

Report to Council

Report Title: Riversdale Bridge Environmental Assessment Phase 2

Prepared By: Gregg Furtney, Director of Operations

Department: Operations

Date: February 9, 2021

Report Number: PW2021-02 **File Number:** C11PW, T11

Attachments: GM BluePlan Presentation

Recommendation:

That the Council of the Municipality of Brockton hereby receives Report Number PW2021-02 - Riversdale Bridge Environmental Assessment Phase 2, prepared by Gregg Furtney, Director of Operations, and in doing so approves Option _____ to complete Phase 2 of the Environmental Assessment.

Report:

Background:

The Riversdale Bridge (Greenock Bridge No. 2) is a steel truss, single span bridge supported at each end by concrete abutments. It has a timber deck with a gravel approach from the east and an asphalt approach from the west. It is approximately thirty-seven (37) meters long and approximately four (4) meters wide. The bridge structure has been recommended for replacement since 2014 and has had repair work already done to it in 2003 and 2008, including the replacement of several steel truss members, steel stringers, steel crossbeams, and the timber deck.

As per report PW2020-13 (May 12, 2020) – Closure of Riversdale Bridge, GM BluePlan recommended that the Riversdale Bridge be closed until remedial work or other options, as assessed and approved by Council, were completed. As per the recommendation from GM BluePlan, the Riversdale Bridge was closed.

To further the process, GM BluePlan was tasked with completing a Municipal Class Schedule 'B' Environmental Assessment. GM BluePlan is ready to complete Phase 2 of the Environmental Assessment process. To complete Phase 2, Municipal Council is asked to select a "Preferred Solution" and then GM BluePlan will confirm all of the Environmental Assessment Requirements.

The purpose of this report and the presentation by GM BluePlan is to have Council select a "Preferred Solution" so that staff and GM BluePlan can confirm the Environmental Assessment requirements. There is no commitment needed by Council to make any additional decisions at this time. Further reports will come to review project scope, refine cost estimates, and to review tender submissions. Regardless of the

recommendation proposed by staff and GM BluePlan, the decision on what the “Preferred Solution” is lies with Council and that decision will be part of the project file submitted to the Ministry of Environment, Conservation, and Parks.

Analysis:

The purpose of this report and the presentation by GM BluePlan is to have Council select a “Preferred Solution” so that staff and GM BluePlan can confirm the Environmental Assessment requirements.

Based on Engineering Best Practices and driven by the process and guidelines provided by the Ministry of Environmental, Conservation, and Parks (Environmental Assessment Branch), GM BluePlan has suggested five (5) options for Council to consider:

- 1.) Do Nothing
- 2.) Rehabilitation of the existing structure
- 3.) Bridge Replacement
 - A. One-Lane Vehicular Bridge
 - B. Two-Lane Vehicular Bridge
 - C. Recreational Bridge for pedestrians and snowmobiles/ ATVs
- 4.) Full Bridge Removal with no replacement
- 5.) Bridge Retention/ Adaptation

For option three (3) – One-Lane, Two-Lane, or Recreational Bridge, the existing structure would be fully removed and “pilings” would need to be installed instead of traditional footings to support any new structure. A geotechnical investigation was completed in February of 2021 and confirmed the need for “pilings”.

Based on the Environmental Assessment process criteria (General, Technical, Social, Cultural, Natural, and Economic) the recommended option is option four (4) – Full removal of the existing bridge with no replacement. For reference, Bridge 11 was removed in 2019 and had a traffic count of +/- 150 vehicles per day. The traffic count on the Riversdale Bridge is less than 100 vehicles per day. If Council supports replacing the existing bridge (option 3. A – One-Lane Bridge, B – Two-Lane Bridge, or C – Recreational Bridge) the recommendation would be to pursue option 3.) B – a Two-Lane Bridge. Cost estimates for all options are within the GM BluePlan presentation attached. The cost estimates need to be further refined and market submissions, through the tendering process, will determine the final cost of the project. GM BluePlan and municipal staff are looking at Cast-In-Place Concrete, Prefabricated Steel, Fiberglass, and Timber Frame options if Option 3 becomes the “Preferred Solution”.

Upon approval of the “Preferred Solution”, municipal staff and staff from GM BluePlan Engineering will finalize the Environmental Assessment Project File and advertise the “Notice of Project Completion”. There is then a 30-day Public Review Period and, for Indigenous Communities, a Part II Order Request Period. After completing those steps, staff will refine the project scope and proceed with tendering and construction as directed by Council and by way of Brockton’s Procurement Policy.

Sustainability Checklist:

What aspect of the Brockton Sustainable Strategic Plan does the content/recommendations in this report help advance?

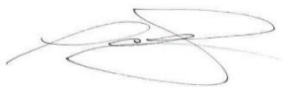
- Do the recommendations help move the Municipality closer to its Vision? Yes
- Do the recommendations contribute to achieving Cultural Vibrancy? N/A
- Do the recommendations contribute to achieving Economic Prosperity? N/A
- Do the recommendations contribute to Environmental Integrity? Yes
- Do the recommendations contribute to the Social Equity? Yes

Financial Impacts/Source of Funding:

- Do the recommendations represent a sound financial investment from a sustainability perspective?
N/A

Because the Environmental Assessment Project File has not been completed and submitted to the Ministry of Environmental, Conservation, and Parks for review and approval and because Council has not yet chosen a “Preferred Solution”, the project scope and refined cost estimates have not yet been established for this project. Estimates are provided in the presentation.

Reviewed By:



Trish Serratore, Chief Financial Officer

Respectfully Submitted by:



Gregg Furtney, Director of Operations

Reviewed By:



Sonya Watson, Chief Administrative Officer