"This looks great. I hope there are some plans to connect to separated (or shared) bike paths that go along the river or are off the roadways along both directions."

Heritage and Commemoration

This theme reflects public interest in preserving the historical and cultural significance of the existing Alexandra Bridge and integrating commemorative elements into the new design.

A total of 10 comments were categorized under this theme, representing 10% of all comments received. Of these, 4 were neutral and 6 were negative.

Public comments reflected strong interest in preserving the cultural and historical significance of the Alexandra Bridge. Respondents suggested incorporating commemorative elements into the new design, such as interpretive signage, reuse of original materials, or visual references to the original bridge's form and colour. Some comments also highlighted the importance of Indigenous representation and cultural storytelling. A few respondents expressed disappointment over the decision to replace the existing structure, emphasizing its historic value and calling for its preservation or rehabilitation. Overall, the feedback underscored a desire to ensure the new bridge honours the legacy of the original and reflects the region's diverse heritage.

Key Insights

- **Heritage preservation:** Strong desire to retain or honour the existing Alexandra Bridge.
- **Design criticism:** Concerns that the new design lacks historical continuity or symbolic respect.
- **Cultural integration:** Calls for Indigenous representation and public cultural spaces.
- **Material and visual homage:** Suggestions to reuse materials and match visual elements from the old bridge.

Quotes

"I wish you can have a number of commemorative panel signs spread over the proposed lookout spaces, made from the existing Alex bridge steel."

"The bridge is supposed to try and maintain some level of connection with [the] existing Alexandra Bridge. It would be nice if the new bridge can either be painted or remain unpainted to more closely match the colouring of the current Alexandra Bridge."

"There could be cultural spaces under the bridge at both ends to hold events. It would be interesting to close the bridge occasionally and remove the division between modes of transportation so that we could have a larger surface to hold events (concerts, dance, theatre, food events, etc.)"

Safety and Accessibility

This theme encompasses physical safety, universal access, and inclusive design for all users, including those with mobility challenges.

A total of 9 comments were categorized under this theme, representing 9% of all comments received. Of these, 8 were neutral and 1 was negative.

Public comments emphasized the importance of creating a secure, inclusive and user-friendly environment for all bridge users. Respondents suggested a range of safety enhancements, including higher barriers between cyclists and vehicles, sound-dampening near seating areas, and improved lighting and security patrols. Some comments also raised the potential for preventative infrastructure to discourage unsafe behaviour.

Accessibility was a recurring theme, with calls for better access for individuals with mobility challenges, including drop-off zones and smoother transitions between pedestrian and cycling paths. Additional suggestions included the provision of public Wi-Fi, garbage facilities, and thoughtful material choices to ensure safety and comfort. Overall, the feedback underscored the need for a bridge design that prioritizes both physical safety and equitable access for all users.

Key Insights

- **Mental health and safety:** Advocacy for suicide prevention infrastructure.
- **Inclusive design:** Emphasis on accessibility for people with disabilities and diverse needs.
- **Public comfort and cleanliness:** Requests for noise control and waste management.
- **Perceived safety:** Concerns about safety for pedestrians and suggestions for measures that would improve user experience along the walkway.
- **Connectivity and convenience:** Suggestions for Wi-Fi and better access points.

Quotes

"Is there any way to include sound dampening near your seating area to reduce traffic noise?"

"The lookouts and seating areas are also good additions. I hope that there will be garbage bins and adequate garbage removal services at these lookout points as I expect that people will be bringing all sorts of food and drink to these locations."

Seasonal Durability and Climate Resilience

This theme relates to the bridge's performance and usability in Ottawa's harsh winter climate, including snow management, material durability and comfort features.

A total of 8 comments were categorized under this theme, representing 8% of all comments received. Of these, 2 were positive and 6 were neutral.

Public comments focused on the bridge's ability to withstand Ottawa's harsh winters and evolving climate conditions. Several respondents questioned the long-term performance of materials like wood, particularly in relation to snow, ice and road salt exposure. Suggestions included exploring alternative materials for wind barriers and panels to reduce maintenance costs and improve longevity. Others proposed climate-adaptive features such as heated decking to minimize salt use and support year-round accessibility. Snow removal logistics, protection from falling ice, and the provision of shaded areas for summer comfort were also raised. Overall, the comments emphasized the importance of designing a structure that is both resilient to seasonal extremes and cost-effective to maintain over time.

Key Insights

- **Material suitability:** Concerns about wood durability and long-term maintenance.
- **Winter operations:** Interest in heated surfaces, snow storage and efficient snow removal.
- **User comfort:** Requests for shade to enhance usability in summer.
- **Structural safety:** Questions about ice hazards and design efficiency.

- **Cost awareness:** Considerations around operational and maintenance costs over time.

Quotes

"I do wonder if the wood wind barriers are the right choice of material from a longevity viewpoint. A different alternative may hold up to our climate better with lower long-term maintenance costs."

"Glad to see active use is given place for snow storage, allowing for all-seasons use."

"It would be great to provide some shade (be it artificial or tree cover) for the observation areas."

"Has any consideration been given to a heated deck such as the Pìdàban passage? It could offset the energy required of machinery snow removal and avoid the deleterious effects of salt on the environment."

Other

This theme captured a variety of comments that did not fit neatly into the other themes but offered important perspectives.

A total of 5 comments were categorized under this theme, representing 5% of all comments received. Of these, 3 were neutral and 2 were negative.

Some respondents raised questions about the environmental impact of the bridge's construction, particularly the number of in-river supports. Others offered creative or unconventional ideas, such as incorporating tourism-oriented features. A few comments reflected broader concerns about the consultation process itself, including calls for more inclusive language and recognition of public contributions, especially from underrepresented communities. While diverse in nature, these comments reflect a shared interest in transparency, inclusivity, and thoughtful integration of the bridge into its social and environmental context.

Key Insights

- **Innovation and tourism:** Interest in bold, attention-grabbing design ideas.

- **Equity and recognition:** Concerns about fair treatment and acknowledgment of contributors, especially from marginalized groups.
- **Inclusive language:** Emphasis on respectful and modern terminology.
- **Design-ecology balance and transparency:** Desire for environmentally sensitive design choices, paired with calls for clearer communication about ecological impacts.

Quotes

"The design looks beautiful. Can you please address the impact to the river? How many places will it be anchored in the river? If it's three, can this be reduced to two to minimize impact?"

"I still think that a rollercoaster across this bridge would have been fun, as a tourism feature that attracts the attention of tourists, like London's Eye Ferris wheel."

Overall Thoughts

- The third round of public participation for the Alexandra Bridge Replacement Project revealed a wide spectrum of perspectives, reflecting both enthusiasm and thoughtful critique.
- Across all themes, participants demonstrated a strong interest in shaping a bridge that is not only functional and resilient, but also inclusive, culturally meaningful and visually compelling.
- Recurring priorities included the desire for a design that balances modern aesthetics with historical and regional identity, supports active and accessible transportation, and performs reliably across seasons.
- Comments also highlighted the importance of safety, environmental responsibility, and transparent communication throughout the project's development.
- While some respondents expressed concerns or opposition, the overall tone of the feedback was constructive, offering practical suggestions and creative ideas that can help inform the next phase of design refinement.

Next Steps

Many of the suggestions and concerns raised have been incorporated into the current design or are under consideration for the final design.

Accessibility has been prioritized throughout the design process. The pedestrian zone includes a clear, wide passage to accommodate users with diverse needs, including those with mobility devices and visual impairments. Cyclists will benefit from a dedicated safe and separated cycling path that allows for side-by-side riding, while allowing them to dismount and access the two lookout points through a more permeable barrier at these key locations. The design also includes accessible benches and tactile walking surface indicators to enhance comfort and safety for all users. Signage and wayfinding will be refined in the final design.

The project also emphasizes environmental responsibility. The selection of the Gatineau Landing location was made with the aim of minimizing the impact on existing shoreline habitats. Restoration efforts will focus on enhancing natural habitats by removing invasive species and introducing native, flood-tolerant plants.

There is a commitment to exploring material reuse, as demonstrated by the proposed reuse of timber and stone from the existing bridge. Where practical, natural materials are being incorporated. This aligns with sustainability goals and the Confederation Boulevard Planning and Design Guidelines.

One of the key features of the proposed design is lighting that aims to showcase views of the bridge while also improving visibility along the bridge. This will allow the bridge to enhance the ambiance during celebrations and contribute to a dynamic atmosphere at the lookouts, while also supporting night-sky environmental objectives. Additionally, the design includes bird-safe, glazed parapets at the two lookouts, providing unimpeded views for all users.

The process of developing a framework for planning and designing the interpretive and commemorative elements on the new bridge and at the landings is also under way, so that the story of how Indigenous Peoples, who have been stewards of this land since time immemorial, and Canada’s more recent history, including the heritage of the old bridge, can be told in a coordinated manner.

As the project advances, the design will continue to be refined based on public feedback and technical assessments. We appreciate the continued engagement. The procurement process for the design-builder is currently ongoing. The selected design-builder is expected to be onboarded in 2026.

The Project team would like to acknowledge everyone who participated in the public consultation process on the preferred concept. We appreciate the continued engagement.

Appendix 1: Analysis Methodology

The analysis focused on qualitative comments submitted through an open comment box made available during the most recent project update. A total of **75 submissions** were received and analyzed. While over 1,400 individuals visited the page and more than 2,300 interactions occurred on the NCC's official social media posts promoting the update and inviting public participation, these figures are provided for context only and were not included in the comment analysis.

Comment Processing

Each submission was reviewed in detail. When a single submission included multiple distinct points that addressed different aspects of the project, those points were separated into individual entries for analysis. This approach ensured that every unique idea or concern was captured, categorized, and assessed accurately.

Public Advisory Group Feedback

Feedback from the Public Advisory Group (PAG) meeting was reviewed and analyzed using the same thematic and sentiment approach as public submissions. Relevant comments were identified through the meeting minutes. While these insights informed the overall analysis, they were not included in the total count of public comment box submissions, which reflects public feedback only.

Thematic Categorization

Each distinct comment was reviewed and assigned to a primary theme based on its content. These themes reflect the major areas of public interest and concern, and include:

- Design and Aesthetic Appeal
- Traffic Management
- Heritage and Commemoration
- Active Transportation
- Safety and Accessibility
- Seasonal Durability and Climate Resilience
- Other

This thematic structure enabled targeted analysis within each domain of the project and helped identify recurring patterns and priorities.

Sentiment Analysis

Sentiment was assessed using a colour-coded system embedded in the original dataset:

- Green: Positive sentiment (e.g. support, appreciation, enthusiasm)
- Yellow: Neutral sentiment (e.g. suggestions, questions, observations)
- Red: Negative sentiment (e.g. criticism, concern, dissatisfaction)

This approach allowed for a high-level understanding of public attitudes and helped identify areas of approval and concern.

Keyword Extraction and Analysis

Key terms and phrases were extracted from each comment to identify frequently mentioned topics and specific concerns. These keywords were counted to determine frequency and subsequently grouped by theme to understand contextual relevance.

AI-Assisted Analysis Disclosure

Portions of the comment analysis, including keyword extraction and sentiment classification, were supported by AI tools. In accordance with Government of Canada guidelines, all outputs were reviewed and validated by project staff.

NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

Advisory Committee on Planning, Design and Realty

Thursday, May 29, 2025

IN CAMERA MEETING
40 Elgin Street, Ottawa, Room 324

MINUTES

The committee has approved these minutes as of Thursday, October 23, 2025.

Comité consultatif de l'urbanisme, du design et de l'immobilier

Le jeudi 29 mai 2025

SÉANCE À HUIS CLOS
40, rue Elgin, Ottawa, pièce 324

PROCÈS-VERBAL

Le comité a approuvé ce procès-verbal le jeudi 23 octobre 2025.

9 PSPC / NCC - Alexandra Bridge Replacement Project – Single-Preferred Design Concept 35% Design Development

Alain Miguelez introduced the discussion of the Alexandra Bridge Replacement Project – Single-Preferred Design Concept 35% Project.

The presenters responded to member questions, and the members provided the following comments:

Maintenance, Durability, and Procurement

- Members emphasized the need for robust maintenance strategies and the use of durable, weather-resistant materials—particularly for windscreens, guardrails, and site furnishings—to ensure long-term performance in Canadian conditions.

9 SPAC / CCN - Projet de remplacement du pont Alexandra - Concept de conception privilégié Conception schématique à 35 %

Alain Miguelez introduit la discussion sur le projet de remplacement du pont Alexandra - Concept de conception privilégié Conception schématique à 30 %.

Les présentateurs répondent aux questions des membres, et les membres font les commentaires suivants :

Maintenance, durabilité et approvisionnement

- Les membres soulignent la nécessité de mettre en place des stratégies d'entretien robustes et d'utiliser des matériaux durables et résistants aux intempéries, notamment pour les pare-vent, les garde-corps et le mobilier urbain, afin d'assurer des performances durables dans les conditions climatiques canadiennes.

Canada

- Maximizing Canadian procurement and fabrication, encouraging the reuse of materials, and consistently prioritizing quality over quantitywere recommended.

- Concerns were also raised regarding potential unfunded gaps in maintenance contracts.

Mobility, Access, and Safety

- Members emphasized the importance of separating pedestrian and cyclist paths to enhance safety and provide protection from the wind.

- They recommended that accessibility audits and best practices be integrated throughout the project, establishing and maintaining clear standards from the beginning.

- The reduction of parking on the Gatineau side, with remaining spaces reserved for vendors and tourism, was noted, along with the need for flexibility to accommodate future enhancements such as tramway infrastructure.

- Members stressed the need for all seating areas to inclusively accommodate wheelchair users, ensuring no segregation. They highlighted that windscreens, viewing areas, and railings should offer equitable access and views for people in wheelchairs and those of shorter stature, in compliance with the Accessibility Canada Act.

- Ils recommandent de maximiser l'approvisionnement et la fabrication au Canada, d'encourager la réutilisation des matériaux, comme l'acier recouvert de bois pour les garde-corps, et de privilégier systématiquement la qualité plutôt que la quantité.

- Des préoccupations sont exprimées concernant d'éventuelles lacunes non financées dans les contrats d'entretien.

Mobilité, accessibilité et sécurité

- Les membres insistent sur l'importance de séparer les voies piétonnes et cyclables pour améliorer la sécurité et offrir une meilleure protection contre le vent.

- Ils recommandent d'intégrer des audits d'accessibilité et des pratiques exemplaires tout au long du projet, en établissant et maintenant des normes claires dès le départ.

- La réduction des places de stationnement du côté de Gatineau est notée, les places restantes étant réservées aux commerçants et au tourisme ; ils soulignent aussi la nécessité de flexibilité pour permettre des améliorations futures, notamment l'infrastructure potentielle de tramway.

- Les membres insistent pour que toutes les zones de sièges soient accessibles aux personnes en fauteuil roulant afin d'éviter toute forme de ségrégation. Ils rappellent que les pare-vent, zones d'observation et garde-corps doivent permettre un accès et une vue équitables aux personnes en fauteuil roulant et de petite taille, conformément à la Loi sur l'accessibilité pour les personnes handicapées de l'Ontario.

- While there was support for glass panels and the current railing design to accommodate inclusive sightlines, there were also concerns regarding potential damage due to vandalism

- Bien que les panneaux de verre et le design actuel des garde-corps soient approuvés pour leur visibilité inclusive, des inquiétudes sont aussi exprimées quant au vandalisme potentiel.

Security, Risk Management, and Public Safety

- Members expressed concerns about the risk of vandalism, especially related to glass and other fragile elements, including the proposed timber lamellae and called for effective solutions

Sécurité, gestion des risques et sûreté publique

- Les membres expriment leurs préoccupations quant au risque de vandalisme, notamment à l'égard du verre et d'autres éléments fragiles, y compris les lamelles de bois proposées, et demandent des solutions efficaces et durables.

- They emphasized the importance of comprehensive security and risk management measures to protect public assets and ensure user safety.
  •

- Ils insistent sur l'importance de mesures globales, complètes et proactives de sécurité et de gestion des risques afin de protéger les biens publics et garantir la sécurité des usagers.

- •Additionally, the future planning vision for Jacques Cartier Park was highlighted as a priority area that requires immediate attention from the NCC.

- Par ailleurs, le développement futur du parc Jacques-Cartier est identifié comme une priorité nécessitant l'attention immédiate de la CCN.

Design Continuity, Integration, and Public Realm

- Members emphasized the importance of maintaining continuity between the original design vision and the final outcome. They stressed that the bridge should integrate both visually and functionally with Confederation Boulevard and the surrounding landscape.

Continuité du design, intégration et domaine public

- Les membres réaffirment l'importance de maintenir la continuité entre la vision conceptuelle initiale et le résultat final du projet. Ils insistent sur le fait que le pont doit s'intégrer harmonieusement, tant visuellement que fonctionnellement, au boulevard de la Confédération et à son paysage environnant.

- Low, native, and colorful landscaping, preservation of existing trees, and enhanced entry and enclosure at abutments were also encouraged.

- Ils encouragent un aménagement paysager bas, indigène et coloré, la préservation des arbres existants, ainsi qu'une meilleure définition de l'entrée et une mise en valeur de l'enceinte aux abords des accotements.

- The bridge's relationship to Confederation Boulevard should be made more explicit

- La relation entre le pont et le boulevard de la Confédération doit être explicitée dans

in both design and narrative, with clear connections established through landscape features such as rain gardens and continuous paths, including those that run parallel to and beneath the bridge.

- Members advised that landscaping be integrated as an active part of the public realm, not limited to the bridge ends, and that the integration of the ceremonial route of Confederation Boulevard be thoroughly examined.

- They recommended a more differentiated landscape treatment at both ends of the bridge with the addition of trees on the Gatineau shoreline to visually anchor the bridge and improve the framing of views.
  -

- The bridge should be regarded as an integral part of the public domain with a contemporary design that could inspire Confederation Boulevard.

- Members also encouraged the integration of an artist throughout the design development and the inclusion of Indigenous values in the concept.

la conception et la narration, avec des liens paysagers clairs — notamment via des jardins pluviaux et des sentiers continus, qu'ils soient parallèles ou situés sous le pont.

- Ils recommandent que l'aménagement paysager soit intégré comme un élément actif du domaine public, étendu au-delà des seules extrémités du pont, et que l'intégration de la route d'apparat du boulevard soit examinée de manière approfondie.
- Un traitement paysager différencié aux deux extrémités du pont est suggéré, notamment par l'ajout d'arbres sur la rive de Gatineau, afin de renforcer l'ancrage visuel du pont et améliorer l'encadrement des vues.

- Le pont doit être considéré comme une composante intégrale du domaine public, avec un design contemporain susceptible d'inspirer le reste du boulevard de la Confédération.
- Les membres encouragent aussi l'intégration d'un artiste tout au long du processus de conception et l'inclusion des valeurs autochtones dans le concept.

Placemaking, Amenities, and Future Flexibility

- Members advised that the bridge serves as a gathering place, with seating, social areas, and the integration of public art and Indigenous perspectives from the outset .

- They commented that lighting design should balance aesthetics, technical requirements, and environmental considerations, including "dark sky" compliance and the use of temporary elements such as banners.

Aménagement, commodités et flexibilité future

- Les membres indiquent que le pont doit servir de lieu de rassemblement, avec l'aménagement d'espaces pour s'asseoir, des zones sociales, et l'intégration dès le départ d'œuvres d'art public et de perspectives autochtones. .
- Ils soulignent que la conception de l'éclairage devrait trouver un équilibre entre les aspects esthétiques, techniques et environnementaux, notamment en respectant la conformité aux normes « ciel noir » et en prévoyant l'utilisation d'éléments temporaires comme les bannières.

- Winter city design was identified as a priority, with a request for more explicit information on snow and wind management, including snow accumulation locations, to ensure year-round comfort and accessibility.

- They recommended that greater attention be given to the transition at both ends of the bridge and paving patterns that facilitate pedestrian movement.

- The comfort of public furniture and the integration of landscaping as part of the public realm were emphasized.

- The members supported the project's adaptability for future enhancements and integration with broader city plans based on a detailed contextual analysis of existing fixtures along Confederation Boulevard, vegetation, pathways, and usage patterns.

- La conception adaptée aux conditions hivernales est une priorité, avec une demande pour des informations plus explicites sur la gestion de la neige et du vent, y compris les emplacements destinés à l'accumulation de neige, afin d'assurer confort et accessibilité toute l'année.

- Ils recommandent d'accorder une attention renforcée à la transition paysagère aux deux extrémités du pont ainsi qu'aux motifs de pavage facilitant la circulation des piétons.

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- Le confort du mobilier urbain et l'intégration de l'aménagement paysager en tant qu'éléments du domaine public sont mis en avant.

- Les membres appuient l'adaptabilité du projet en vue d'améliorations futures et son intégration cohérente dans les plans d'urbanisme plus larges, grâce à une analyse contextuelle détaillée des installations existantes le long du boulevard de la Confédération, de la végétation, des sentiers et des modes d'utilisation.

Senior Officer, Corporate Governance Agente Principale, Gouvernance d'entreprise

HINDA MOUNIR

Alexandra Bridge Replacement Performance Criteria for Bridge Design

July 2022



National Capital Commission
Commission de la capitale nationale



Prepared for the National Capital Commission by DTAH
www.dtah.com

July 2022

Email: **info@ncc-ccn.ca** | Fax: 613-239-5063
Telephone: 613-239-5000 | Toll-free: 1-800-465-1867
TTY: 613-239-5090 | Toll-free TTY: 1-866-661-3530

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Purpose

This document articulates the NCC planning and design requirements and expectations associated with the Alexandra Bridge Replacement Project in the form of performance criteria. Any new bridge design put forward for Federal Approval under section 12 of the National Capital Act will be assessed by the NCC against these criteria and other factors, such as the input received through public consultation and Indigenous and stakeholder engagement. A design proposal must, at minimum, meet the requirements of the performance criteria to be recommended to the NCC Board of Directors for approval.

The purpose of this document is to guide the Proponent (Public Services and Procurement Canada/National Capital Commission Integrated Project Team (PSPC/NCC IPT)) throughout the design and decision-making process by providing transparency and predictability of NCC expectations for a successful Federal Approval.

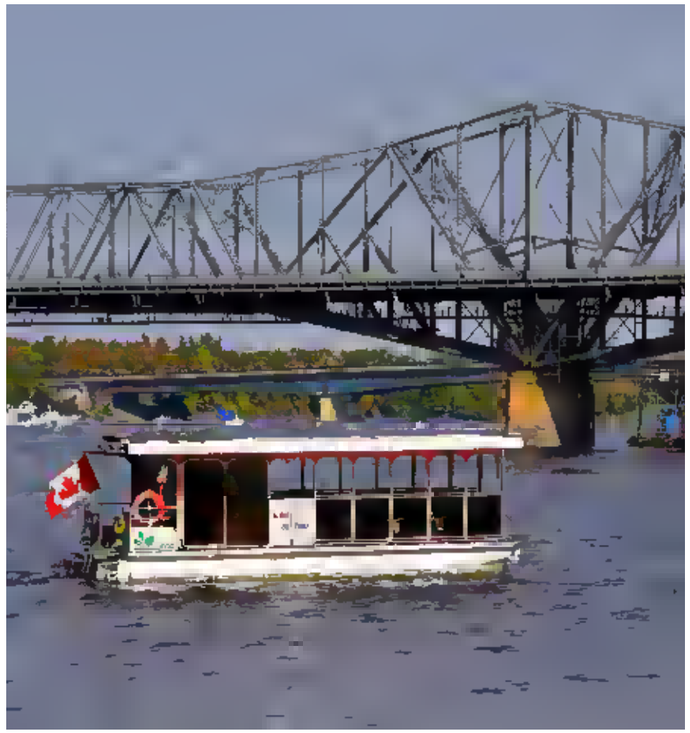
The performance criteria summarize the NCC's Capital Interests that apply to the project, consistent with the NCC's mandate, plans, policies, guidelines and the Alexandra Bridge Planning and Design Principles approved by the NCC Board of Directors in June 2021. This document applies specifically to the Alexandra Bridge Replacement Project and does not supersede the NCC Federal Approvals requirements.

The criteria are to be read by the Proponent including their consultants and contractors in conjunction with all applicable federal, provincial, and municipal plans and regulations as well as project-specific studies, field investigations, and analyses. It is also expected that the Proponent will undertake public, stakeholder and Indigenous engagement and demonstrate that input from these parties and project partners was considered in the design of the new bridge.

While the performance criteria do not prescribe design methodology, architectural style or engineering solutions, the Proponent must develop design concepts that:

- Meet these criteria;
- Range from a reinterpretation of the historic bridge design to a totally contemporary modern structure; and
- Demonstrate design excellence through the implementation of best practices to generate **an appropriate and responsive design** for the replacement of this asset of national historic importance in this prominent location.

It is therefore strongly recommended that these criteria be included in the Proponent's procurement documents for design services.



Source: Jeffrey Eisen



1.0 Urban Design Framework

Alexandra Bridge is situated in a unique cultural, archaeological, recreational, and interprovincial urban setting within a rich heritage context of high significance. It is bookended by two of the most important cultural institutions in the National Capital, the Canadian Museum of History, and the National Gallery of Canada. The bridge is located approximately 250m from the Rideau Canal locks, a UNESCO World Heritage site, and Parliament Hill. It also sits next to several iconic open spaces of the National Capital Region including Nepean Point, Major Hill's Park and Jacques-Cartier Park, the latter annually hosting the Capital's "Winterlude" winter festival.

Mission Statement

"To create a sustainable interprovincial transportation connection that will prioritize active mobility and highlight the symbolic importance of the site to all Canadians for many generations to come."

Source: Alexandra Bridge Replacement Planning & Design Principles

1.1 Heritage, Archaeology & Cultural Landscape

UD1. The new bridge design shall build upon the existing bridge's legacy by achieving its own distinctive stature, realized in a way that is sensitive to the unique heritage context of the Ottawa River Corridor Cultural Landscape.

UD1a. Preserve the visual integrity of the Cultural Landscape through a cohesive integration of the new bridge into the existing and evolving urban and natural environmental context. The size, scale and design expression of new bridge features shall be sympathetic to and compatible with the heritage context.

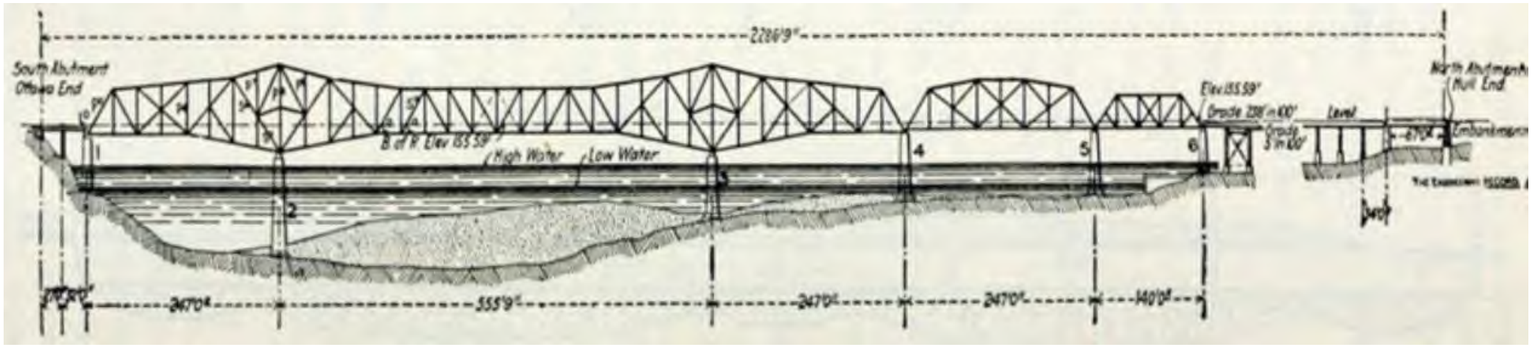
UD1b. The new bridge design shall recognize its role as one of the bridge "bookends" of the Central Capital Landscape and contribute positively to the overall visual and symbolic composition.

UD1c. The new bridge design shall consider and incorporate where feasible for elements beyond the primary bridge structure, the re-use of stone, steel, and other materials salvaged from the existing structure's demolition.

UD1d. Integrate bridge approaches with the landscape along the shorelines to maintain the topography and natural quality of the Ottawa River corridor and improve the visual prominence of these features.

UD1e. Protect and conserve archaeological resources on federal lands in the project area, either in situ or as a record, in accordance with the Protocol for the Co-management of Archaeological Resources (2017) between the NCC, the Kitigan Zibi Anishinabeg and the Algonquins of Pikwakanagan First Nation.

UD1f. Archaeological resources occurring on provincial lands shall be managed in accordance with applicable provincial legislation.



Historical images of Alexandra Bridge. Source: NCC

Source: The Engineering Record, Building Record and Sanitary Engineer - Volume 44 - 1901

1.2 Indigenous Culture

UD2. The new bridge design shall acknowledge and integrate Indigenous culture and traditional knowledge in an appropriate and meaningful way.

UD2a. Indigenous traditional knowledge and Algonquin Anishinabeg perspectives, values, and culture shall be appropriately integrated into the design, informed by ongoing engagement between the PSPC/NCC Integrated Project Team and the project's Indigenous Partners.



Red moose statue by indigenous artist Simon Brascoupe at Pimisi LRT station, Ottawa.
Source: NCC



The chrome eel at the Pimisi LRT station in Ottawa. Created by indigenous artist Nadia Myre.
Source: NCC

1.3 Confederation Boulevard

UD3. As an important component of Confederation Boulevard's Ceremonial Route, the new bridge design shall reinforce the physical and symbolic continuity of the route, providing a cohesive connection between the City of Ottawa and the City of Gatineau as a unifying feature of the Capital Core Area to create a singular Capital identity.

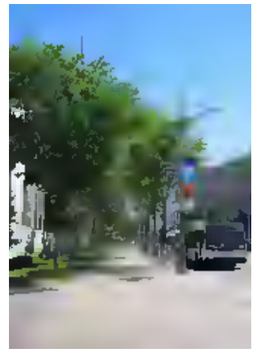
UD3a. Comply with the Confederation Boulevard guiding principles:

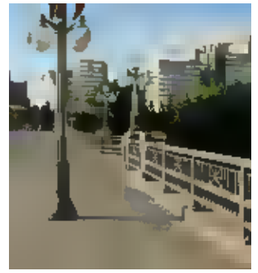
- **A Memorable Image:** Confederation Boulevard projects an image that is dignified, unique and lasting, and that is reflective of Canadian values, heritage, and achievements.
- **A Vibrant Public Space:** Confederation Boulevard is a vibrant public place that presents Canadians with a range of opportunities for enhanced community, intellectual and emotional experience.
- **Pedestrians First:** Confederation Boulevard gives first priority to the comfort, safety and enjoyment of pedestrians, and then to the accommodation of cyclists, public transit and other vehicles.
- **Universal Accessibility:** Confederation Boulevard is accessible to all persons and shall extend accessibility to those beyond the National Capital through a range of communication media.
- **Sustainability:** Confederation Boulevard is a demonstration of the NCC's leadership in environmental sustainability and stewardship.

UD3b. In keeping with the principle of a "Grand Esplanade", provide a generous and relatively open pedestrian link that offers framed and unobstructed views to the national symbols, the natural landscape, and the Ottawa River, and a sense of grandeur commensurate with the importance of the national symbols and landscapes.

UD3c. Streetscape elements shall be carefully considered and designed to integrate with both the new bridge expression and the Confederation Boulevard palette, using high quality noble materials, finishes, furnishings and an appropriate colour palette to achieve an overall cohesive visual effect befitting of the Grand Esplanade.

UD3d. Make appropriate space provision for a visually prominent node at the intersection of Laurier Street and des Allumettières Boulevard, to enable future installation of gateway features, such as a major commemoration of national importance.





Source: Confederation Boulevard Guidelines, Management and Stewardship of Our Capital Legacy



Source: Capital Pathway Strategic Plan

1.4 Natural Environment

UD4. The new bridge design shall showcase exemplary environmental conservation and mitigate potential negative impacts and threats, in order to avoid damage to vulnerable aspects of the river ecosystem, habitats and living organisms.

UD4a. Maximize preservation of the Ottawa River corridor's iconic, lush green shoreline landscape between the mouth of Brewery Creek (to the north) and the Rideau Canal Locks.

UD4b. Detailed fish, wildlife, and vegetation inventories, as well as habitat identification and assessment, shall inform the design and construction of the new crossing.

UD4c. New landscape improvements shall use only native, non-invasive vegetation appropriate to the proposed location.



Aerial map of Alexandra Bridge between Ottawa and Gatineau.
Source: GeoOttawa

1.5 Climate & Microclimate

UD5. The bridge design shall be appropriate to the local climate of the Ottawa River Valley and resilient to the anticipated impacts of future climate change and extreme weather events.

UD5a. The bridge shall be designed to last at least 125 years. Selection of materials and finish treatments shall be based on the anticipated degradation and weathering resulting from local climatic conditions, and allow for straightforward maintenance, replacement, repairs and upgrades (as necessary) throughout the new bridge's service life.

UD5b. The bridge shall be built to withstand 100-year storm events as a minimum, protecting both the bridge structure and bridge users.

UD5c. Bridge design shall consider structural health monitoring, operational requirements for stormwater, snow storage and removal, impacts on river water quality and shoreline erosion during storm events, as well as visual impacts pertaining to the above.

UD5d. Bridge design shall incorporate sustainable and climate-friendly solutions that reduce the embodied carbon in the structure as well as operational carbon associated with use and maintenance of the infrastructure.

UD5e. The new bridge design shall incorporate measures to moderate the extremes of microclimate for pedestrians and cyclists to increase user comfort despite climate extremes.



Alexandra Bridge being used during winter months.
Source: NCC



2.0 Public Space

The new bridge will need to function as both part of the core area sector transportation network and as a dynamic public space in its own right. The bridge needs to accommodate a multitude of uses, both in motion and stationary, including utilitarian travel, recreation and tourist travel, sightseeing, and resting. At special celebratory times, the bridge may also function as an urban gathering place.



2.1 Mobility

PS1. Provide a functional design configuration for the bridge and its approaches that improves mobility and safety while prioritizing active modes, and allows for future conversion of the vehicular lanes to a dedicated light rail or tram transit system.

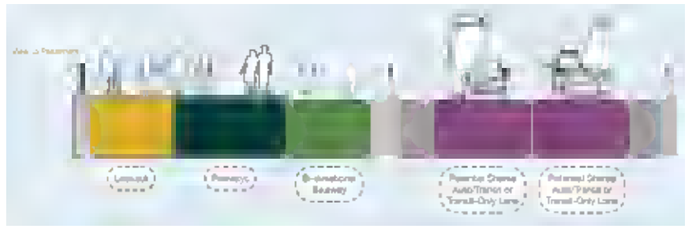
PS1a. Provide dedicated active mobility space for cyclists and pedestrians on the upstream side of the bridge.

PS1b. In order to prioritize the convenience, safety, and enjoyment of active pedestrians, provide a continuous, open and direct pedestrian through-route as part of the public space zone, free of obstructing elements, located upstream of and clearly separated from the cycleway.

PS1c. Provide a continuous bi-directional year-round cycleway to accommodate all types of cyclists, located downstream of the pedestrian space. Incorporate appropriate safety buffers between the cycleway and the vehicular lanes to ensure comfort and safety of active users.

PS1d. Provide two roadway lanes (one for each direction of travel) on the downstream side of the bridge, suitable for a mix of transportation modes (such as cars, buses, tram, or light-rail train system), with appropriate traffic calming measures to promote slower vehicle speeds crossing the bridge, and built-in adaptability for future potential conversion from private vehicular traffic to a transit-only configuration.

PS1e. Accommodate a reconfiguration of the Laurier/Allumettières intersection to provide dedicated space for pedestrians and cyclists and improve the safety of all users, in consultation with the Ville de Gatineau and the Province of Quebec.



Illustrative functional section. Source: Alexandra Bridge Replacement Planning & Design Principles

"The new bridge must continue to serve as a vital link between communities, as a public space to move-through and go-to." *Source: Alexandra Bridge Replacement Planning & Design Principles*



Example of separated pedway and cycleway on bridge.

"Alexandra Bridge offers a unique platform from which residents, tourists and visitors can stop and take in views of emblematic and symbolic elements, and to ponder while observing the national treasures of the Capital and panoramic views of the River. Seasonal celebrations held in the core area bring individuals together and invite the sharing of the space as a place of gathering. Accommodating and supporting active uses during year-round special events, whether it be for the Capital's Winterlude Festival or Canada Day celebrations, must be considered in the design of the new bridge."

Source: Alexandra Bridge Replacement Planning & Design Principles

2.2 Public Space & User Experience

PS2. The new bridge design shall provide vibrant, high quality public space to accommodate a wide range of active and passive uses, ensuring amenity, convenience, and comfort for all users, especially pedestrians.

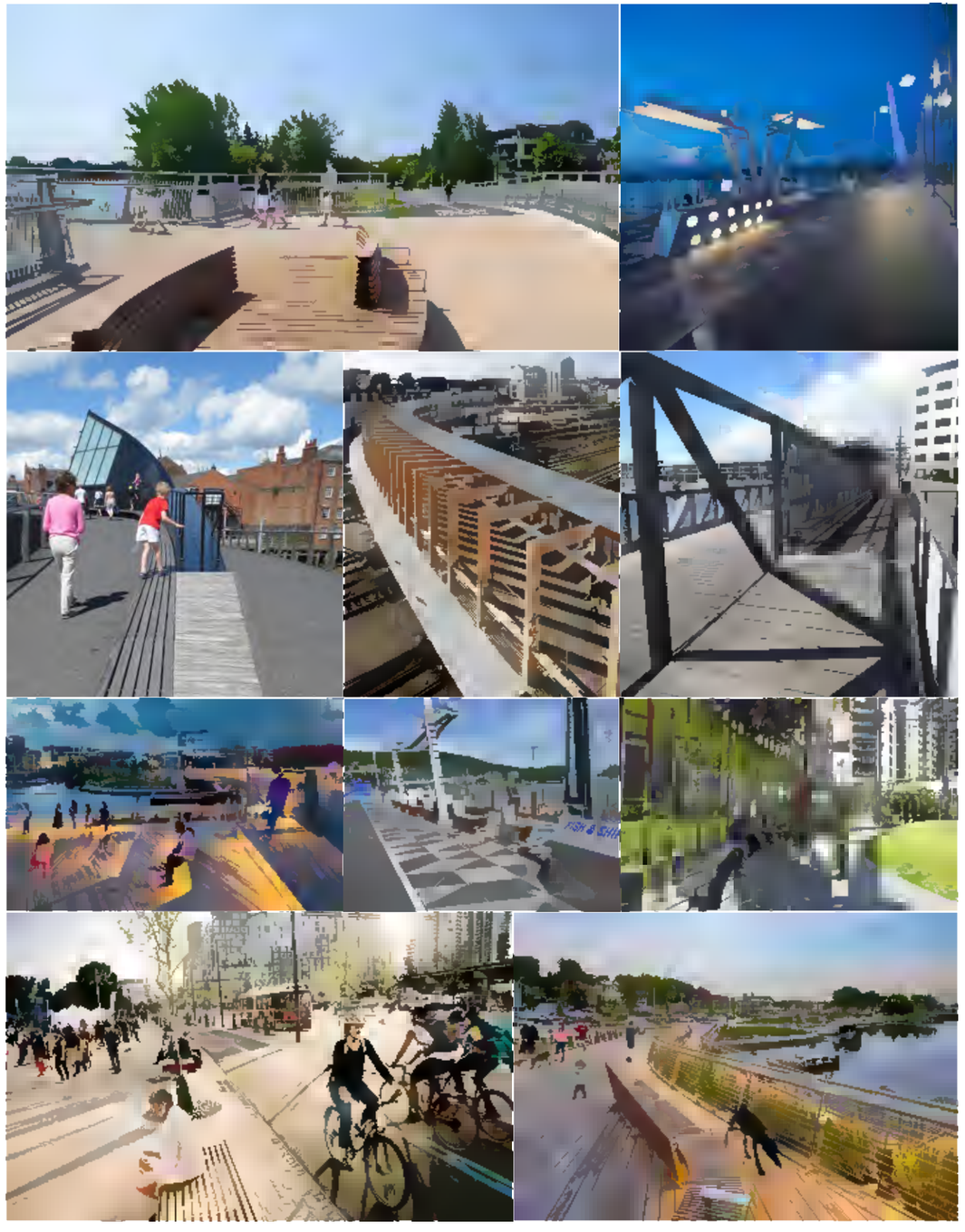
PS2a. Provide generous and attractive public space, amenities, and furnishings to accommodate a multitude of uses including sightseeing, strolling, sitting, and resting in order to enhance the user experience of the new bridge crossing and panoramic views of the Ottawa River, National Symbols, Central Capital Area and the Gatineau Hills. The public space zone shall include at a minimum:

- Viewing areas/lookouts located and configured to optimize views to the National Symbols;
- Plentiful places to sit and rest or view special events during festivals and National Holidays, suitable for all ages and abilities; located so as not to impede the movement of active pedestrians and cyclists crossing the bridge, with some locations providing appropriate shelter from the elements;
- Space provision for interpretive elements;
- Connections through to the cycleway at appropriate intervals.

PS2b. Consider and integrate supplementary design elements, such as interpretive panels or public art that respond to the local or historic context, to provide additional visual interest, richness, and enjoyment to the pedestrians' experience.

PS2c. Provide seamlessly integrated above-deck infrastructure to support various types of high-quality signage on the new bridge (site identification, wayfinding, operational, regulatory, interpretive) as well as seasonal decoration, carefully located to avoid interfering with the path of travel of pedestrians and cyclists; to be developed through an integrated design approach with NCC.

PS2d. Ensure an impressive and enjoyable experience for boat users on the Ottawa River, heading towards and passing under the bridge.



2.3 Shoreline Connectivity

PS3. The approaches at the ends of the new bridge shall provide enhanced connectivity for pedestrians and cyclists to pathway networks and shoreline amenities.

PS3a. New connections to existing pathways shall be direct, visible, safe, and usable throughout the year.

PS3b. The design and location of the north bridge abutment shall allow for a continuous, high-quality multi-use pathway along the north shore, segregated from the museum service vehicle access, that offers an inviting and comfortable user experience under the bridge.

PS3c. The design and location of the south bridge abutment shall allow for a continuous, high-quality multi-use pathway along the south shore, consistent with the NCC's vision for a long-term Waterfront Promenade between the Rideau Canal Locks and Rideau Falls.

PS3d. New and re-established pathway connections to and along the river shorelines shall incorporate landscape designs that are well integrated with their surroundings and enhance visual and/or physical access to the river.



Rideau Locks and Alexandra Bridge.
Source: Fotenn Planning and Design

2.4 Universal Accessibility & Inclusivity

PS4. The new bridge and its approaches shall be universally accessible, with special attention paid to ensure all users feel welcomed, comfortable, and safe, and able to engage with the public spaces dedicated to pedestrians and active mobility.

PS4a. Provide universal access throughout public space areas on the bridge, the approaches, and adjoining pathways that connect directly to the bridge deck level.

PS4b. Implement as a minimum the recommendations of the Best Practices Guide to the Accessible Design of the National Capital Commission's Outdoor Spaces, as well as the latest requirements of the Accessible Canada Act and any applicable regulations.





3.0 Bridge Expression

The existing Alexandra Bridge is an iconic landmark, a recognizable feature of the Capital's landscape with a unique silhouette that differentiates it from the other four interprovincial bridges (Champlain Bridge, Chaudières Bridge, Portage Bridge and MacDonald-Cartier Bridge). Its trussed profile and cantilevered structure make it a memorable landmark of the National Capital Region since its construction.

The new bridge shall be a signature bridge that responds to its heritage and environmental context. It should be sensitively inserted into this landscape of national significance. Its architectural, structural, and urban character should strongly represent the identity of "place" and the values of the country, cities, and communities it serves, providing a meaningful legacy to future generations.

"The public consultation feedback highlighted aspects of the current Alexandra Bridge that set it apart with a distinct character. Comments included:

- its uniqueness;
- the history and heritage it evokes;
- the appearance and character of the bridge;
- its wooden boardwalk, and its separation from the roadway;
- the sight, smell, sound and feel of the boardwalk that provides unique experiences to pedestrians and cyclists, albeit also recognized as needing improvement to provide a more even surface.

Together, these elements contribute to the creation of a sense of place that enriches the overall users' memorable experience of the current bridge."

Source: Alexandra Bridge Replacement Planning & Design Principles

3.1 General Arrangement

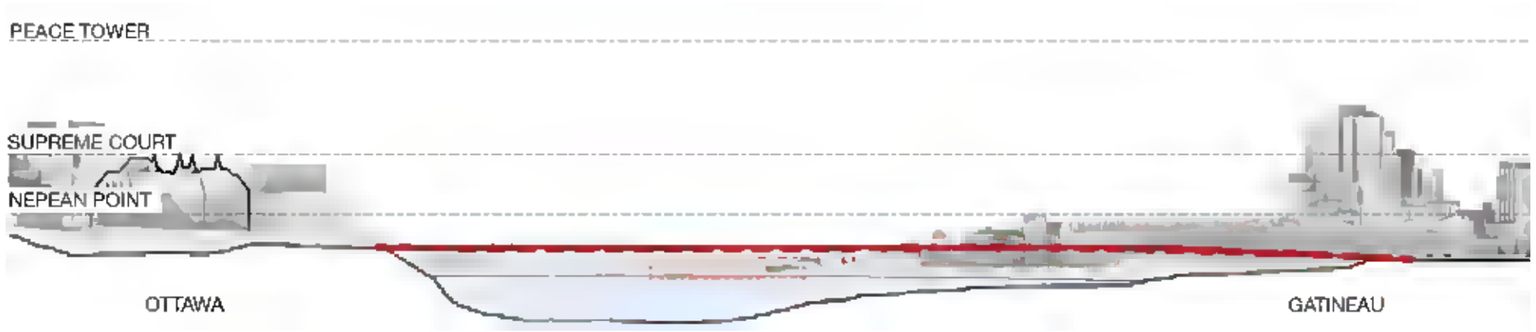
BE1. The general arrangement of the new bridge shall present a clear and logical design response to structural type, plan alignment, vertical profile, cross section configuration, pier locations, navigation requirements and other specific technical aspects.

BE1a. Plan Configuration; the new bridge shall connect to the north and south shorelines in substantially the same plan locations as the existing, allowing for minor realignment to optimize integration with the adjoining road networks, with a predominantly linear alignment between these two points; if curved configurations are incorporated, they shall be subtle and gradual so as not to provide a strong visual distraction within the setting, or significantly obstruct existing views to the national symbols from the new bridge.

BE1b. Elevation; the new bridge shall connect to the north and south approaches at the same elevation levels as the existing; the required upward slope from the Gatineau abutment to the main deck level shall be no greater than 4% in order to allow for universal access as well as a feasible transition for future transit vehicles.

BE1c. Cross Section; the bridge cross-section shall provide 2 vehicle lanes of 3.5m width (to be confirmed) with 1.2m shoulders on each side; 3.0m minimum width bi-directional cycleway, with 0.3m minimum buffer distance on both sides to any fixed object or furnishing; 4.0m minimum width continuous direct pedestrian through-route as part of the public space zone, with 0.3m minimum buffer distance on both sides to any fixed object or furnishing, widening out to provide an additional 3.0m minimum width at key viewing areas/lookouts/ gathering spaces within the public space zone.

BE1d. A navigation channel of 90m wide by 11m high (preliminary dimensions, to be confirmed), measured from the high-water mark, shall be provided mid-river below the new bridge, in order to maintain the navigability of the river.



"In crossing the Alexandra Bridge from Gatineau to Ottawa, there is a notable elevation change reflective of the natural topographical setting of the Ottawa River corridor. From Gatineau, the existing bridge's profile begins at an approximate elevation of 53 metres, rising at a 5% slope before flattening and continuing over the Ottawa River at an elevation of approximately 59 metres, before rising again at an approximate 4% slope to reach the general street elevation of 65 metres along St. Patrick Street near Sussex Drive in Ottawa."
Source: Alexandra Bridge Replacement Planning & Design Principles



3.2 Visual Form & Image

BE2. The new bridge shall achieve a unique signature design that fits within, and enhances, the built and natural heritage setting of the Capital's Core Area, now and into the future.

BE2a. Building on and continuing the legacy of our national icons, the bridge shall work as a foreground and a background, a sculpture and a setting to experience the Nation's Capital, and shall itself become an impressive and meaningful new landmark in the future.

BE2b. The design shall be compelling and meaningful for, and resonate with, Indigenous and non-Indigenous Canadians. It shall avoid a ubiquitous "signature" expression that could be found in many other locations globally.

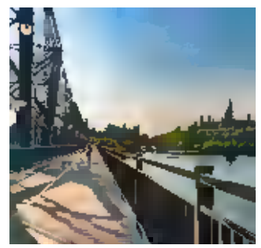
BE2c. The new bridge design shall respond distinctively to "this place", evoking the memory and character of the existing heritage bridge and context in an appropriate manner: it should include elements that achieve a unique silhouette and visual permeability at a distance, with sufficient aesthetic interest and complexity to avoid a monotonous above-deck effect. The height, location, quantity, visual complexity, and rhythm of these elements should create an overall composition that is interesting and pleasing to the eye, and that resonates with the character and proportions of the surrounding built and natural landscapes.

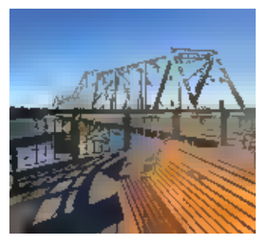
BE2d. The overall bridge structure should appear to be "in scale" with its surroundings: the height and proportions of above-deck elements shall be visually cohesive with and complementary to the adjoining landscape and national symbols.

BE2e. The bridge design should be impressive and awe-inspiring when viewed up close; it should seek to evoke a sense of delight, wonder and pride from users and onlookers, especially those taking the time to fully appreciate the crossing and viewing experience.

"The Alexandra Bridge replacement will be an emblematic bridge in the form of an exceptional civic site that reflects Canada's national identity and values, while respecting the integrity of the cultural landscape of the Capital."
Source: Alexandra Bridge Replacement Planning & Design Principles







3.3 Design Excellence

BE3. The architectural and structural design of the new bridge shall aim at the highest industry standard levels of design excellence and visual quality.

BE3a. The bridge, above deck and below deck, shall demonstrate excellence and integrity in design, materials, detailing and construction workmanship, appropriate to such a prominent and important new built intervention in a National Capital.

BE3b. Architectural and structural expression and detailing should achieve an enduring "timeless" quality that will age gracefully and still be perceived as symbolic, meaningful, and aesthetically pleasing in 100 years' time.

BE3c. Details of bridge components shall follow naturally and consistently from the overall design philosophy, the structural system and construction methodology. Detailing shall exhibit clean-lined, well-resolved transitions between elements and at junctions of different materials; connectors shall be of high-quality durable material suitable for the application.

BE3d. Secondary elements such as utility, conduit, and drainage systems; sign structures, traffic management and potential future transit infrastructure; spaces, systems, and technology required for maintenance and monitoring; channel navigational and aeronautical lights shall be well integrated into the bridge architecture in order to minimize adverse visual impacts. Linear runs of conduit and piping should be clustered together in a compact arrangement tight to the underside of deck, as far inboard as possible to be in the deck shadow. Visible pipe clusters shall be covered with architectural metal cladding that allows for maintenance access.

BE3e. Crash-tested barriers framing vehicle space should be of minimal design that seek to minimize height, maximize views through, and convey a sense of visual lightness.

BE3f. Abutments and retaining wall systems at bridge approaches shall minimize large extents of smooth concrete and incorporate surface finish patterns/textures that are visually cohesive with the overall architectural aesthetic, discourage graffiti, and stay looking good over time.

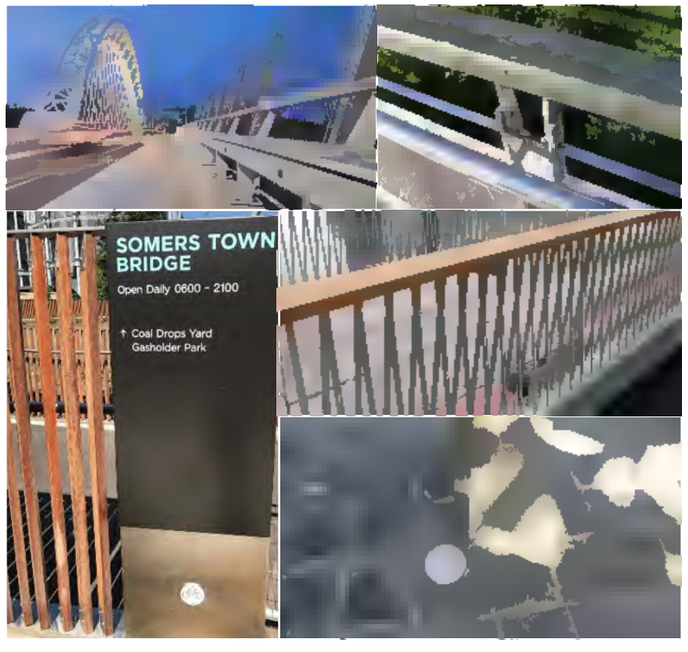


3.4 Materials & Finishes

BE4. The new bridge design shall incorporate high quality materials and finishes that showcase leading-edge technology and resonate with the palette established for Confederation Boulevard and the built heritage of the Nation's capital.

BE4a. Honour the rich legacy of the Capital through an appropriate and carefully considered palette of materials, finishes, textures, patterns, tactile qualities, colours, and tones that will be layered by the new bridge design onto the Central Capital Landscape and enhance the everyday close-up user experience.

BE4b. Utilize traditional materials such as granite, copper, steel, and wood, as well as appropriate contemporary materials including stainless steel and aluminum, with textures and finishes that will age well, based on careful consideration of Ottawa's heritage tradition, the Confederation Boulevard palette, as well as durability, sustainability, innovation, and maintenance characteristics.



3.5 Lighting

BE5. The new bridge design shall provide a high-quality lighting scheme that responds appropriately to the site and surrounding context and allows the crossing to be used and enjoyed by people at all hours throughout the year.

BE5a. Through a sensitively designed lighting scheme, the bridge shall combine a continuation of the Confederation Boulevard "string of pearls" concept with architectural lighting that highlights the bridge structure itself, creating a nightly streetscape that is subtle and respectful of the place, while ensuring that the bridge will not compromise the visual primacy of the buildings that compose the National Capital's core landscape.

BE5b. Bridge lighting, including luminaires, supporting poles/brackets and associated infrastructure, shall be aesthetically minimal, clean-lined, and elegant, discreetly concealed whenever possible and visually integrated into the overall bridge design aesthetic.

BE5c. Light fixtures shall utilize state-of-the-art LED technology, selected with consideration for durability, energy efficiency, longevity, proven performance, and low maintenance.



Source: Capital Illumination Plan



4.0 Views & Visual Experience

New bridge designs shall meet three principal qualitative visual standards: (1) the protection and enhancement of views of the National Symbols from the bridge and key points on the adjacent shorelines; (2) the quality and appropriateness of the bridge's contribution to the larger river-related Central Capital landscape; and (3) appropriateness of the bridge's contribution to the spatial sequence and the tactile material design quality of Confederation Boulevard.





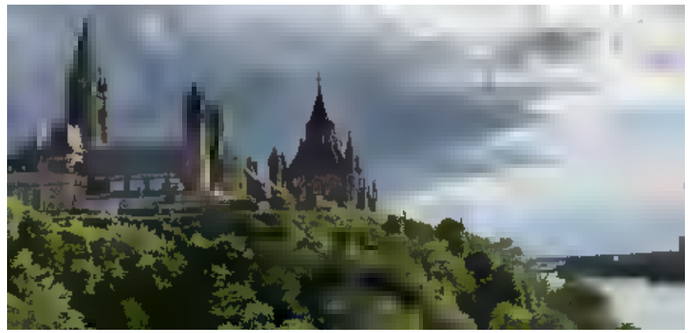
4.1 Views Protection

VA1. The new bridge design shall preserve the visual integrity and symbolic primacy of the Parliament Buildings and other National Symbols, when viewed from the bridge, in accordance with Canada's Capital Views Protection (2007) document.

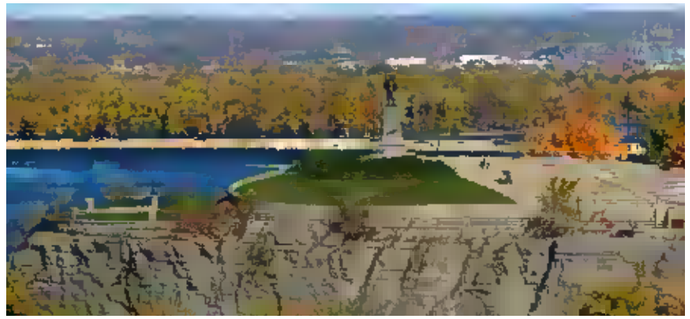
VA1a. The new bridge design shall preserve a view of Centre Block from the approximate location of "Control Viewpoint" #6, so as to provide a clear reading of the silhouette of Centre Block without the intrusion of background buildings.

VA1b. Preserve the integrity and quality of viewsheds towards the primary subjects (Centre Block and Supreme Court) from the public space zone of the new bridge at the approximate locations of Key Viewpoints #5, #6, #7 and #8, considered as a sequence of evolving views. The views of the parliamentary Triad and the Supreme Court to be protected are considered to include both the buildings and their natural setting, including the escarpment, the river, and its shoreline.

VA1c. Minimize the quantity and extent of visual intrusions in the foreground of these protected views from a pedestrian's perspective on the bridge.



Parliament Hill.
Source: Shubham Sharan



Nepean Point.
Source: Ross Dunn

4.2 Views towards the Bridge

VA2. The new bridge design shall be visually integrated within the Central Capital Landscape and enable exceptional views of the natural features and National Symbols in the area.

VA2a. Views of the Central Capital Landscape from the following viewpoints shall retain the core elements and qualities identified in Appendix A for each viewpoint listed below. Where possible, the new bridge shall improve upon the views by enhancing the existing visual qualities or providing new sightlines towards National Symbols, key landscape features or new views of the bridge structure itself. Key opportunities for improvement are identified in Appendix A.

- **Viewpoint A:** On the Observation Deck/Belvedere at the South end of the Bridge.
- **Viewpoint B:** On the Nepean Point lookout.
- **Viewpoint NB:** On the new pedestrian bridge leading to Nepean Point.
- **Viewpoint C**: On Walkway at foot of the Rideau Canal Locks.
- **Viewpoint L:** On Confederation Boulevard at Sappers Bridge.
- **Viewpoint PH:** On Parliament Hill adjacent to Baldwin/Lafontaine Commemoration.
- **Viewpoint D:** On the riverside Recreational Trail below the Supreme Court escarpment.
- **Viewpoint K:** On Voyageurs Trail below the Museum of Canadian History.
- **Viewpoint Q:** On the eastern tip of Victoria Island.
- **Viewpoint H:** On the Ottawa River close to Hull Marina.
- **Viewpoint J:** On Voyageurs Trail 50m east of the Bridge.
- **Viewpoint N:** On the Riverbank in Parc Jacques Cartier.
- **Viewpoint I:** From proposed elevated event space in Parc Jacques Cartier.
- **Viewpoint M:** On Lady Grey Drive.
- **Viewpoint O:** On a boat mid-river on the up-stream side of the Bridge.
- **Viewpoint X**: On the west-side pedestrian/cycle deck of the Macdonald Cartier Bridge.

Refer to "Appendix A—Selected Viewpoints" for descriptions, photos (of the view and sometimes of the setting) as well as preliminary NCC GIS model views for each of the above viewpoints.



Map of viewpoints to and from Alexandra Bridge.

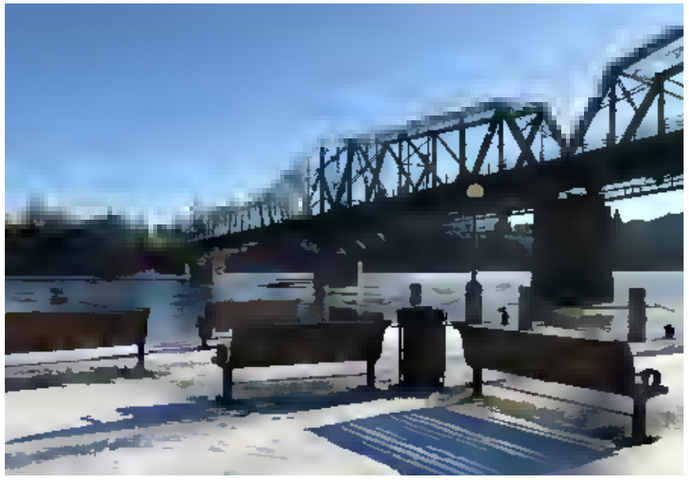


Source: Fotenn Planning and Design

Alexandra Bridge as a backdrop for Winterlude festival.
Source: Fotenn Planning and Design





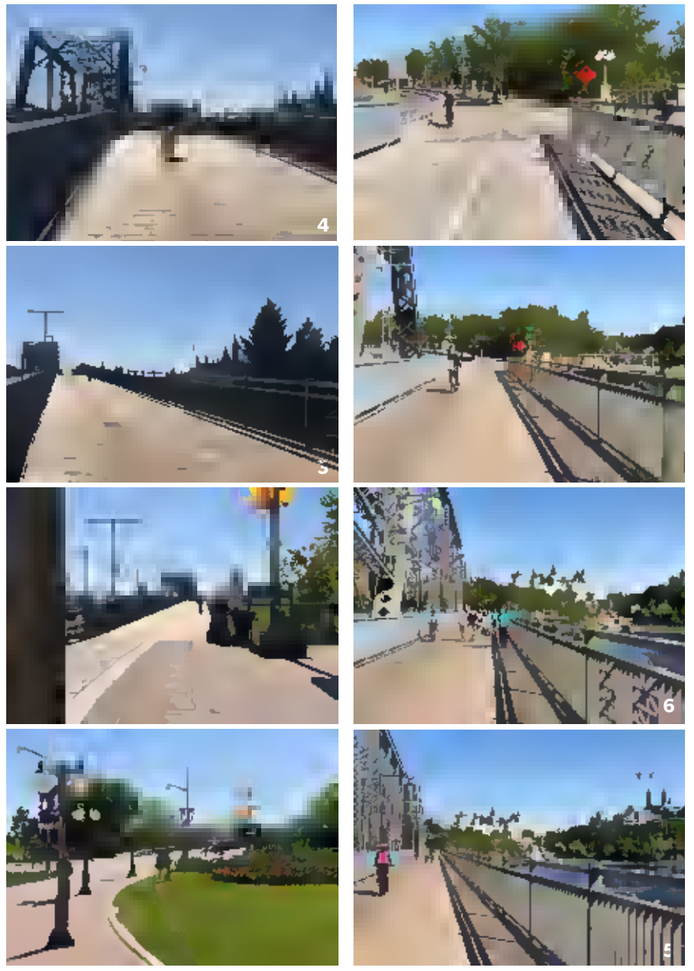


Source: Alexandra Bridge Replacement Program and Design Guidelines

4.3 Spatial Sequence

VA3. The new bridge shall be designed to contribute to and enhance the dynamic visual sequence of the Sussex/Mackenzie – Laurier/Allumettières section of Confederation Boulevard and provide an exceptional experience of progressively unfolding views.

VA3a. The new bridge design shall consider and enhance the experience of the spatial sequence of views that will gradually be revealed to bridge users, particularly pedestrians, moving through the bridge approaches and across the new bridge, in both directions, between the Sussex/Mackenzie Node and the Laurier/Allumettières Node.



Approaching and crossing the bridge from Gatineau to Ottawa.



5.0 Other NCC Standards & Requirements

Beyond the primary design performance criteria highlighted in this document, there are other design and technical factors that the design team will need to take into account during the development of bridge concept and detailed designs. Some of these are subject to current ongoing studies or processes, and NCC will provide updated approval requirements and performance criteria as they become available.



ON1. The design team shall consider various other design and technical factors, and any future updates to criteria contained herein, as specifically identified by the NCC through the pre-procurement and procurement phases.

ON1a. These include the following:

- **Indigenous Engagement;** ongoing efforts to understand and define community-driven planning processes that reflect Indigenous interests and circumstances, and to clarify ways in which Indigenous themes could be integrated into the bridge design.
- **Sustainability Targets and Strategies;** meet targets of latest versions of NCC Sustainable Development Strategy 2018-2023, Federal Sustainable Development Strategy 2019-2022, United Nations 2030 Agenda for Sustainable Development. Climate adaptation requirements may be added or modified based on the results of a Climate Vulnerability and Risk Assessment (CVRA).
- **Heritage Integration & Impact Mitigation;** analyses with respect to heritage impacts are underway, and recommendations regarding the handling of heritage materials and other mitigation measures are expected to be developed. These recommendations should be implemented through the project design phase.
- **NCC Custodian Stipulations;** detailed technical specifications related to future operations, inspection, maintenance, repair, replacement and access of bridge components and systems.

Appendix A—Selected Viewpoints

This section contains descriptions, photos (of the view, and sometimes of the viewpoint setting) as well as preliminary NCC GIS model views for each of the following viewpoints:

- **Viewpoint A:** On the Observation Deck/Belvedere at the South end of the Bridge.
- **Viewpoint B:** On the Nepean Point lookout.
- **Viewpoint NB:** On the new pedestrian bridge leading to Nepean Point.
- **Viewpoint C**: On Walkway at foot of the Rideau Canal Locks.
- **Viewpoint L:** On Confederation Boulevard at Sappers Bridge.
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- **Viewpoint M:** On Lady Grey Drive.
- **Viewpoint O:** On a boat mid-river on the up-stream side of the Bridge.
- **Viewpoint X**: On the west-side pedestrian/cycle deck of the Macdonald Cartier Bridge.

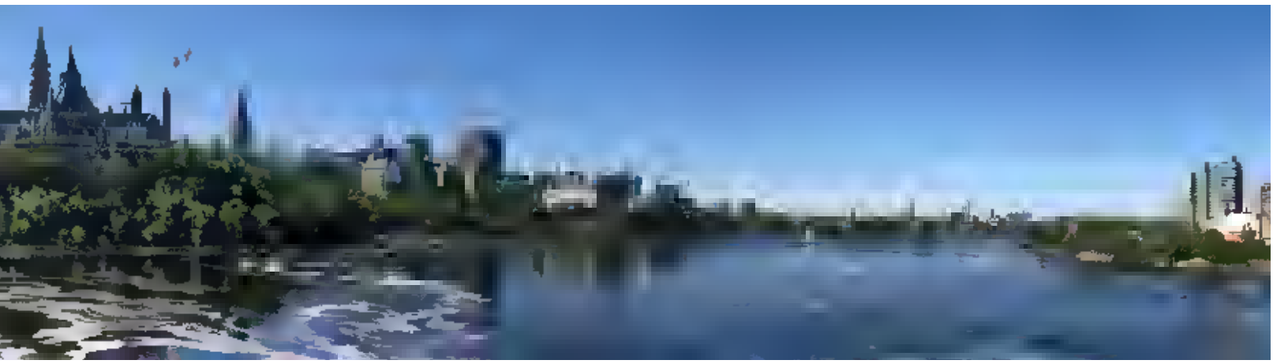


Viewpoint A: On the Observation Deck/Belvedere adjoining the south end of the Bridge

This prominent observation deck, cantilevered from the face of the escarpment, is designed to heighten the experience of being projected out and over the river. It provides spectacular views up the Rideau Canal locks and towards the tree-clad escarpment of Parliament Hill, capped by Parliamentary Library and the Centre Block. The panoramic view encompasses the entire Central Landscape visually bracketed by the bridge, seen to the right.

This vantage point provides an acute angular view of the entire bridge structure, from water level to top of superstructure, and clearly reveals its structural system. At this acute viewing angle, the bulk and opacity of the existing superstructure screens the middle-ground buildings in Gatineau, while lending a sense of enclosure to the central landscape and a strong backdrop to the pedestrian/ cyclist boardwalk.







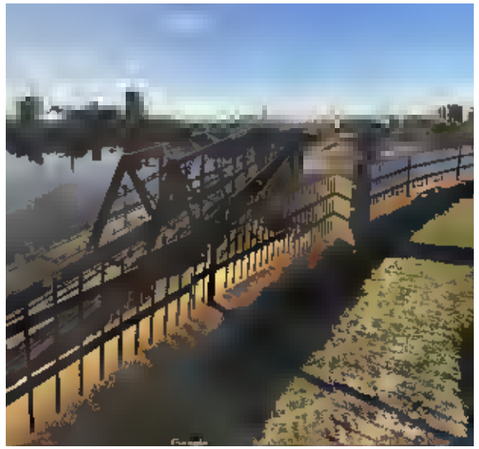




Viewpoint B: On the Nepean Point lookout

This vantage point, almost as high as Parliament Hill, provides a 360-degree panoramic view that encompasses the full grandeur of the Ottawa River, City of Gatineau, Hull Marina in the middle-ground, and the Gatineau Hills beyond. The bridge's structural configuration, layout and separations of the travel lanes are readily apparent from this birds-eye perspective. The Grand Hall of the Museum of Canadian History and its riverside position are revealed.





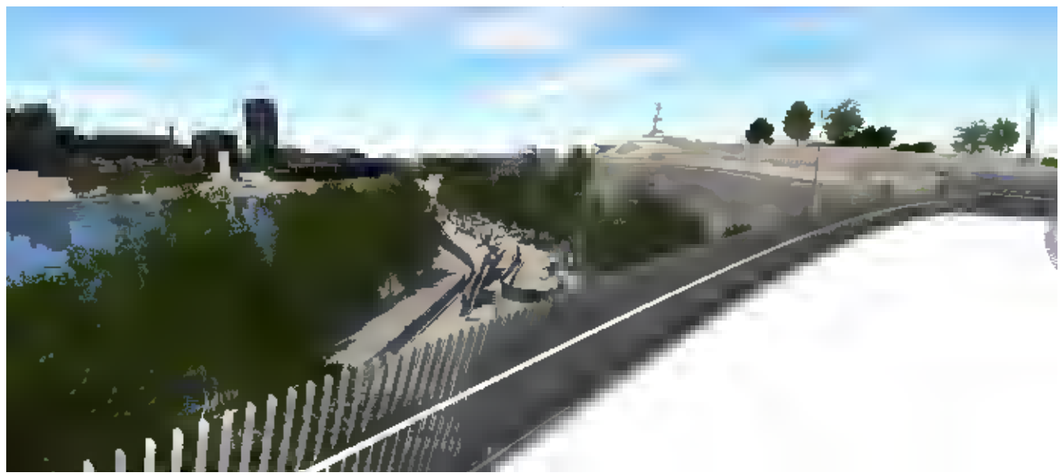


Viewpoint NB: On the New Pedestrian Bridge leading to Nepean Point

This new pedestrian bridge will provide an excellent vantage point for panoramic views of the river and the National symbols. It will provide an interesting "end-on" view looking down Confederation Boulevard/St. Patrick's Escarpment towards the new bridge crossing. The bridge superstructure does not compete visually with the Nepean Point promontory.









Viewpoint C: On the walkway at the foot of the Rideau Canal Locks

This vantage point provides a river level view of the Gatineau shoreline and vegetated escarpment of Nepean Point. The bridge structure and the rocky vegetated riverbank merge to create an almost continuous frame to the picturesque riverside composition and a firm “bookend” to the Central Capital Landscape. The opening between the second bridge pier and the treed escarpment frames a glimpsing view into Hull Marina that heightens the sense of ‘here’ and ‘there’.





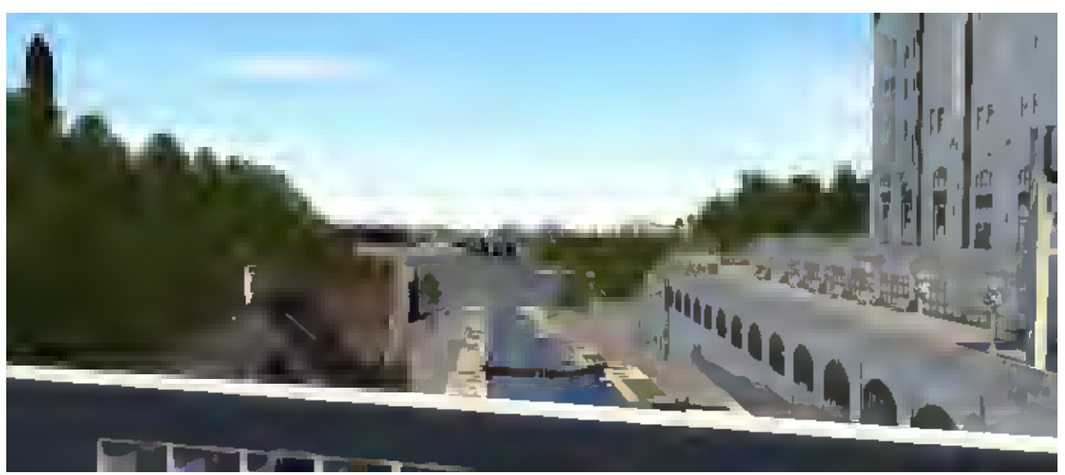
Viewpoint L: On Confederation Boulevard Esplanade at Sappers Bridge

This vantage point is similar to Viewpoint C, but at a much higher elevation. It overlooks the Rideau Canal Locks and is framed by trees and stone terraces on each side of the canal valley. The bridge structure appears heavy and opaque from this acute angular perspective.

The narrowly framed view below the bridge to Hull Marina and the backdrop of the Gatineau Hills gives a strong sense of continuity and containment. The bridge’s alignment relative to other landmarks seems uncertain as it merges with the vegetation and the middle-ground buildings in Gatineau.







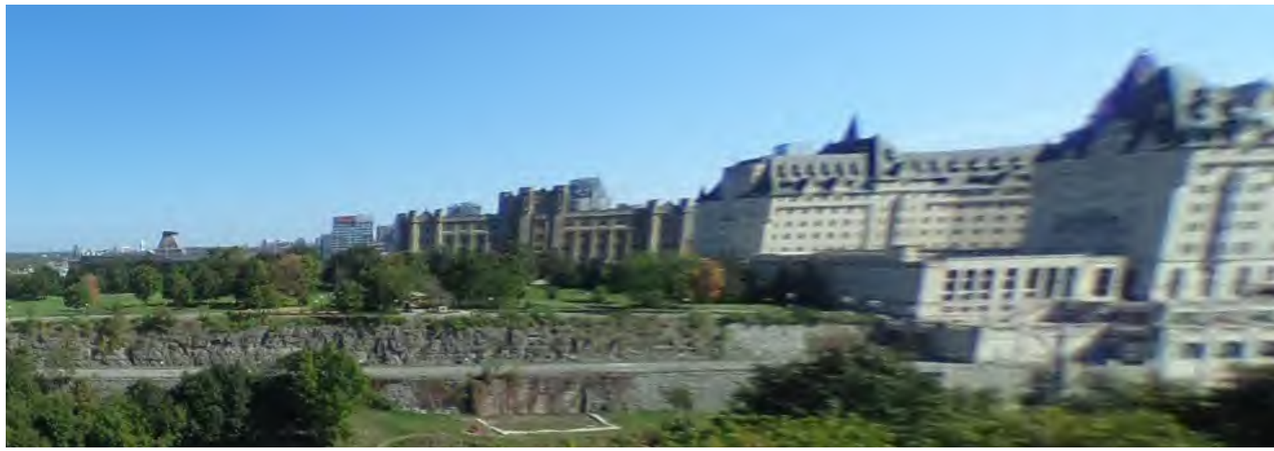


Viewpoint PH: On Parliament Hill adjacent to the Baldwin / Lafontaine Commemoration

The bridge is seen in the context of Major's Hill Park in the right foreground, the National Gallery, Nepean Point, and the Museum of Canadian History. The terrace below Major's Hill Park connecting with the bridge clearly shows the earlier railway bed alignment.

From here, the bridge's structural order is legible. It has sufficient substance visually to define a spatial edge to the central landscape without disturbing the obvious continuity of the river that seems to bend around Nepean Point. The southern half of the superstructure is approximately 50% transparent. The Gatineau Hills are a consistent backdrop that give a strong sense of orientation.









Viewpoint D: On the riverside Recreational Trail below the Supreme Court escarpment.

Almost perpendicular to the bridge, this view clearly shows the complete silhouette of the bridge superstructure. The features of the Gatineau shoreline are apparent, including the Hull Marina below and beyond the bridge. The superstructure of the bridge barely rises to the height of Nepean Point and maintains the 'datum' of vegetated landscape.

The view captures the full line-up of National Symbols along the Laurier/Sussex link of Confederation Boulevard—the Museum of Canadian History, Alexandra Bridge, Nepean Point and Champlain statue, the National Gallery (and spires of Notre-Dame Basilica), and the Parliamentary Library and the Centre Block above the forested escarpment of the Hill.





Viewpoint K: On Voyageurs Trail below the Museum of Canadian History

Similar to the riverside view from the other side of the river (Viewpoint D), the bridge is seen in almost true elevation across the open water. The continuity of the line of the bridge structure with the escarpment of Nepean Point and the silhouette of the Champlain statue and the National Gallery is clearly visible. The top chords of the bridge trusses have sufficient visual weight to be legible from a long distance.





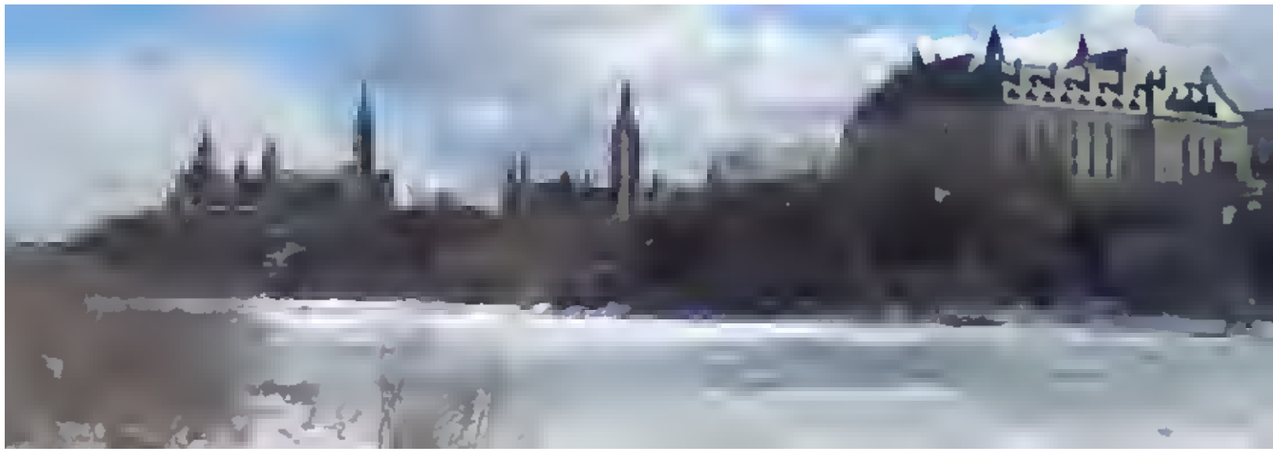




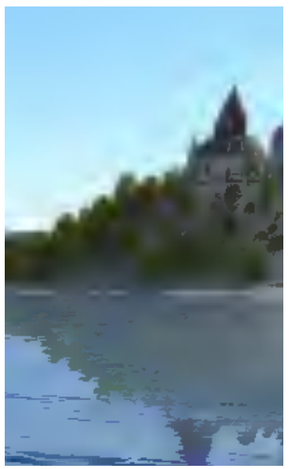
Viewpoint Q: On the Eastern tip of Victoria Island

Views from this and other locations in the western part of the Central Capital Landscape, show the bridge in a supporting background position to the principal National Symbols—the Supreme Court and the Parliament Buildings each set on their escarpment promontories. Collectively, Major's Hill, the National Gallery, Nepean Point, and Alexandra Bridge make a strong line of visual connection between Parliament Hill and the Gatineau shoreline. Examination of the bridge close-up reveals that the Macdonald Cartier Bridge, seen below the Alexandra Bridge, visually reinforces this line.











Viewpoint H: On the River close to the Wharf of Hull Marina

This vantage point provides an excellent close-up view of the piers and underside of the bridge silhouetted against the sky, with framed views below the bridge into the Central Capital Landscape, including parts of the Parliamentary Precinct and the Supreme Court.

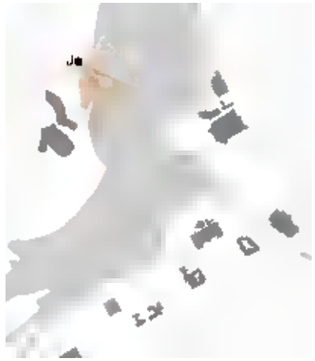
The profile of Nepean Point and the Champlain statue are clearly visible with the bridge touching down midway on the escarpment face. The Great Hall of the National Gallery is visible above the tree line and there is a glimpse of the Chateau Laurier roofline and the Peace Tower seen through the Bridge superstructure.

The view of the Great Hall of the Museum of Canadian History is framed below the bridge but further visual access along the Gatineau shoreline is obscured by the bridge structure and vegetation. Opportunities for restructuring the landscape to frame and open-up views towards the Museum may be presented with the new bridge design.





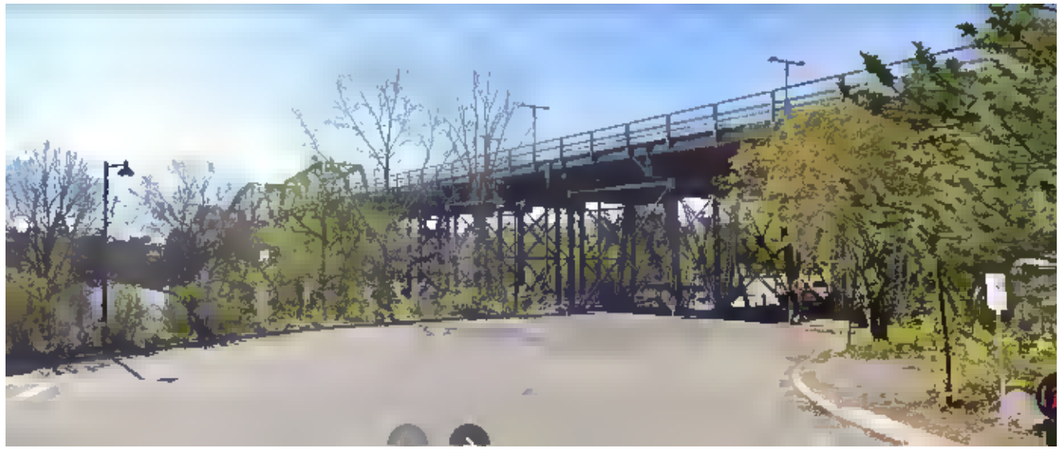




Viewpoint J: On Voyageurs Trail pathway 50m east of the bridge

From the Gatineau shoreline in Parc Jacques Cartier, the bridge is experienced as an overhead structure with very obstructed views through and between the supporting columns and bracing.

There is a significant design opportunity here to enhance use of the covered space below the bridge, to frame views to the Central Capital Landscape, and to improve pedestrian and cyclist pathway experiences.





Viewpoint I: From proposed elevated event space in Parc Jacques Cartier.

From the proposed elevated event space in Parc Jacques Cartier, the bridge is part of the rich visual backdrop of the vegetated parkland. Seen in winter through the tracery of the deciduous tree canopy and the bridge superstructure, are National Symbols on both sides of the river extending from the National Gallery beyond Nepean Point in the east, to the Parliamentary Precinct, the Supreme Court and the undulating east wall of the Museum of Canadian History in the west. In summer, the bridge and other landmark buildings/structures are glimpsed between and below the almost opaque tree canopies.

The orchestration of view sequences from the multi-use pathways through the park could become an important part of the park's re-design.





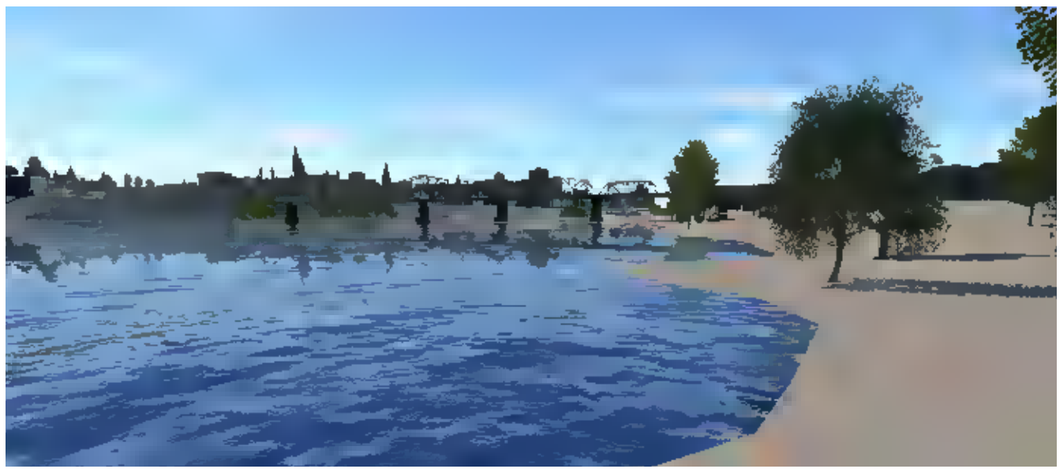




Viewpoint N: On the Riverbank of Parc Jacques Cartier

From the east side of the bridge, views to the Central Capital Landscape are generally through or over the bridge and because the structure is relatively open this can lead to both interesting, framed views and disappointing blocked views. From this viewpoint, which is some distance away from the bridge along the low-lying shoreline, views to the central landscape and the National Symbols are above the deck or through the veil-like structural members of the bridge. The higher towers and spires of Parliament Buildings can be seen above the bridge.





Viewpoint M: On Lady Grey Drive

Lady Grey Drive is envisaged to return to a key multi-use pathway connection and an important part of the riverside public realm. From this Viewpoint, the bridge is seen partly in silhouette against the sky and partly against the Museum of Canadian History with the skyline of downtown Gatineau beyond. From this perspective, the Alexandra Bridge appears to spring from behind Nepean Point. Victoria Island and the Portage Bridge are visible below its deck.









Viewpoint O: On a boat Mid-River on the up-stream side of the Bridge

From the River, the elegance and geometry of the bridge structure can be fully appreciated. The superstructure that seems heavy and ponderous when seen close-up—from Nepean Point for example—seems light and airy and very much in-scale with its setting from this riverboat perspective.

The slender line of the horizontal deck, the open trusses of above and below deck and the open balustrades are important contributors to this apparent lightness. By comparison, the Macdonald Cartier Bridge, seen down-river, appears much heavier because of the deck's deep shadow cast on its solid, concrete arches.

From this viewpoint, the landings of the bridge are obvious. At Nepean Point the bridge seems well-anchored into the vegetated cliff face and the terrace that previously supported the rail track. There is a visually clear and sympathetic distinction between the engineering artifact and the natural terrain.

The Gatineau landing is less distinguished. Beyond the waterline, there is a "value engineered" structure that pays little attention to the bridge's under-side or to the potential for habitable riverside space. The current tree planting seems intended primarily to conceal the connection between land and bridge. The result below the bridge (see Viewpoint J) is "left-over space" that seems uncared for and unsafe. (One might have hoped for a third cantilever that would have allowed the bridge to ride clear over the riverside landscape—allowing bridge and landscape to remain distinct—until they meet in a more decisive way at the top of the slope).











Viewpoint X: On the west-side pedestrian/cycle deck of the Macdonald Cartier Bridge.

With an eye level similar to the deck of the Alexandra Bridge and an uninterrupted foreground, pedestrian views from the Macdonald Cartier Bridge reveal the entire anatomy of the Alexandra Bridge and its position within the larger urban/river landscape.

The width of the Ottawa River and the length of the bridge spans can be fully appreciated from this perspective. The less familiar façade of the National Gallery and the vegetated cliff-face of Nepean Point to the left (south) and the curving wings of the Museum of Canadian History to the right (north) visually anchor the ends of the bridge.

The entire superstructure of the bridge is seen against the panoramic backdrop of building masses of the two cities rising from the treed shorelines. In Ottawa, for much of the day when back-lighting is normal, the National Symbols visually join the overall building cluster of the downtown except where spires and towers of the Parliamentary Precinct poke through the irregular profile.





Appendix B—Guidance Statements

This section contains supplementary background information and context pertaining to each of the criteria statements presented in this document.

1.1 Heritage, Archaeology & Cultural Landscape

UD1. The new bridge design shall build upon the existing bridge's legacy by achieving its own distinctive stature, realized in a way that is sensitive to the unique heritage context of the Ottawa River Corridor Cultural Landscape.

Guidance

- The existing Alexandra Bridge was a marvel of engineering at the time of its conception and construction, being recognized worldwide for its innovative design at the beginning of the 20th century.

- The inshore portions of the Ottawa River-bed on the Québec and Ontario sides of the Alexandra Bridge are evaluated as having pre-contact and historical archaeological potential.

- The new bridge design concept shall be informed by the definition of the Ottawa River Corridor Cultural Landscape and its key components and underpinning ideas, as identified in the Definition and Assessment of Cultural Landscapes of Heritage Value on NCC Lands (2004) and the updated Cultural Landscape Assessment (approval date TBC).

- The Alexandra Bridge is located within the Ottawa River Corridor Cultural Landscape. It is also in close proximity to and has visual connections with the Parliament/Governance Cultural Landscape, Parliament Hill and the Rideau Canal National Historic Site.

- The value of the Ottawa River Corridor Cultural Landscape is connected to cultural ideas expressed by First Nations and the NCC and those associated with the region's history of settlement and development. The continuity of this cultural landscape is highly valued within NCC policies and by the public. The Alexandra Bridge is a key feature of the evolved cultural landscape with its approaches sensitively positioned to respect the geomorphology of the Ottawa River's shorelines and escarpments.

- Review the *Heritage Impact Analysis* and other heritage reports completed for Alexandra Bridge to understand the character-defining elements of the existing bridge and their collective contribution to the cultural landscape. A new bridge design shall consider recommendations provided through existing and forthcoming heritage reports and impact analyses, as well as the advice of expert panels on heritage matters, and implement these into the design where appropriate and feasible.

- Opportunities to pay tribute to the surrounding heritage shall be considered in the new design, potentially expressed in aspects such as materials, form, spatial organization, as well as interpretation offering visitors an enriching experience aimed at expanding their understanding of the region's evolution.

- Re-use of salvaged materials to create new elements (such as benches, steps, light columns, or a memory wall) and interpretive material could be an appropriate way to reinforce the memory of the existing structure and distinctiveness of the place.

- A detailed archaeological study shall be undertaken to identify all known archaeological resources and areas of pre-contact and historical archaeological potential to be avoided by project work, as well as to determine required remediation measures (e.g., rescue excavation and monitoring) for zones of archaeological sensitivity that cannot be avoided.

- An underwater archaeological survey shall be undertaken, comprising the submerged concrete piers of the existing bridge, and the riverbed within 30 to 50 metres of the two shorelines.

- New bridge construction activities shall protect the rich archaeological resources of the river and shoreline, with archaeological sites to be managed in collaboration with the Algonquin Nation and in accordance with the Protocol for the Co-management of Archaeological Resources, 2017 and Parks Canada's Cultural Resource Management Policy.

1.2 Indigenous Culture

UD2. The new bridge design shall acknowledge and integrate Indigenous culture and traditional knowledge in an appropriate and meaningful way.

Guidance

- The Algonquin Anishinabeg have been stewards of the Ottawa Valley since time immemorial, where their oral traditions tell the story of creation of the territoryand waterways within it. The territories of the Algonquin Anishinabeg Nation cover the entire Kichi Sibi (Ottawa River) watershed from the headwaters to the St. Lawrence River. The Algonquin Anishinabeg Nation remain the host Indigenous nation in the National Capital Region.

- Potential opportunities to meaningfully acknowledge Algonquin territory and culture may include integration of sustainability values, stewardship of the natural environment; materials and aesthetic considerations; bridge naming; use of Algonquin language; and inclusion of artistic, interpretive, or commemorative elements. These opportunities will be identified and developed in collaboration with the Indigenous Partners on the project, per ongoing engagement activities.

1.3 Confederation Boulevard

UD3. As an important component of Confederation Boulevard's Ceremonial Route, the new bridge design shall reinforce the physical and symbolic continuity of the route, providing a cohesive connection between the City of Ottawa and the City of Gatineau as a unifying feature of the Capital Core Area to create a singular Capital identity.

Guidance

- Confederation Boulevard is a key feature of the Capital Core that is not only closely identified with the National Symbols, but also widely recognized as a destination in its own right. Alexandra Bridge is a national asset, integral to Confederation Boulevard and the new bridge will continue as a key link of the Confederation Boulevard Ceremonial route. Street intersections on either end of the bridge simultaneously function as gateways to and nodes of Confederation Boulevard.

- The NCC's Confederation Boulevard Guidelines, Management and Stewardship of Our Capital Legacy report defines the nature of Confederation Boulevard, and the major components that reinforce the image of a continuous circuit within the central capital landscape.

1.4 Natural Environment

UD4. The new bridge design shall showcase exemplary environmental conservation and mitigate potential negative impacts and threats, in order to avoid damage to vulnerable aspects of the river ecosystem, habitats and living organisms.

Guidance

- Riverfront lands, shoreline vegetation, and the river provide a rich and diverse ecological setting for the Alexandra Bridge, home to many species, including some species at risk. A variety of shoreline typologies are found along the approaches and adjacent areas of the river shoreline, from wooded rocky natural sites to landscaped park open spaces with expanses of manicured lawns, pathways, and cultural institutional buildings and spaces. Protection and improvement of these natural environmental components must be at the forefront of bridge design decisions.

- Consider how structural and design decisions, such as the placement, size and shape of piers and abutments will interact with the river and shorelines, and identify potential positive or negative impacts to the associated habitats.

- Leverage opportunities to integrate information from traditional Indigenous knowledge in the design of the bridge.

- Where possible, provide improvement in quality or size of habitat for local fauna and flora and consider the potential to create new habitat or restore habitat damaged through previous activity in the river. For example, consider opportunities to make improvements to the environment through:
  - Increased vegetation cover
  - Shoreline erosion control measures
  - Reduction in environmental contaminants
  - Creation of new fish, amphibian, bird or bat habitat

1.5 Climate & Microclimate

UD5. The bridge design shall be appropriate to the local climate of the Ottawa River Valley, and resilient to the anticipated impacts of future climate change and extreme weather events.

Guidance

- The Capital Region is located in a dynamic environment with a wide variety of seasonal meteorological events. Climate change over the next 100 years is likely to increase the intensity and frequency of atypical events. Bridge design must take into consideration the regional and local climate and be resilient to a climate future.

- Some bridge components are expected to last 125 years and hence, will be non-replaceable, mainly foundations, piers, elements of a single load path structure, deck, towers (if any); whereas other components such as coatings, railings, bearings, joints, etc., will need to be replaced during its service life.

- Consider how the peculiarities typical of all four seasons such as seasonal floods, heat waves, fall leaves, snow, high winds, tornados, and freeze/thaw cycles can be accommodated by the bridge design, and how impacts to maintenance can be mitigated.

- To implement criterion UD5d, mitigation (through the use of shading elements, wind barriers, etc.) of the following impacts should be considered to encourage active use of the bridge:
  - heat and high humidity on summer days,
  - cold and wind in winter and shoulder season days,
  - precipitation (rain and snow),
  - and variable surface conditions (wet, icy, gritty/salty) throughout the year.

Note: The prevailing winter winds are from the west, northwest, southwest and east. In the summer months, the prevailing winds tend to provide some cooling, but pedestrians are still very exposed to strong sun. In winter, the relatively mild and slower easterly winds generally deposit snow, but the colder, stronger westerly winds tend to redistribute it. The latter are therefore more significant in terms of wind-chill and snow accumulation. Bridge users will be very exposed to these prevailing winds moving up or down the river valley.

2.1 Mobility

PS1. Provide a functional design configuration for the bridge and its approaches that improves mobility and safety while prioritizing active modes, and allows for future conversion of the vehicular lanes to a dedicated light rail or tram transit system.

Guidance

- Many respondents from the first public consultation phase for the bridge replacement project remarked that the existing bridge is the safest active mobility crossing between Ottawa and Gatineau, as well as the shortest and most conveniently located route between the two downtown cores.

- The Alexandra Bridge is an important structure for the communities of Ottawa and Gatineau, both in terms of its function as an essential transportation link but also because of its iconic presence in the landscape and skyline of the two cities and the heritage of the region's development that it embodies.

- The pedestrian space, cycleway, and intersection upgrades shall adhere to the guidance and requirements established in the Capital Pathway Strategic Plan (2020).

- Allowing for future transit may have an impact on the road geometry on the bridge and at the Gatineau and Ottawa approaches, to be clarified in the preliminary design stage.

- Road traffic lanes and active transportation laneways shall have a closed deck system to protect the superstructure from the elements and dirt and de-icing products, contributing to a longer-lasting structure.

2.2 Public Space & User Experience

PS2. The new bridge design shall provide vibrant, high quality public space to accommodate a wide range of active and passive uses, ensuring amenity, convenience, and comfort for all users, especially pedestrians.

Guidance

- New public spaces should include viewing and seating areas that are accessible and of high quality, with consideration for:
  - Creation of unencumbered sightlines to the National Symbols,
  - Minimizing impact of railings and barriers on views,
  - High-quality furnishings with minimal maintenance requirements,
  - Integration of public art or interpretive elements,
  - Lighting for functional and aesthetic quality, and
  - Protection from inclement weather.

- Areas immediately adjoining and under the bridge should also be considered as opportunities to extend the overall public space design for the project.

- Signage on the new bridge shall contribute to the beauty, quality and uniqueness of Canada's Capital Region, and incorporate recommendations from the NCC's Signage Design Guidelines, 2012.

- Wayfinding; the new bridge design shall incorporate a wayfinding system that seamlessly merges with the remainder of Confederation Boulevard and follows the direction given in the Capital Pathway Strategic Plan 2020, and other applicable NCC design standards.

- Interpretive Material; innovative technologies and strategies shall be considered to provide interpretive information. These may be integral to the structure itself and/or explore other senses to create a truly interactive experience. Potential interpretive material topics shall be defined by the Department of Canadian Heritage and the NCC, with final review and approval by Canadian Heritage required.

- Interpretive layers are especially effective when they respond to the bridge's context and explain the history of the setting in a way that educates onlookers, and makes people see it and appreciate it in a new light.

- If traditional interpretive panels are proposed, these should be designed to reinforce the character of the place and reflect the distinctive quality of the ceremonial route along Confederation Boulevard.

- Crime Prevention Through Environmental Design; bridge design should consider CPTED techniques to encourage open sightlines and safe behaviour, and avoid concealed areas and unsafe situations. Utilize thoughtful design to mitigate health and safety risks, including carefully considered location and design of secondary elements such as benches, bicycle racks or interpretation panels, to avoid the need for excessive and highly visible security and safety infrastructure.

- Where it is essential, security infrastructure shall be integrated into the bridge design to avoid retrofits or incompatible additions. Any infrastructure for new technologies shall not detract from the primacy of surrounding heritage landmarks, the natural landscape, or the user experience of the new structure.

- Signage to regulate behaviour and guide users should be kept to a minimum through the use of intuitive design e.g., use of materiality, grade changes, physical barriers, or urban furniture to guide users to the appropriate corridors and safe spaces, and alert them to potential dangers or need for increased attention.

- Hazards; consider in advance potential hazards presented by the bridge (e.g., falling ice or snow, potential for boat collisions with bridge piers etc.) and design integrated solutions to eliminate the hazards, so as to avoid future highly visible add-on features (such as anti-climb structures or pier protection devices) and/or additional maintenance requirements such as de-icing that could result in temporary bridge closures.

2.3 Shoreline Connectivity

PS3. The approaches at the ends of the new bridge shall provide enhanced connectivity for pedestrians and cyclists to pathway networks and shoreline amenities.

Guidance

- The Alexandra Bridge is a key connection of the NCC's Capital Pathway network, linking major Capital spaces and recreational networks on both sides of the river.

- Design for the active lanes must consider the variety of access routes users will take, including connections from the Capital Pathway network, municipal bike routes and roads, as well as walking through parks and other public property. Walking distance should be minimized where possible and crossing of vehicular lanes avoided.

- Where possible, the bridge design and active mode approach should contribute to resolving the difference in elevation between the shoreline pathways and the bridge deck to enable smooth and accessible movement from the Capital Pathway network onto the bridge.

- Three major south shoreline redevelopment projects which should be considered in the design of the bridge approach on the Ottawa side are: (1) Nepean Point Redevelopment; (2) Park Masterplan for Major's Hill Park; and (3) Rideau Canal to Rideau Falls Waterfront Promenade—NCC's long term vision to create a new, multi-use promenade on the Ottawa side to connect existing public spaces overlooking the Ottawa River.

- The design of the new bridge shall consider and complement the current redesign for Nepean Point, which includes a new pedestrian bridge (vertical clearance height of 5.3 metres) over St. Patrick's Street, linking Nepean Point to Major's Hill Park.

2.4 Universal Accessibility & Inclusivity

PS4. The new bridge and its approaches shall be universally accessible, with special attention paid to ensure all users feel welcomed, comfortable, and safe, and able to engage with the public spaces dedicated to pedestrians and active mobility.

Guidance

- Consider the needs and experiences of all types of users, including people using mobility aids, people with visual or auditory impairments, people with learning disabilities and those who are neurodiverse.
- Furnishings and required dedicated elements related to universal access shall be seamlessly integrated into the overall design and materiality of the bridge.
- Surface materials for active user areas shall meet the accessibility criteria according to CSA B651-12, Accessible Design for the Built Environment, and the Accessibility Design Standards (Ottawa, 2015).

3.1 General Arrangement

BE1. The general arrangement of the new bridge shall present a clear and logical design response to structural type, plan alignment, vertical profile, cross section configuration, pier locations, navigation requirements and other specific technical aspects.

Guidance

- The general arrangement of the bridge shall consider the unique characteristics of the topography, riverbed, and geological conditions of the site, including the existing topographical elevation change between the Ottawa and Gatineau shorelines.
- Integration of optimal bridge spans, given river bathymetry and navigation requirements, along with the potential desire to limit aerial structural heights may affect bridge type selection. Under the Canadian Navigable Waters Act (RSC 1985, c.N-22), Transport Canada is responsible for protecting vessel navigation in navigable waters.
- Existing geological conditions have the six central river-based piers of the Alexandra Bridge sitting directly on bedrock as is the abutment on the Ottawa side, whereas the abutment and piles on the Gatineau shore are buried and stabilized within the overburden soil.

3.2 Visual Form & Image

BE2. The new bridge shall achieve a unique signature design that fits within, and enhances, the built and natural heritage setting of the Capital's Core Area, now and into the future.

Guidance

- The part of the river-centred landscape space which includes the principal nationally symbolic buildings, book-ended by the Portage and Alexandra Bridges, and framed by the central Ring of Confederation Boulevard and the built-up edges of the cities—Gatineau and Ottawa—is referred to as the Central Capital Landscape. It is a complex composition of buildings, topographic features, vegetation and interlocking public spaces. Its component parts, both singularly and in their compositional contexts, are of great symbolic, aesthetic and economic value. They are to be protected, through positive interventions and through the control of potentially damaging intrusions.

- The design expression should not seek to visually compete with the presence and primacy of national symbols but more to respectfully "complete the panorama" and continue the story being told by Confederation Boulevard's Ceremonial Route.

- Design development shall consider what bridge form and expression is appropriate to become the new backdrop for the continued evolution of the natural and urban capital cultural landscape, a new national landmark and a reflection of our national identity.

- The new bridge will celebrate the legacy of the Alexandra Bridge through the means of exceptional design that responds to current and future demands, while ensuring that the crossing of the Ottawa River remains a visually breathtaking experience, providing opportunities for pause and enjoyment, and a journey through the natural, historical, and cultural landscape of Canada's Capital Region.

- Opportunities to view the bridge silhouette from above and afar, such as from the higher elevation at Nepean Point or from Plaza Bridge, as well as from below, such as from the shorelines and Parc Jacques Cartier, must also be considered during the design development.

- The bridge design should consider the opportunity to express the rich identity built over centuries by the Indigenous people of this territory, and the successive waves of immigrants who chose Canada as a place to live. Canadian identity and values can be represented through the following themes:
  - Canada as a welcoming land
  - Freedom of expression
  - Respect for diversity
  - Reconciliation
  - Creativity and innovation
  - Environmental stewardship

3.3 Design Excellence

BE3. The architectural and structural design of the new bridge shall aim at the highest industry standard levels of design excellence and visual quality.

Guidance

- The new bridge will feature prominently at the centre of the Capital for the next hundred years—the design needs to stand up over time, to become an impressive symbol and revered landmark in the identity of the region.

3.4 Materials & Finishes

BE4. The new bridge design shall incorporate high quality materials and finishes that showcase leading-edge technology and resonate with the palette established for Confederation Boulevard and the built heritage of the Nation's capital.

Guidance

- The new structure should strive for sustainable design and material selection excellence, to become a model project for sustainable infrastructure design.
- The colour palette of the existing bridge (grey and green) is complementary to the landscape and capital landmarks. New bridge designs should consider and if necessary, reinterpret the materiality of the architectural context in ways that complement the richness of textures and tones within the existing landscape.
- Priority will be given to materials and products with a reduced environmental footprint from recycled or local sources. Materials shall be highly durable, ideally recyclable and consider life cycle assessment and cost over 125 years or more, including impacts on long-term maintenance and repair requirements.
- Ensure the incorporation of appropriate anti-corrosion and anti-graffiti coatings for susceptible materials as required.
- Consider incorporation of carefully removed demolition materials in the new design for such elements as walls, stairs, benches, memory wall, interpretive elements, etc.
- Small yet important functional components and details of bridge design such as handrails, lighting components, and guard-rails shall be conceived as an integral part of the overall design; custom designs may be required, while balancing the need to avoid overly onerous specialized operation or maintenance requirements.
- Natural stone should be considered where the bridge meets the landscape: slope treatments at abutments, pier surrounds at grade, terracing opportunities, drainage swales, etc.
- Consideration shall be given to utilizing lighter neutral colour tones in order to maximize visual lightness of the new structure, and not compete visually with the natural sky-water-land colours and textures within the surrounding landscape.

- Colour and texture contrast of different materials shall be used strategically, for example to clearly indicate differences between bicycle and pedestrian paths.

- Surface paving materials for bridge roadways and active transportation routes and materials for retaining walls, edge protection, stairs, landings, ramps, handrails, furniture, signage and lighting shall consider effects of temperature, sunlight, wind, ease of maintenance, cost and impacts to users in terms of tactile, auditory and visual experience.

3.5 Lighting

BE5. The new bridge design shall provide a high-quality lighting scheme that responds appropriately to the site and surrounding context, and allows the crossing to be used and enjoyed by people at all hours throughout the year.

Guidance

- Lighting in the core area is governed by the Capital Illumination Plan, 2017–2027, which defines lighting strategies to enhance the nighttime landscape of the Central Capital Landscape Sector, which includes Confederation Boulevard.

- Consider architectural illumination as a complementary layer that highlights the bridge's architectural expression rather than overbearing it, focuses on the interior structure above the deck, and minimizes lighting below the bridge.

- Functional road lighting and the lighting treatment of architectural elements should favour and embellish the bridge's design (in terms of safety, aesthetics, enhancements) while reducing the impact on the river, vegetation, and local wildlife species, especially birds, by implementing current best practices and standards, including CSA A460:19, bird-friendly building design.

- Amber or warm white tones are preferred to reduce impacts on the river and native wildlife.

- Creative solutions should allow for flexibility in usage, permitting selective use of colour in addition to ephemeral lighting themes to be integrated into the bridge during national holidays, special events and seasonal festivities; consider temporary high-quality, artistic lighting projects in addition to permanent illumination.

4.1 Views Protection

VA1. The new bridge design shall preserve the visual integrity and symbolic primacy of the Parliament Buildings and other National Symbols, when viewed from the bridge, in accordance with Canada's Capital Views Protection (2007) document.

Guidance

- Views Protection policies have been established by both the National Capital Commission and the City of Ottawa to safeguard the silhouette and the foreground of views of the National Symbols. (Reference: Canada's Capital Views Protection Plan, NCC, Jan. 2007).

- As outlined in the Plan, protection and enhancement of views of the National Symbols encompass two basic parts of viewsheds: the foreground and the background. Foreground controls relate primarily to visual openness. Background controls relate primarily to visibility of a clear silhouette. While Background controls are fully defined in the Plan, measures to protect foregrounds are developed through sub-areas studies, conducted in response to specific building and landscape development proposals as they are initiated. Such is the case with the Alexandra Bridge replacement project and thus standards for the protection of the foreground of views from the Bridge will be determined through ongoing visual analyses.

- Viewpoint #6 is located at the top of the existing ramp of the bridge boardwalk in Gatineau and is a background height "Control Viewpoint".

- Section 4 of Canada's Capital Views Protection Plan outlines the methodology for calculating the view-protection measures and the Alexandra Bridge Replacement, Planning & Design Principles provides further guidance on Views Protection and Viewpoints in 4.4.2 Visual Integrity and 4.4.3 Protect Control Viewpoint #6.

- The new bridge will create opportunities for interesting new views to be experienced, while also being mindful and respectful of the sequence of existing protected views, cultural landscapes and the built environment.

- Consideration should be given to potential visual impacts, both negative and positive, including additional opportunities afforded by the new bridge design for viewing the national symbolic buildings and building/landscape compositions within the Central Capital Landscape.

- Accurately compare views from the new bridge with views from the existing bridge to assess the extent and nature of visual impacts in the foreground areas as identified in NCC's Canada's Capital Views Protection Plan, 2007.

- Both single-frame and panoramic views from the new bridge should be considered for the purpose of evaluating foreground views protection of the National Symbols.

4.2 Views towards the Bridge

VA2. The new bridge design shall be visually integrated within the Central Capital Landscape and enable exceptional views of the natural features and National Symbols in the area.

Guidance

- The assessment of alternative bridge designs and their compatible integration with the Central Capital Landscape should be based on rendered views generated from the above pre-selected viewpoints, chosen to capture the various dimensions of the bridge as seen from different places in the public realm and to provide a common ground for comparison.

- Several of the above viewpoints are also Key Viewpoints (noted KV) established in NCC's Views Protection Plan; others have been included in preparatory bridge replacement studies. These include Viewpoint A (KV#9), Viewpoint B (KV#4) and Viewpoint K (KV#11).

- Assess the bridge's potential for enhancing the broad compositional qualities of the Central Capital Landscape and other areas of the river-related landscape in terms of the bridge configuration, scale, visual massing, height, silhouette, etc.

- The new bridge shall not dominate the Central Capital Landscape or usurp the primacy of the National Symbols. It shall meet the criteria established in section 3.0 Bridge Expression.

- The precise location of the above viewpoints should be geo-referenced in advance of photography and preparation of digital modelling to ensure compatibility of images from different sources.

- Additional viewpoints may also be established for consideration of specific design issues, requiring visual analysis of specific aspects of bridge design in relation to particular characteristics of the site. For example, detailed design studies of the bridge's integration with the escarpment and riverbank on the Ottawa and Gatineau sides of the river, or the detailed design of the underside of the bridge in relation to boaters on the river or pedestrians on existing and proposed riverside recreational trails passing below the bridge.

- Computer generated models should be developed to realistically visualize alternative bridge designs and approaches. Visualizations from selected viewpoints will provide a consistent basis for comparison with the existing bridge and alternative designs. Where panoramic views are required to demonstrate the bridge in its broader landscape setting, true panoramic 'pans' should be provided rather than wide-angle lens images, which give a very distorted and deceivingly "stretched" version of what the human eye actually sees.

4.3 Spatial Sequence

VA3. The new bridge shall be designed to contribute to and enhance the dynamic visual sequence of the Sussex/Mackenzie – Laurier/Allumettières section of Confederation Boulevard and provide an exceptional experience of progressively unfolding views.

Guidance

- It should be recognized that the route between Sussex/Mackenzie Node and Laurier/Allumettières Node is an important link in the chain of Confederation Boulevard that was built simultaneously with the National Gallery and the Museum of Canadian History. As an episodic 1.2 kilometre journey, it is a particularly rich visual experience of varying spaces and prospects. The public consultation process and professional studies have identified that the visual and experiential attributes of the existing bridge are highly valued.

- The new bridge design shall build upon spatial qualities of the existing bridge to achieve an articulated, yet seamless progression of spatial experiences integrated with the rest of Confederation Boulevard.

- In order to demonstrate the spatial progression, serial visualizations should be prepared, that capture the dynamic nature of pedestrians' movement and their visual/spatial experiences as they cross the bridge and progress along the Grand Esplanade between the Nodes. Movement in both north to south and south to north directions shall be simulated.

- The urban design intention for requiring a more 'intimate' spatial sequence is to ensure that alternative bridge designs fully consider and 'empathize' with the 'person on the boulevard' and capture the sense of 'being there'.

- From the perspective of the pedestrian realm of the existing bridge, making the crossing is pleasurable as well as convenient. It is filled with sensory stimuli. The bridge's wooden boardwalk and the heavy steel triangulated superstructure create a distinct sense of place with an obvious historical lineage. The boardwalk offers spectacular panoramic views towards the river shorelines, the Gatineau Hills and the up-river horizon. The panoramas encompass the forested, steeply sloped escarpments on the Ottawa side capped by Canada's most symbolically important buildings—the Parliamentary Triad and the Supreme Court, beyond to the Islands, a hint of Chaudière Falls below the Portage Bridge that connects to the gently sloping Gatineau shoreline and on to the Museum of Canadian History.

- Analyses of the visual and material attributes of the existing bridge will provide the 'datum' or 'base case' for reviewing and evaluating alternative new bridge design elements. Significant changes and improvements in comparison with the existing bridge, should be fully documented to facilitate assessment.

- Consider the enhancement of the pedestrian realm in terms of pedestrian/cyclist comfort and sensory, experiential qualities of the bridge, e.g., tactile qualities of materials and details, weather protection measures and/or seasonal adaptations, special viewing or spectator opportunities, infrastructure to support special celebratory events, auditory experience, etc.

- The eye level of all simulated pedestrian views shall not exceed 1.80 metres above the ground/deck level. Lower eye levels should also be tested particularly at 'lookout' places, in consideration of the multiplicity of users.

- Priority should be given to the pedestrian experience but the visual, spatial experiences for cyclists and vehicle driver/passenger users of the route should also be analyzed and compared with existing bridge experiences.

- While the full range of sensory experiences cannot be fully simulated nor assessed in advance of implementation, the visual characteristics of alternative new bridge designs can be anticipated and visualized through computerized simulations. Such tools should be used to advantage; both to support and inform the design process, as well as facilitating comprehensive assessment by design professional peer groups and public audiences.

- The bridge design should stimulate and be pleasing to the other senses, beyond the visual, wherever possible, to expand and improve the holistic sensory experience and to be inclusive of people of all abilities.

- Recommended design modifications to existing bridge approach routes and connections to the Nodes as part of design explorations of the Confederation Boulevard spatial sequence will be encouraged. However, since no commitment has been made at this time to implement such modifications, alternative bridge designs should not be dependent on such design modifications that are beyond the immediate contract.

Appendix C—Criteria Checklist

This section contains the overall design performance criteria checklist. Each criterion has been assigned to be Mandatory, i.e., must be met.

Key evaluation criteria for comparing different options at the concept design stage.

1.0 Urban Design Framework				✓
1.1 Heritage, Archaeology & Cultural Landscape	UD1	**UD1a**	**Visual Integrity**	
		UD1b	**Central Capital Landscape**	
		UD1c	Re-use of Materials	
		UD1d	Integrate with Shoreline	
		UD1e	Protect Archaeological Resources	
		UD1f	Manage Archaeological Resources	
1.2 Indigenous Culture	UD2	UD2a	Indigenous Perspectives	
1.3 Confederation Boulevard	UD3	UD3a	Confed Blvd Guiding Principles	
		UD3b	Grand Esplanade	
		UD3c	Streetscape Elements	
		UD3d	Laurier/Allumettieres Node	
1.4 Natural Environment	UD4	UD4a	Ottawa River Corridor	
		UD4b	Species Inventory & Habitat	
		UD4c	Native Vegetation	
1.5 Climate & Microclimate	UD5	UD5a	Designed to Last 125 Years	
		UD5b	Withstand Storm Events	
		UD5c	Impacts during Storm Events	
		UD5d	Sustainable Solutions	
		UD5e	Moderate Microclimate Extremes	

2.0 Public Space				✓
2.1 Mobility	PS1	PS1a	Active Mobility	
		PS1b	Pedestrian Through-Route	
		PS1c	Bi-Directional Cycleway	
		PS1d	Roadway	
		PS1e	Laurier/Allumettieres Intersection	
2.2 Public Space & User Experience	PS2	**PS2a**	**Public Space Amenity**	
		PS2b	Supplementary Design Elements	
		PS2c	Integrate Infrastructure	
		PS2d	Boast User Experience	
2.3 Shoreline Connectivity	PS3	PS3a	New Pathways	
		PS3b	North Abutment	
		PS3c	South Abutment	
		PS3d	Shoreline Pathway Landscape	
2.4 Universal Accessibility & Inclusivity	PS4	PS4a	Universal Access	
		PS4b	Regulation Compliance	

3.0 Bridge Expression				✓
3.1 General Arrangement	BE1	**BE1a**	**Plan Configuration**	
		BE1b	Elevation	
		BE1c	**Cross Section**	
		BE1d	Navigation Channel	
3.2 Visual Form & Image	BE2	**BE2a**	**Legacy & Landmark**	
		BE2b	**Unique and Meaningful**	
		BE2c	**Respond to Place**	
		BE2d	**In-Scale with Surroundings**	
		BE2e	**Viewing Experience**	
3.3 Design Exellence	BE3	**BE3a**	**Excellence**	
		BE3b	**Timeless Visual Effect**	
		BE3c	Bridge Detailing	
		BE3d	Secondary Elements	
		BE3e	Crash-Tested Barriers	
		BE3f	Abutments	
3.4 Materials & Finishes	BE4	**BE4a**	**Honour Capital Palette**	
		BE4b	Materials & Finishes	
3.5 Lighting	BE5	**BE5a**	**Integrate within Landscape**	
		BE5b	New Lighting Aesthetics	
		BE5c	Light Fixture Performance	

4.0 Views & Visual Experience				✓
4.1 Views Protection	VA1	**VA1a**	**Viewpoint #6**	
		VA1b	**Preserve Viewsheds**	
		VA1c	Minimize Visual Intrusions	
4.2 Views towards the Bridge	VA2	**VA2a**	**Selected Viewpoints**	
4.3 Spatial Sequence	VA3	VA3a	Enhanced Spatial Sequence	
5.0 Other NCC Standards & Requirements				
	ON1	ON1a	Criteria Updates/Other Factors	



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