Welcome

Welcome to our Public Open House for the Bronk Road Bridge Replacement Municipal Class Environmental Assessment (EA) Study

Please feel free to view the presentation material and the background reports at the Resource Table. Should you have any questions regarding the material, or any other aspect of the study, please speak to any of the City or Consultant study team members in attendance.

We encourage you to provide your comments in writing. Comment sheets are available at the registration desk. Please deposit completed forms in the comment box or mail/ fax/ e-mail to the address at the bottom of the form.
Study Area

Existing Bronk Road Structure

Bronk Road Bridge Looking North
Environmental Assessment Process

This project is being undertaken as a Schedule “B”, Class EA in accordance with the Municipal Class Environmental Assessment, 2007, which is available at the Resource Table.

There is an opportunity at any time during the environmental assessment process for interested persons to provide comments and review outstanding issues. If after participating in this project, and at the conclusion of the study, you still have serious environmental concerns, you have the right to request the Minister of the Environment to reclassify the project as a Part II order (or bump-up) to an Individual Environmental Assessment.

Study is Here (today’s PIC)
Needs and Justification

As required by legislation, the City inspects every structure within its jurisdiction every two years. The inspections are carried out based on the Ontario Structure Inspection Manual, prepared by the Ministry of Transportation (MTO).

The City's Municipal Structure Inventory and Inspection Report (MSII) dated January 2011 identified the Bronk Road Bridge as priority number three (3). The MSII report estimates that the structure needs rehabilitation works estimated to cost $230,000 within the next 1 to 5 years, and that it would require replacement within the next 6 to 10 years, at an additional cost of $500,000.

Given the condition of the existing structure, and the projected investment of funds as described, the City considered that it is prudent to examine in detail the available options, including replacing of the structure.
### Alternative Solutions and Evaluation

The following Alternatives were considered during the Class EA process:

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Work included</th>
<th>Estimated Cost</th>
<th>Approx. Useful Life</th>
<th>Estimated Life Cycle Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Do Nothing</td>
<td>No work on the bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Rehabilitate the existing bridge</td>
<td>Concrete patch repairs to abutment walls; replace barrier system; patch repairs to girders; patch repairs to deck underside; patch repairs to deck; new waterproofing and pavement</td>
<td>$230,000</td>
<td>10</td>
<td>$820,000</td>
</tr>
<tr>
<td>3</td>
<td>Replace bridge with single lane bridge</td>
<td>Remove existing structure; replace with new structure (abutments and superstructure)</td>
<td>$713,000</td>
<td>75</td>
<td>$780,000</td>
</tr>
<tr>
<td>4</td>
<td>Replace bridge with two-lane bridge of equal span</td>
<td>Remove existing structure; replace with new structure (abutments and superstructure)</td>
<td>$914,000</td>
<td>75</td>
<td>$1,020,000</td>
</tr>
<tr>
<td>5</td>
<td>Replace bridge with two-lane bridge of longer span</td>
<td>Remove existing structure; replace with new structure (abutments and superstructure)</td>
<td>$1,076,000</td>
<td>75</td>
<td>$1,220,000</td>
</tr>
</tbody>
</table>
Evaluation of Alternatives

The following tables summarizes the results of the evaluation of alternatives. The alternatives were assigned scores between -5.0 and 5.0 based on the negative or positive effect relative to the Do Nothing option.

For questions or clarification on the evaluation criteria please speak to any of the City or Consultant study team members in attendance.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Score with No Weights</th>
<th>Score with Weights</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Do Nothing</td>
<td>9.50</td>
<td>3.33</td>
</tr>
<tr>
<td>2</td>
<td>Rehabilitate the existing bridge</td>
<td>8.00</td>
<td>3.01</td>
</tr>
<tr>
<td>3</td>
<td>Replace Bridge with single lane</td>
<td>11.96</td>
<td>5.01</td>
</tr>
<tr>
<td>4</td>
<td>Replace Bridge with two-lane bridge of equal span</td>
<td>22.50</td>
<td>7.12</td>
</tr>
<tr>
<td>5</td>
<td>Replace Bridge with two-lane bridge of longer span</td>
<td>21.94</td>
<td>6.71</td>
</tr>
</tbody>
</table>

Technically Preferred Alternative

On the basis of the results of the evaluation, it can be concluded that alternatives 1, 2 and 3 score substantially lower than Alternatives 4 and 5. Alternative 4 received the highest score when no weights are applied, and when weights are applied.

Therefore, it is concluded that Alternative 4 is the Technically Preferred Alternative. Subject to confirmation based on public and agency input, this alternative will be carried forward.
Technically Preferred Alternative
Construction Options for Technically Preferred Alternative

Option 1 – Road Closed During Construction (Recommended)

**Advantages**
- Faster Construction
- Safest for road users and construction workers
- No additional cost
- Minimum fisheries disruption
- Minimum ecological impacts

**Disadvantages**
- Requires detour (about 5 min. drive)

Option 2 – Road Open – Stage Construction

**Advantages**
- No detour required

**Disadvantages**
- Additional cost of temporary crossing = $150,000
- Additional cost of bridge construction = $30,000
- Utility relocation
- Less safe for road users and construction workers
- Possible fisheries disruption
- Additional ecological impacts

### Evaluation Criteria

<table>
<thead>
<tr>
<th>Alternative Solutions</th>
<th>Transportation</th>
<th>Social, Economic, Cultural Environments</th>
<th>Natural Environment</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>0.15</td>
<td>0.15</td>
<td>0.15</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Work included</td>
<td>Traffic</td>
<td>Safety</td>
</tr>
<tr>
<td>-----</td>
<td>-------------</td>
<td>----------------</td>
<td>---------</td>
<td>--------</td>
</tr>
<tr>
<td>1</td>
<td>Staged Construction</td>
<td>Bridge constructed in two stages</td>
<td>-2.00</td>
<td>-3.00</td>
</tr>
<tr>
<td>2</td>
<td>Bridge Closed</td>
<td>Road closed during construction</td>
<td>-2.50</td>
<td>5.00</td>
</tr>
</tbody>
</table>
Temporary Bridge Crossing Options

Option #1

Option #2

Option #3

Option #4
Public Involvement

Your input into this study is valuable and appreciated. Comment forms are available at the Registration Desk. All information is collected in accordance with the Freedom of Information and Privacy Act.

Please provide your completed comment form on or before **November 30, 2011**. Methods of sending in your form are indicated on the comment sheet.

Tonight’s information will be available on the City’s website at www.city.belleville.on.ca.
What Happens Next?

Following this Public Open House we will:

• Review all Comments
• Complete Recommended Preliminary Design based on public and external agency comments
• Complete Environmental Study Report for 30 day public review

How Can You Remain Involved in the Study?

You can remain involved in the Bronk Road Bridge Municipal Class EA:

• Requesting that you be added to our study mailing list
• Providing a written comment sheet
• Contacting the City or consultant at any time during the study

Any of our representatives can assist you in completing the above activities or answering any of your questions.