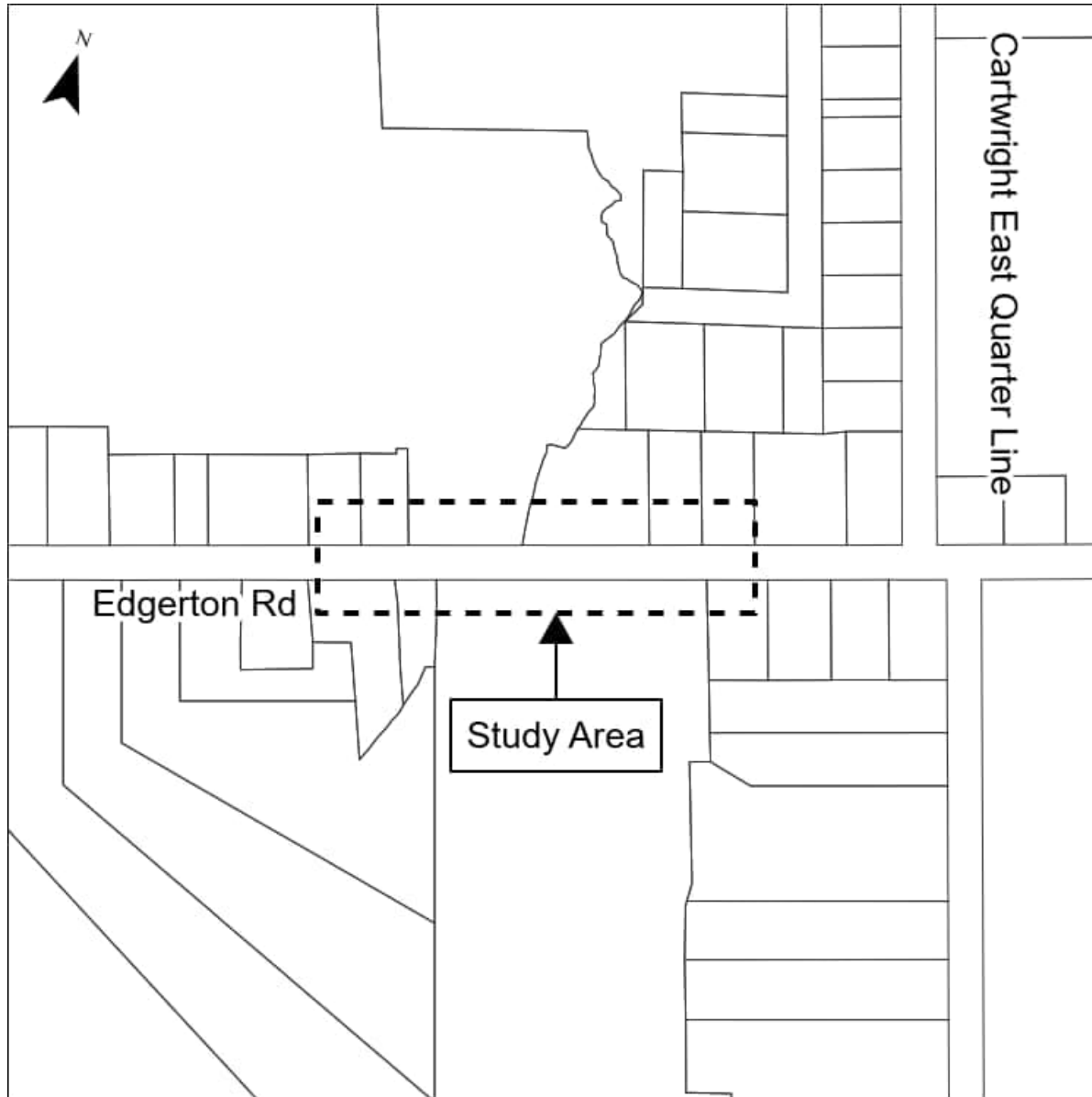


Municipal Class Environmental Assessment Scugog Edgerton Road Bridge Improvements





The Township of Scugog is completing a Municipal Class Environmental Assessment (MCEA) to evaluate options for improvements (i.e., rehabilitation, replacement, removal or do nothing) to the Edgerton Road Bridge (Bridge No. 11).

Problem Opportunity Statement:

The Township of Scugog has identified the need to consider options for improvements to the Edgerton Road Bridge to address operational issues including its deteriorating condition and load restrictions.

Municipal Class Environmental Assessment (MCEA) Process

This project is being completed as a Schedule B Project (Phases 1 and 2), as defined in the Municipal Engineers Association Class EA (February 2024) document.

Phase 1

- **Confirm Problem / Opportunity Statement**

Phase 2

- **Identify Alternative Solutions**
- **Inventory environment**
- **Consult review agencies, Indigenous Nations and Public**
- **Evaluate Alternative Solutions and select Preferred Solution**

The following studies have been completed to characterize the environment of the study area, develop criteria for the evaluation of the options for the bridge and identify possible impacts and mitigation measures.



Existing Conditions – Natural Heritage

The Study Area contains several natural feature constraints:

- East Cross Creek – flows from south to north beneath the bridge and is generally considered to provide and contribute to cold water habitat, utilized by sensitive trout species

The watercourse channel is not well aligned with the existing bridge causing erosion and scour along the western bank and bridge abutment.

- Vegetation – lands immediately upstream (south) contain a treed corridor, while lands downstream (north) are residential properties with manicured lawns
- Species at Risk (SAR) – based on preliminary review, the wooded areas and aquatic features in the vicinity of the study area may include potential habitat for SAR, including birds, bats, trees, turtles and frogs
- The Study Area is located within the Kawartha Region Conservation Authority (KRCA) Regulated Area, and the project will require a permit under O.Reg. 41/24 prior to construction



Archaeological Potential

- A Stage 1 Archaeological Assessment was completed to assess the archaeological potential of the study area. The report identified the area has been extensively disturbed. Further archaeological assessment (e.g. Stage 2) was not recommended

Built Heritage / Cultural Heritage Landscape

- The existing bridge structure has been identified as having Cultural Heritage Value or Interest (CHVI)
- Heritage attributes include its location, structure type, narrow width, paneled architectural details on barriers, and surface texture of the original form work



Road Width

- The current road width on the approaches is approximately 7.0 m, which is considered substandard compared to the minimum MTO design guidelines, which recommend a driving platform width of 8.0 m.



Bridge Width

- The existing bridge provides a narrow, 5.7 m wide driving platform, which does not meet the current standard minimum bridge width of 8.5 m between the inside face of barriers for a two-lane bridge, per MTO design guidelines.



Load Restrictions

- The bridge is currently subject to load restriction of 8 / 14 / 19 tonnes.



Road Profile

- The existing road profile has a posted speed limit of 40 km/h at the bridge location. The existing profile currently has a design speed of 30 km/h and is deficient, based on minimum stopping sight distances.



Property Access

- Several residential driveway entrances are located near the bridge structure, including a field entrance to Brown Lake, which could be affected by road profile adjustments



Existing Physical Conditions:

- The bridge was originally constructed in 1925 and underwent a minor rehabilitation in 2007
- The rehabilitation included rebuilding the end of the north barrier wall, concrete overlay on the deck, concrete patch repairs and the installation of guiderail.
- Current defects on the bridge include, severe spalling with exposed and corroded reinforcing steel throughout the soffit, wide crack in the west abutment that extends along the wingwall and a wide horizontal crack along the north concrete barrier.
- The bridge has a Bridge Condition Index (BCI) rating of less than 50, which is generally considered poor and is recommended for replacement in < 5 years.





Alternative 1: Do Nothing (Maintain Existing Bridge)

- The existing bridge would remain the same, with regular maintenance performed. This Alternative is mandatory for consideration in the MCEA process.

Alternative 2: Remove Bridge Structure

- Involves the removal of the bridge and abutments, construction of turnarounds, and naturalization of the watercourse channel

Alternative 3: Bridge Rehabilitation

- Involves improvements to the existing structure to address its deteriorating condition and repair defects

Alternative 4: Two Lane Bridge Replacement

- Involves replacing the existing structure with a new bridge designed for two-lane traffic



Natural Environment

Potential to impact vegetation and aquatic features
Potential impact to wildlife habitat and habitat of species at risk
Potential impact to water resources and drainage
Potential climate change impact and resilience



Socio-Cultural Environment

Potential to impact heritage resources such as archaeology and cultural heritage
Nuisance impacts such as noise, visual impact, construction impacts
Land acquisition needs (if required), impacts to driveway access
Conformity to municipal and agency policy
Level of service for local residents and business, impact to municipal services
Multi-modal transportation connectivity and safety
Pedestrian and cyclist needs



Technical Environment

Level of service / traffic congestion
Operational safety, roadside safety
Design constraints, utility impacts, goods movement requirements



Financial Environment

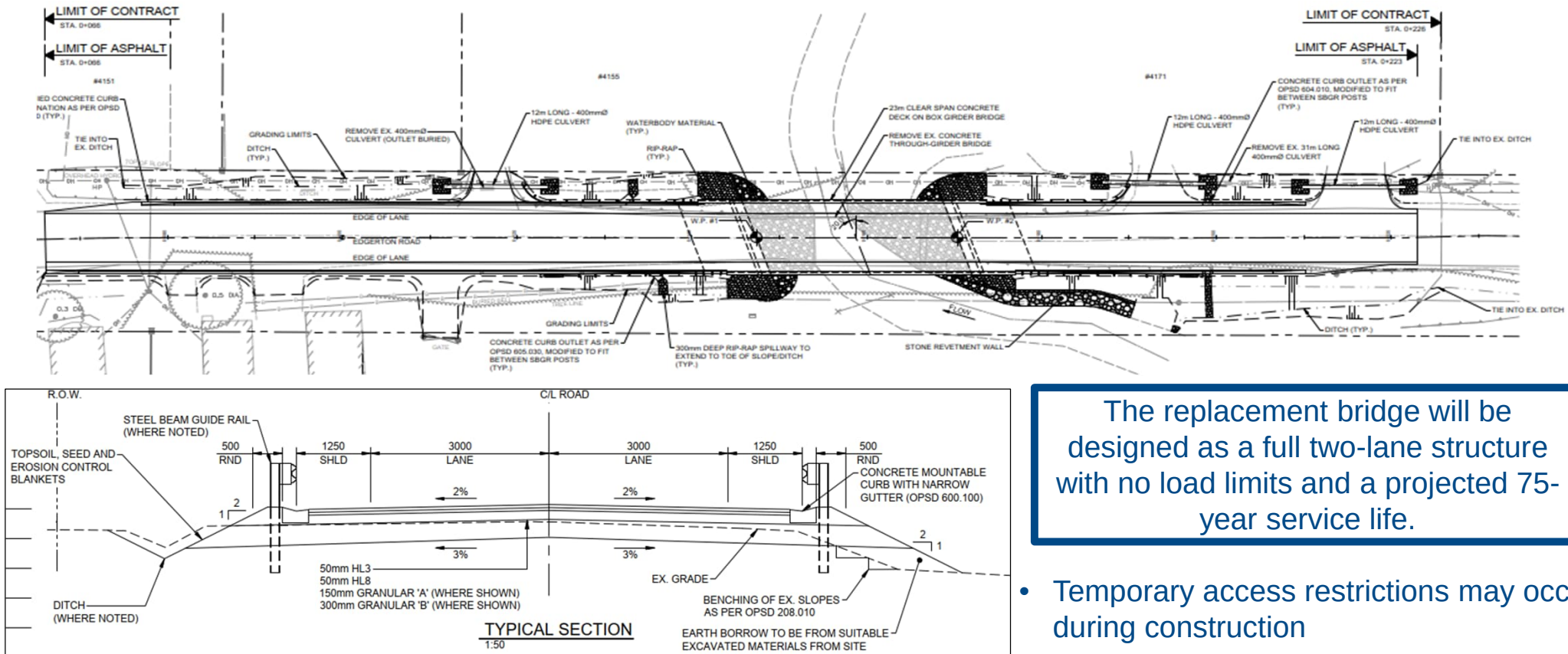
Estimated capital costs
Estimate operation and maintenance costs
Property acquisition costs (if required)

Criteria for Evaluating Alternatives	1) Do Nothing (Maintain Existing Bridge)	2) Remove Bridge Structure	3) Bridge Rehabilitation	4) Two Lane Bridge Replacement
Natural Environment				
Socio-Cultural Environment				
Financial Factors				
Technical Factors				
Addresses Problem Statement	No	No	No	Yes
Overall Summary	Not Preferred	Not Preferred	Not Preferred	Most Preferred

Most Preferred 
 More Preferred 
 Somewhat Preferred 
 Less Preferred 
 Least Preferred 

Preliminary Preferred Alternative

Alternative 4 – Two Lane Bridge Replacement



The replacement bridge will be designed as a full two-lane structure with no load limits and a projected 75-year service life.

- Larger span bridge has the potential to reduce indirect impacts of scour and erosion, and improve flow and aquatic habitat
- The new bridge will address any structural defects
- The road approach to the bridge would be widened to accommodate two-way traffic
- The road profile will be improved to a design speed matching the posted speed limit

- Temporary access restrictions may occur during construction
- Potential impact to Cultural Heritage Value or Interest (CHVI) of the bridge to be mitigated as recommended
- High upfront costs are anticipated with lower cost for continued operation and maintenance, including minor concrete repairs required to reach the 75-year lifespan



Next Steps



Thank You

We want to hear from you!



We invite you to provide your comments on this study until **October 31, 2025**

Comments can be provided on the comment form available on the Township's project webpage.



A summary of comments received and responses to comments will be included in the project reporting at the conclusion of the study.

If you would like more information or if you have any questions about the study please contact the following members of the project team before October 31, 2025.

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Project information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the Accessibility for Ontarians with Disabilities Act, 2005.

Personal information provided through public comment is collected by the Township of Scugog in accordance with the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. M. 56, and will be used by the Township in making decisions on this Project. With the exception of personal information, all comments will become part of the public record.