



Centre  
Wellington

# **Schedule “B” Municipal Class Environmental Assessment for Five Bridges (1-P, 28-P, 30-P, 32-P & 33-P)**

Township of Centre Wellington

Council Presentation

July 17, 2023

# Project Team

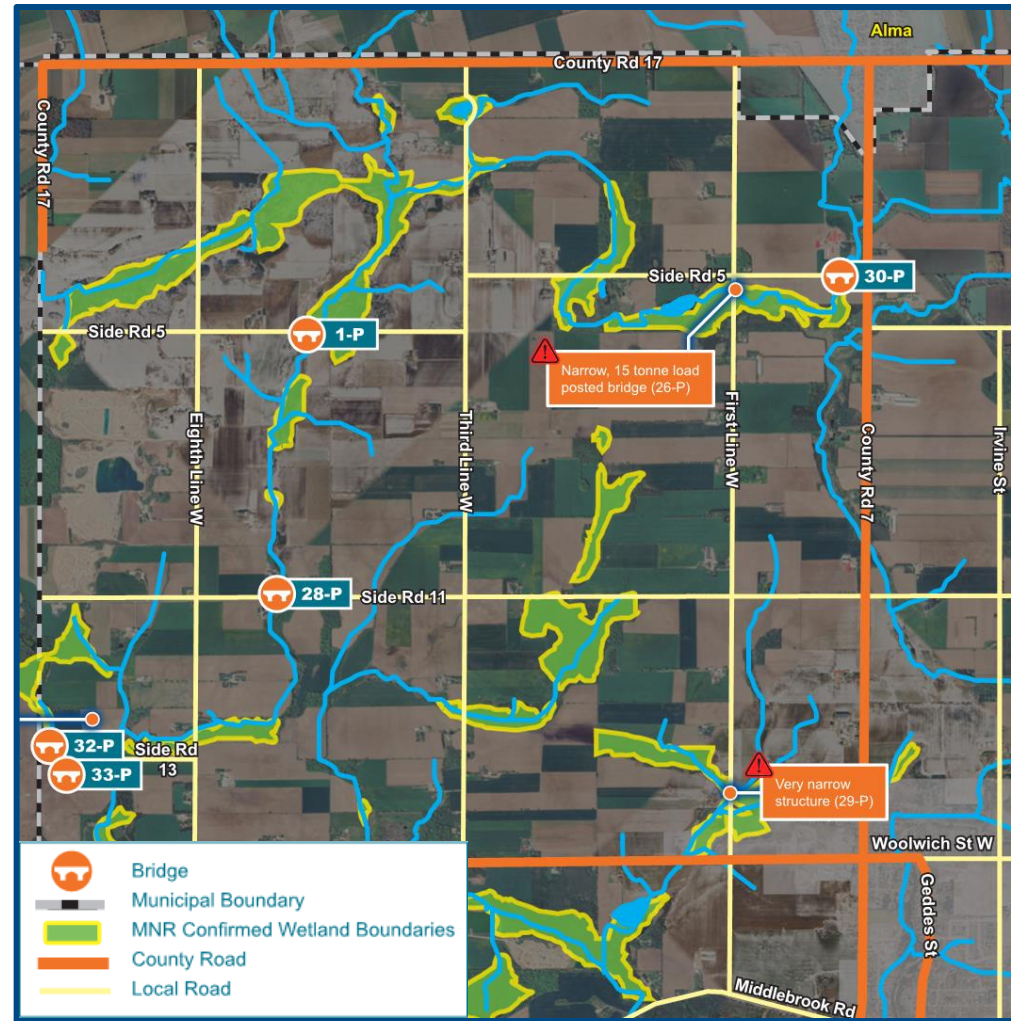


# Project Study Area



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- 5 Bridges within 20km<sup>2</sup> area of former Pilkington Township
- Rural Community
  - Agricultural
  - Aggregates
  - Mennonite
- Low Volume Roads
- Load limited structures on alternative routes









# Bridge 1-P

- 📍 Sideroad 5, Between 8<sup>th</sup> Line W & 3<sup>rd</sup> Line W
- 🔧 Constructed circa 1925
- 🚫 Closed to Traffic: 2004
- 🏗️ Steel Truss Superstructure (Removed in 2019)









# Bridge 28-P

-  Sideroad 11, Between 8<sup>th</sup> Line W & 3<sup>rd</sup> Line W
-  Constructed circa 1925
-  Closed to Traffic: 2006
-  Concrete T-Beam





# Bridge 30-P

-  Sideroad 5, West of Wellington Road 7
-  Constructed circa 1929
-  Closed to Traffic: 2016
-  Concrete Through Girders





# Bridge 32-P

📍 Noah Road, 0.75km West of 8<sup>th</sup> Line W

🔧 Constructed circa 1922

🚫 Closed to Traffic: 2015

🏗️ Concrete T-Beam





# Bridge 33-P

📍 Noah Road, 0.65km West of 8<sup>th</sup> Line W

🔧 Constructed circa 1926

🚫 Closed to Traffic: 2015

🏗️ Concrete T-Beam



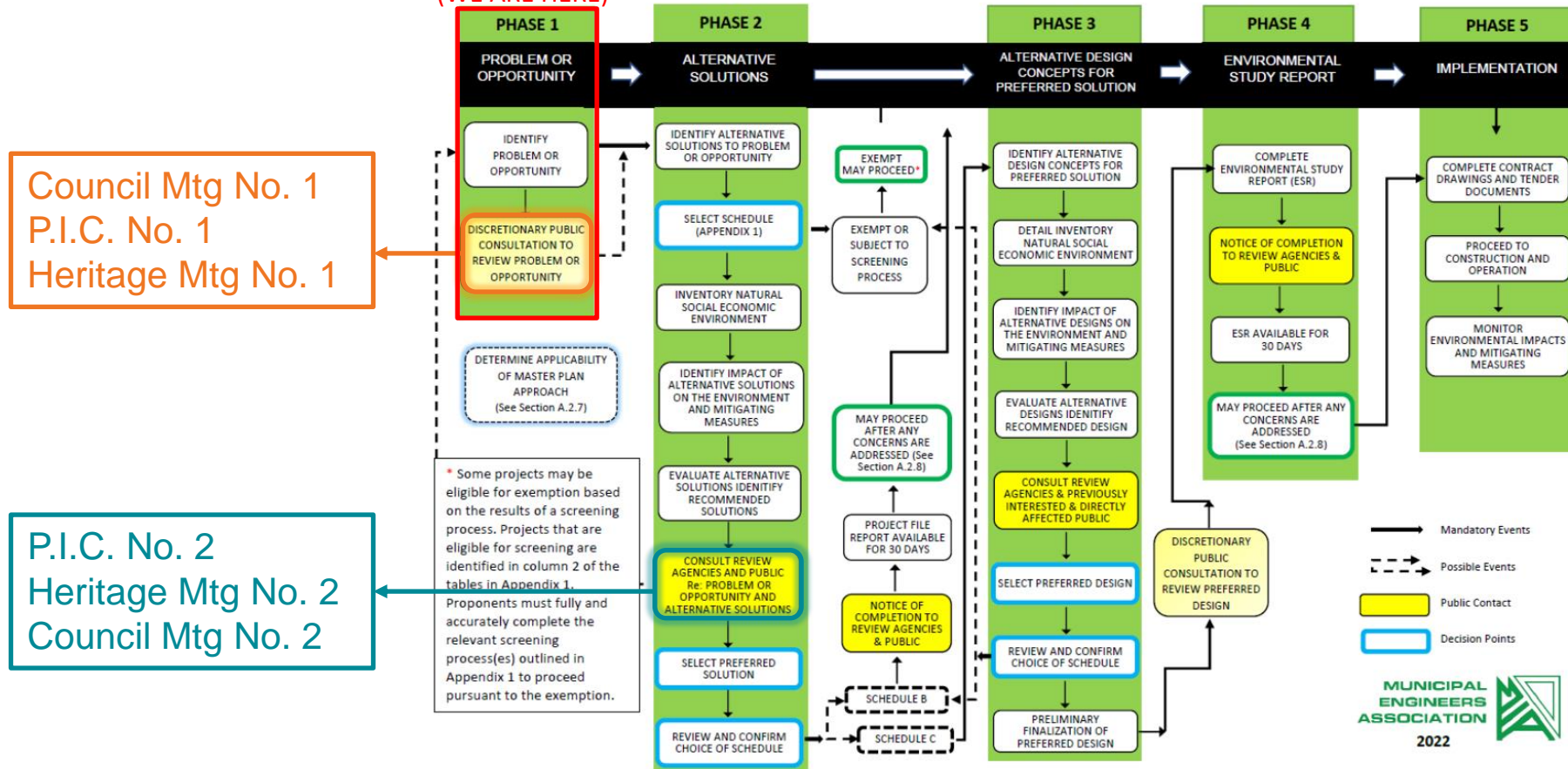


# Municipal Class Environmental Assessment Process



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(WE ARE HERE)



# Problem / Opportunity Statement

*“ The Township of Centre Wellington has initiated a Schedule ‘B’ Municipal Class Environmental Assessment (MCEA) to evaluate options and select a preferred alternative for five (5) bridge structures (Structures 1-P, 28-P, 30-P, 32-P & 33-P) that are located within a twenty square kilometre (20km<sup>2</sup>) area of road networks and are currently closed to vehicular traffic due to their deteriorated state. This study will evaluate the role of these structures within the overall transportation network and connectivity in the local community and determine the most suitable alternative at each location. ”*



# Alternatives To Be Considered



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To address the Problem/Opportunity Statement, the following preliminary Alternative Solutions will be considered and evaluated after appropriate studies and consultations have been completed:

## **Alternative 1: Do Nothing**

Leave the existing structures in their current deteriorating state and continue to restrict public use.

## **Alternative 2: Remove Structure and Create Formal Turn-Around**

Removal of existing bridge and construction of new turn-around areas on each side of the structures.

## **Alternative 3: Rehabilitate Existing Structure**

Complete repairs to the existing structure to meet engineering and public safety standards and re-open the structure, if achievable.

## **Alternative 4: Replacement of Structure**

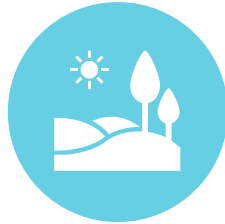
Full removal of the existing bridge and replacement with a new bridge in the current location. Consideration will be given to full capacity two-lane bridge replacements, as well as low-volume bridges with limited load or traffic capacities

# Evaluation Criteria



## Structural / Technical

- Safety / Traffic Operations
- Construction Staging / Duration
- Extension of Service Life



## Natural Environment

- Environmentally Sensitive Areas
- Wildlife Habitats
- Fisheries/Aquatic Habitat
- Species at Risk



## Social & Cultural Environment

- Socio-Economic Conditions
- Archaeological, Built Heritage & Cultural Heritage Features
- Construction Impacts
- Community Input during Consultation



## Financial

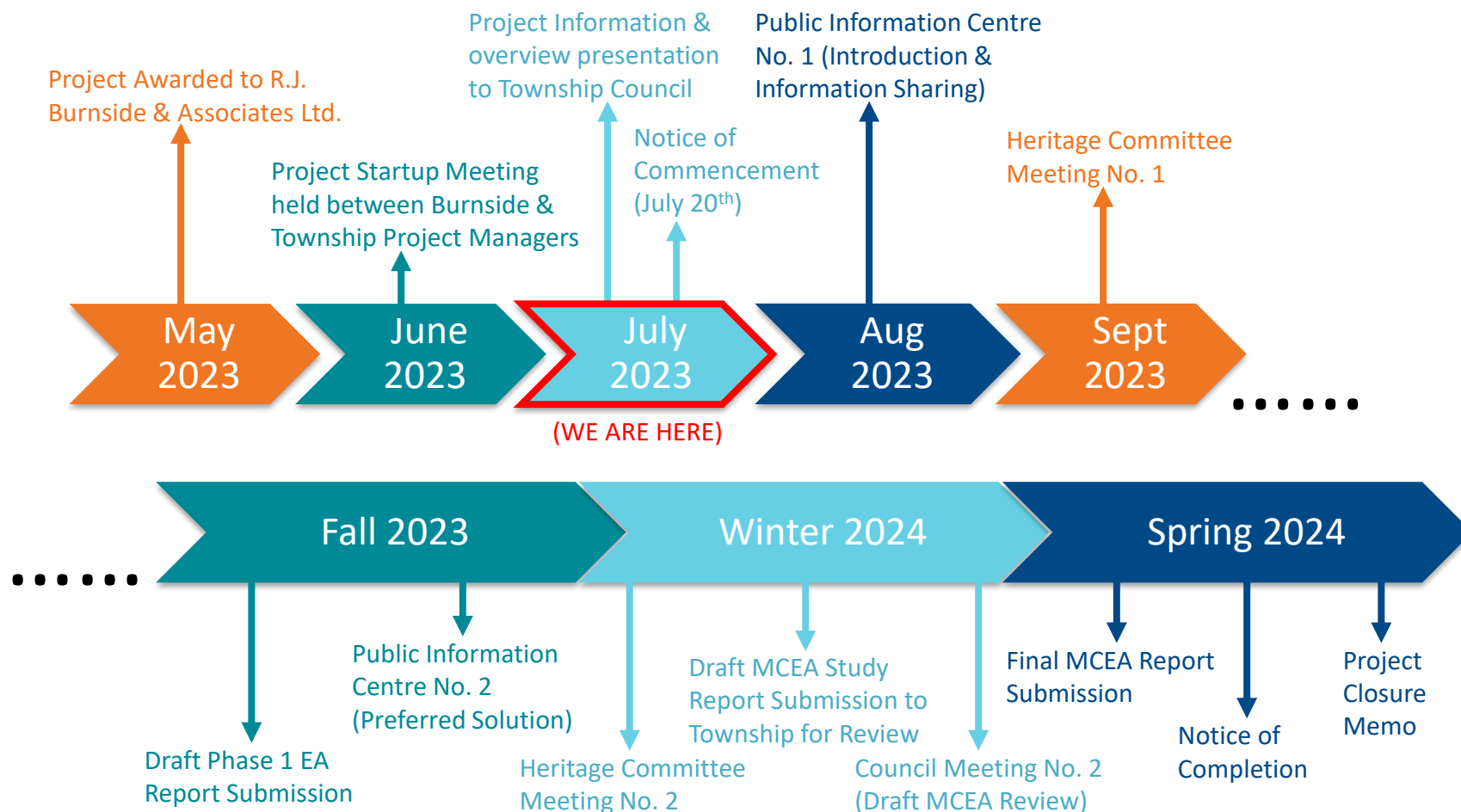
- Capital Costs
- Operational and Maintenance Costs



# Project Timelines



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[Note: Timelines may be subject to change as a result of study findings]

# Comments / Questions?

We welcome your comments and questions!

Adam Dickieson  
[adickieson@centrewellington.ca](mailto:adickieson@centrewellington.ca)

Andrew Dawson, P.Eng.  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)