

1 **Q. Reference: Tab 1.1 2014 Facility Rehabilitation – Cape Broyle Spillway**

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3 **Please provide the public safety requirements referred to by the Company at page 3.**

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5 A. The public safety requirements referred to by the Company at page 3 are the *CAN/CSA-S6, Canadian Highway Bridge Design Code* as well as the *Guidelines for Public Safety Around Dams, 2011* published by the Canadian Dam Association (CDA).

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9 The *CAN/CSA-S6-06, Canadian Highway Bridge Design Code* covers the design of
10 pedestrian bridges. Under this code, the existing pedestrian walkway is considered a
11 bridge. The current structure does not meet the requirement in Clause 11.5.1.1 pertaining
12 to surface gaps as well as Clause 12.4.4.2 pertaining to opening in pedestrian barriers.

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14 Section 4.2 of the *Guidelines for Public Safety Around Dams, 2011* outlines a risk
15 assessment process. In its current configuration the Cape Broyle spillway is considered
16 high risk and therefore based on engineering judgment, requires treatment.¹

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18 These guidelines are copyrighted and cannot be distributed by Newfoundland Power.
19 They are available for viewing by interested parties at Newfoundland Power's
20 engineering offices at 55 Kenmount Road.

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22 The *CAN/CSA-S6, Canadian Highway Bridge Design Code* can be ordered online from
23 <http://shop.csa.ca/en/canada/page/home> and the *Guidelines for Public Safety Around*
24 *Dams 2011* can be ordered online from www.cda.ca.

¹ Consistent with the ranking systems outlined in Section 4.2, the risk is considered high as a result of the unobstructed and frequent use by the public and the anticipated incident consequence (i.e. injury severity) as a result of the deficiencies relating to surface gaps and the openings in pedestrian barriers.