County of Simcoe
Vigo Bridge No. 000211 Improvements
Municipal Class Environmental Assessment

Public Information Centre **February 13, 2013**

Welcome

This Open House is intended to introduce the project and the Environmental Assessment requirements for the Improvements to the Vigo Bridge No. 000211 in Simcoe County.

Please…..

- Sign In
- Ask us any questions you may have about the project or the scope of study
- Complete a comment sheet and place it in the box or mail back to the address shown on the form by March 15, 2013.

Privacy Policy

Your comments will be maintained for reference throughout the project and will become part of the public record with the exception of personal information. Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the project record files for this matter and will be released, if requested, to any person.

Study Area

- Vigo Bridge (No. 000211) spans the Nottawasaga River along Flos Road 4 West, 3.16 km east of the Flos – Sunnidale Townline, and 4.4 km north of the village of Edenvale, in the Township of Springwater.

- The Study Area includes a radius of approximately 350m from the bridge.

Existing Natural Environment Conditions

Natural Heritage Features in the Study Area

- The Nottawasaga River is managed as a warm water fishery
- Jack's Lake Complex Provincially Significant Wetland (PSW)
- County Official Plan wetlands
- Ministry of Natural Resources unevaluated wetlands
- Forested Area/Woodlands
- Area sensitive birds, provincially imperiled and vulnerable plant species and bird Species At Risk have been identified within 1 km of the Study Area

Existing Natural Environment Conditions

Designated Lands in the Study Area

- Lands regulated by the Nottawasaga Valley Conservation Authority
- Greenlands designation (County)
- Natural heritage and Rural lands designation (The Township of Springwater)

Existing Socio-economic and Cultural Environment Conditions

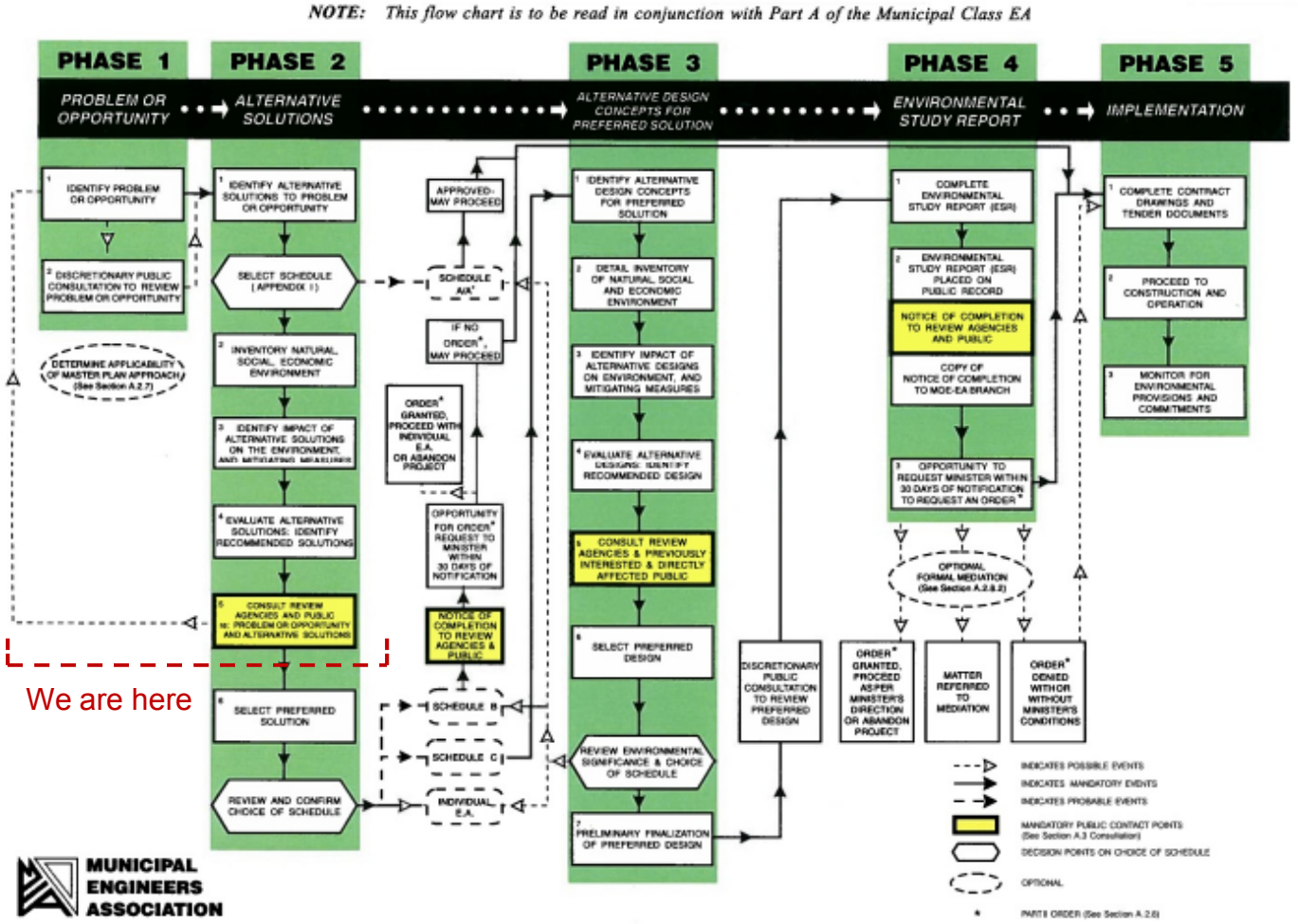
- A Stage 1 Archaeological Assessment concluded that the existing bridge crossing and associated approach roadway has low potential for any significant archaeological resources and therefore a Stage 2 Archaeological Assessment is not required.
- The Stage 1 Assessment identified high potential for archaeological resources to be found within the study area outside of the existing bridge crossing and noted a Stage 2 Archaeological Assessment would be required if these lands are to be disturbed.
- A Cultural Heritage Evaluation and Impact Assessment Report for the study area concluded that the Vigo Bridge does not merit inclusion within the Ontario Heritage Bridge List.
- In accordance with the County's Transporation Master Plan, the County intends to assume ownership and maintenance of Flos Road 4 at a future date.
- Census data demonstrate that there has been growth in the Township between 2001 and 2006.

Existing Technical Environment Conditions

- Existing single lane, steel through truss bridge with an existing load restriction.
- Deteriorating components of the existing truss has resulted in a single load posting of 14 tonnes.
- The existing bridge cross-section geometry and road alignment does not conform to the current County or Municipal standards.
- Further load restrictions and the eventual closure of the bridge can be expected if the deterioration is allowed to continue unabated.
- The current barrier system does not comply with the current code requirements for the safety of road users.
- The site requires a minimum Performance Level 1 barrier system.
- The current horizontal alignments of the approaches to the bridge do not meet the requirements of MTO's Geometric Design Standards.

Municipal Class EA Process

This project is being considered as a Schedule ‘C’ Project (Phases 1 to 4), as defined in the Municipal Engineering Association Municipal Class EA document (October 2000, as amended 2007 & 2011)



Problem Statement

In accordance with the Class EA Process the problem can be defined as,

"The County of Simcoe has identified the need to improve the Vigo Bridge on Flos Road 4, which crosses over the Nottawasaga River. Flos Road 4 serves as an important route within the study area and the bridge is integral to the operation of this roadway. The existing bridge is considered to be deficient with respect to load capacity, structural deterioration, bridge deck travel width, alignment and traffic capacity based on traffic volume through the study area."

Alternative Solutions For Bridge Improvements

1) Do Nothing

This is a mandatory alternative for consideration under the Municipal Class EA and serves as a reference point for comparing other alternative solutions. The "Do Nothing" alternative means to take no action in addressing the problem statement and effectively represents the ultimate abandonment of the structure and the eventual closure of Flos Road 4 over the Nottawasaga River. This option does not address the problem statement

2) Repair/Rehabilitation

This alternative would involve taking all necessary steps to rehabilitate the structure to restore it to a structurally safe condition for vehicular use. These steps would include seeking input and permission or approval from the Nottawasaga Valley Conservation Authority (NVCA), Department of Fisheries and Oceans (DFO) and Transport Canada Marine (TCM). Rehabilitation can remedy most, but not all, of the identified deficiencies.

Alternative Solutions For Bridge Improvements Continued

3) Replacement

A. On the Existing Alignment

This option would involve demolition and removal of the existing structure and the construction of a new bridge on the existing road alignment. This alternative would involve taking all necessary steps to construct a new bridge over the Nottawasaga River. The steps would include seeking input and permission or approval from the NVCA / DFO. Replacement on the existing alignment can remedy most, but not all, of the identified deficiencies.

B. On a New Alignment

This option would involve the construction of a new bridge on a new road alignment. This alternative would involve taking all necessary steps to construct a new bridge over the Nottawasaga River. The steps would include seeking input and permission or approval from the NVCA / DFO. This option can remedy all of the idenfied deficiencies. With this alternative there is also an opportunity to preserve and rehabilitate the existing structure for pedestrian use or as part of an improved canoe access point.

Evaluation of Alternative Options – Natural Environment

Criteria for Evaluating Alternatives	Alternative Solutions			
	1 - Do Nothing	2 – Repair/Rehabilitate	3 - Replace	
			A – On Existing Alignment	B- On New Alignment
A) Natural Environment				
Designated Natural Heritage Features / Species at Risk	No impact over existing conditions.	Possible impact to regulated area if in-water work is required.	Impact to regulated area as in-water work is required. Design and construction will be subject to NVCA/DFO regulations and permitting requirements.	Impact to regulated area as in-water work is required. Design and construction will be subject to NVCA/DFO regulations and permitting requirements. Realignment routes may be located in close proximity to natural heritage features (PSW) and designated lands (Greenlands. NVCA regulated limits).
Aquatic Habitat	Continued structural deterioration may impact aquatic habitat and water quality / sedimentation if portions of the structure fall into the water.	Possible impact to fisheries habitat and water quality if in-water work, using machines, is required.	Impact during construction due to in-water work and fill requirements. Design and construction will be subject to NVCA/DFO regulations and permitting requirements.	Impact during construction due to in-water work and fill requirement. Design and construction will be subject to NVCA/DFO regulations and permitting requirements.
Terrestrial Habitat	No impact over existing conditions.	No impact over existing conditions.	Impact over existing conditions due to widened bridge platform and fill requirements.	Impact over existing conditions as realignment routes may be located in close proximity to habitat features (PSW, woodlands).
SECTION RATING	**Most Preferred**	**Partially Preferred**	**Partially Preferred**	**Least Preferred**

Evaluation of Alternative Options – Socio/Economic/Cultural

Criteria for Evaluating Alternatives	Alternative Solutions			
	1 - Do Nothing	2 – Repair/Rehabilitate	3 - Replace	
			A – On Existing Alignment	B- On New Alignment
B) Socio - Economic/Cultural Environment				
Conformity to Municipal Land Use, Policies and Planning	Does not provide road network that is safe, efficient, and which operates at an acceptable level of service.	Does not provide road network that is safe, efficient, and which operates at an acceptable level of service.	Does not provide road network that is safe, efficient, and which operates at an acceptable level of service.	Provides a road network that is safe, efficient, and which operates at an acceptable level of service.
Property Impacts	No impact over existing conditions.	No impact over existing conditions. Work would occur predominantly within the existing road allowance.	No impact over existing conditions. Work would occur predominantly within the existing road allowance.	Impact to adjacent properties as land acquisition will be required to accommodate the new road alignment.
Archaeological Resources	No impact over existing conditions.	Stage 1 archaeological concluded that significant archaeological resources are unlikely to be found.	Stage 1 archaeological concluded that significant archaeological resources are unlikely to be found.	Stage 1 archaeological concluded Stage 2 archaeological will be required for new road alignment.
Cultural Heritage Resources- Existing structure is not designated as a heritage structure under the Heritage Act but may have local significance	Increased structural deterioration will result in eventual loss of steel truss structure.	Repairs to steel truss structure will help to preserve and increase lifespan of existing structure. Complete rehabilitation of the existing structure may also compromise existing local heritage aesthetics.	Loss of steel truss structure.	Existing structure could potentially be repaired for use as a pedestrian walkway/viewing area.. There is an opportunity for the existing bridge to remain in place.
Nuisance Impacts (noise, traffic, aesthetics, disruption during construction)	Ongoing impact due to traffic safety issues, including limiting emergency services.	Temporary impacts due to noise, dust, road closure/limited access during construction.	Temporary impacts due to noise, dust, road closure/detour/limited access during construction.	Existing bridge can remain open to traffic during new bridge construction. Temporary impacts due to noise and dust during construction.
SECTION RATING	**Least Preferred**	**Most Preferred**	**Least Preferred**	**Most Preferred**

Evaluation of Alternative Options – Financial

Criteria for Evaluating Alternatives	Alternative Solutions			
	1 - Do Nothing	2 – Repair/Rehabilitate	3 - Replace	
			A – On Existing Alignment	B- On New Alignment
C) Financial Factors				
Estimated Capital Costs	No impact over existing conditions.	Moderate capital costs for rehabilitation.	High capital cost for new bridge construction and demolition of existing structure.	High capital cost for new bridge and road construction. Moderate cost if existing structure is repaired.
Estimated Operation and Maintenance Cost	No impact over existing conditions.	Moderate capital costs for maintenance.	Minor cost for maintenance of new structure.	Minor cost for maintenance of new structure. Moderate cost if existing structure is repaired and maintained.
Property Acquisition Costs	No property acquisition required.	No property acquisition required.	Will have costs associated with property acquisition for new road alignment.	Will have costs associated with property acquisition for new road alignment.
Mitigation Costs	No mitigation costs required.	No mitigation costs anticipated.	Will have some costs associated with mitigation measures required by NVCA/DFO/MNR.	Will have costs associated with mitigation measures required by NVCA/DFO/MNR.
SECTION RATING	**Most Preferred**	**Partially Preferred**	**Partial Preferred**	**Least Preferred**

Evaluation of Alternative Options – Technical

Criteria for Evaluating Alternatives	Alternative Solutions			
	1 - Do Nothing	2 – Repair/Rehabilitate	3 - Replace	
			A – On Existing Alignment	B- On New Alignment
D) Technical Factors				
Structural - Condition and Load Capacity	Does not address existing structural deficiencies.	Does not address structural deficiencies, in particular load capacity.	New bridge will address existing structural deficiencies.	New bridge will address existing structural deficiencies.
Geometry – Road and Bridge Profile and Width	Does not address existing geometry deficiencies.	Does not address existing geometry deficiencies.	New bridge will address existing bridge geometry issues, however does not address existing road geometry deficiencies.	New bridge and road alignment will address existing geometry deficiencies.
Roadside Safety – Barriers and Clearances	Does not address existing roadside safety issues	Does not address roadside safety issues. Barrier could not be rehabilitated to meet requirements of current code	New bridge will address roadside safety issues.	New bridge and road alignment will address roadside safety issues.
Utilities	No impacts over existing conditions.	Will not likely impact utilities.	Will require either temporary or permanent relocation of utilities.	No impact over existing conditions.
SECTION RATING	**Least Preferred**	**Partially Preferred**	**Partially Preferred**	**Most Preferred**
Addresses Problem statement	No	No	No	Yes
OVERALL RATING	**Partially Preferred**	**Partially Preferred**	**Least Preferred**	**Most Preferred**

Preliminary Preferred Option

Replacement

A: On a New Alignment

As part of the analysis of the replacement option, the County has identified an opportunity to:

- bring the bridge and road to current standards in all respects including safety, geometry, road grades, bridge and road drainage, hydraulic capacity and load capacity,
- provide a long-term solution to the problem statement,
- Preserve the existing bridge structure and its local heritage value as part of an improved river access point.

Pending consideration of stakeholder comments, alternative route alignments will be presented for comment during PIC #2.

Next Steps

• Input from public and agencies	March 15, 2013
• Selection of preferred alignment concept	March-April 2013
• Public Information Centre #2 (Alternative Alignments)	TBD 2013

Your Involvement is Important

- There is an opportunity at any time during the EA process for interested persons to provide comment. Our team welcomes any comments that you may have about this project, either at the Information Centre or through correspondence, so that your input can be incorporated into the study process.
- Comment sheets are available and should be submitted to the address provided by March 15, 2012.
- If you have any questions or concerns regarding the proposed project, Please feel free to contact:

County of Simcoe
Mr. Jim Hunter, P. Eng.
Director of Transportation Construction
1110 Highway #26
Midhurst, ON L0L 1X0
Tel: 705 726-9300
Fax: 705 726-3991
E-mail: Jim.Hunter@simcoe.ca

R. J. Burnside & Associates Limited
Mr. Stephen Riley, P. Eng.
Project Manager
3 Ronell Crescent
Collingwood, ON L9Y 4J6
Tel: 1-888 240 4508
Fax: 705 446 2399
E-mail: Steve.Riley@rjburnside.com