

**STAFF REPORT:      Engineering and Public Works Department**



**REPORT TO:**            Infrastructure & Recreation Committee  
**MEETING DATE:**      June 8, 2010  
**REPORT NO.:**         EPW.10.070  
**SUBJECT:**             Access to Slabtown Class Environmental Assessment - Notice of Study Completion

**PREPARED BY:**      Reg Russwurm – Director of Engineering and Public Works

**A. Recommendations**

THAT Council approve the issuance of a Notice of Study Completion for the Access to Slabtown Class Environmental Assessment recommending Alternative C – Replace Bridge at Same Location as the preferred solution as outlined in Report EPW.10.070 entitled “Access to Slabtown Class Environmental Assessment - Notice of Study Completion”.

**B. Background**

The Slabtown Bridge in the Town of The Blue Mountains spans the Beaver River and is the only access into the Slabtown community. It was built in 1930 as a single lane Half-Through Truss, sometimes referred to as a Pony Truss, and has a single span of 28.4 metres with a width of 4.9 metres. The bridge is currently posted with a load limit of 9 tonnes and has been identified for immediate improvement in the Town’s Bridge Needs Study.

In May 2009, the Town retained C.C. Tatham & Associates Ltd. to undertake the Environmental Assessment (EA) and Preliminary Design of the Access to the Community of Slabtown. On January 30, 2010, the Town held a Public Information Center to provide background information and to gather input from the public on the study findings to date and the preliminary preferred option selected based on a particular set of selection criteria. The preliminary preferred solution was a new access road to Grey Road 13 and retention of the bridge for light vehicular traffic for its remaining life estimated at 20 yrs.

During the commenting period significant input was received from the residents of the Slabtown Community. Staff presented a revised scoring criteria in Report EPW.10.52 (not attached) based on the feedback received which Council approved. Staff and C.C. Tatham modified the alternative scoring chart based on the revised weighting criteria. The preferred solution became Alternative C - Replace Bridge at Same Location. The overall scoring and weighting chart is provided as Attachment 1.

The next step in the Class Environmental Assessment Study is the issuance of the Notice of Study Completion. The options available to the Town include:

- i. Decline to issue the Notice which would bring the EA to an end and no action would be taken to correct the identified problem; or
- ii. Direct Staff to re-visit various criteria; or
- iii. Issue the Notice of Study Completion.

Staff recommend the issuance of the Notice of Study Completion as drafted in Attachment 2 for the mandatory 30 day review period. Copies of the project file will be placed in the Library and at Town Hall. Once the 30 day review period has passed and a request for a Part II Order has not been made to the Minister of the Environment, the EA is deemed to be complete. Any comments received during the review period will be addressed expeditiously.

Following the completion of the EA, C.C. Tatham will prepare a Preliminary Design Report for the replacement of the existing bridge which will bring their assignment with the Town to an end.

With the Preliminary Design Report in hand, Staff will issue a Request for Proposal this fall to retain an engineering consultant to prepare the final design and administrate the construction contract. Although the completion of the EA has been delayed, Staff is hopeful that the construction can still take place in 2011 however project priorities will need to be considered over the summer.

### **C. The Blue Mountains' Strategic Plan**

These works address the Town's Strategic Plan Goal #2 "Addressing the Town's Municipal infrastructure needs".

### **D. Environmental Impacts**

Greenhouse gases will be generated as part of typical construction activities. Proactive measures, such as sedimentation and erosion control, will be taken to avoid adverse effects on the immediate environment.

### **E. Budget Impact**

The preferred solution will be funded from the \$1,525,000 capital budget previously allocated to this project in the 2010 Capital Budget. Staff expect that the cost of the preferred solution will be less than the allocated capital funds.

**F. Attached**

1. Access to Slabtown Environmental Assessment – Assessment of Alternative Solutions – Evaluation Matrix
2. Draft of Notice of Study Completion for the Access to the Community of Slabtown Environmental Assessment.

Respectfully submitted,

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Reg Russwurm  
Director, Engineering and Public Works

For more information, please contact:

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ACCESS TO SLABTOWN EA - ASSESSMENT OF ALTERNATIVE SOLUTIONS - Evaluation Matrix

Assessment Criteria	Weight	Alternative A		Alternative B		Alternative C		Alternative D		Alternative E1		Alternative E2		Alternative E3		Alternative F1		Alternative F2		Alternative F3		
		Do Nothing		Rehabilitate Bridge		Replace Bridge in Same Location		Replace Bridge in New Location		New Road to Grey Road 40 No Bridge		New Road to Grey Road 40 Maintain Existing Bridge		New Road to Grey Road 40 Maintain Existing Bridge & Replace in Year 20		New Road to Grey Road 13 No Bridge		New Road to Grey Road 13 Maintain Existing Bridge		New Road to Grey Road 13 Maintain Existing Bridge & Replace in Year 20		
		score	weighted score	score	weighted score	score	weighted score	score	weighted score	score	weighted score	score	weighted score	score	weighted score	score	weighted score	score	weighted score	score	weighted score	
Physical Environment	vehicle operations, access & load restrictions	10	0	0	1	10	1	10	1	10	1	10	1.5	15	2	20	1	10	1.5	15	2	20
	pedestrian operations	2	0	0	0	0	1	2	1	2	-2	-4	-1	-2	0.5	1	-2	-4	-1	-2	0.5	1
	utility impacts	2	0	0	0	0	0	0	-0.5	-1	-0.5	-1	-0.5	-1	0	0	-0.5	-1	-0.5	-1	0	0
	access to farm fields	3	0	0	0	0	0.5	1.5	0	0	2	6	2	6	2	6	2	6	2	6	2	6
	maintenance and snow removal	3	0	0	1	3	1	3	1	3	1	3	1	3	2	6	1	3	1	3	2	6
	<b>Sub-Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>16.5</b>	<b>14</b>	<b>14</b>	<b>21</b>	<b>33</b>	<b>14</b>	<b>14</b>	<b>21</b>	<b>33</b>	<b>14</b>	<b>14</b>	<b>21</b>	<b>33</b>	<b>14</b>	<b>14</b>	<b>21</b>	<b>33</b>
Natural Environment	fisheries/aquatic impacts	4	0	0	0	0	0	0	0	-1	-4	-1	-4	-1	-4	0	0	0	0	0	0	0
	wildlife/terrestrial impacts	4	0	0	0	0	0	0	0	-1	-4	-1	-4	-1	-4	-0.5	-2	-0.5	-2	-0.5	-2	
	vegetation impacts	2	0	0	0	0	0	-0.5	-1	-1	-2	-1	-2	-1	-2	-0.5	-1	-0.5	-1	-0.5	-1	
	<b>Sub-Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>	<b>-10</b>	<b>-3</b>	<b>-3</b>	<b>-3</b>	<b>-3</b>	<b>-3</b>	<b>-3</b>	
Social Environment	property impacts	2	0	0	0	0	0	-0.5	-1	-2	-4	-2	-4	-2	-4	-2	-4	-2	-4	-2	-4	
	garbage service	1	0	0	1.5	1.5	1.5	1.5	1.5	1.5	1	1	1	1	2	2	1	1	1	1	2	
	emergency service	4	0	0	1.5	6	1.5	6	1.5	6	1	4	1.5	6	2	8	1	4	1.5	6	2	
	community impacts	7	0	0	0	0	0	0	0	0	-2	-14	-1.5	-10.5	-1	-7	-2	-14	-1.5	-10.5	-1	
	construction impacts	1	0	0	-1	-1	-1	-1	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
<b>Sub-Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>6.5</b>	<b>6</b>	<b>6</b>	<b>-13.5</b>	<b>-8</b>	<b>-13.5</b>	<b>-8</b>	<b>-13.5</b>	<b>-8</b>	<b>-13.5</b>	<b>-8</b>	<b>-13.5</b>	<b>-8</b>	<b>-13.5</b>	<b>-8</b>	<b>-13.5</b>		
Cultural Heritage Environment	archaeological impacts	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	heritage impacts	4	0	0	0	0	-0.5	-2	-0.5	-2	-2	-8	-1.5	-6	-1	-4	-2	-8	-1.5	-6		
	First Nations impacts	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Sub-Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>-2</b>	<b>-8</b>	<b>-6</b>	<b>-4</b>	<b>-6</b>	<b>-4</b>	<b>-8</b>	<b>-6</b>	<b>-4</b>	<b>-8</b>	<b>-6</b>	<b>-4</b>	<b>-6</b>		
Economic Environment	initial implementation costs	15	0	0	-0.4	-6	-1.0	-15	-2.0	-29	-0.8	-12	-0.8	-12	-0.6	-9	-0.7	-11	-0.7	-11	-0.5	
	long-term costs	10	0	0	0.4	4	1.9	19	1.9	19	2.0	20	1.8	18	-0.1	-1	2.0	20	1.8	18		
	local community costs	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	-1.0	-1	-0.7	-1	-0.3	-0.3	-2.0	-2	-1.4	-1.4		
	local economic benefits	5	0	0	0.1	1	0.0	0	0.1	0	1.9	10	2.0	10	2.0	10	1.8	9	1.9	9.3		
	<b>Sub-Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>5</b>	<b>-10</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>		
<b>TOTAL ENVIRONMENT ASSESSMENT</b>	<b>86</b>	<b>0</b>	<b>19</b>	<b>26</b>	<b>7</b>	<b>-1</b>	<b>12</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>16</b>		
<b>OVERALL RANKING (greatest score = highest ranking)</b>		<b>9</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>2</b>											

**Weight:** reflects the relative importance of each evaluation criteria within each project environment, and the relative importance of each project environment in relation to one another

**Score:** reflects the effect of each alternative as it relates to the evaluation criteria in comparison to Do Nothing (status quo); -2 denotes a significant negative impact, 0 denotes no impacts and +2 denotes a significant positive impact

**Weighted Score:** product of weight x score



# Access to the Community of Slabtown Class Environmental Assessment (EA)

## Notice of Study Completion Mmmm dd, 2010

### Project Contacts

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### Background

Slabtown Road is the only means of vehicular access to the Slabtown community. The Slabtown Bridge, a 1930s single lane, half-through truss structure, has been posted at 9 tonnes - fire trucks, snow plows, school buses and heavy trucks all exceed this load limit and thus are not legally permitted to cross the bridge. In this regard, improvements are desired.

### Preferred Solution

Phases 1 & 2 of the Municipal Class EA process have been completed and various solutions to improving access to the Slabtown Community were considered. Based on the assessment of each solution in relation to potential impacts to the natural, cultural, social, transportation and economic environments, and in consideration of all stakeholder comments received, Alternative C - Replace Bridge at Same Location was identified as the preferred solution. This will ensure appropriate access to the community, will minimize environmental impacts and

### Purpose of Notice

The Phase 1 & 2 Report is on display from Mmmm dd, to Mmmm dd, 2010 at the following locations:

#### Town of The Blue Mountains

26 Bridge Street East, Thornbury  
Telephone (519) 599-3131  
Mon - Fri 8:30AM to 4:30PM

#### LE Shore Public Library

173 Bruce Street, South Thornbury  
Telephone (519) 599-3681  
Mon, Wed, Fri & Sat 10:00AM to 5:00PM  
Tues & Thurs 11:00AM to 8:00PM  
Sun 12:00PM to 4:00PM

Interested persons are encouraged to review the report and provide written comments to the Town's Engineer, C.C. Tatham & Associates, within this period.

If concerns arise regarding this project, which cannot be resolved in discussion with the Town, you may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Requests are to be submitted to the Minister, and copied to the Town, before the end of the review period. If there is no request received by **Mmmm dd, 2010**, the project may proceed based on the identified preferred solution.

The Honourable John Gerretsen  
Minister of the Environment  
77 Wellesley Street West  
11th Floor, Ferguson Block  
Toronto, ON M7A 2T5

### Alternative Solutions

The following alternatives solutions were considered:

- Alternative A - Do Nothing
- Alternative B - Rehabilitate Existing Bridge
- Alternative C - Replace Bridge at Same Location (preferred)**
- Alternative D - Replace Bridge at New Location
- Alternative E - Build New Road to Grey Road 40
- Alternative F - Build New Road to Grey Road 13

