



Transportation & Environmental Services Committee Agenda

October 17, 2019

9:30 a.m.

Council Chambers

County Administration Centre, Walkerton

- 1. Call to Order**
- 2. Declaration of Pecuniary Interest**
- 3. Action Items**
 - a. Sauble Falls Bridge - Fund Transfer from Bridge Reserve
 - b. Winter Closure - Arran Township Shed Bridge (Invermay)
 - c. Underground Fuel Tanks - Walkerton Shop
 - d. Teeswater River Bridge, Paisley, Environmental Assessment
- 4. Information Items**
 - a. Oswald Bridge Construction Finance Update
 - b. 2019-2020 Winter Public Service Announcements Campaign
 - c. 2020 Ontario Good Roads Association (OGRA) Conference
 - d. Bruce Road 33 Environmental Assessment
 - e. Bridge Weight Restrictions
- 5. Closed Meeting**

That the Committee move into a closed meeting pursuant to Section 239 (2) (c) of the Municipal Act, 2001, as amended, related to a proposed or pending acquisition or

disposition of land by the municipality or local board to discuss:

- a. Potential Sale of Surplus Property, Bruce Road 15 - Village of Pinkerton

6. Rise and Report

7. Act on Recommendations

That in accordance with the Procedure By-law, staff be authorized and directed to give effect to the actions of the Transportation & Environmental Services Committee in respect of all resolutions passed during the October 17, 2019 meeting.

8. Next Meeting

November 21, 2019

9. Adjournment



Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: Sauble Falls Bridge - Fund Transfer from Bridge Reserve

Staff Recommendation:

That \$18,000 be transferred from the Bridge Reserve to Sauble Falls Bridge Capital to allow bridge superstructure repairs to be carried out this year.

Background:

In February 2019, Transportation and Environmental Services Department presented the 5-year Capital Bridge Program to Council. The plan included an allocation of \$33,000 to carry out concrete repairs to the bridge superstructure and make some repairs to the drainage system on Sauble Falls Bridge (1322540B - see attached plan). As Sauble Beach is a tourist attraction area, particularly in the summer months, it was decided to delay starting this work until September.

The estimate of \$33,000 included engineering work by BM Ross at an estimated cost of \$3,000 and therefore the funds available for construction are approximately \$30,000.

On September 5, 2019 a request for quotations was posted by the Department requesting quotes for this repair work. Two bids were received with Owen King Limited submitting the low bid of \$46,824 before tax. With the HST expense (1.76%) this total will be \$47,648.10. This low bid is approximately 60% higher than the estimated cost. It is not considered to be advantageous to retender this work as it would not likely yield lower bids. In discussions with BM Ross, it has been acknowledged that the estimate was low and that there is more work needed than previously determined. Transportation and Environmental Services are therefore requesting an additional \$18,000 be transferred from the Bridge Reserve to Sauble Falls Bridge Capital in order that these repairs can be carried out this year.

Financial/Staffing/Legal/IT Considerations:

The current Bridge Reserve unallocated funds stands at approximately \$2,070,690. The transfer of \$18,000 will reduce the Bridge Reserve to approximately \$2,052,690.

There are no staffing/Legal/IT considerations.

Interdepartmental Consultation:

Corporate Services, Finance and Purchasing Divisions were consulted on this report.

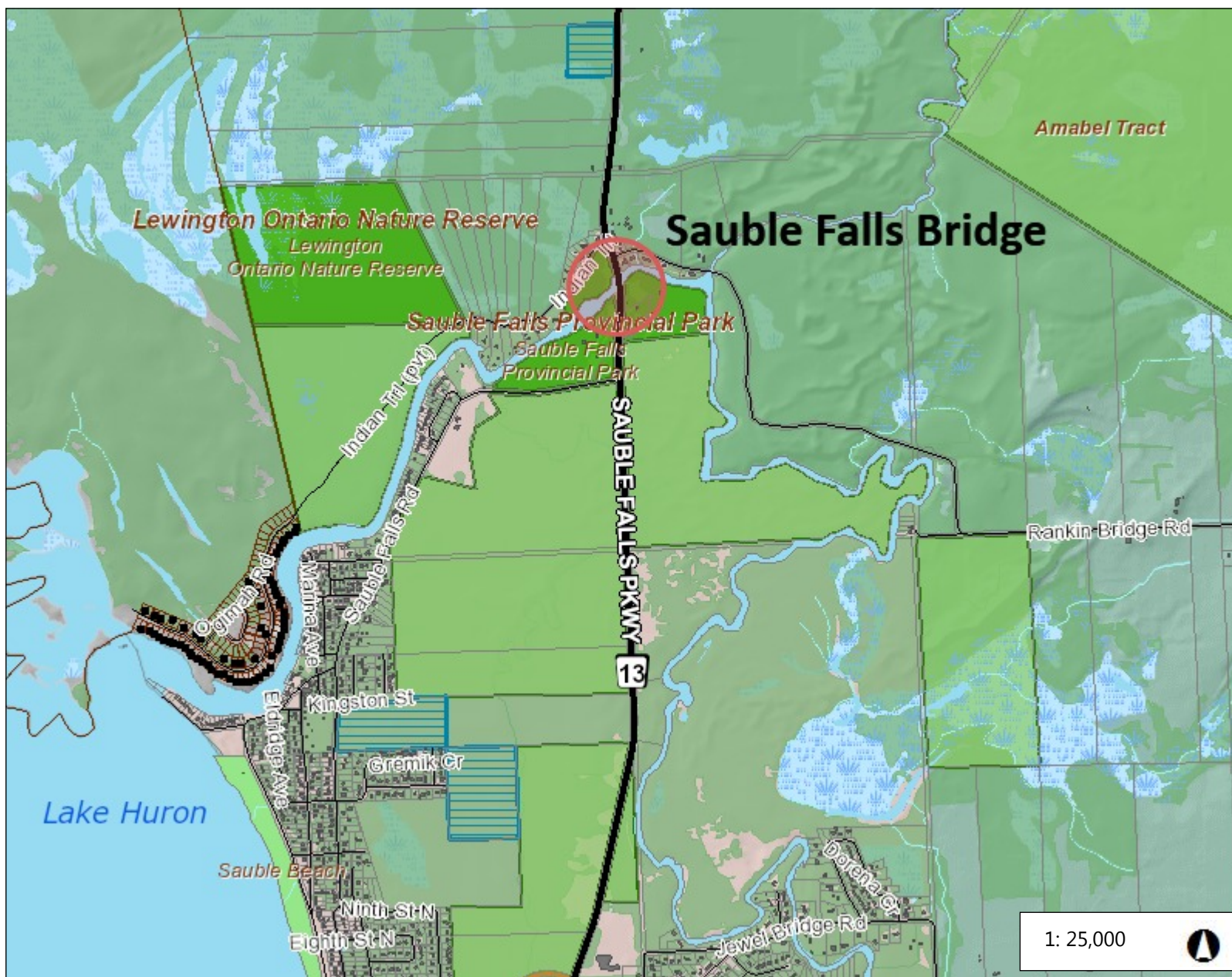
Link to Strategic Goals and Elements:

None identified

Written by Jim Donohoe, Engineering Manager

Approved by:A handwritten signature in dark ink, reading "Bettyanne Cobean". The signature is written in a cursive, flowing style.

Bettyanne Cobean
Acting Chief Administrative Officer



1: 25,000



1.3 0 0.64 1.3 Kilometers

NAD_1983_UTM_Zone_17N
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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Legend

- Rural Community point, labelled
- Ferry
- Provincial Highway
- County Road
- Municipal or Other Road (small scale)
- OBM Building Location
- OBM Building Footprint
- Building Footprint
- Propane Facility Buffer
- Severance**
 - Severed portion
 - Retained portion
- Subdivision**
 - Draft Approved
 - Final Approved
- Body of Water
- Evaluated Wetland
- Watercourse**
 - Permanent Stream
 - Intermittent Stream
- Conservation Authority Property boundary
- Provincial Park
- Fathom Five
- National Park
- County Forest Boundary
- County Forest
- Wooded Area
- Conservation Authority Property
- Parkland
- Golf Course

Notes



Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel, Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: Winter Closure - Arran Township Shed Bridge (Invermay)

Staff Recommendation:

That a by-law be introduced to temporarily close the Arran Township Shed Bridge (Invermay), Bridge ID 270050, for the 2019-2020 winter season (approximately November 15, 2019 - April 15, 2020).

Background:

The Arran Township Shed Bridge (Invermay) is located on Concession Road 6 (formerly Bruce Road 27) 0.5 km west of Bruce Road 10. A map of the location is attached.

The transfer of Bruce Road 27 to the Municipality of Arran-Elderslie was approved based on a recommendation from the September 2004 Road Designation Study. At that time, both parties agreed that if the road was transferred to the local municipality, the bridge would remain a County responsibility until such time as the bridge is permanently closed. The posted speed is currently 80 km/h with an estimated Average Annual Daily Traffic (AADT) count of 1400. This section of road is a shortcut that connects Bruce Road 10 and Bruce Road 17 that could be accommodated by Union Street (Bruce Road 17) for a distance increase of 1.5km. There are 7 households on the section of Concession Road 6 between Bruce Road 10 and 17.

The 33m single lane single span steel truss bridge was built in 1913 and had a maximum load rating of 18 tonnes. It consists of a wood deck and the original design would have been meant to accommodate horse and carriage traffic.

The bridge has several elements in poor condition and a 5 tonnes load restriction has been imposed in January 2019. At that time an exemption was granted for winter maintenance vehicles for the Municipality of Arran-Elderslie who carries out winter maintenance on the road and bridge. However, deterioration of the bridge continues to the point where an exemption for winter maintenance is no longer recommended. Neither the Municipality of Arran-Elderslie or the County of Bruce have winter maintenance equipment that is light

enough to work under the load restriction. And, there is no interest from local winter maintenance contractors to take on this work. Under the 2001 Ontario Municipal Act, Ontario Regulation 239/02, Minimum Maintenance Standards Municipal Highways, winter maintenance must be carried out for a highway to be deemed in a state of repair. Under the current conditions, this could not be achieved. It is therefore recommended that the bridge be closed for the 2019-2020 winter season. This recommendation has been discussed with the Works Manager for the Municipality of Arran-Elderslie and supported in principle. Municipal Council was advised of the situation on October 15, 2019.

This bridge has been subject to load restrictions on and off since 1984. Significant repairs were carried out in 1988, 2004, 2013, and 2015. The single lane of traffic will impede traffic flow of motorists and larger vehicles. The County is at a decision point as to how to proceed with the future of this bridge. The Transportation and Environmental Services Department will develop an option analysis to present to this committee with a view to decide in 2020 if the bridge is to be closed permanently. The options analysis will look at a minimum of four options:

- Close and remove bridge. There is a need to further assess the impact to the public, determine historical significance, and define environmental assessment needs.
- Keep the bridge open, which has three options:
 - o Repair bridge. Minimal repairs to the deck, cross beams and chords are estimated at \$339,200 and would keep the bridge open. This work would not guarantee to increase the load from 5 tonnes to 18 tonnes. Another estimated \$50,000 would be required every 5-10 years for additional repairs to prevent deck or structural member failure.
 - o Rehabilitate bridge. Replace and upgrade the deck system, cross beams and bottom chords. This work is estimated at \$950,000 and would extend the life of the bridge by 20 years with a maximum load of 18 tonnes with a single lane.
 - o Replace bridge. A replacement with a two-lane bridge is estimated at \$2,500,000. This would include adjusting the road grades. The designed life of the bridge would be 75 years.

Financial/Staffing/Legal/IT Considerations:

A line item (\$50,000) will be included in the 2020 Bridge Capital Budget to prepare the options analysis. If the bridge is to stay open in the winter, the County must be able to meet the Minimum Maintenance Standards for winter maintenance.

There are no staffing, legal, or IT considerations.

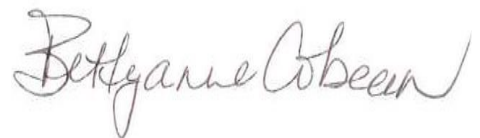
Interdepartmental Consultation:

Not applicable

Link to Strategic Goals and Elements:

None identified

Approved by:

A handwritten signature in dark ink, reading "Bettyanne Cobean". The signature is written in a cursive style with a large initial 'B' and a long, sweeping underline.

Bettyanne Cobean
Acting Chief Administrative Officer



Legend

- Ferry
- Provincial Highway
- County Road
- Municipal or Other Road
- OBM Building Location
- OBM Building Footprint
- Building Footprint
- Road Allowance/Right-of-way
 - Private Road Allowance
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- Fathom Five
- National Park
- County Forest Boundary
- County Forest
- Wooded Area
- Conservation Authority Property
- Parkland
- Golf Course
- Body of Water (small scale)
- Adjacent Counties (small scale)
- Wetland
- Adjacent Counties
- Adjacent Counties
- Lake Huron and Georgian Bay
- Adjacent Counties

1: 8,000



0.4 0 0.20 0.4 Kilometers

NAD_1983_UTM_Zone_17N
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Notes



Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: Underground Fuel Tanks - Walkerton Shop

Staff Recommendation:

That \$43,000 from the Capital Reserve for the Walkerton Sand Shed be transferred to the 2019 Capital Housing Budget to fund the underground fuel tank removal and remediation efforts at the Walkerton Shop.

Background:

Two underground storage tanks (UST) were removed at the Walkerton shop on August 21, 2019. The Department retained Ground Force Environmental to complete the UST removals and GMBLuePlan to undertake the engineering services related to documenting the removal and complete soil sampling in accordance with Technical Standards and Safety Association (TSSA) and Ministry of Environment, Conservation and Parks (MECP) standards.

Each of the USTs were observed to be in good condition, with no evidence of ruptures, corrosion or leaks. The subsurface soil beneath the USTs and associated piping was excavated. Petroleum Hydrocarbon (PHC) impacts were noted in the sand fill underlying both tanks along with the sidewalls of the UST excavation and around the pump island and associated piping.

Remedial efforts in the area outlined in the attached map took place on August 21 and 22, 2019. The impacted area in the immediate vicinity of the USTs, pumps and piping was remediated. Further work was undertaken to attempt to define the extent of the impacted soil on site. Impacts continued to be encountered through the additional excavations until it was decided to halt remedial efforts at this time. It can be concluded that remaining impacts may be from sources other than the USTs. Approximately 550 tonne of contaminated soil was hauled and disposed of by GFL Environmental.

The Department completed investigative soil sampling in an attempt to define the extent of the contaminated soil remaining on the property but was unable to define the limits of the contamination. The Department proposes to utilize the information obtained and will

incorporate it into additional remediation efforts in the planning of the future Walkerton Sand Shed.

Financial/Staffing/Legal/IT Considerations:

The 2019 Capital Housing budget included \$20,000 for the removal of the USTs at the Walkerton shop. Additional budget is required due to the extent of the remediation efforts required as well as the investigative sampling completed. An additional budget of \$43,000 is required in 2019 and will be funded from the Capital Walkerton Sand Shed reserve which has a current balance of \$196,692.

There are no staffing, legal or IT considerations associated with this report.

Interdepartmental Consultation:

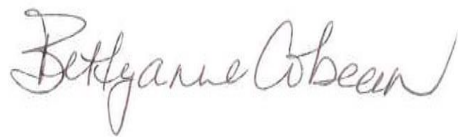
None.

Link to Strategic Goals and Elements:

None.

Written by: Kerri Meier, Environmental Coordinator

Approved by:

A handwritten signature in cursive script that reads "Bettyanne Cobean".

Bettyanne Cobean
Acting Chief Administrative Officer







FILE:Z:\Owen Sound\219-2019\219260 UST Removals - Walkerton Patrol Yard - 94 Bruce Road 2\Drawings\UST Removals And PHC Remediation Fig 1-3.dwg LAYOUT:Sample & Testhole Location Plan
LAST SAVED BY:Colue, 9/18/2019 1:34:35 PM PLOTTED BY:Carl Blue - GM BluePlan 9/18/2019 1:50:35 PM



219260
Interim Status Update
UST Removals & Scoped
PHC Remediation
Walkerton Patrol Yard
County of Bruce



Legend:

-  Observed Remaining PHC Impacted Soil
-  Extent of Remedial Excavation
-  TH-2 Testhole with No Observed PHC Impacts
-  TH-1 Testhole with Observed Remaining PHC Impacts
-  C-1 Confirmation Sample Location and ID (Sample depth in mbgs)
-  C-2 Investigative Sample Location and ID (Sample depth in mbgs)

Scale = 1:500
September 2019

94 Bruce Road 2
Walkerton, ON

SAMPLE & TESTHOLE
LOCATION PLAN

Figure No. 3





Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: Teeswater River Bridge, Paisley, Environmental Assessment

Staff Recommendation:

That BM Ross be retained as a single source to undertake the work required for Phase 1 Schedule C Teeswater River Bridge Environmental Assessment in 2019 in the amount of approximately \$25,000 to be funded from the Capital Bridge Budget; and

That BM Ross be retained as a single source to undertake the required work for Phases 2 and 3, Schedule C Teeswater River Bridge Environmental Assessment and engineering design in 2020 and 2021, pending future budget approvals.

Background:

On September 5, 2019 Committee approved \$25,000 to be transferred from the Bridge Reserve to the 2019 Capital Bridge budget.

On April 18, 2019, the Director of Transportation and Environmental Services (T&ES) presented the 5-year Capital Bridge Program to Committee. The plan scheduled the replacement of the Teeswater River Bridge in Paisley, identified on the attached map, as a priority for 2022 with preparatory work in 2020-2021. Since then, further investigation has been carried out for this bridge replacement project and indicates that three years of preparatory work and two years construction may be needed. It has been determined that Teeswater River Bridge will require a Schedule C Environmental Assessment (EA), extensive public consultation and complex engineering design. The department has planned 3 years to complete the preparatory work needed before the 2-year construction work can begin in 2022.

In order to start the bridge construction in 2022, it is necessary to commence EA work in 2019. BM Ross have current and detailed knowledge of this Bruce County bridge and, as part of previous consultation, have provided recommendations on what would be required to replace the Teeswater River Bridge in terms of EA and traffic flow options. These

recommendations included investigating the building of a temporary bridge crossing. BM Ross are therefore uniquely placed to move this project forward on short notice.

The work involved in the Phase 1 EA will include:

- Initial public consultation
- Cultural Heritage Assessment
- Investigate detour opportunities and associated costs (current estimate includes for a temporary bridge)
- Initial consultation with regulatory review agencies (SVCA/DFO/MECP)

The estimate for Phase 2 Schedule C Environmental Assessment in 2020 is approximately \$75,000 and for Phase 3 is approximately \$200,000.

In consultation with the County's Purchasing Division, the Department is recommending single source procurement based on the Purchasing Policy, By-law Number 2018-021.

Financial/Staffing/Legal/IT Considerations:

There are no financial, staffing, legal or IT considerations associated with this report.

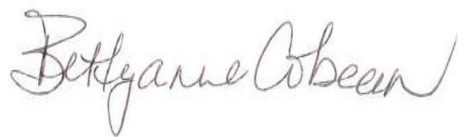
Interdepartmental Consultation:

Corporate Services (Purchasing Division)

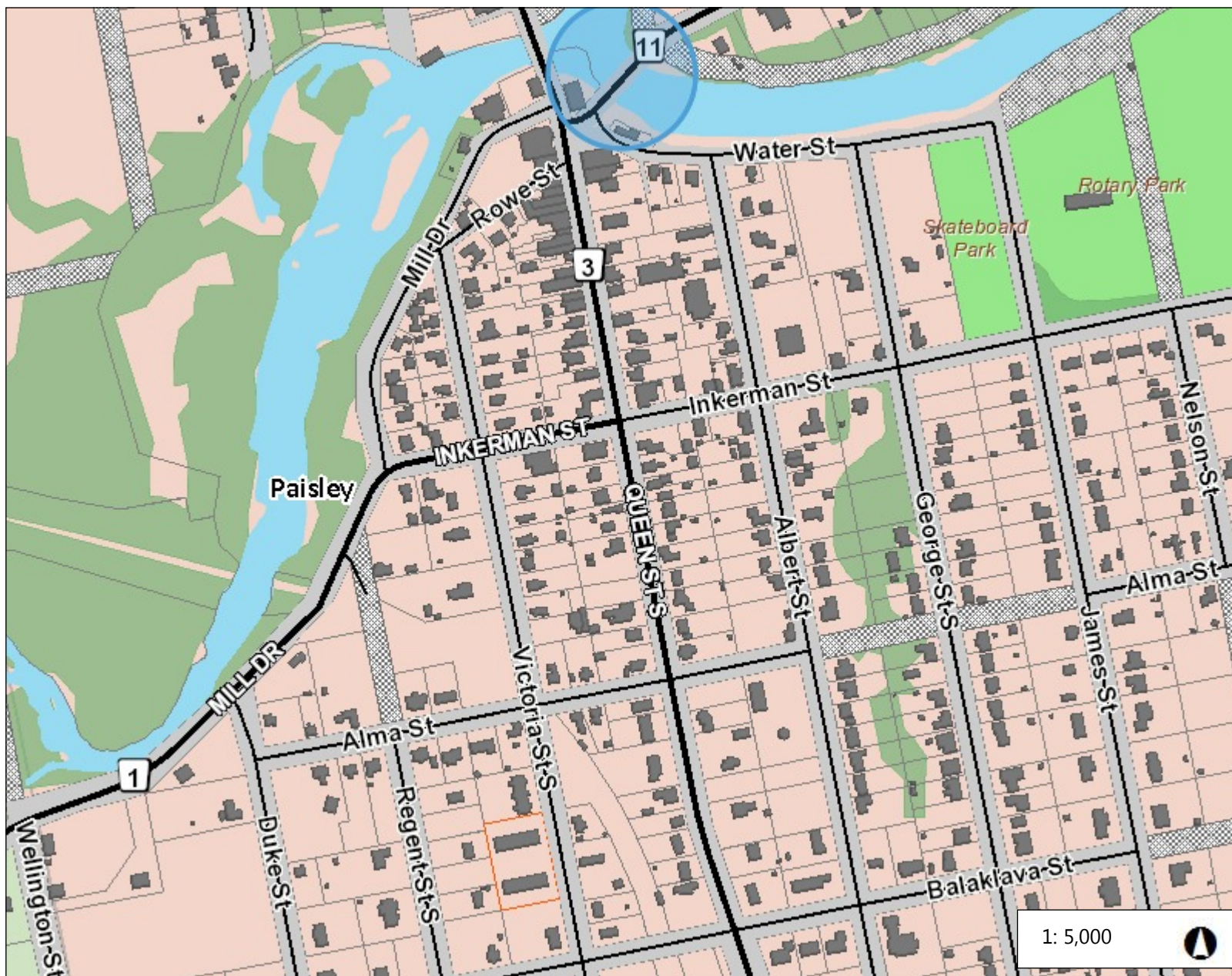
Link to Strategic Goals and Elements:

None

Approved by:

A handwritten signature in dark ink, appearing to read "Bettyanne Cobean". The signature is fluid and cursive, with the first name being more prominent.

Bettyanne Cobean
Acting Chief Administrative Officer



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- County Forest
- Wooded Area

1: 5,000



0.3 0 0.13 0.3 Kilometers

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Notes



Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: Oswald Bridge Construction Finance Update

Staff Recommendation:

The Oswald Bridge Construction Finance Update report is for information.

Background:

Except for follow up environmental work scheduled for 2020, the construction of the Oswald Bridge is complete. The estimated total cost was \$3,269,697 with the Municipality of Arran-Elderslie's cost share at \$204,000. Leaving the County cost share at \$3,065,697. The remaining environmental work for 2020 is estimated at \$65,000 and is not included in the total cost.

The project started in February 2018 to tackle the emergency of the failed bridge due to severe weather and river conditions. On April 9, 2018, this Committee approved the following resolution: That the 2018 Budget be amended to include the replacement cost for the Chesley Bridge estimated at \$3.2 million to initially be funded internally with the financing to be confirmed once the results of the Municipal Disaster Recovery Assistance (MDRA) program application are known.

On August 26, 2019, the Ministry of Municipal Affairs and Ministry of Housing confirmed that this project was not eligible for MDRA funding. The status of reserves indicates that this project could not be fully funded from the bridge reserve (uncommitted funds estimated at \$2,000,000). Depleting the bridge reserve and other reserves would have a significant negative impact on future county programs. The preferred alternative is to seek long-term financing from Infrastructure Ontario. The annual payment based on a 20 years amortization with a 2.48% interest rate for a \$3,066,000 loan will be approximately \$196,304. Total interest paid estimated at \$860,074.50.

Financial/Staffing/Legal/ITS Considerations:

Corporate Services will initiate the process to seek long-term financing with Infrastructure Ontario and to seek Council's approval. The annual payment for the Infrastructure Ontario loan will be included in the Transportation and Environmental Services Operational Budget from 2020 to 2039. The follow up environmental work scheduled for 2020 will be included in the 2020 Bridge capital budget.

There is no staffing, legal or ITS consideration associated with this report.

Interdepartmental Consultation:

The Corporate Services Department was consulted to review and analyze funding options.

Link to Strategic Goals and Elements:

None identified

Approved by:

A handwritten signature in dark ink, reading "Bettyanne Cobean". The signature is written in a cursive, flowing style.

Bettyanne Cobean
Acting Chief Administrative Officer



Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: 2019-2020 Winter Public Service Announcements Campaign

Staff Recommendation:

The 2019-2020 Winter Public Service Announcements Campaign report is for information.

Background:

The objective of the 2019-2020 Winter Public Service Announcements (PSA) campaign is to provide information to the public on various seasonal topics related to traveling on Bruce, Grey and Huron County Roads and Provincial Highways. The goal is to educate, inform and save lives.

The campaign partners include Grey County Transportation, Huron County Transportation, the Ministry of Transportation (MTO) Grey County and Bruce County OPP Media Officers, and Bruce County Transportation and Environmental Services.

The campaign was initiated in 2005 beginning with a winter season campaign. Its popularity grew to also include a summer campaign in 2008.

The campaign consists of media coverage to a wide listening audience. The educational messages are 60 seconds in length and generally air in the morning between the hours of 6 a.m. and 10 a.m. and between 3 p.m. and 10 p.m. Monday to Saturday.

Some of the topics for the winter campaign include preparing your vehicle for winter, road closures, animal and collision avoidance, winter equipment speeds, and sharing the road.

The winter campaign also includes a toll-free road conditions hotline service (1-866-266-7569) that can be accessed 24/7 for road condition information. This service is only available to Grey County, Bruce County and the MTO.

Financial/Staffing/Legal/IT Considerations:

The budget for both winter and summer PSA campaigns is \$7,500. The costs of the campaign are shared between Grey County, Huron County, MTO and Bruce County.

There are no staffing, legal or IT considerations associated with this report.

Interdepartmental Consultation:

Not applicable

Link to Strategic Goals and Elements:

Goal #6 Explore alternative options to improve efficiency, service.

Element #D Coordinate working with other agencies.

Written by Carolyn Thibaudeau, Assistant Office Supervisor

Approved by:A handwritten signature in cursive script, reading "Bettyanne Cobean".

Bettyanne Cobean
Acting Chief Administrative Officer



Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: 2020 Ontario Good Roads Association (OGRA) Conference

Staff Recommendation:

The report 2020 Ontario Good Roads Association (OGRA) Conference is for information.

Background:

The OGRA Conference is an annual event and is held in Toronto. In 2020 the conference will be held from February 23 to February 26 at the Fairmont Royal York Hotel with the theme being "Vision for a Prosperous Tomorrow".

Members of the Transportation and Environmental Services Department, including the Operations Manager, Engineering Manager and two Forepersons are scheduled to attend the conference and participate in the many workshops and seminars. Conference accommodations are set to open on Tuesday, October 29, 2019 at 10:00 a.m.

In order to provide a networking location for Members of County Council and the lower tier municipalities the Department is proposing to secure a hospitality suite.

Financial/Staffing/Legal/IT Considerations:

The projected costs of the hospitality suite will be included in the 2020 budget under the Warden's Promotion expenditure in the Council Budget.

There are no other considerations associated with this report.

Interdepartmental Consultation:

Office of the CAO

Link to Strategic Goals and Elements:

9B. Coordinate concerted efforts to advance our agenda - Politicians and staff lobby associations and government in support of local policy needs

Written by Carolyn Thibaudeau, Assistant Office Supervisor

Approved by:

A handwritten signature in dark ink, reading "Bettyanne Cobean". The signature is written in a cursive, flowing style with a large initial 'B'.

Bettyanne Cobean
Acting Chief Administrative Officer



Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: Bruce Road 33 Environmental Assessment

Staff Recommendation:

The Bruce Road 33 Environmental Assessment report is for information.

Background:

The County of Bruce and Town of Saugeen Shores initiated a Master Plan for Roads and Drainage for Bruce Road 25 and Bruce Road 33 in September 2015. The Notice of Study Completion for the Master Plan was issued on May 9, 2017 and identified the re-alignment of Bruce Road 33 to intersect with Bruce Road 25 at the future Bruce Street alignment as a Schedule B project. The attached map provides an overview of the phases resulting from the Master Plan.

The Bruce Road 33 road project was undertaken in accordance with the Municipal Class Environmental Assessment (EA) Planning Process as a Schedule B Project. On May 1, 2018, the County of Bruce issued the Notice of Completion related to the proposed re-alignment of Bruce Road 33. During the 30-day public review period the Ministry of Environment, Conservation and Parks (MECP) received one Part II Order Request. In its review of the Project File, the Ministry determined that additional study was required relating to the stormwater management facility, as a result the Notice of Completion was no longer valid.

Additional studies associated with the stormwater management facility have been completed and an addendum to the Project File has been completed. The County issued the attached Notice of Project Change on October 8, 2019, to landowners, aboriginal communities, agencies and the public with comments welcomed by November 1, 2019. Based on the feedback received, the Department anticipates presenting a recommended preferred solution for the Schedule B Bruce Road 33 EA at the November 21, 2019 Transportation and Environmental Services Committee.

Financial/Staffing/Legal/IT Considerations:

There are no financial, staffing, legal or IT considerations associated with this report.

Interdepartmental Consultation:

Not applicable.

Link to Strategic Goals and Elements:

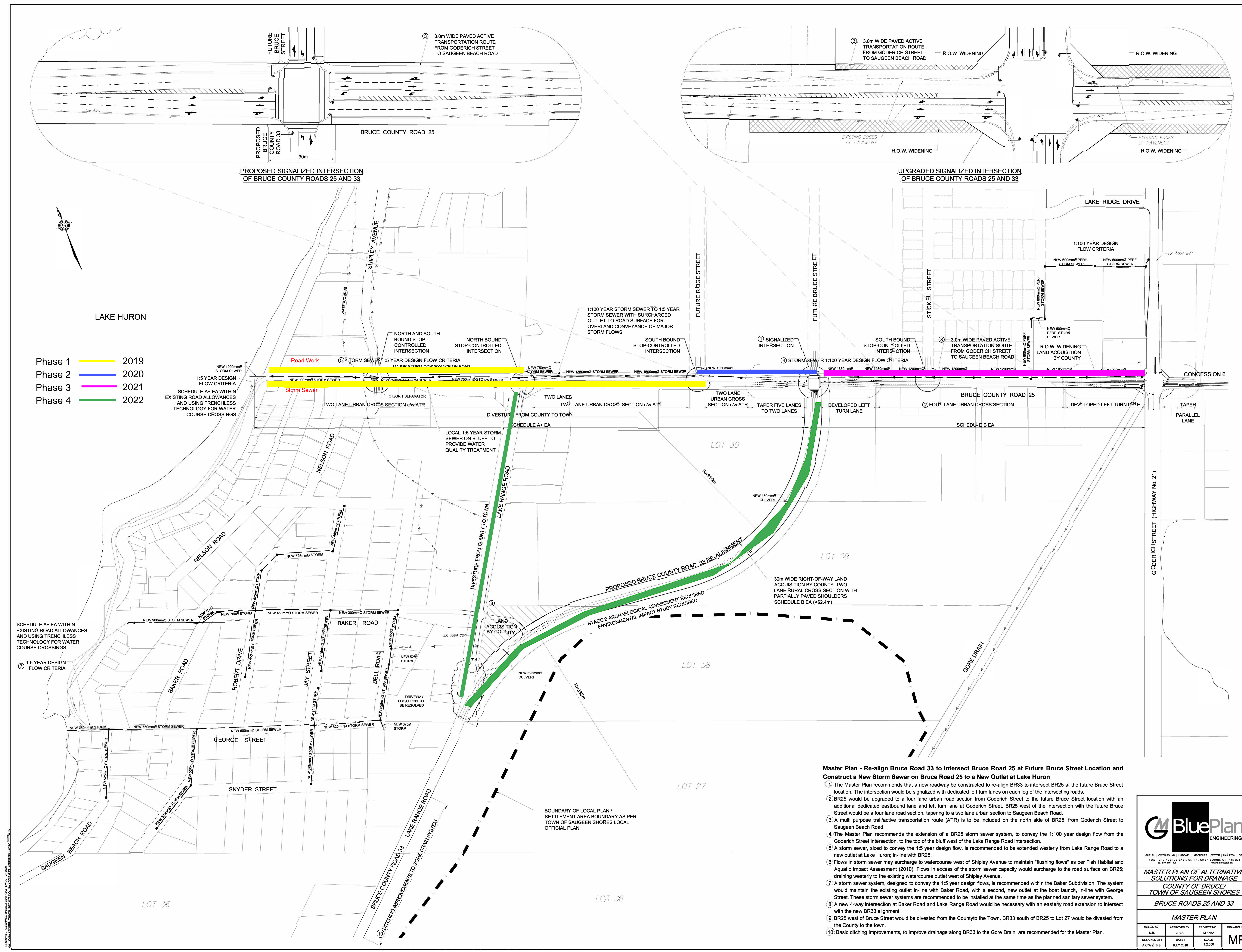
Goal #6 Explore alternative options to improve efficiency, service.

Element #D Coordinate working with other agencies.

Written by: Kerri Meier, Environmental Coordinator

Approved by:A handwritten signature in cursive script that reads "Bettyanne Cobean".

Bettyanne Cobean
Acting Chief Administrative Officer



- Master Plan - Re-align Bruce Road 33 to Intersect Bruce Road 25 at Future Bruce Street Location and Construct a New Storm Sewer on Bruce Road 25 to a New Outlet at Lake Huron**
- The Master Plan recommends that a new roadway be constructed to re-align BR33 to intersect BR25 at the future Bruce Street location. The intersection would be signalized with dedicated left turn lanes on each leg of the intersecting roads.
 - BR25 would be upgraded to a four lane urban road section from Goderich Street to the future Bruce Street location, with an additional dedicated eastbound lane and left turn lane at Goderich Street. BR25 west of the intersection with the future Bruce Street would be a four lane road section, tapering to a two lane urban section to Saugene Beach Road.
 - A multi purpose trail/active transportation route (ATR) is to be included on the north side of BR25, from Goderich Street to Saugene Beach Road.
 - The Master Plan recommends the extension of a BR25 storm sewer system, to convey the 1:100 year design flow from the Goderich Street intersection, to the top of the bluff west of the Lake Range Road intersection.
 - A storm sewer, sized to convey the 1:5 year design flow, is recommended to be extended westerly from Lake Range Road to a new outlet at Lake Huron, in-line with BR25.
 - Flows in storm sewer may surge to watercourse west of Shipley Avenue to maintain "flushing flows" as per Fish Habitat and Aquatic Impact Assessment (2010). Flows in excess of the storm sewer capacity would surge to the road surface on BR25, draining westerly to the existing watercourse outlet west of Shipley Avenue.
 - A storm sewer system, designed to convey the 1:5 year design flows, is recommended within the Baker Subdivision. The system would maintain the existing outlet in-line with Baker Road, with a second, new outlet at the boat launch, in-line with George Street. These storm sewer systems are recommended to be installed at the same time as the planned sanitary sewer system.
 - A new 4-way intersection at Baker Road and Lake Range Road would be necessary with an easterly road extension to intersect with the new BR33 alignment.
 - BR25 west of Bruce Street would be divested from the County to the Town, BR33 south of BR25 to Lot 27 would be divested from the County to the town.
 - Basic ditching improvements, to improve drainage along BR33 to the Gore Drain, are recommended for the Master Plan.

BluePlan
ENGINEERING

1200 - 2ND AVENUE EAST, UNIT 1, ONTARIO, CANADA
TEL: 705-709-9800

MASTER PLAN OF ALTERNATIVE SOLUTIONS FOR DRAINAGE
COUNTY OF BRUCE
TOWN OF SAUGENE SHORES
BRUCE ROADS 25 AND 33

MASTER PLAN

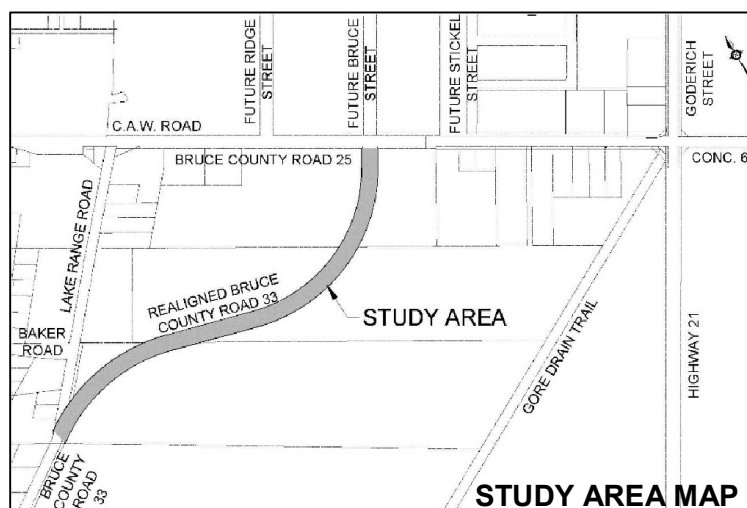
DESIGNED BY: R.B.	APPROVED BY: J.B.S.	PROJECT NO.: M-1992	DRAWING NO.: MP
DRAWN BY: A.C.W./J.B.S.	DATE: JULY 2019	SCALE: 1:2,000	

**BRUCE COUNTY ROAD 33 RE-ALIGNMENT
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA): SCHEDULE 'B'**

NOTICE OF PROJECT CHANGE

In May 2017, the County of Bruce (County), as the proponent, with the Town of Saugeen Shores (Town), as a principle partner, completed a Master Plan to plan various road and drainage undertakings within a broad area central to Saugeen Shores along Bruce Roads 25 and 33 (BR25 & BR33). The Master Plan identified several projects including the re-alignment of BR33 to intersect BR25 from the south at the same location as the Town's future Bruce Street alignment, where shown on the Study Area Map provided.

In January 2018, the County initiated a Schedule 'B' EA process, appropriately to plan the BR 33 re-alignment as considered in the Master Plan. A *Notice of Study Completion* to the process, identifying the re-alignment of the BR33 intersection with the future Bruce Street intersection as the *Preferred Solution*, was advertised on May 1, 2018. However, during the 30-day public review period, the Ministry of the Environment, Conservation and Parks (MECP) received a Part-II Order Request. In its review of the Project File, the MECP determined that additional study was required appropriately to plan the associated stormwater management (SWM) facility. As such, the MECP concluded that the *Notice of Completion* was no longer valid, citing that additional review of SWM alternatives was necessary. The County is advancing this additional study and is providing additional information via this *Notice of Project Change*.



An Addendum to the 'Bruce County Road 33 Re-Alignment - Project File' (dated April 2018) has been prepared to meet the Schedule 'B' requirements for the conceptual SWM facility and to document the additional review of alternatives for stormwater management associated with the re-alignment of BR33. SWM alternatives reviewed include the following:

- Alternative 1: Do Nothing
- Alternative 2: Construct a SWM facility to manage runoff related only to the Bruce Road 33 re-alignment
- Alternative 3: Construct a SWM facility to manage runoff from Bruce Road 33 & future development
- Alternative 4: Construct a new storm sewer system through the Baker Subdivision to Lake Huron

Through the work completed to date, the Study Team has identified Alternative 2, to construct a stormwater management facility to manage runoff from the re-alignment of BR33, as the *Preliminary Recommended Solution*.

The Master Plan (July 2016), the Bruce County Road 33 Re-Alignment Project File (April 2018) and the Schedule 'B' Project File Addendum (October 2019), which provides a review and assessment of the stormwater management alternatives considered, are available on the County and Town websites and at their offices for viewing purposes.

With the circulation of this *Notice of Project Change* and the Project File Addendum, public, stakeholder, agency and First Nation comments are invited for incorporation into the planning of this project. Comments will be received by GM BluePlan Engineering and/or the County until November 1st, 2019. Contact information is provided below. Upon receipt of comments, the Study Team will re-evaluate the *Recommended Solution* and present the findings in an updated Project File Addendum.

This *Notice of Project Change* is advertised in the Shoreline Beacon and is also posted on the County and Town websites, where additional information is provided.

This Notice first issued on October 8th, 2019.

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Committee Report

To: Warden Mitch Twolan
Members of the Transportation & Environmental Services
Committee

From: Miguel Pelletier
Director of Transportation & Environmental Services

Date: October 17, 2019

Re: Bridge Weight Restrictions

Staff Recommendation:

That a by-law be introduced to restrict the weight of vehicles passing over County bridges; and,

That By-laws 2019-014 and 3428 be repealed.

Background:

The McCurdy Bridge located on the Brant/Elderslie Boundary 2 kilometers east of Bruce Road 3 has recently been replaced with a new structure 50 m south of the former bridge and can therefore be removed from the list of weight restricted bridges.

The former McCurdy Bridge is a 1960's truss bridge and is of historical value. It will remain as is and open to pedestrian and recreational traffic only. The road approaches to the former bridge have been transitioned into a restoration area and a new canoe access. Photos of these areas are attached for your information. The new McCurdy Bridge was open to vehicular traffic on September 5, 2019.

The following Bruce County bridges, depicted on the attached map, remain weight restricted:

Bridge No. 000140, 12th of Brant Bridge,
Bridge No. 000200, Watson's Bridge,
Bridge No. 000220, Hay's Bridge, and
Bridge No. 270050, Arran Township Shed (Invermay) Bridge

Financial/Staffing/Legal/ITS Considerations:

There are no financial, staffing, legal or ITS considerations associated with this report.

Interdepartmental Consultation:

Not applicable

Link to Strategic Goals and Elements:

None identified

Written by: Carolyn Thibaudeau, Assistant Office Supervisor

Approved by:

A handwritten signature in cursive script, reading "Bettyanne Cobean". The ink is dark and the signature is fluid, with a long, sweeping tail on the final letter.

Bettyanne Cobean
Acting Chief Administrative Officer

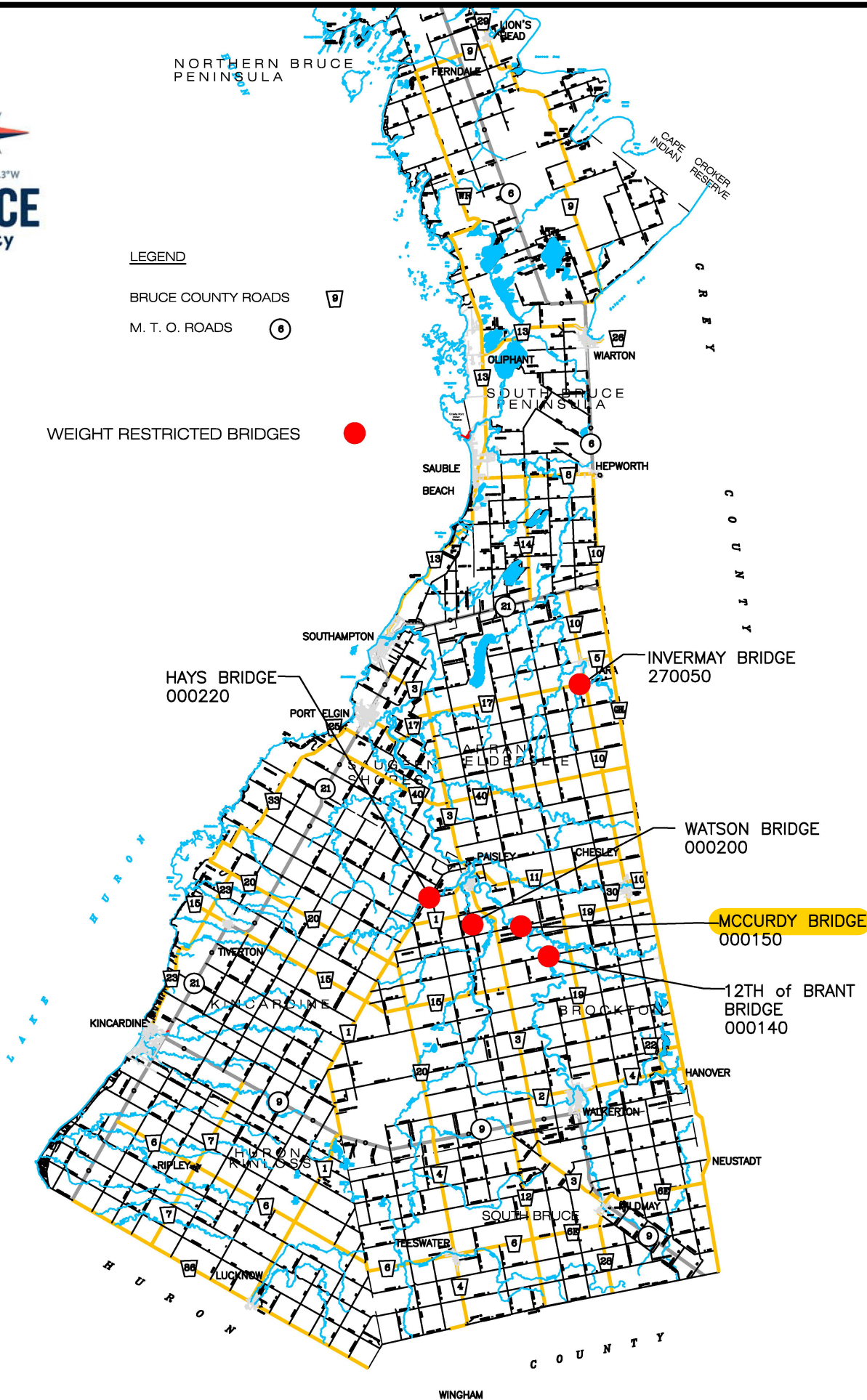


LEGEND

BRUCE COUNTY ROADS

M. T. O. ROADS

WEIGHT RESTRICTED BRIDGES



COUNTY OF BRUCE

WEIGHT RESTRICTED BRIDGES

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OCT. 2019

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SCALE 1:500 000

FIGURE 2



