Appendix H

Project Notifications and Public Information Centre

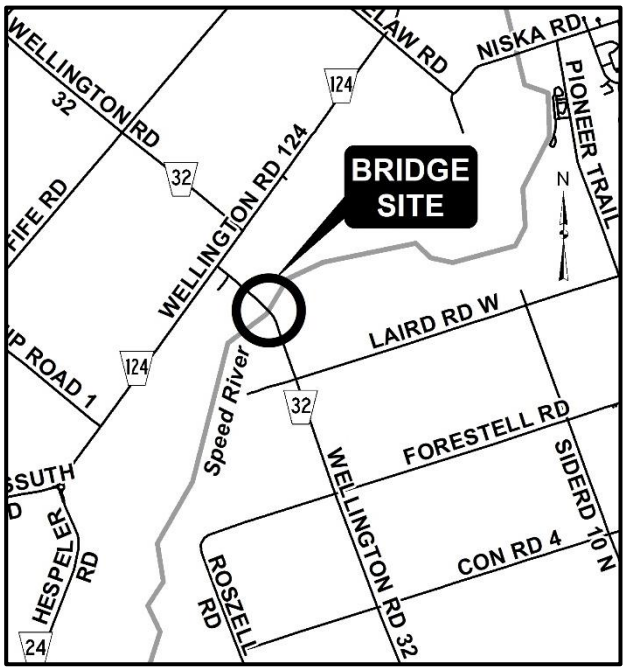
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Notice of Study Commencement

GFT

NOTICE OF STUDY COMMENCEMENT

County of Wellington
Wellington Road 32, Blatchford Bridge No. B032085
Township of Guelph/Eramosa and Township of Puslinch, Ontario
Schedule B Municipal Class Environmental Assessment



The Study

The Blatchford Bridge (No. B032085) consists of a single span steel through truss structure with a concrete deck over the Speed River. The bridge has a span and deck width of 31.7 m and 8.4 m respectively and was constructed circa 1949. The bridge is located on Wellington Road 32, approximately 600 m south of Wellington Road 124, bordering the Township of Guelph/Eramosa and Township of Puslinch. The study area extends approximately 0.5 km on either side of the bridge. As part of a bridge inspection conducted in 2023, the Blatchford Bridge, No. B032085 was found to be in poor condition with major elements showing signs of significant deterioration. Gannett Fleming has been retained by the County of Wellington to complete a Study to address these items.

The Process

In accordance with the requirements for Schedule B projects of the Municipal Class Environmental Assessment (as amended in 2015 & 2023). The study will confirm and document the existing structural deficiencies and identify alternative solutions, including rehabilitation or replacement of the bridge, and evaluate associated environmental impacts.

Comment Invited

A key component of the study will be consultation with interested stakeholders including public, agencies and Indigenous communities. We want to ensure that anyone with an interest in this study has the opportunity to provide input and feedback. Project updates will be posted on the Wellington County website www.wellington.ca/blatchfordEA and you are invited to provide input to the Project Team. Upon completion of the study, the planning process and recommendations will be documented in a Project File and made available for public review.

If you have any questions or concerns at any time during the study, or wish to be placed on the study mailing list to receive study notices directly, please contact either of the project team members below:

Joe de Koning, P.Eng.
Manager of Roads
County of Wellington
74 Woolwich Street
Guelph ON N1H 3T9
T 519.837.2601 x 2270
Email: joedk@wellington.ca

William Van Ruyven, P.Eng., PMP
Consultant Project Manager
Gannett Fleming Canada ULC
Royal Bank Plaza, Suite 1600, South Tower,
200 Bay Street, Toronto, ON M5J 2J3
T (437) 253-9279
Email: wvanruyven@gfnet.com

Information will be collected in accordance with the Freedom of Inform and Protection of Privacy Act and will become part of the public record.

Alternate Formats Available Upon Request

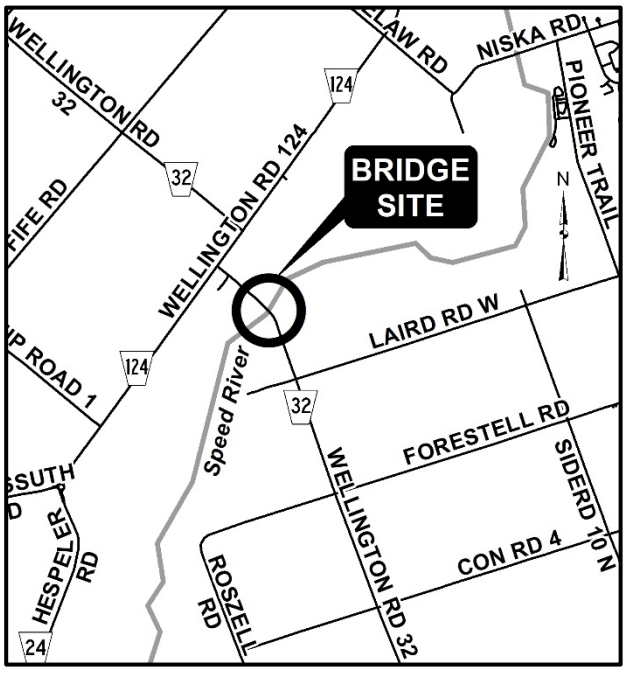
This notice first issued on May 30, 2024.

Notice of Public Online Information Centre

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NOTICE OF ONLINE PUBLIC INFORMATION CENTRE

County of Wellington
Wellington Road 32, Blatchford Bridge No. B032085
Township of Guelph/Eramosa and Township of Puslinch, Ontario
Schedule B Municipal Class Environmental Assessment



The Study

The Blatchford Bridge (No. B032085) consists of a single span steel through truss structure with a concrete deck over the Speed River. The bridge has a span and deck width of 31.7 m and 8.4 m respectively and was constructed circa 1949. The bridge is located on Wellington Road 32, approximately 600 m south of Wellington Road 124, bordering the Township of Guelph/Eramosa and Township of Puslinch. The study area extends approximately 0.5 km on either side of the bridge. As part of a bridge inspection conducted in 2023, the Blatchford Bridge, No. B032085 was found to be in poor condition with major elements showing signs of significant deterioration. GFT Canada has been retained by the County of Wellington to complete a Study to address these items.

The Process

In accordance with the requirements for Schedule B projects of the Municipal Class Environmental Assessment (as amended in 2015 & 2023). The study will confirm and document the existing structural deficiencies and identify alternative solutions, including rehabilitation or replacement of the bridge, and evaluate associated environmental impacts.

Public Engagement and Consultation

An online Public Information Centre (PIC) has been arranged to allow local residents and interested members of the public an opportunity to review and comment on the alternative planning solutions under consideration, the evaluation process, and the next steps in the study. Display boards will be made available to the public on the County website beginning **March 12, 2026**. They can be viewed any time after this date by visiting: https://www.wellington.ca/BlatchfordEA

Residents are encouraged to submit comments by **April 24, 2026**. Comment sheets are available on the County's website and can be submitted via an online form or by email.

If you have any questions or concerns at any time during the study, or wish to be placed on the study mailing list to receive study notices directly, please contact either of the project team members below:

Joe de Koning, P.Eng.
Manager of Roads
County of Wellington
74 Woolwich Street
Guelph ON N1H 3T9
T (519) 837-2601 x 2270
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Toronto, ON M5C 2V9
T (437) 253-9279
Email: wvanruyven@gftinc.com

Information will be collected in accordance with the Freedom of Inform and Protection of Privacy Act and will become part of the public record.

Alternate Formats Available Upon Request

This notice first issued on **March 12, 2026.**

Online Public Information Centre

GFT

County of Wellington

Blatchford Bridge No. B032085

Municipal Class Environmental (EA) Study

Wellington Road 32
Township of Guelph/Eramosa and Township of Puslinch



PUBLIC INFORMATION CENTRE - Online Package

GFT

Welcome

Welcome to the **online Public Information Centre (PIC)** for the Blatchford Bridge No. B032085 Class EA Study. This is the **only Public Information Centre** planned for this study. We invite you to securely sign-in online by visiting: www.wellington.ca/BlatchfordEA

We encourage your input and feedback on the materials presented through this online PIC. Questions or comments can be submitted online via the URL listed above, or email to:

Joe de Koning, P.Eng.
Manager of Roads
County of Wellington
519.837.2601 x 2270
joedk@wellington.ca

William Van Ruyven, P.Eng., PMP
Consultant Project Engineer
GFT Canada
437.253.9279
wvanruyven@gftinc.com

There is an opportunity at any time during the EA process for interested persons to provide written input. We ask that comments on the PIC materials be provided by **April 24, 2026** so that the Project Team can consider feedback in the next phase of the study.

Any comments received will be collected under the **Municipal Freedom of Information and Protection of Privacy Act** and, with the exception of personal information, will become part of the public record.

About This PIC

Purpose of This Package

- Introduce the Study and Municipal Class EA Process
- Review Existing Conditions, Problems and Opportunities
- Evaluate Alternative Planning Solutions
- Review Design Considerations
- Obtain Community Feedback and Identify Next Steps

How You Can Participate



Review this information package



Complete the **Online Comment Form**



Contact us directly

What is This Study About?

- Environmental Assessment (Class EA) to consider potential solutions to address the bridge condition.
- The study is being conducted in accordance with Schedule B of the Municipal Class EA process (2000, as amended in 2015 & 2023). The study will confirm and document the existing structural deficiencies and identify alternative solutions, including rehabilitation or replacement of the bridge, and evaluate associated environmental impacts.
- The Blatchford Bridge (No. B032085) is located on Wellington Road 32, bordering the Township of Guelph/Eramosa and Township of Puslinch, 0.8 km South of Wellington Road 124. It consists of a single span half-through (pony) steel truss structure with an exposed concrete deck, over the Speed River.
- The Bridge Study area extends approximately 1 km on either side of the bridge.





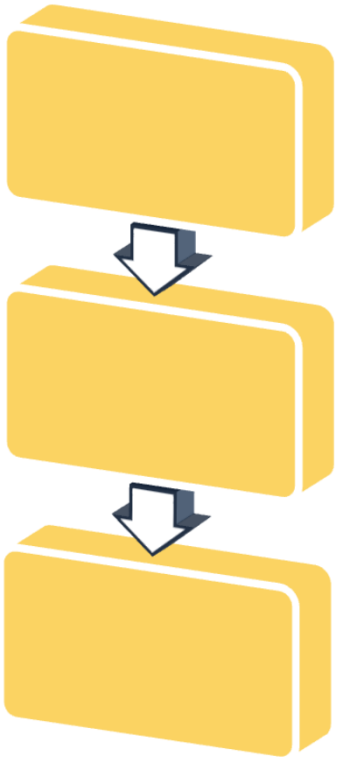
What is This Study About?

- In accordance with the requirements of the Schedule B Municipal Class EA process, the Study will identify the problem and opportunity, inventory natural, social, economic and cultural environments, identify and evaluate the planning alternatives and identify a recommended planning solution.
- The study considers numerous aspects including but not limited to: construction staging and traffic delays during construction, existing condition, serviceability limitations, local residences, business activity, general community access, cultural heritage and Indigenous values, as well as protection of the natural environment.
- Supporting technical components will inform the decision-making process and final Study recommendations, including:
    - Cultural Heritage
    - Archaeology
    - Drainage and Hydrology
    - Road Safety & Geometry
    - Natural Environment
    - Hydrogeology
    - Structural Design



Municipal Class EA Process

- This study is being conducted in accordance with the Ontario Environmental Assessment Act through the application of the **Municipal Class Environmental Assessment (MCEA).**
- The Class EA process enables the **planning and implementation of municipal infrastructure projects** taking into account the natural, cultural and socio-economic environmental setting, agency and public interests and unique project requirements.
- This study is following the MCEA **Schedule B process**, which involves two phases and one formal public engagement milestone. This process is depicted on the next slide.
- Public feedback is not limited to formal engagement milestones and is welcome at any time throughout the study process.



Municipal Class EA Schedule B Process

Phase 1: Problem and Opportunity
- Identify problems and opportunities

Notice of Study Commencement
May 2024

Phase 2: Alternative Planning Solutions
- Inventory natural, social, economic and cultural environments
- Identify and evaluate the planning alternatives
- Identify a Recommended Planning Solution
- Consult agencies and the public and select Preferred Planning Solution

Public Information Package
March 2026
- Existing conditions
- Problems and Opportunities
- Alternative Planning Solutions
- Design Considerations

We Are Here

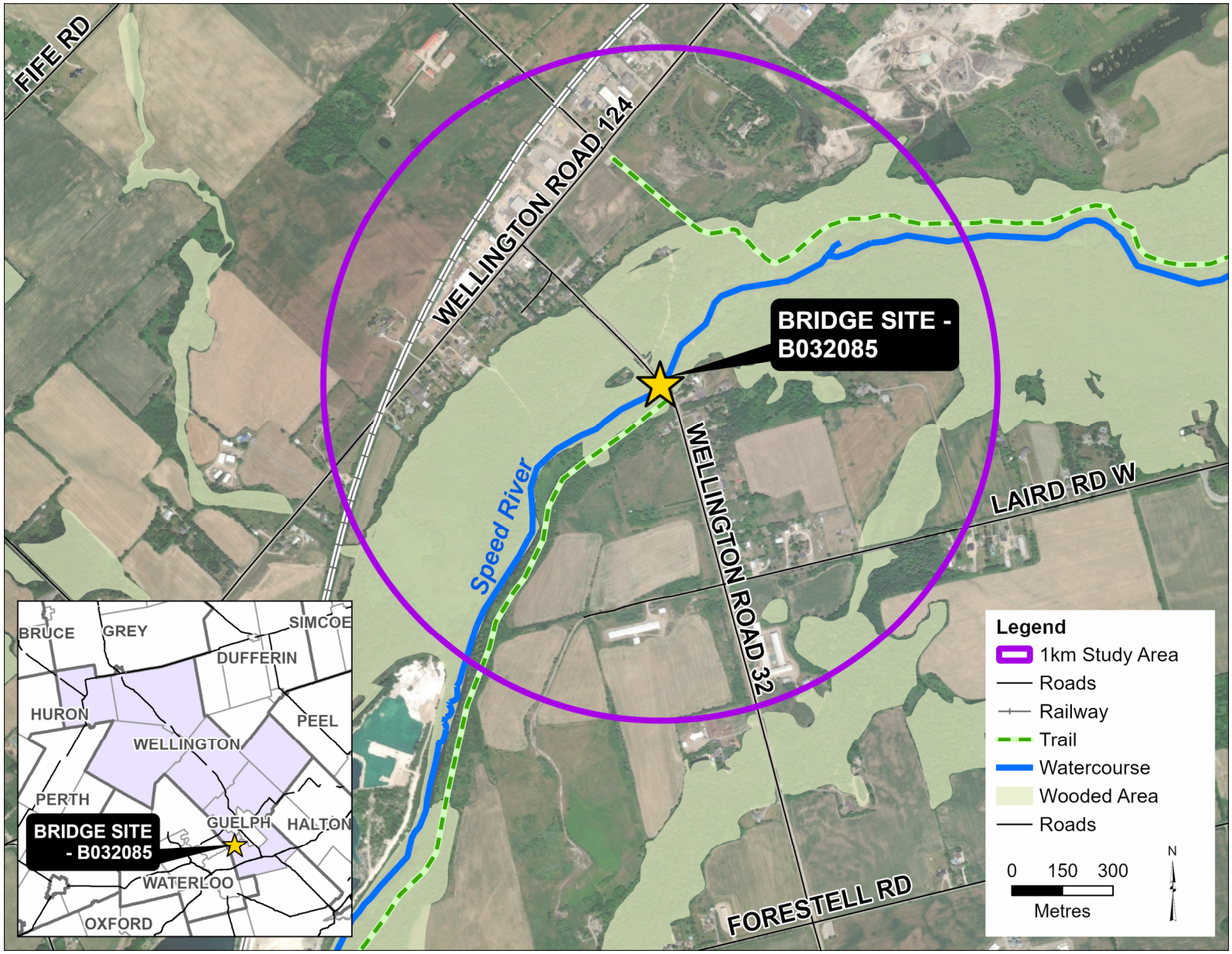
Project Documentation:
- Project File: Document decision making process of the EA Study

Notice of Study Completion
Tentatively Fall 2026

EA Approval

Design, Permits/Approvals and Construction
- Detailed Design

Study Area and Existing Conditions Overview



Existing Conditions

Summary of Key Considerations

- The bridge is generally in poor condition with severe deterioration. The load posting and narrow shoulders with a substandard roadway width present serviceability limitations.
- GRCA water level gauge station located on the northeast embankment of the bridge. Recommended to be impacted and relocated. This will be confirmed in the detailed design stage of the project.
- Hydraulic analysis of the Speed River at the structure indicates that the existing structure does not meet requirements (using the existing approved models). It may not be feasible to meet the requirements with road profile/span adjustments.
- Stage 1-2 archaeological assessment concluded that archaeological resources were not identified within the study area and no further archeological assessments are required.
- Bridge is considered to have cultural value or interest at a local level. Specifically, the subject bridge is a good representative of a half-through truss bridge in the local context and is historically linked to an engineer of local importance.

Existing Conditions

Transportation

- The Blatchford Bridge (B032085) carries two lanes of traffic on Wellington Road 32 over the Speed River, and is considered to be in a North-South direction.
- Wellington Road 32 is classified as an arterial road, with a posted speed limit of 60 km/h.
- The 2022 annual average daily traffic (AADT) in the vicinity of the Blatchford Bridge was approximately 7200.
- There are no active transportation facilities within the Study Area.



Existing Conditions

Community and Land Use

- Existing land use along Wellington Road 32 is prime agricultural with a mix of rural residences and commercial operations at its intersection with Wellington Road 124.
- The lands buffering the Speed River are classified as Core Greenlands and Greenlands per Schedule B3 and B7 of the Wellington County Official Plan.
- In 2021, a Road Master Action Plan for the County of Wellington was completed. This study contained no recommendations for Wellington Road 32 within the limits of Blatchford Bridge. Strategic plans were only recommended for Wellington Road 32 between Wellington Road 124 and Highway 7, therefore, the proposed alternatives in this study have not considered additional widening for future passing lanes.

Road Master Action Plan

Official Plan

Existing Conditions

Structure B032085

- The Blatchford Bridge was constructed circa 1949. The first known rehabilitation took place in 1992, when Blatchford Bridge was 43 years old. This rehabilitation involved replacement of the deck, cleaning and coating of the structural steel, installation of new expansion joints, and rock protection.
- The second known rehabilitation took place in 2010. This repair included the partial replacement of NW and SE bottom chord ends, the partial replacement of diagonal members at four locations, and the partial replacement of the lattice railing.
- The Bridge is currently posted with a load limit of 37 t – 47 t.





Existing Conditions

Structure B032085

- In general, severe corrosion and flaking of structural steel coating is present throughout bottom and top chord members and connection plates. Full depth perforations on bottom chords were identified around all quadrants. Abutment walls exhibited signs of deterioration with delamination, spalls, scaling, and cracks present. The traffic barriers and railing are in poor condition with missing panels and impact damage.
- Several components are in need of maintenance, rehabilitation and/or replacement and the bridge is approaching the end of its useful service life.
- Functional/operational deficiencies including sub-standard barrier protection are noted on this site.
- Main load bearing components (steel trusses) are exposed to potential traffic impact damage that could impact the capacity.



Existing Conditions

Abutment & Wingwall

North Abutment



South Abutment



Spalling, Delamination, Cracking, Efflorescence

Southwest Wingwall





Cracks, Spall and Scaling

South Ballast Wall



Existing Conditions
Deck Soffit

Deck Soffit





Cracking with Efflorescence

General View



Existing Conditions

Truss

Bottom Chords





Corrosion and Perforations



Deteriorated Coating



Vertical & Diagonal Members



Impact Damage

Corroded and Flaked Vertical Lattice Bars



Existing Conditions

Bearings

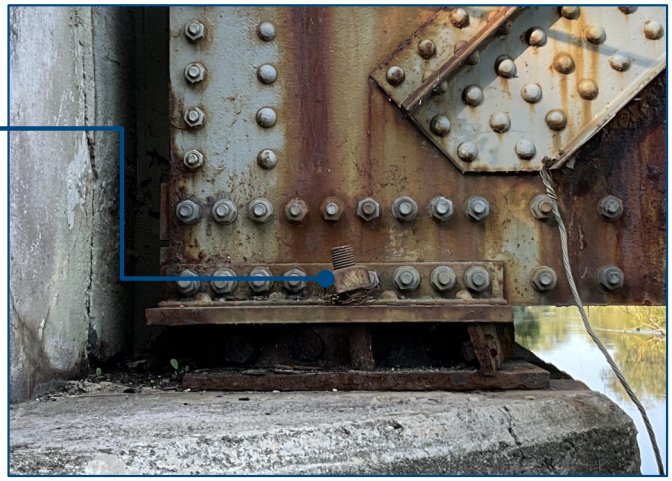
Southwest Bearing



Corrosion on Bolts

Severe Bearing Deterioration

Southeast Bearing



Northwest Bearing



Reduction of Bearing Seat

Medium Plate Corrosion

Northeast Bearing



Existing Conditions

Barrier System

West Traffic



Medium Corrosion

East Traffic Barrier





West Guiderail



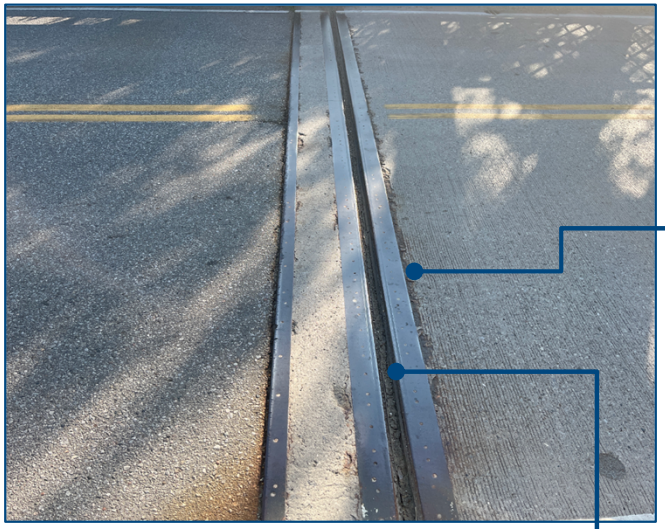
Impact Damage



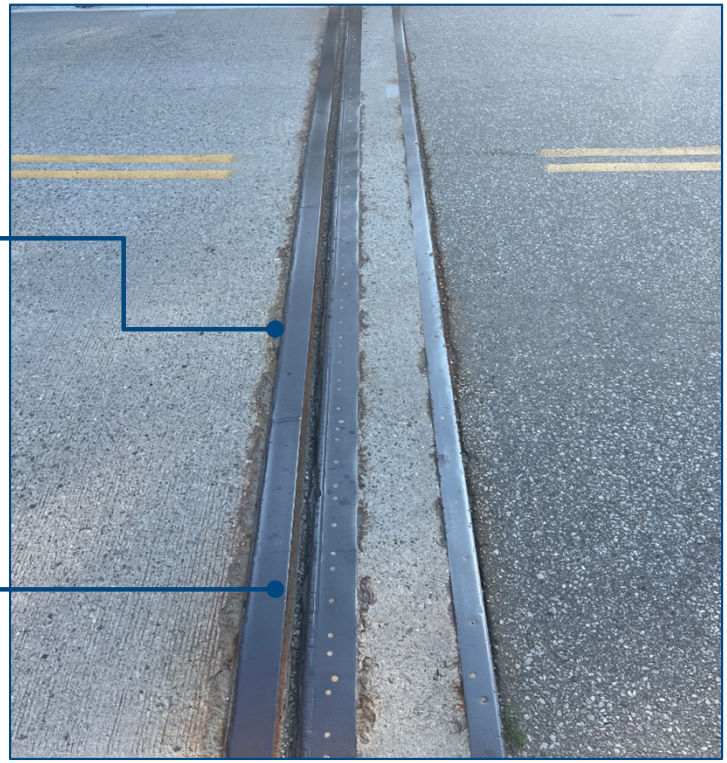
Existing Conditions

Wearing Surface & Expansion Joint

North Expansion Joint



South Expansion Joint



Gouges/Impact Damage on Steel, Cracking and Spalls on Concrete End Dams

Failure of Strip Seal Joint

Wearing Surface



Light Surface Scaling

Existing Conditions

Heritage

- A Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA) were completed to summarize the historical and cultural background of the subject bridge, assess the impacts of the proposed work on the bridge's cultural and heritage values, and develop mitigation strategies to preserve these values.
- Designed by the Wellington County Engineer, W.H. Keith, who led the repair and replacement of numerous notable bridges in the Wellington County.
- Only remaining half-through truss structure in the Townships of Guelph/ Eramosa and Puslinch.
- The abutments of the previous bridge are still present on the East sides of the bridge.





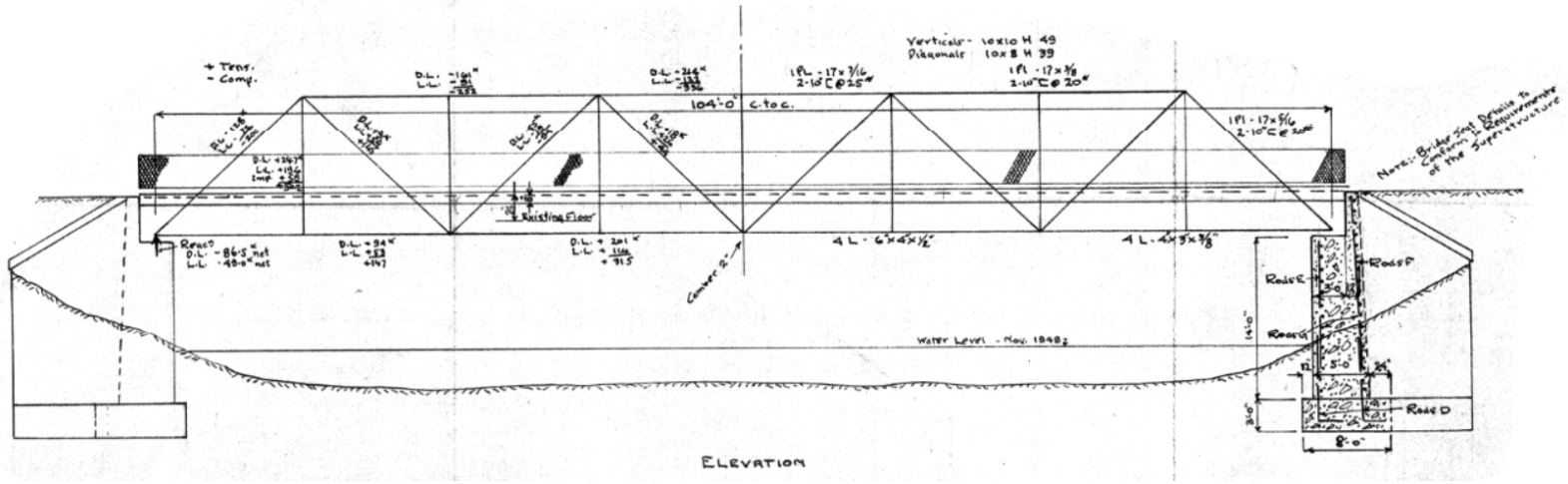
- The bridge is a good representative of a half-through truss bridge in the local context and is historically linked to an engineer of local importance.
- The bridge is considered to have cultural value or interest at a local level through design/ physical and historical/ associative values.

Existing Conditions

Heritage

Should replacement be preferred, cultural heritage value may be mitigated by:

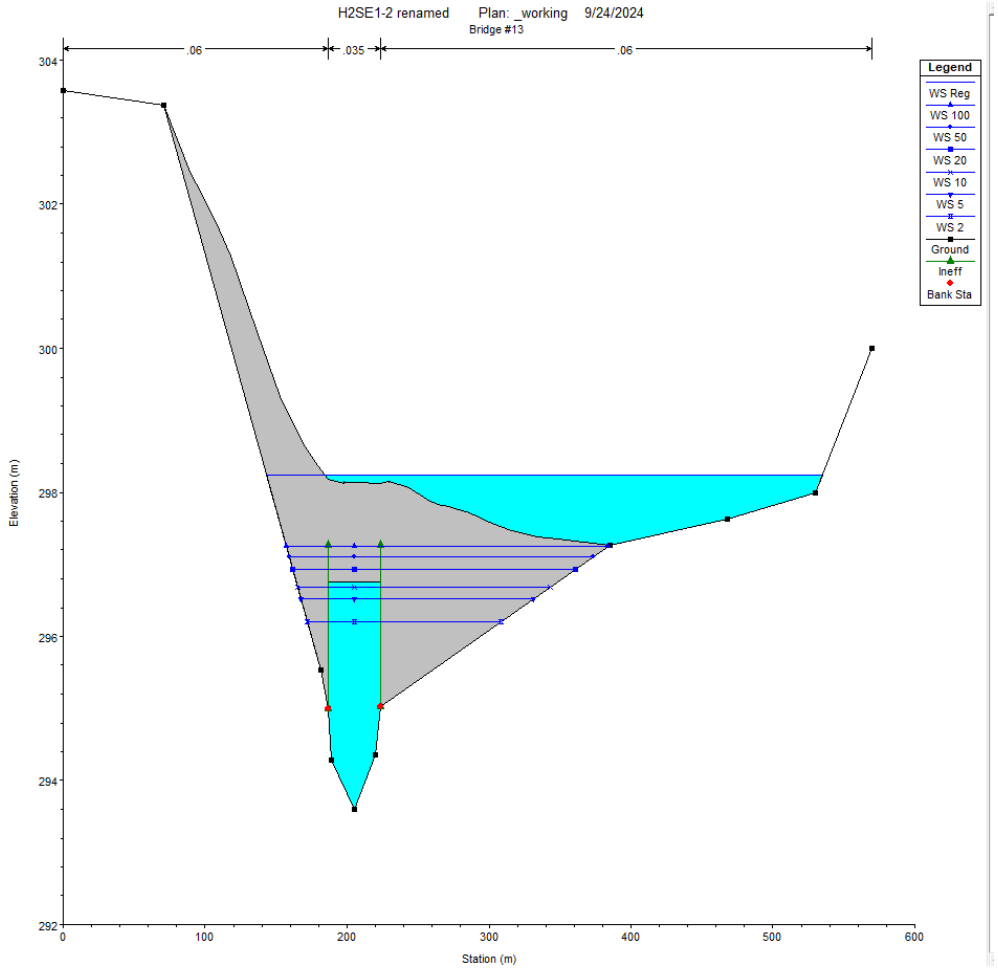
- Incorporating visual elements reminiscent of the existing half-through truss design, such as geometric patterns into concrete barriers or lattice-like railings.
- Prior to removal, investigate the feasibility of relocating or salvaging structural elements of the existing bridge for adaptive re-use or commemorative purposes to reduce the negative cultural heritage impacts.
- Consider salvaging select structural elements like truss panels or sections with riveted connections for incorporation into a commemorative interpretation.
- Develop a commemorative installation featuring information panels and photographs of the 1949 bridge.



Existing Conditions

Drainage & Hydraulics

- A hydraulic analysis was completed using the existing approved GRCA model to confirm the performance of the existing structure and multiple alternative scenarios were reviewed to inform the span length and profile of the new preliminary bridge design.
- The analysis confirmed that the existing structure does not meet Highway Drainage Design Standards hydraulic requirements or MNRF flood hazard requirements for Regional events with the GRCA hydraulic model flows.
- The new structure provides minor improvements but does not achieve performance criteria stated above



Existing Bridge Hydrologic Model Results for Various Flow Scenarios

Existing Conditions
Drainage & Hydraulics

To meet the design standards:

- Significant profile adjustments would be required (far beyond the limits of the bridge replacement).
- Profile adjustments would necessitate adjacent driveway access challenges, significant property impacts and/or additional retaining walls along the road.
- The new span would need to be multiple times longer than the existing bridge and would be inconsistent with typical crossing along the Speed River.

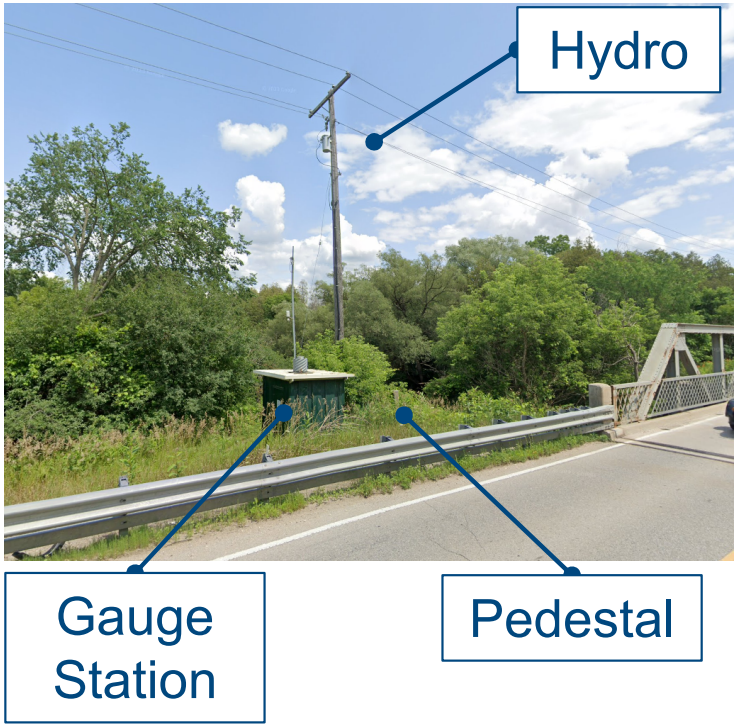
Considering the site constraints and practical replacement alternatives, it is anticipated that it may not be feasible to meet the design standards using the hydrologic information in the existing GRCA approved model. Further verification of hydrologic flows in the model will be required during detailed design.

There may be an opportunity to refine design flows during detailed design given that flow monitoring records are available for the past 18 years, and generally present significant flow reduction when considering a flood frequency analysis.

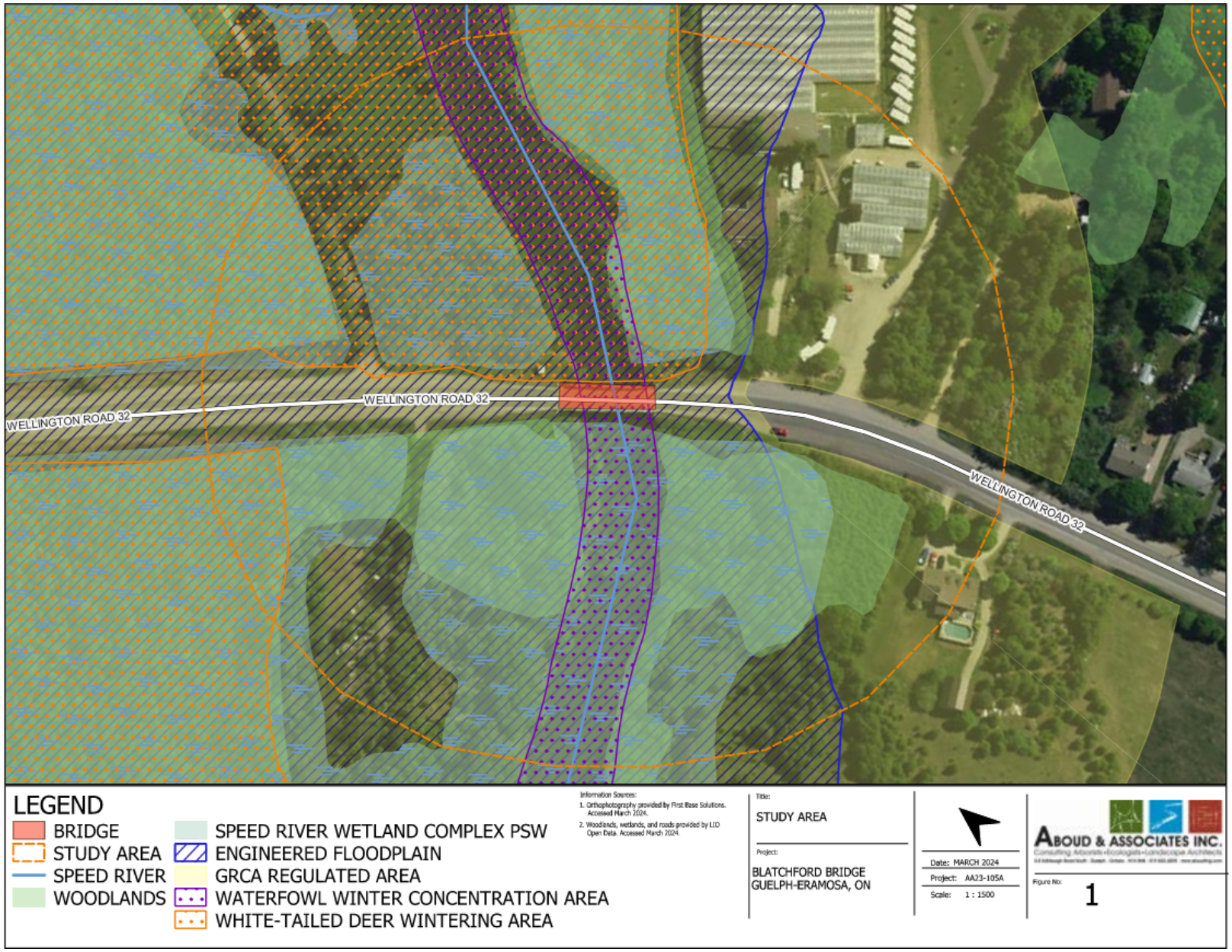
Existing Conditions

Utilities

- There are overhead hydro wires located approximately 6.5 m East of the existing bridge. These are not anticipated to be in conflict for a potential bridge rehabilitation or replacement; however, clearance requirements must be provided.
- The GRCA gauge station may require relocation for the replacement alternative. This will be confirmed in the detailed design stage of the project.
- Communication cables are attached to the East abutments and truss. It is anticipated that these will be impacted and temporarily supported during construction.
- A communication pedestal is located beside the GRCA gauge station which is anticipated to be impacted. This will be confirmed in the detailed design stage of the project.
- An Enbridge gas main is located Southeast of the bridge and is not anticipated to be in conflict for a potential bridge rehabilitation or replacement.



Natural Environment – Map



Natural Environment – Overview

- The Speed River floodplain is regulated by the Grand River Conservation Authority (GRCA) under O.Reg. 150/06.
- Blatchford Bridge is located within the Speed River Provincially Significant Wetland (PSW) complex, Waterfowl Winter Concentration Area, and White-tailed Deer Wintering Area.
- The Speed River and its surrounding vegetation and wildlife is the most prominent natural feature in the study area.
- Vegetation in study area consists of: White Cedar Mineral Coniferous Swamp, Willow Mineral Deciduous Swamp, White Cedar-Hardwood Mineral Mixed Swamp, and Tamarak-Hardwood Mineral Mixed Swamp.



- No SAR presence or potential presence, and no critical habitat for any SAR was identified on the online Fisheries and Oceans Canada (DFO) mapping system in a 1 km radius around the subject lands.

Natural Environment – Field Surveys

- Eight (8) species of birds were detected during a Breeding Bird Survey and six (6) species were presumed to be breeding. The Eastern Kingbird was identified which is a GRCA Conservation Priority species.
- The study area provides potential habitat for the Blanding's Turtle. This species is identified as occurring within the County per the MNRF species occurrence mapping.
- No nesting cavities for Woodpecker species were identified.
- Fish and crayfish were observed during an aquatic habitat assessment.
- No Species At Risk (SAR) or associated nesting sites were identified within the study area during field surveys.
- No aquatic SAR (e.g., fish or mussels) were found in the vicinity of the bridge.
- No trees that demonstrate the characteristics of candidate bat maternity were identified near the bridge.



Blanding's Turtle

Natural Environment – Timing Windows

- In-water activity is restricted between **March 15** and **June 30** of any year to avoid impacts to the watercourse during the sensitive life stages of the fishery in the Speed River.
- To protect overwintering turtles, no in-water works shall be permitted between **September 30** and **April 1** unless the aquatic construction zone is isolated prior to September 1 (of any year).
- To protect migratory birds, vegetation clearing shall be avoided during the identified “Regional Nesting Period” from **April 1** to **August 31**.
- To protect migratory birds, tree clearing shall be avoided during the identified “Bat Maternity Timing Window” from **April 1** to **September 30**.



Problem & Opportunities

Based on the assessment of the existing Blatchford Bridge and an overview of the area features, the problem being addressed is described as follows:

- Main load carrying truss members (designed without redundancy) are exposed to traffic impacts.
- The bridge is in an advanced state of deterioration.
- The bridge is load posted and has narrow shoulders.
- The bridge has deficient barrier protection.



The cost of maintaining the current bridge under a rehabilitation approach is expected to meet or exceed the cost of replacement options and therefore the EA Study has been initiated to define the most appropriate bridge management strategy to carry forward.

Alternative Planning Solutions

To address the poor conditions of the Blatchford Bridge, the following planning solutions are being considered:

Alternative Planning Solution	Description
Do Nothing	No improvements would be made to the structure. The structure would continue to be monitored / inspected. Through time, it is expected that bridge closures would occur as conditions worsen.
Rehabilitation	Rehabilitation includes repairs to bearings, railings, truss, curbs, sidewalks, soffit and substructure repairs, deck and substructure repairs.
Replacement	Replacement involves removal of the existing structure and construction of a new structure at or close to the existing location. The proposed structure replacement type and construction / traffic staging methods would be verified upon completion of the study during the detailed design.

Factors Considered in Evaluating Alternative Solutions

Socio-Economic Environment

- Consistency with Official Plans and policies
- Potential property requirements
- Impacts to residents and business (operations and access)
- Impacts to agricultural lands and operations

Transportation

- Consistency with transportation planning and policy documents
- Traffic operations and efficiency

Natural Environment

- Potential indirect and direct impacts to terrestrial and aquatic species and habitats
- Potential impacts to Species at Risk and their habitat

Surface Water and Groundwater

- Management of road runoff
- Protection of surface water features and watercourse crossings
- Flood conveyance
- Protection of groundwater resources

Technical

- Structural condition and deficiencies
- Hydraulic capacity of channel
- Design requirements and construction constraints / complexity

Cultural Environment

- Archeological Resources
- Cultural Heritage Resources

Preliminary Cost Estimate

- Capital costs estimate for high-level comparison purposes

Evaluation Criteria

- **Transportation / Traffic Maintenance:** including existing and future traffic operations, emergency vehicle access, flexibility for staged construction.
- **Socio-Economic Environment:** including direct and/or indirect impacts related to property, utility facilities, site contamination and noise.
- **Structure:** including advanced state of deterioration, structural deficiencies, functional deficiencies, operational deficiencies, barrier deficiencies, guide rail deficiencies, number of spans/piers, span length(s), depth and width of fill at roadway approaches, embankment widening, the need for retaining walls and general safety concerns.
- **Cultural Environment:** including impact on archaeology, built heritage and cultural landscape resources.
- **Natural Environment:** including direct and/or indirect impacts on watercourses, fisheries, aquatic habitat, terrestrial ecosystems, and shoreline habitat.
- **Hydraulics:** including hydraulic capacity and performance related to future design storms.
- **Roadway Geometry:** including drainage, grades, horizontal curves.
- **Cost Estimate:** including property and construction costs.

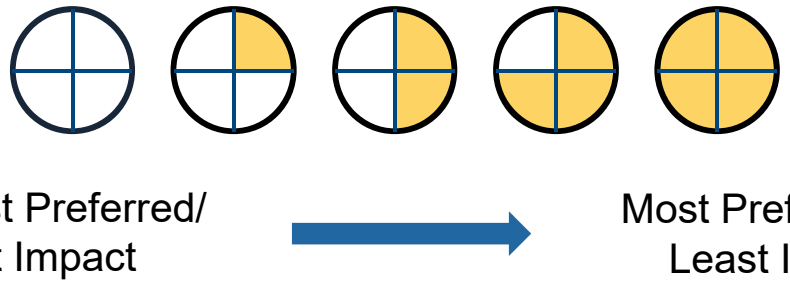
Assessment & Evaluation Process

The multi-factor analysis has two basic steps:

- **Assessment of Impacts:** The potential benefits and impacts of each alternative were assessed against comprehensive set of factors / criteria.
- **Evaluation of Alternatives:** A comparative examination of the relative advantages and disadvantages of the alternatives and a ranking of most preferred to least preferred is developed. Ultimately each factor is reviewed in the context of the overall project objectives and needs.

The assessment and evaluation is presented in detail over the next few slides and followed by a summary of the key considerations.

The evaluation utilizes the following system to indicate relative ranking or preference:



Evaluation of Alternative Planning Solutions

Category	Do Nothing	Rehabilitation	Replacement
Transportation / Traffic Maintenance	- No immediate changes - Long term impacts would arise as travel would become limited or close, in the long-term due to deteriorating conditions of the bridge and likely eventual closure - Does not address load posting or narrow width	- Some short-term traffic impacts during rehabilitation works (e.g. lane closures or temporary detours) - Local and regional traffic may experience delays during rehabilitation works - Does not address load posting or narrow width	- Maintains Bridge in its current location in the long-term - Construction for bridge replacement would involve traffic management such as possible lane restrictions, road closures and temporary detours - Local and regional traffic may experience delays during construction - Long term improved safety and operation - New bridge will be more durable and low maintenance design (no steel coating or main load carrying members exposed to traffic impacts)
			

Evaluation Continued…

Category	Do Nothing	Rehabilitation	Replacement
Socio-Economic	- No immediate changes to existing conditions; however, as structural conditions decline, significant socio-economic impacts would arise. There is potential for further load restrictions and the eventual closure of the bridge due to deteriorating conditions - No impacts to utilities are anticipated - No property impacts - No impacts to accessing the Guelph to Cambridge hiking trail on the southwest embankment	- No impacts outside of existing right-of-way - Temporary alteration of travel/ commuter routes and impact to adjacent/alternative route(s) during construction - Temporary impact to local residents, commercial, industrial and agricultural businesses during rehabilitation construction - No impacts to utilities are anticipated - No property impacts - Potential impacts to accessing the Guelph to Cambridge hiking trail	- Temporary alteration of travel / commuter routes and impact to adjacent / alternative route(s) during construction - Temporary impact to nearby gravel pits and other local commercial, industrial and agricultural businesses during construction - Noise and dust and other associated inconveniencies during construction - Disruption to local businesses, farm operations and residences during construction - Minor impacts to utilities are anticipated - Potential property impacts - Potential impacts to accessing the Guelph to Cambridge hiking trail
			

Evaluation Continued…

Category	Do Nothing	Rehabilitation	Replacement
Structural	- Structural conditions would worsen until more drastic measures would have to be taken such as additional bridge load reduction or closure in order to manage risk to the public - Sub-standard barrier protection and guide rail protection not addressed - Main load bearing components (steel trusses) are exposed to potential traffic impact damage - Could eventually result in severe structural damage or even collapse	- Provides short term solution to structural deficiencies; however, does not ultimately address the limited design life and does not address design deficiencies - Only defers but does not avoid eventual structure replacement - Addresses failure of coating system - Addresses failure of traffic barrier - Main load bearing components (steel trusses) are exposed to potential traffic impact damage - Could eventually result in severe structural damage or even collapse	- Provides a long-term solution to addresses all structural and design deficiencies of Blatchford Bridge - Opportunity to consider rapid replacement techniques and other means of optimizing construction to manage impacts - New bridge will be more durable and low maintenance design (no steel coating or main load carrying members exposed to traffic impacts) - Provides traffic barriers that comply with current standards - Addresses failure of traffic barrier - Lifespan of new structure is 75 years
			

Evaluation Continued…

Category	Do Nothing	Rehabilitation	Replacement
Cultural Environment	- No archaeological impacts - No impacts to built heritage resources - No impacts to cultural heritage resources	- Limited potential archaeological impacts - Consistent with the principle of preservation of material to its highest integrity and would maintain some heritage attributes of the bridge.	- Limited potential archaeological impacts - Demolition would result in the loss of bridge heritage attributes - Impacts could be minimized if the new bridge retained its original location and adopted a design that draws from the materials and design inspiration of the current bridge while maintaining legibility (new work that is distinguishable from the old) - Mitigation includes documentation and photographic recording prior to removal
			

Evaluation Continued…

Category	Do Nothing	Rehabilitation	Replacement
Natural Environment	- No immediate changes to existing conditions	- Potential for indirect impacts (e.g., debris and sediment release with rehabilitation works) can be managed using appropriate mitigation measures (e.g., proper erosion and sediment controls, use of in-water work and animal nesting timing windows). - No permanent impacts on the aquatic habitat of the Speed River	- Temporary in-stream works and direct impacts associated with partial removal of existing abutments. Work zone can be isolated from river and the areas will be restored following construction with rock protection. - Minor direct impacts to common roadside and riparian vegetation Areas to be restored following construction with ESC blankets. - Minor direct impacts and potential indirect impacts can be managed using appropriate mitigation and restoration measures (e.g., proper ESC, use of timing windows for works). - Eliminates of deck drains
			

Evaluation Continued…

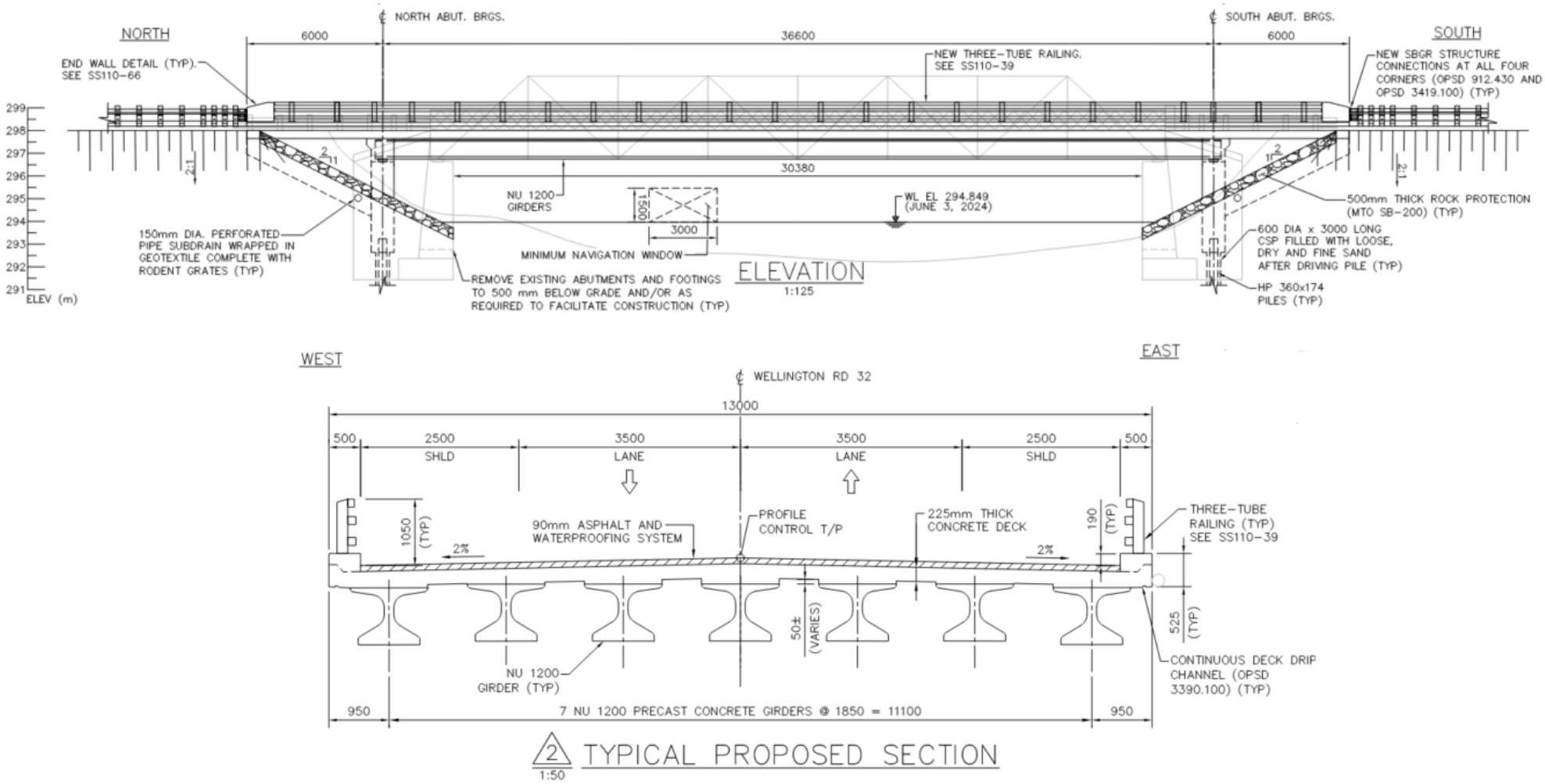
Category	Do Nothing	Rehabilitation	Replacement
Hydraulics	- Does not meet standards - No changes to existing conditions	- Does not meet standards - No changes to existing conditions	- Improves capacity, but may not be feasible to meet all standards.
			
Roadway Geometrics	- Substandard width not addressed	- Substandard width not addressed	- Improves sight distance - Improves cross section to meet standard requirements
			
Cost Estimate	- No initial capital costs - Ongoing costs for monitoring and inspections (these have potential to increase due to more frequent inspections required)	- Initial capital cost of 2.0 million - Net present value of 3.6 million*	- Initial capital cost of 3.8 million - Net present value of 3.7 million*
			

**Net present value of 50 year life cycle cost*

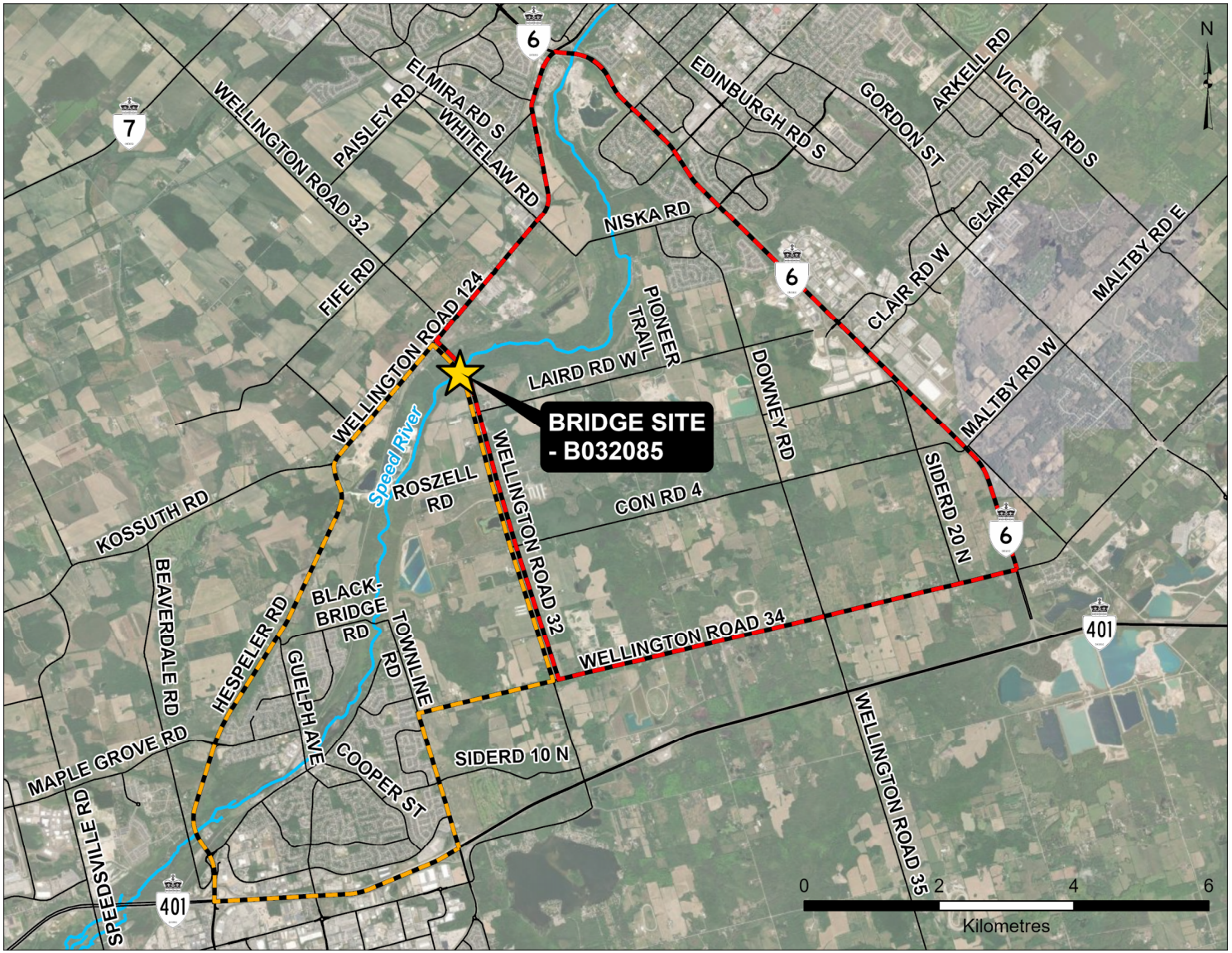
Alternative Planning Solution Summary

Alternative Planning Solution	Assessment Summary	Conclusion
Do Nothing	• Not a reasonable alternative because significant structural deficiencies would not be addressed. • Would lead to increased load restrictions and eventually, road closure.	Does not address the problem and is not considered an acceptable alternative. Therefore, this alternative is not recommended.
Rehabilitation	• Extensive and ongoing rehabilitation would be required. • Rehabilitation would add limited additional service life to the bridge. • Only defers/delays a longer-term solution (i.e. eventual bridge replacement)	Addresses some of the structural deficiencies but would not address operational deficiencies. Therefore, this alternative is not recommended.
Replacement	• Existing bridge would be removed and new foundation / abutments would be installed. • All design criteria would be met. • Long term improved safety and operation. • New bridge will be more durable with lower maintenance design. • Traffic delays will occur over multiple construction seasons. Construction staging and traffic management can ease disruption. • Rapid replacement to be considered in next study phase.	Addresses the structural and functional deficiencies; a longer-term solution. This alternative is selected as the preliminary preferred alternative solution. **Recommended**

Recommended Bridge Replacement Concept



Detour Route for Blatchford Bridge Closure During Construction



Bridge Replacement Design Considerations

Many considerations will go into the detailed design phase following completion of the Class EA study for the proposed bridge replacement:

- Traffic safety standards
- Soil conditions and bridge foundation needs
- Bridge size requirements, materials, construction methods
- Accelerated construction techniques
- Construction staging and traffic management
- Construction scheduling and duration
- Utilities impacts, protection and/or relocations
- Groundwater conditions, groundwater pumping
- Environmental mitigation
- Permits/approvals



Next Steps

Following this Public Information Center (PIC), we will:

- Collect all public comments and respond to questions, as appropriate
- Confirm the Preferred Planning Solution
- Prepare the Project File
- Publish a Notice of Study Completion
- Allow for a minimum 30-day review period of the Project File
- Proceed with detailed design and the implementation for the bridge replacement



Public consultation and feedback is one of the main objectives of the Municipal Class Environmental Assessment process. We encourage all questions or comments regarding the study or the contents of the presentation material to be submitted to the Project Team by **April 24, 2026**. Please refer to the County's website or the "Welcome" slide of these displays for contact information. All information is collected in accordance with the Freedom of Information and Privacy Act.

Thank you for Participating!



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