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A.7 Heritage Impact Assessment Report

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Peninsula Heritage Ltd.
Archaeology & Built Heritage

Heritage Impact Assessment, Bridges 21-WG, 29-WG and 30-WG, Township of Centre Wellington, Ontario

Project Number: 2025-0014

Date: June 30, 2025

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Prepared For: RJ Burnside & Associates Ltd.
Client Contact: Andrew Dawson
Client Address: 3 Ronell Crescent, Collingwood, Ontario, L9Y 4J6

1.0 Executive Summary

Peninsula Heritage Ltd. (Peninsula Heritage) was retained by R.J. Burnside & Associates Limited (R.J. Burnside) to undertake a Heritage Impact Assessment (HIA), on behalf of the Township of Centre Wellington (the Proponent) for bridges 21-WG, 29-WG, and 30-WG. The bridges are all associated with Irvine Creek, with Bridge 21-WG being located on First Line, and Bridges 29-WG and 30-WG being located on Sideroad 15. Bridges 21-WG and 30-WG have been closed to vehicular traffic. Bridge 29-WG remains open to vehicular traffic but has a weight limit and height restriction in place. A Cultural Heritage Evaluation Report (CHER) identified all three bridges to exhibit cultural heritage value or interest (CHVI) under Ontario Regulation (O. Reg.) 9/06 (as amended by O. Reg. 569/22) (Peninsula Heritage 2025).

The purpose of the HIA is to review the identified CHVI of the bridges (Peninsula Heritage 2025), evaluate potential direct and indirect impacts to the bridge based on the proposed changes, and recommended mitigation measures aimed at reducing impacts to the identified CHVI of the bridges. The Proponent is exploring options for the potential rehabilitation, replacement, or closure and removal of the specified bridges under the Municipal Class Environmental Assessment (MCEA) process.

The evaluation of potential direct and indirect impacts to all three bridges through the proposed removal, rehabilitation, or replacement options found that proposed removal of each bridge would result in the loss of physical heritage attributes and lead to impacts to the view toward the bridges. Proposed rehabilitation of each bridge is anticipated to result in minimal to no impacts to the physical heritage attributes of the bridges (pending final design plans). The evaluation of impacts found proposed replacement would result in the loss of the physical heritage attributes of each bridge and may also lead to impacts to the view towards the bridge (pending final design).

Bridges 21-WG, 29-WG, and 30-WG are visually appealing and largely retain their as-built forms. As such, the bridges reflect the design and style of a past time and contribute to the rural agricultural landscape of the area. As such, the following recommendations are made for bridges 21-WG, 29-WG, and 30-WG, based on the options for improvements being considered as part of study:

1.1 Removal

1. The CHER and HIA reports be provided to local historical societies, libraries, and the municipal archives, at the discretion of the Township of Centre Wellington.

1.2 Rehabilitation

1. Rehabilitation of the bridge(s) in their current form allows for the retention of all identified heritage attributes, but bridges 21-WG, 29-WG, and 30-WG can be considered to be in a state of which “the safety of the existing structure is compromised to the extent that rehabilitation is not a practical option” and “replacement is required to meet demand requirements that are not achievable through rehabilitation or upgrading of the existing structure” (MTO 2008).

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2. If rehabilitation is pursued, all efforts be made to retain physical heritage attributes.
3. If rehabilitation is pursued, the Township consider Designation of the bridge(s) under Part IV of the Ontario Heritage Act.
4. The CHER and HIA reports be provided to local historical societies, libraries, and the municipal archives, at the discretion of the Township of Centre Wellington.

1.3 Replacement

1. Any replacement of bridges 21-WG and 29-WG be designed to reflect the existing "bowstring arch" design, thereby providing a conservation measure for the identified physical heritage attributes. Examples of bridge replacements where this conservation approach was utilized by the Township of Centre Wellington are provided in Figures 47 to 49.
2. An interpretive plaque be affixed to the replacement bridges for 21-WG and 29-WG to identify the original bridge (see Figure 47), thereby providing a conservation measure for the identified historical and contextual value. The plaque should reference the Designated bowstring arch bridge on Irvine Street, and a physical example. For bridge 29-WG, consideration should be given to the salvage of concrete pieces where bridge workers names are inscribed, with these pieces either incorporated into the new bridge design, or incorporated into a commemoration of the bridge.
3. Any replacement of bridge 30-WG be designed to consider incorporation an imprint of the original through-truss design, similar to what the Township of Centre Wellington has already accomplished with replacement bowstring arch bridges.
4. An interpretive plaque be affixed to the replacement bridge for 30-WG to identify the original bridge, thereby providing a conservation measure for the identified historical and contextual value.
5. The CHER and HIA reports be provided to local historical societies, libraries, and the municipal archives, at the discretion of the Township of Centre Wellington.

The *Provincial Planning Statement* (2024) notes that CHVI is identified for cultural heritage resources by communities. Thus, the system by which heritage is administered in Ontario places emphasis on the decision-making of local municipalities regarding matters of heritage. It is hoped that the information presented in this report will be useful in decisions pertaining to the bridge.

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3.0 Personnel

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Acknowledgements

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4.0 Project Context

Peninsula Heritage Ltd. (Peninsula Heritage) was retained by R.J. Burnside & Associates Limited (R.J. Burnside) to undertake a Heritage Impact Assessment (HIA), on behalf of the Township of Centre Wellington (the Proponent) for bridges 21-WG, 29-WG, and 30-WG. The bridges are all associated with Irvine Creek, with Bridge 21-WG being located on First Line, and Bridges 29-WG and 30-WG being located on Sideroad 15. Bridges 21-WG and 30-WG have been closed to vehicular traffic. Bridge 29-WG remains open to vehicular traffic but has a weight limit and height restriction in place. A Cultural Heritage Evaluation Report (CHER) identified all three bridges to exhibit cultural heritage value or interest (CHVI) under Ontario Regulation (O. Reg.) 9/06 (as amended by O. Reg. 569/22) (Peninsula Heritage 2025).

The purpose of the HIA is to review the identified CHVI of the bridges (Peninsula Heritage 2025), evaluate potential direct and indirect impacts to the bridges based on the proposed changes, and recommended mitigation measures aimed at reducing impacts to the identified CHVI of the bridges. The Proponent is exploring options for the potential removal and closure, rehabilitation, or replacement of the specified bridges under the Municipal Class Environmental Assessment (MCEA) process.

A site visit was conducted on April 22, 2025, to document the bridges and surrounding landscapes. Documentation took the form of high-resolution photographs using a Nikon D5300 DSLR camera and the collection of field notes. The site visit consisted of visual inspection of the bridges from publicly accessible areas. The assessment strategy was derived from the *Canadian Inventory of Historic Buildings* (Parks Canada 1980), *Well Preserved: The Ontario Heritage Foundation Manual on the Principles and Practice of Architectural Conservation* (Fram 2003), the *Guide to Field Documentation* (HABS 2011), and the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010).

This HIA was written for a project located on the Treaty lands and Territory of the Mississaugas of the Credit First Nation and the traditional territory of the Haudenosaunee and the Attiwandaronk.

4.1 Site Description and Context

Bridge 21-WG is a bowstring arch bridge located northeast of Fergus on First Line, north of Sideroad 15. The bridge crosses Irvine Creek and has been closed to vehicular traffic since February 6, 2024. The lands surrounding the bridge are gently rolling and dominated by agricultural use.

Bridge 29-WG is a bowstring arch bridge located northeast of Fergus on Sideroad 15. The bridge provides egress across Irvine Creek. The bridge's location results in a curve in Sideroad 15 which is otherwise straight. The bridge is located within a small valley and is largely obscured from view from any distance. At the time of assessment, the bridge remained open to vehicular traffic but was subject to load and height restrictions. The lands surrounding the bridge are gently rolling and dominated by agricultural use.

Bridge 30-WG is a six-panel rivet-connected fixed Pratt through-truss bridge located northeast of Fergus on Sideroad 15. The bridge provides egress over Irvine Creek. The bridge is located

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within a valley and is clearly visible from the rim of the valley. At the time of assessment, the bridge was closed to vehicular traffic. Communication with a local resident indicated the bridge has been closed for an extended period of time since it was damaged following a collision with a piece of heavy equipment that was being trailered. The lands surrounding the bridge are tree covered and were swampy at that time of assessment.

4.2 Client Contact Information

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Map 1: Location of Bridges



Heritage Impact Assessment - Bridges 21-WG, 29-WG, 30-WG, Centre Wellington

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Map 2: Location of Bridges on Aerial Image



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5.0 Legislative and Policy Framework

The following provides a review of provincial and municipal legislation and policies designed to protect cultural heritage resources within Ontario and the Township of Centre Wellington. This CHER has been prepared to meet industry best practices, the OHA, the *Planning Act*, and the *Provincial Planning Statement* (2024).

5.1 Provincial Legislation and Policy

5.1.1 Ontario Heritage Act (OHA), Revised July 1, 2024

The OHA was first enacted in 1975, with the current version being Revised Statutes of Ontario (RSO) 1990, and prescribes the legal requirements of regulatory bodies to address, protect and administer heritage within their jurisdiction. The OHA prescribes the criteria by which cultural heritage value of interest is assessed by way of O. Reg. 9/06 (as amended by O. Reg. 569/22).

Under Section 27 of the OHA, the municipal clerk is required to keep a current register of properties of cultural heritage value or interest within the municipality, including properties Designated under Part IV, Section 29 of the OHA. Heritage protections within the OHA fall into the following categories:

- Listed Properties (Part IV, Section 27), minimal protection (60 days interim protection from demolition), potentially candidates for Designation
- Designated Properties (Part IV, Section 29), protection under Municipal By-law
- Heritage Conservation Districts (Part V), protection under Municipal By-law

5.1.2 Planning Act, Revised July 1, 2024

The Planning Act (1990) provides the legislative framework for land use planning in Ontario. Part 1, Section 2 (d) and (r) of the Act identifies matters of provincial interest.

Part I, Section 2

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(e) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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5.1.3 Provincial Planning Statement

The Provincial Policy Statement (PPS), issued under Section 3 of the Planning Act, came into effect on October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development and replaced the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golder Horseshoe (2019). The PPS provides direction for the appropriate regulation for land use and development while protecting resources of provincial interest, and the quality of the natural and built environment, which includes cultural heritage and archaeological resources. These policies are specifically addressed in Section 4.6:

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

4. Planning authorities are encouraged to develop and implement:

a) archaeological management plans for conserving archaeological resources; and

b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.

The Provincial Planning Statement provides the following definitions:

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings,

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structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

Heritage attributes: means, as defined under the Ontario Heritage Act, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

Protected heritage property: means property designated under Part IV or VI of the Ontario Heritage Act; property included in an area designated as a heritage conservation district under Part V of the Ontario Heritage Act; property subject to a heritage conservation easement or covenant under Part II or IV of the Ontario Heritage Act; property identified by a provincial ministry or a prescribed public body as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

Significant: means e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

5.1.4 Municipal Class Environmental Assessment (MCEA) Manual (2023)

The following are relevant excerpts from the MCEA Manual (2023).

“Cultural environment” refers to archaeological resources, built heritage resources and cultural heritage resources in the environment. Areas of archaeological potential must be identified in accordance with the *Ontario Heritage Act*. Relevant terms can be found in the glossary.

Significant cultural heritage resources must be conserved. Where significant cultural heritage resources cannot be avoided, adverse impacts are to be mitigated in accordance with provincial and municipal policies, procedures, best practices and guidelines.

Relevant glossary terms are as follows:

Archaeological resources includes artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act.*

Areas of archaeological potential Means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The *Ontario Heritage Act* requires archaeological potential to be confirmed by a licensed archaeologist.

Built heritage resources means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous Community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act,* or that may be included on local, provincial, federal and/or international registers.

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Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous Community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under *the Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

Cultural heritage resources include built heritage, cultural heritage landscapes, and marine and other archaeological sites. The Minister of Citizenship and Multiculturalism (MCM) is responsible for the administration of the *Ontario Heritage Act* and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes cultural heritage landscapes, built heritage and archaeological resources. MCM has released a series of resource guides on the *Ontario Heritage Act,* entitled the Ontario Heritage Tool Kit.

5.2 Municipal Policies

5.2.1 Township of Centre Wellington Official Plan

Section C.2 of the Official Plan (OP) of the Township of Centre Wellington (consolidated February 2024) outlines four Goals and Objectives to the management of Cultural Heritage Resources:

- *To protect the Township's heritage resources from neglect, deterioration, demolition, alteration, redevelopment or changes in use which threaten their existence or integrity*
- *To encourage and support the functional and economic use of heritage buildings*
- *To identify, and protect and enhance natural areas*
- *To encourage public awareness and appreciation of the heritage resources of the Township and the value of protecting these resources to both residents and visitors*

5.2.2 County of Wellington Official Plan

Section 4.1 of the County of Wellington Official Plan deals with cultural heritage and archaeological resources:

Cultural heritage and archaeological resources form an important and in many cases highly visible part of the community fabric. These resources are a source of civic pride for the residents, a benefit to the local economy through tourism, and are important to our understanding of the settlement of the County. The policies of this Plan, in conjunction with the Ontario Heritage Act, provide a framework for the protection and enhancement of cultural heritage resources in Wellington.

Built Heritage

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Wellington has a rich history reflected in many buildings and structures, either individually or in groups, which are considered to be architecturally or historically significant to the community, county, province or country.

Cultural Heritage Landscapes

A cultural heritage landscape is a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act, and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.

For cultural heritage landscapes to be significant, they must be valued for the important contribution they make to our understanding of a place, an event, or a people.

Section 4.1.5 provides policy direction related to cultural heritage resources:

a) significant built heritage resources and significant cultural heritage landscapes shall be conserved. Conserved means the identification, protection, use and/or management of heritage and archeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment in accordance with Section 4.6.7.

b) The need for a Heritage Impact Assessment and/or Conservation plan will be based on the heritage attributes or reasons for which the resource is identified as significant, and will normally be identified in pre-consultation on development applications.

c) Wellington County will work with its local municipalities to identify significant cultural heritage landscapes. The identification of significant cultural heritage landscapes shall be implemented through at least one of the following options:

> *i. Added to an Official Plan through an Amendment that shows the resource as an overlay designation on the Schedule, and adds site-specific policies where needed;*
>
> *ii. included in the municipal register of properties that Council considers to be of cultural heritage value or interest but have been designated;*
>
> *iii. Designated under the Ontario Heritage Act.*

d) The need for a Heritage Impact Assessment.

e) Wellington will encourage the conservation of significant built heritage resources through heritage designations and planning policies which protect these resources.

f) The re-use of heritage buildings is often a valid means of ensuring their restoration, enhancement or future maintenance. Projects to re-use heritage buildings may be given favourable consideration if the overall results are to ensure the long term protection of a

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heritage resource and the project is compatible with surrounding land uses and represents an appropriate use of land.

g) Where a property has been identified as a protected heritage property, development and site alteration may be permitted on adjacent lands where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

h) The County recognizes the important cultural significance of the Grand River as a Canadian Heritage River, and the need to conserve its inherent values.

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6.0 Existing Conditions Review

6.1 Bridge 21-WG

6.1.1 Design and Construction

Bridge 21-WG is an example of a bowstring arch bridge. Bowstring arch bridges, also known as, 'rainbow arch bridges', became a defining feature of Wellington County's early 20th-century infrastructure. These bridges were popular for their elegant, curved design and structural efficiency, particularly in rural areas where moderate-span crossings were needed. The name "rainbow arch" comes from the characteristic arching form of the main support structure, which resembles a rainbow spanning the road below. This style was part of a broader trend in North America in the early 1900s, as reinforced concrete began to replace timber and steel in smaller bridge construction. In Wellington County, the adoption of these bridges was part of a larger modernization effort in transportation infrastructure. The design was popular as it required minimal material, was relatively simple to install and could easily accommodate vehicular traffic. The bowstring design was well suited to situations where riverbanks were low and there was limited room for below deck support. The bowstring design was popularized by Fergus architect Charles Mattaini. Mr. Mattaini was born in Italy and emigrated to Canada in 1892. Following his emigration to Canada, he settled in Fergus and started an engineering and construction firm where he employed the engineering skills he had developed while constructing tunnels through the Alps. Mattaini popularized the bowstring design and his company eventually built close to 70 bowstring bridges in Southern Ontario, with a high number of them being constructed in Wellington and Waterloo counties (Brennan 2019).

6.1.2 Current Condition

Note: the following condition assessment for bridge 21-WG does not serve as an assessment by qualified engineer and must not be taken as an assessment of the overall structural integrity of the bridge.

The bowstring arch bridge identified as 21-WG is currently closed to vehicular traffic. The bridge remains passable by foot traffic and is visually in fair condition. The bridge was constructed c.1930 and is constructed of cast in place reinforced concrete. The current bridge replaced an early wooden bridge and original design schematics show the extant bridge to have reused the previous bridges abutments (Appendix B). Plans show that the southern abutment was reinforced at the time of 21-WG's construction by way of underpinning in order to compensate for the northward lean of the abutment, a lean that remained prominent at the time of site visit.

Site inspection found bridge 21-WG to be fair overall condition based on the age of the structure and its retention of many of its as-built features. A notable departure from its as-built condition is the replacement of the original elliptical concrete tie brace with a modern steel 'I' beam. The original tie brace was damaged in 2012 after a vehicle strike. The steel beam bracing was installed in early 2013.

Bridge 21-WG does show signs of delamination of concrete in areas resulting in the exposure of the underlying reinforcement bar.

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Overall, bridge 21-WG presents as a surviving example of a bowstring arch bridge, a prominent style of bridge constructed in Garafraxa Township, now the Township of Centre Wellington, in the early 20th century. The structure has visible degradation, which is not uncommon considering the structure has been in use and exposed to the elements for nearly a century. The state of deterioration and the increased load demands of modern vehicles would indicate that rehabilitation or replacement of the structure is likely required for the structure to reinstate this bridge for its current intended use as a vehicular bridge.

The 2024 Municipal Structure Inspection Form report for the bridge recommended structure replacement within 1-5 years (Peninsula Heritage 2025).

6.1.3 Documentation



Figure 3: West side of Bridge 21-WG, looking east



Figure 4: East side of Bridge 21-WG, looking northwest



Figure 5: Northern approach to Bridge 21-WG, looking south



Figure 6: Southern approach to Bridge 21-WG, looking north



Figure 7: Western arch of Bridge 21-WG

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Figure 8: Eastern arch of Bridge 21-WG



Figure 9: Underside of road deck of Bridge 21-WG and southern abutment



Figure 10: Underside of road deck of Bridge 21-WG and northern abutment



Figure 11: Typical example of abutment wing, note visible impressions of planking used in the forming process and the separations between lifts of concrete



Figure 12: Close up of detail cast into arch and associated supports and guardrail, west side



Figure 13: Close up of detail cast into arch and associated supports and guardrail, exterior of east side



Figure 14: Retrofit steel 'I' Beam used to replace original upper cord tie



Figure 15: Close up of typical recessed 'floret' cast into guard rail supports



Figure 16: Example of concrete spalling revealing underlying steel reinforcement material



Figure 17: Example of smooth round reinforcement bar used in construction of guardrails



Figure 18: Example of smooth square reinforcement bar used in vertical support members

6.2 Bridge 29-WG

6.2.1 Design and Construction

Bridge 29-WG is an example of a bowstring arch bridge. Bowstring arch bridges, also known as, 'rainbow arch bridges', became a defining feature of Wellington County's early 20th-century infrastructure. These bridges were popular for their elegant, curved design and structural efficiency, particularly in rural areas where moderate-span crossings were needed. The name "rainbow arch" comes from the characteristic arching form of the main support structure, which resembles a rainbow spanning the road below. This style was part of a broader trend in North America in the early 1900s, as reinforced concrete began to replace timber and steel in smaller bridge construction. In Wellington County, the adoption of these bridges was part of a larger modernization effort in transportation infrastructure. The design was popular as it required minimal material, was relatively simple to install and could easily accommodate vehicular traffic. The bowstring design was well suited to situations where riverbanks were low and there was limited room for below deck support. The bowstring design was popularized by Fergus architect Charles Mattaini. Mr. Mattaini was born in Italy and emigrated to Canada in 1892. Following his emigration to Canada, he settled in Fergus and started an engineering and construction firm where he employed the engineering skills he had developed while constructing tunnels through the Alps. Mattaini popularized the bowstring design and his company eventually built close to 70 bowstring bridges in Southern Ontario, with a high number of them being constructed in Wellington and Waterloo counties (Brennan 2019).

6.2.2 Current Condition

Note: the following condition assessment for bridge 29-WG does not serve as an assessment by qualified engineer and must not be taken as an assessment of the overall structural integrity of the bridge.

The bowstring arch bridge identified as 29-WG is currently in active use by vehicular traffic but has been subject to weight and height restrictions. The bridge was constructed c.1929 and is constructed of cast in place reinforced concrete. The current bridge replaced an early wooden bridge and original design schematics show previous abutments were removed (Appendix B).

Site inspection found bridge 29-WG to be fair overall condition based on the age of the structure and its retention of many of its as-built features. The addition of modern height restriction markers detracts from the overall design of the structure.

Bridge 29-WG show signs of delamination of concrete in areas resulting in the exposure of the underlying reinforcement bar. This delamination is most pronounced at the base of the bowstring on the northeast corner.

Overall, bridge 29-WG presents as a surviving example of a bowstring arch bridge, a prominent style of bridge constructed in Garafraxa Township, now Township of Centre Wellington, in the early 20th century. The structure has visible degradation, which is not uncommon considering the structure has been in use and exposed to the elements for nearly a century. The state of deterioration and the increased load demands of modern vehicles would indicate that rehabilitation or replacement of the structure is likely required for the structure to maintain this bridge for its current intended use as a vehicular bridge.

The 2024 Municipal Structure Inspection Form report for the bridge recommended structure replacement within 1-5 years (Peninsula Heritage 2025).

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6.2.3 Documentation



Figure 19: Eastern approach to Bridge 29-WG, looking east



Figure 20: North side of Bridge 29-WG

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Figure 21: Southside of Bridge 29-WG



Figure 22: West approach to Bridge 29-WG



Figure 23: Underside of Bridge 29-WG, note presence of imprints of original wood forms



Figure 24: Bridge deck



Figure 25: Example of connection between Bridge 29-WG abutments and superstructure



Figure 26: West bridge abutment



Figure 27: Original cast concrete tie beam



Figure 28: Typical example of the details present in the original guard rail and support structure



Figure 29: Focus on detail cast into arch and associated supports and guardrail, exterior of north side



Figure 30: Example of exfoliated concrete exposing underlying smooth steel reinforcement



Figure 31: Two names carved into the concrete, census records suggest both were labourers involved in the construction of Bridge 29-WG

6.3 Bridge 30-WG

6.3.1 Design and Construction

A through-truss bridge is a type of truss bridge in which the deck, or roadway, passes through the structure of the truss itself, with the main load-bearing trusses positioned on either side of the deck and connected overhead by cross-bracing. This creates a tunnel-like effect, allowing traffic to travel between the vertical truss walls while being enclosed above by a horizontal system of bracing. The design allows for efficient distribution of both vertical and horizontal loads, making it suitable for longer spans and heavier weights, such as those required by railways and major roadways. The open framework of the trusses provides strength while using relatively little material. Through-truss bridges were an economical and practical solution for many civil engineering challenges during the 19th and early 20th centuries.

Through-truss bridges emerged as a pivotal innovation in civil engineering during the 19th century and played a significant role in the expansion of railroads and road networks across the industrialized world. Their origins trace back to the early use of timber trusses, but with the advent of the Industrial Revolution, engineers began experimenting with wrought and cast iron. These materials provided the necessary strength and durability to span longer distances and support heavier loads than wood. The first iron truss bridges appeared in the early 1800s, with notable examples such as the Iron Bridge in England paving the way for widespread adoption. By the mid-19th century, through-truss designs were commonly used for both railroad and highway bridges across Europe and North America.

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Iron through-truss bridges typically utilized either cast iron for compression members or wrought iron for tension members, due to their respective mechanical properties. Cast iron is brittle but stronger under compression, while wrought iron is more ductile and performs better under tensile stress. Engineers often combined these two types of iron to optimize performance. Popular truss configurations used in iron bridge construction included the Pratt, Warren, and Howe trusses, each differing in the arrangement and purpose of their diagonal and vertical members. The choice of truss type depended on the span length, the type of loads expected, and the available materials.

By the late 19th and early 20th centuries, steel began to replace iron in bridge construction due to its superior strength and ductility. However, many iron through-truss bridges remain in use or preserved as historic landmarks. Their design represents a significant period in engineering history, reflecting a time when new materials and structural theories were being tested and implemented on a grand scale. These bridges not only embody the ingenuity of 19th-century engineers but also serve as lasting monuments to the early industrial era and the expansion of modern infrastructure.

Bridge 30-WG is an example of a six-panel rivet-connected fixed Pratt through-truss. "Pratt" refers to the truss design, characterized by diagonal members that slope toward the center of the span and are under tension, while vertical members are in compression. This design, first patented in 1844 by Caleb and Thomas Pratt, became one of the most widely used truss types for its efficient handling of loads. The term "6-panel" indicates that the truss is divided into six distinct sections or panels between the end supports. "Rivet-connected" refers to the use of rivets — round-headed metal pins — to fasten the steel members together, a common method of joining structural components before the widespread use of welding. "Fixed" signifies that the bridge is non-movable, unlike swing, lift, or drawbridges, and is anchored in place to support static and dynamic loads.

At a June 2025 Public Information Centre, local residents identified that the truss for bridge 30-WG was believed to have been relocated to this location from a previous crossing of the Grand River in Belwood, prior to flooding of the Shand Dam. However, the Township, in consultation with the MTO, has been unable to find records of the original installation to confirm whether or not this statement is valid.

6.3.2 Current Condition

Note: the following condition assessment of bridge 30-WG does not serve as an assessment by qualified engineer and must not be taken as an assessment of the overall structural integrity of the bridge.

The riveted steel fixed through-truss bridge identified as 30-WG is currently closed to vehicular traffic but remains accessible to foot traffic. Bridge 30-WG presents as a surviving example of a once prevalent bridge design. The 2024 Municipal Structure Inspection Form identified the bridge to have been constructed in 1942, which would indicate it is a late example of the style.

Bridge 30-WG shows signs of advanced oxidation and structural decay at key structural points resulting from prolonged exposure to the elements. Visual assessment of the structure identified multiple occurrences of structural repair including the replacement of a large portion of the eastern end of the bridge. The galvanized corrugated steel deck pans supporting the

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concrete deck indicate the current deck is not original to the structure. The western end of the bridge was found to be suffering from unrepaired structural damage resulting from vehicular impact.

Overall, Bridge 30-WG presents as being in poor structural condition but continues to serve as a monument to the historic use of riveted steel through-truss bridges.

The 2024 Municipal Structure Inspection Form report for the bridge recommended major rehabilitation/replacement be undertaken (Peninsula Heritage 2025).

6.3.3 Documentation



Figure 32: South side of Bridge 30-WG



Figure 33: North side of Bridge 30-WG



Figure 34: Eastern end of bridge which has been subject to previous restoration, with major structural components having been replaced and fastened with bolts and nuts

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Figure 35: Western approach to bridge which exhibits deformation due to past collision with heavy equipment



Figure 36: Side view of west end damage

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Figure 37: Condition of road surface



Figure 38: Underside of bridge deck, multiple signs of past repairs as evident by the use of modern bolt and not fasteners



Figure 39: Example of typical deterioration of structural steel



Figure 40:Example of original riveted construction



Figure 41: Example of past repair as seen on northwest corner of bridge



Figure 42: Non-original guard rail installed using modern welding techniques



Figure 43: Example of superstructure as seen on northeast corner of bridge



Figure 44: Example of original riveted construction and later bolt and nut repair



Figure 45: Maker's mark identifying original steel to be a product of 'Carnegie USA'

Carnegie Steel Company, often stylized historically as "Carnegie Steel USA," was one of the most influential and powerful steel companies in American history. Founded by industrialist Andrew Carnegie in the late 19th century, the company played a pivotal role in the rapid industrialization of the United States. Carnegie Steel revolutionized steel production by adopting the Bessemer process, which allowed for the mass production of high-quality steel at a much lower cost. This innovation helped fuel the construction of railroads, bridges, and skyscrapers during the Gilded Age. Based in Pittsburgh, Pennsylvania, the company became a cornerstone of the American steel industry and one of the largest manufacturing enterprises of its time. In 1901, Carnegie sold the company to financier J.P. Morgan, who merged it into U.S. Steel, the first billion-dollar corporation in the world. Carnegie Steel's legacy is deeply embedded in American industrial history, both for its contributions to infrastructure and for its role in shaping labour relations and corporate capitalism.



Figure 46: Maker's mark identifying original steel to be a product of 'INLAND'

The Inland Steel Company was a major American steel producer based in East Chicago, Indiana, and played a significant role in the development of the U.S. steel industry throughout the 20th century. Founded in 1893, Inland Steel grew rapidly during the industrial boom of the early 1900s, becoming known for its innovation, quality, and vertically integrated operations, which included mining, transportation, and steel manufacturing. The company was especially prominent in the production of sheet steel, which was widely used in the automotive, appliance, and construction industries. Inland Steel also gained a reputation for progressive labor practices and modern management. In 1998, the company was acquired by Ispat International, and the Inland name was removed from active use.

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7.0 CHVI Review

7.1 Bridge 21-WG

Evaluation of bridge 21-WG against the nine criteria outlined by O. Reg. 9/06 (as amended by O. Reg. 569/22) identified bridge 21-WG to meet five criteria related to physical/design value, historical/associative value, and contextual value. Per the terms of the OHA, the bridge meets the requirement for consideration for Listing under Part IV, Section 27 of the OHA or consideration for Designation under Part IV, Section 29 of the OHA.

7.2 Bridge 21-WG Draft Statement of Cultural Heritage Value

Bridge 21-WG is located on First Line, north of Sideroad 15 in the road allowance between Lots 15 and 16, Concession 1, former Township of Garafraxa, now Township of Centre Wellington, Ontario. Bridge 21-WG was constructed to replace an earlier wood structure and to provide egress across Irvine Creek.

Bridge 21-WG is an example of a bowstring arch bridge constructed of reinforced concrete. This style of bridge is colloquially referred to as a 'rainbow arch bridge'. Original design schematics of the bridge show it to have been designed in 1929 and is assumed to have been constructed in 1930.

Bridge 21-WG represents one of the few remaining bowstring arch bridges in the county, a bridge style that the Wellington County was once known for. The bowstring arch design was developed in the early 20th century and reached its height of popularity in the 1920's and 1930's. The design was popular as it required minimal material, was relatively simple to install and could easily accommodate vehicular traffic.

The bowstring design was popularized in the Township of Centre Wellington by local Fergus architect Charles Mattaini. Mr. Mattaini was born in Italy and emigrated to Canada in 1892. Following his emigration to Canada, he settled in Fergus and started an engineering and construction firm where he employed the engineering skills he had developed while constructing tunnels through the Alps. Mattaini popularized the bowstring design and his company eventually built close to 70 bowstring bridges in Southern Ontario, with a high number of them being constructed in Wellington and Waterloo counties (Brennan 2019). While no record found support that the bridge was designed or built by Mr. Mattaini, the bridge stands as a surviving example of the style.

Bridge 21-WG has stood for nearly a century and retains examples of all original finishes but exhibits significant degradation resulting in the exposure of the underlying square steel reinforcement bar. A single steel tie beam has been added to the upper limit of the arches and replaces the original concrete tie. Evaluation of Bridge 21-WG found the bridge to be a candidate for Listing under Section 27 of the OHA, or Designation under Section 29 of the OHA.

Defining Characteristics

- Bowstring design

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- Subtle design details: chamfered corners, recessed panels, impressed florets, integrated guardrail
- Proximity to bowstring arch bridge 29-WG

7.3 Bridge 29-WG

Evaluation of bridge 29-WG against the nine criteria outlined by O. Reg. 9/06 (as amended by O. Reg. 569/22) identified bridge 29-WG to meet five criteria related to physical/design value, historical/associative value, and contextual value. Per the terms of the OHA, the bridge meets the requirement for consideration for Listing under Part IV, Section 27 of the OHA or consideration for Designation under Part IV, Section 29 of the OHA.

7.4 Bridge 29-WG Draft Statement of Cultural Heritage Value

Bridge 29-WG is located on Sideroad 15 in the road allowance between Lots 15 and 16, Concession 2, former Township of Garafraxa, now Township of Centre Wellington, Ontario. Bridge 29-WG was constructed to replace an earlier wood structure and to provide egress across Irvine Creek.

Bridge 29-WG is a surviving example of a bowstring arch bridge constructed of reinforced concrete. This style of bridge is colloquially referred to as a 'rainbow arch bridge'. Original design schematics of the bridge show it to have been designed in 1928 and is assumed to have been constructed in 1929.

Bridge 29-WG represents one of the few remaining bowstring arch bridges in the county, a bridge style that the former Wellington County was historically known for. The bowstring arch design was developed in the early 20th century and reached its height of popularity in the 1920's and 1930's. The design was popular as it required minimal material, was relatively simple to install and could easily accommodate vehicular traffic.

The bowstring design was popularized in the Township of Centre Wellington by local Fergus architect Charles Mattaini. Mr. Mattaini was born in Italy and emigrated to Canada in 1892. Following his emigration to Canada, he settled in Fergus and started an engineering and construction firm where he employed the engineering skills he had developed while constructing tunnels through the Alps. Mattaini popularized the bowstring design and his company eventually built close to 70 bowstring bridges in Southern Ontario, with a high number of them being constructed in Wellington and Waterloo counties (Brennan 2019). While no record found support that the bridge was designed or built by Mr. Mattaini, the bridge stands as a surviving example of the style.

Bridge 29-WG has stood for nearly a century and retains examples of all original finishes but exhibits significant degradation resulting in the exposure of the underlying square steel reinforcement bar. Evaluation of bridge 29-WG found the bridge to be a candidate for Listing under Section 27 of the OHA, or Designation under Section 29 of the OHA.

Defining Characteristics

- Bowstring design

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- Subtle design details: chamfered corners, recessed panels, impressed florets, integrated guardrail
- Proximity to bowstring arch Bridge 21-WG

7.5 Bridge 30-WG

Evaluation of bridge 30-WG against the nine criteria outlined by O. Reg. 9/06 (as amended by O. Reg. 569/22) identified bridge 30-WG to meet two criteria related to physical/design value and contextual value. Per the terms of the OHA, the bridge meets the requirement for consideration for Listing under Part IV, Section 27 of the OHA or consideration for Designation under Part IV, Section 29 of the OHA.

7.6 Bridge 30-WG Draft Statement of Cultural Heritage Value

Bridge 30-WG is located on Sideroad 15 in the road allowance between Lots 15 and 16, Concession 6, former Township of Garafraxa, now Township of Centre Wellington, Ontario. Bridge 30-WG was constructed to replace an earlier wood structure and to provide egress across Irvine Creek.

Through-truss bridges emerged as a pivotal innovation in civil engineering during the 19th century and played a significant role in the expansion of railroads and road networks across the industrialized world. Their origins trace back to the early use of timber trusses, but with the advent of the Industrial Revolution, engineers began experimenting with wrought and cast iron. These materials provided the necessary strength and durability to span longer distances and support heavier loads than wood. The first iron truss bridges appeared in the early 1800s, with notable examples such as the Iron Bridge in England paving the way for widespread adoption. By the mid-19th century, through-truss designs were commonly used for both railroad and highway bridges across Europe and North America.

Bridge 30-WG is a surviving automotive use example of a fixed riveted steel through Pratt truss bridge. The bridge retains its original overall design and showcases the evolution of steel bridge construction through ongoing repairs that employed bolt and nut and later welded elements. Bridge 30-WG stands as a locally rare surviving example of a style. Evaluation of Bridge 30-WG found the bridge to be a candidate for Listing under Section 27 of the OHA, or Designation under Section 29 of the OHA.

Defining Characteristics

- Original riveted construction
- Pratt truss system
- Legibility of repairs detailing the evolution of steel working

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8.0 Heritage Impact Assessment

8.1 Bridge 21-WG

8.1.1 Description of Proposed Work

Bridge 21-WG is currently part of a study which is evaluating several alternatives for the currently closed bridge, including removal, rehabilitation, and replacement. The structure has deteriorated to a point of significant structural concern, which has resulted in its current closure to traffic and, even if rehabilitated, it is anticipated that it would still have limited load carrying capacity. No design plans for the options under consideration are available at this time.

8.1.2 Potential Direct and Indirect Impacts

Bridge 21-WG was found in the CHER to exhibit physical value, historical/associative value, and contextual value (Peninsula Heritage 2025). The following heritage attributes were specifically identified:

- Bowstring design
- Subtle design details: chamfered corners, recessed panels, impressed florets, integrated guardrail
- Proximity to bowstring arch bridge 29-WG

To evaluate the potential impacts of the proposed improvements to bridge 21-WG, the guidelines of the MCM's *Heritage Resources in the Land Use Planning Process Info Sheet #5 Heritage Impact Assessment and Conservation Plans*, were reviewed (MCM 2006):

Destruction of any, or part of any significant heritage attributes or features:

- Proposed removal of bridge 21-WG would result in the loss of physical heritage attributes.
- Pending final design plans, the proposed rehabilitation of bridge 21-WG may result in the loss of physical heritage attributes.
- The proposed replacement of bridge 21-WG will result in the loss of physical heritage attributes.

Alteration that is not sympathetic, or incompatible, with the historic fabric and appearance:

- Proposed removal of bridge 21-WG would result in the loss of physical heritage attributes.
- Proposed rehabilitation of bridge 21-WG should consider approaches that avoid alteration to physical heritage attributes.
- Proposed replacement of bridge 21-WG should consider design plans that reflect and pay tribute to the original design of the bridge.

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Shadows created that alter the viability of a heritage attribute or an associated nature feature or plantings, such as a garden:

- Proposed removal of bridge 21-WG would not result in the creation of new shadows.
- It is not anticipated proposed rehabilitation would create new shadows that would impact physical heritage attributes.
- Proposed replacement would remove physical heritage attributes, rendering the impact of shadows not applicable.

Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship:

- Proposed removal would not result in isolation of a heritage attribute but would result in the loss of physical heritage attributes.
- It is not anticipated proposed rehabilitation would lead to isolation of physical heritage attributes.
- Proposed replacement would remove physical heritage attributes, rendering the impact of isolation as not applicable.

Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features:

- Proposed removal would impact views towards the bridge.
- It is not anticipated proposed rehabilitation would lead to indirect or direct obstruction of views and vistas.
- Proposed replacement could impact views towards the bridge, particularly if a design is chosen that does not reflect the original design.

A change in land use where the change may impact the property's CHVI:

- A change in land use is not being proposed through the proposed options.

Land disturbances such as a change in grade that alters soils and drainage patterns that may adversely affect archaeological and/or cultural heritage resources:

- It is not anticipated that changes in grade through proposed rehabilitation will occur that would adversely affect archaeological and/or cultural heritage resources.
- Proposed removal or replacement would remove physical heritage attributes, rendering the impact of land disturbances as not applicable.

8.2 Bridge 29-WG

8.2.1 Description of Proposed Work

Bridge 29-WG is currently part of a study which is evaluating several alternatives for the bridge, which is currently posted with a 5 tonne load limitation. Alternatives being considered include

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removal, rehabilitation and replacement. The structure has deteriorated to a point of significant structural concern, which has resulted in the load posting. Even if rehabilitated, it is anticipated that it would still have limited load carrying capacity. No design plans for the options under consideration are available at this time.

8.2.2 Potential Direct and Indirect Impacts

Bridge 29-WG was found in the CHER to exhibit physical value, historical/associative value, and contextual value (Peninsula Heritage 2025). The following heritage attributes were specifically identified:

- Bowstring design
- Subtle design details: chamfered corners, recessed panels, impressed florets, integrated guardrail
- Proximity to bowstring arch bridge 21-WG

To evaluate the potential impacts of the proposed improvements to bridge 29-WG, the guidelines of the MCM's *Heritage Resources in the Land Use Planning Process Info Sheet #5 Heritage Impact Assessment and Conservation Plans*, were reviewed (MCM 2006):

Destruction of any, or part of any significant heritage attributes or features:

- Proposed removal of bridge 29-WG would result in the loss of physical heritage attributes.
- Pending final design plans, the proposed rehabilitation of bridge 29-WG may result in the loss of physical heritage attributes.
- The proposed replacement of bridge 29-WG will result in the loss of physical heritage attributes.

Alteration that is not sympathetic, or incompatible, with the historic fabric and appearance:

- Proposed removal of bridge 29-WG would result in the loss of physical heritage attributes.
- Proposed rehabilitation of bridge 29-WG should consider approaches that avoid alteration to physical heritage attributes.
- Proposed replacement of bridge 29-WG should consider design plans that reflect and pay tribute to the original design of the bridge.

Shadows created that alter the viability of a heritage attribute or an associated nature feature or plantings, such as a garden:

- Proposed removal of bridge 29-WG would not result in the creation of new shadows.
- It is not anticipated proposed rehabilitation would create new shadows that would impact physical heritage attributes.
- Proposed replacement would remove physical heritage attributes, rendering the impact of shadows not applicable.

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Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship:

- Proposed removal would not result in isolation of a heritage attribute but would result in the loss of physical heritage attributes.
- It is not anticipated proposed rehabilitation would lead to isolation of physical heritage attributes.
- Proposed replacement would remove physical heritage attributes, rendering the impact of isolation as not applicable.

Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features:

- Proposed removal would impact views towards the bridge.
- It is not anticipated proposed rehabilitation would lead to indirect or direct obstruction of views and vistas.
- Proposed replacement could impact views towards the bridge, particularly if a design is chosen that does not reflect the original design.

A change in land use where the change may impact the property's CHVI:

- A change in land use is not being proposed through the proposed options.

Land disturbances such as a change in grade that alters soils and drainage patterns that may adversely affect archaeological and/or cultural heritage resources:

- It is not anticipated that changes in grade through proposed rehabilitation will occur that would adversely affect archaeological and/or cultural heritage resources.
- Proposed removal or replacement would remove physical heritage attributes, rendering the impact of land disturbances as not applicable.

8.3 Bridge 30-WG

8.3.1 Description of Proposed Work

Bridge 30-WG is currently part of a study which is evaluating several alternatives for the currently closed bridge, including removal, rehabilitation, and replacement. The main structure elements have been significantly damaged due to a vehicle collision and there is significant section loss of the steel members throughout. A major rehabilitation would be required to re-open the structure, which would likely require the majority of the members to be replaced. Even if rehabilitated, it is anticipated that the structure would still have limited load carrying capacity. No design plans for the options under consideration are available at this time.

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8.3.2 Potential Direct and Indirect Impacts

Bridge 30-WG was found in the CHER to exhibit physical value and contextual value (Peninsula Heritage 2025). The following heritage attributes were specifically identified:

- Original riveted construction
- Pratt truss system
- Legibility of repairs detailing the evolution of steel working

To evaluate the potential impacts of the proposed improvements to bridge 30-WG, the guidelines of the MCM's *Heritage Resources in the Land Use Planning Process Info Sheet #5 Heritage Impact Assessment and Conservation Plans*, were reviewed (MCM 2006):

Destruction of any, or part of any significant heritage attributes or features:

- Proposed removal of bridge 30-WG would result in the loss of physical heritage attributes.
- Pending final design plans, the proposed rehabilitation of bridge 30-WG may result in the loss of physical heritage attributes.
- The proposed replacement of bridge 30-WG will result in the loss of physical heritage attributes.

Alteration that is not sympathetic, or incompatible, with the historic fabric and appearance:

- Proposed removal of bridge 30-WG would result in the loss of physical heritage attributes.
- Proposed rehabilitation of bridge 30-WG should consider approaches that avoid alteration to physical heritage attributes.
- Proposed replacement of bridge 30-WG should consider design plans that reflect and pay tribute to the original design of the bridge.

Shadows created that alter the viability of a heritage attribute or an associated nature feature or plantings, such as a garden:

- Proposed removal of bridge 30-WG would not result in the creation of new shadows.
- It is not anticipated proposed rehabilitation would create new shadows that would impact physical heritage attributes.
- Proposed replacement would remove physical heritage attributes, rendering the impact of shadows not applicable.

Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship:

- Proposed removal would not result in isolation of a heritage attribute but would result in the loss of physical heritage attributes.

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- It is not anticipated proposed rehabilitation would lead to isolation of physical heritage attributes.
- Proposed replacement would remove physical heritage attributes, rendering the impact of isolation as not applicable.

Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features:

- Proposed removal would impact views towards the bridge.
- It is not anticipated proposed rehabilitation would lead to indirect or direct obstruction of views and vistas.
- Proposed replacement could impact views towards the bridge, particularly if a design is chosen that does not reflect the original design.

A change in land use where the change may impact the property's CHVI:

- A change in land use is not being proposed through the proposed options.

Land disturbances such as a change in grade that alters soils and drainage patterns that may adversely affect archaeological and/or cultural heritage resources:

- It is not anticipated that changes in grade through proposed rehabilitation will occur that would adversely affect archaeological and/or cultural heritage resources.
- Proposed removal or replacement would remove physical heritage attributes, rendering the impact of land disturbances as not applicable.

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9.0 Mitigation Options and Recommendations

Bridges 21-WG and 30-WG have been closed to vehicular traffic. Bridge 29-WG remains open to vehicular traffic but has a weight limit and height restriction in place. The 2024 Municipal Structure Inspection Form reports for bridges 21-WG and 29-WG recommended structure replacement within 1-5 years (Peninsula Heritage 2025). The 2024 Municipal Structure Inspection Form report for bridge 30-WG recommended major rehabilitation/replacement be undertaken (Peninsula Heritage 2025).

O. Reg. 9/06 evaluation of bridges 21-WG, 29-WG, and 30-WG in the CHER (Peninsula Heritage 2025) found the bridges to be candidates for Listing under Section 27 of the OHA, or Designation under Section 29 of the OHA.

The evaluation of potential direct and indirect impacts to all three bridges through the proposed removal, rehabilitation, or replacement options found that proposed removal of each bridge would result in the loss of physical heritage attributes and lead to impacts to the view toward the bridges. Proposed rehabilitation of each bridge is anticipated to result in minimal to no impacts to the physical heritage attributes of the bridges (pending final design plans). The evaluation of impacts found proposed replacement would result in the loss of the physical heritage attributes of each bridge and may also lead to impacts to the view towards the bridge (pending final design).

Although not provincially owned bridges, the *Ontario Heritage Bridge Guidelines* (MTO 2008) are useful to consult as they provide bridge-specific guidance with respect to conservation approaches. The *Ontario Heritage Bridge Guidelines* (MTO 2008) provides a listing of conservation options, ranked in order of degree of intervention (minimum to maximum). The ranked conservation options for bridges with CHVI are provided in Table 1, for reference purposes only.

Table 1: MTO Ranked Conservation Options for Bridges with CHVI

Ranking	Option	Description
1	Retain in Service	Retain bridge with no major modifications undertaken
2		Restore missing/deteriorated bridge elements
3		Retain bridge with sympathetic modification
4		Retain bridge with sympathetic modification
5	Retain for Other Uses	Adapt bridge for new use as pedestrian walkways, cycle paths, scenic viewing, etc.
6		Retain bridge as a heritage monument for viewing purposes only
7	Relocation	Relocate bridge to new location for continued or adaptive use
8	Removal and Replacement	Replace structure with a sympathetically designed structure and: a. Salvage bridge elements/members of bridge for incorporation into new structure or for future conservation work or display; b. Undertake full recording and documentation of existing structure

Under the current study, Conservation Option 8 would be the most appropriate for each bridge. In reviewing Section 4.4 of the *Ontario Heritage Bridge Guidelines* (MTO 2008) (Detailed Conditions for Conservation Option 8 – Removal or Replacement), bridges 21-WG, 29-WG, and

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30-WG can be considered to be in a state of which “the safety of the existing structure is compromised to the extent that rehabilitation is not a practical option” and “replacement is required to meet demand requirements that are not achievable through rehabilitation or upgrading of the existing structure”, for the following reasons:

- Bridges 21-WG, 29-WG, and 30-WG are single-load-path structures in which the failure of a single primary component or connection would cause the structure to collapse. Failure of one of the arches or the steel truss members would cause the structure to collapse. Single-load-path structures are not recommended under current practices due to their risk of catastrophic failure.
- Bridges 21-WG, 29-WG, and 30-WG were designed in early 1900s, to accommodate a design of vehicle lighter than current standards. In order to address concerns related to loss of capacity due to concrete deterioration, corrosion of reinforcing steel, or damaged steel members and to increase the load carrying capacity of the truss to meet the capacity to carry current vehicle loads, the arch/trusses would be required to be replaced in their entirety, which would require all heritage attributes of the structure to be replaced and thereby significantly altering the bridge from its original form.
- The narrow bridge driving platforms of bridges 21-WG, 29-WG, and 30-WG do not meet the capacity requirements of a two-lane bridge under current standards. Widening of the structures to meet the minimum width for two-lanes is not feasible without removing the arch/truss heritage features. Retaining the bridges as a one-lane, two-way bridge is a safety hazard.
- The structural upper tie of 21-WG and 29-WG imposes a height restriction that does not facilitate the passage of modern vehicles, particularly modern farm equipment.

The Township of Centre Wellington has Designated one bowstring arch bridge under Part IV Section 29 of the OHA (by-law 2014-034), as an example of the once prevalent design in the immediate area. This Designated bridge is municipally identified as bridge 9-N and is located on Irvine Street, northwest of Nichol Road 15, and provides egress over Irvine Creek.

The Township of Centre Wellington has replaced several bowstring arch bridges in recent years and has utilized design elements to conserve the heritage attributes of the bridge. Examples photos are provided as Figures 47 to 49. In these examples, the Township of Centre Wellington employed designs of the replacement bridges that reflected the original bowstring arch bridge, with interpretive elements incorporated (see Figure 47).

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Figure 47: Township of Centre Wellington bridge 24-WG, First Line (image provided by Township of Centre Wellington)



Figure 48: Close up of design detail of bridge 24-WG (see Figure 47), First Line (image provided by Township of Centre Wellington)



Figure 49: Township of Centre Wellington bridge 4-WG, Fifth Line (image provided by Township of Centre Wellington)

9.1 Recommendations

Bridges 21-WG, 29-WG, and 30-WG are visually appealing and largely retain their as-built forms. As such, the bridges reflect the design and style of a past time and contribute to the rural agricultural landscape of the area. As such, the following recommendations are made for bridges 21-WG, 29-WG, and 30-WG, based on the options for improvements being considered as part of study:

9.1.1 Removal

1. The CHER and HIA reports be provided to local historical societies, libraries, and the municipal archives, at the discretion of the Township of Centre Wellington.

9.1.2 Rehabilitation

1. Rehabilitation of the bridge(s) in their current form allows for the retention of all identified heritage attributes, but bridges 21-WG, 29-WG, and 30-WG can be considered to be in a state of which “the safety of the existing structure is compromised to the extent that rehabilitation is not a practical option” and “replacement is required to meet demand requirements that are not achievable through rehabilitation or upgrading of the existing structure” (MTO 2008).
2. If rehabilitation is pursued, all efforts be made to retain physical heritage attributes.

3. If rehabilitation is pursued, the Township consider Designation of the bridge(s) under Part IV of the Ontario Heritage Act.
4. The CHER and HIA reports be provided to local historical societies, libraries, and the municipal archives, at the discretion of the Township of Centre Wellington.

9.1.3 Replacement

1. Any replacement of bridges 21-WG and 29-WG be designed to reflect the existing "bowstring arch" design, thereby providing a conservation measure for the identified physical heritage attributes. Examples of bridge replacements where this conservation approach was utilized by the Township of Centre Wellington are provided in Figures 47 to 49.
2. An interpretive plaque be affixed to the replacement bridges for 21-WG and 29-WG to identify the original bridge (see Figure 47), thereby providing a conservation measure for the identified historical and contextual value. The plaque should reference the Designated bowstring arch bridge on Irvine Street, and a physical example. For bridge 29-WG, consideration should be given to the salvage of concrete pieces where bridge workers names are inscribed, with these pieces either incorporated into the new bridge design, or incorporated into a commemoration of the bridge.
3. Any replacement of bridge 30-WG be designed to consider incorporation an imprint of the original through-truss design, similar to what the Township of Centre Wellington has already accomplished with replacement bowstring arch bridges.
4. An interpretive plaque be affixed to the replacement bridge for 30-WG to identify the original bridge, thereby providing a conservation measure for the identified historical and contextual value.
5. The CHER and HIA reports be provided to local historical societies, libraries, and the municipal archives, at the discretion of the Township of Centre Wellington.

The *Provincial Planning Statement* (2024) notes that CHVI is identified for cultural heritage resources by communities. Thus, the system by which heritage is administered in Ontario places emphasis on the decision-making of local municipalities regarding matters of heritage. It is hoped that the information presented in this report will be useful in decisions pertaining to the bridge.

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10.0 Closure

This report was prepared by Peninsula Heritage Ltd. for the exclusive use of the Township of Centre Wellington for their work associated with Bridges 21-WG, 29-WG and 30-WG.

All information, recommendations and opinions provided in this report are for the sole benefit of the Proponent. No other party may use or rely on this report or any portion thereof without the Proponent's or Peninsula Heritage Ltd.'s expressed written consent. Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Proponent in the design of the specific project. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of the third party.

We confirm this report conforms to accepted technical and ethical standards; the information included in this report is accurate to the best of our abilities, conforms to accepted technical and ethical standards, and reflects the professional opinion of Chris Lemon, Cultural Heritage Specialist.

Professional Qualifications for the primary author of this report are provided in Appendix A.

Sincerely,



Chris Lemon, B.Sc., Dip. Heritage, CAHP

Cultural Heritage Specialist

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Peninsula Heritage Ltd.
Archaeology & Built Heritage

Appendix A

Qualifications

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Peninsula Heritage Ltd.
Archaeology & Built Heritage

Cultural Heritage Specialist – Chris Lemon, B.Sc., Dip. Heritage, CAHP Member in Good Standing: Chris Lemon is a Cultural Heritage Consultant and Licensed Archaeologist (R289) with 20 years' experience. He received an Honours B.Sc. in Anthropology from the University of Toronto and has completed course work towards an M.A. from the University of Western Ontario. Mr. Lemon has a Diploma in Heritage Carpentry and Joinery and a Certificate in Heritage Planning from Algonquin College. During his career Mr. Lemon has conducted archaeological and cultural heritage assessments across Ontario. He has managed field teams and projects ranging in value from <$5,000.00 to in excess of $1,000,000.00. Mr. Lemon is a member of the Ontario Archaeological Society and is a member in good standing with the Canadian Association of Heritage Professionals. Chris regularly assists clients with understanding heritage requirements, as it relates to their Project, and works with clients and approval authorities to ensure cultural heritage resources are appropriately protected. Chris has been working full time in Cultural Heritage since 2018.

Chris' training at Algonquin College and extensive field experience have provided Chris with skills and knowledge in the identification of historical building materials and construction techniques, including the viability of salvageable materials.

Project Manager, Cultural Heritage Practitioner – Jamie Lemon, M.A.: Jamie Lemon, MA, is a Senior Archaeologist and Cultural Heritage Practitioner with Peninsula Heritage Ltd. and is responsible for managing projects and field staff across Ontario. She is the primary author of numerous archaeological license reports for archaeological assessments ranging from Stage 1 to Stage 4 investigations and is proficient at artifact and archaeobotanical analysis. In addition, she is a former field technician and field director with experience on precontact Indigenous and historical Euro-Canadian sites. She has worked on archaeological projects for mining, land development, transportation, aggregates, and energy sectors. Jamie received a BA in Anthropology from the University of Waterloo in 2007, an MA from Trent University in 2014, and has been active in Cultural Resource Management in Ontario for 18 years. Jamie holds a valid professional license with the Ontario Ministry of Citizenship and Multiculturalism (MCM). Jamie regularly assists clients with navigating the life cycle of archaeological and heritage assessments as it relates to their Project, including interpretation of MCM's Standards and Guidelines for Consultant Archaeologists and various policies and terms of reference related to heritage studies, scheduling of assessments to best suit the needs of the client, and engaging with Indigenous communities. Jamie has been a contributing author to cultural heritage reports since 2022.

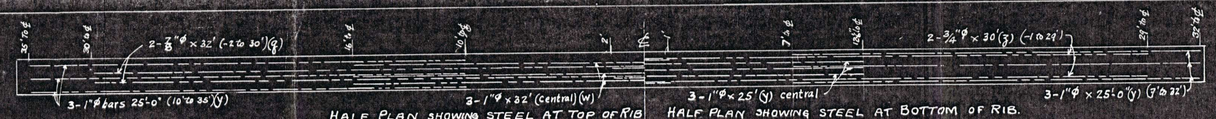
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Peninsula Heritage Ltd.
Archaeology & Built Heritage

Appendix B

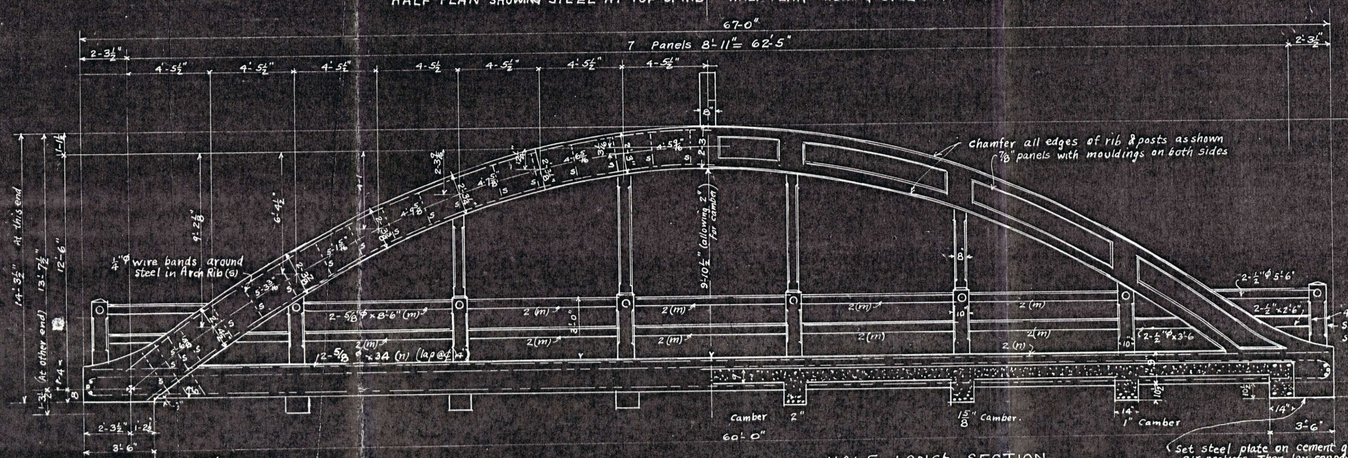
Original Bridge Drawings

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HALF PLAN SHOWING STEEL AT TOP OF RIB

HALF PLAN SHOWING STEEL AT BOTTOM OF RIB.

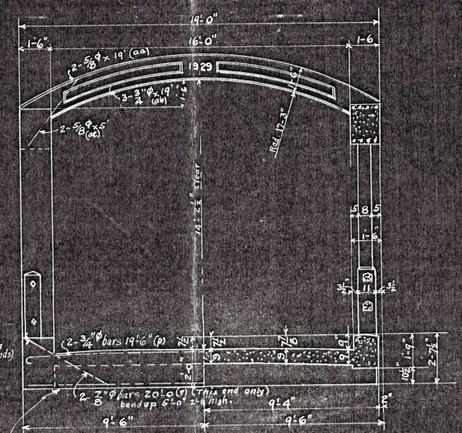


HALF ELEVATION

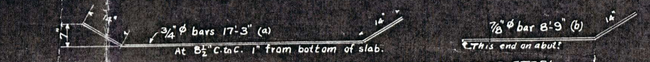
HALF LONGL SECTION

Steel loops to bear on 3-1¼"φ pins 14" at ends (wired in place

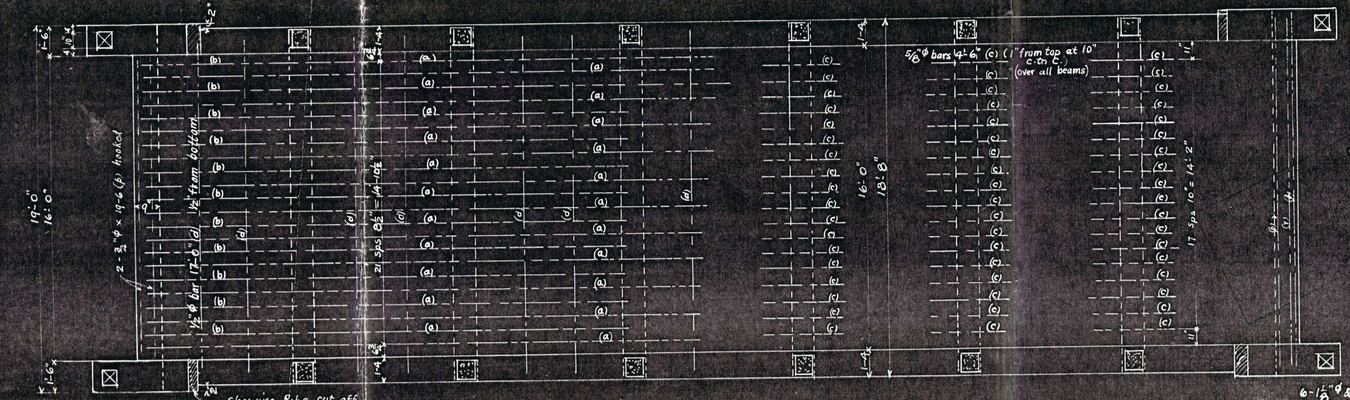
(Set steel plate on cement grout (avoiding air pockets). Then lay copper plate & other steel plate for shoes for expansion. This end only.
Lay tar paper under end beam(" ")



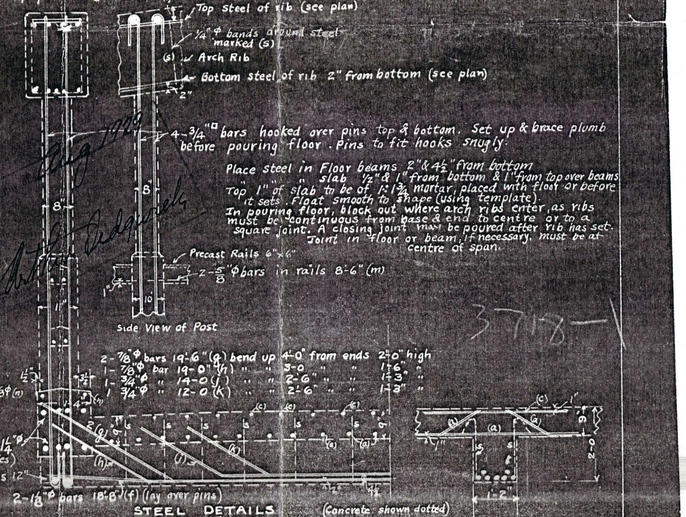
HALF END ELEVATION HALF CROSS SECTION



BENDING SKETCH FOR SLAB STEEL



PLAN OF FLOOR



STEEL DETAILS (concrete shown dotted)
Scale:- ½"=1'-0"

ESTIMATE

Concrete in Arch Ribs (1:1½:3)	=	cu yds
" " Posts & Rails	=	" "
" " Slab & beams (1:2:4)	=	" "
Total Concrete in Superstructure	=	" "
Concrete in Substructure	=	
Total Concrete	=	
Reinforcing Steel	=	lbs
Steel Tie rods	=	"
" Hanger "	=	"
Total Steel		lbs. (Supplied f.o.b. Fergus)

SUPERSTRUCTURE FOR
60' × 16' RETTIE BRIDGE
AT LOT 16 CON. I W. GARAFRAXA
FOR THE TOWNSHIP OF WEST GARAFRAXA
Scale:- ½"=1'-0"

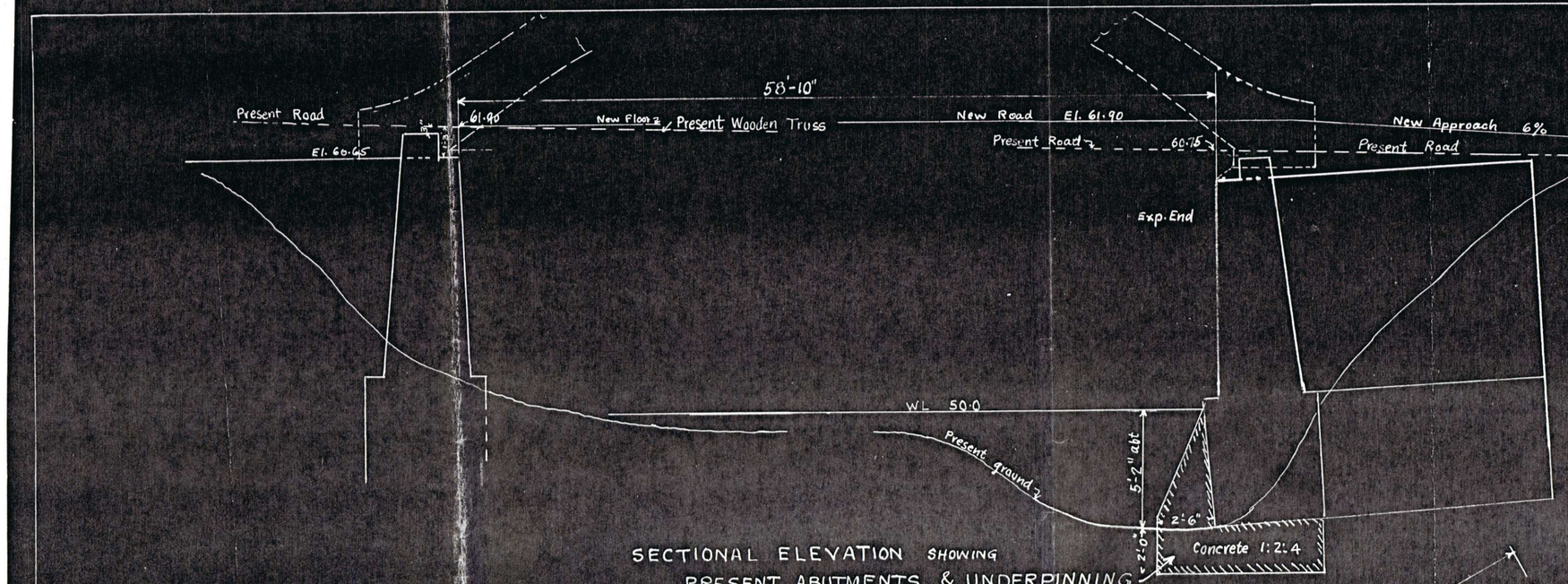
A.W. CONNOR & CO. ENGRS
301 Metropolitan Bldg. TORONTO July 29

DWG C5-10

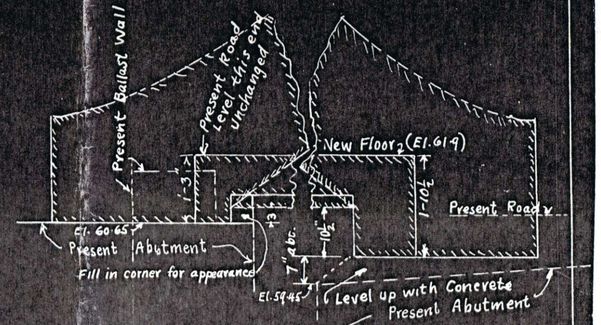
37187

35-201

Site 35-201



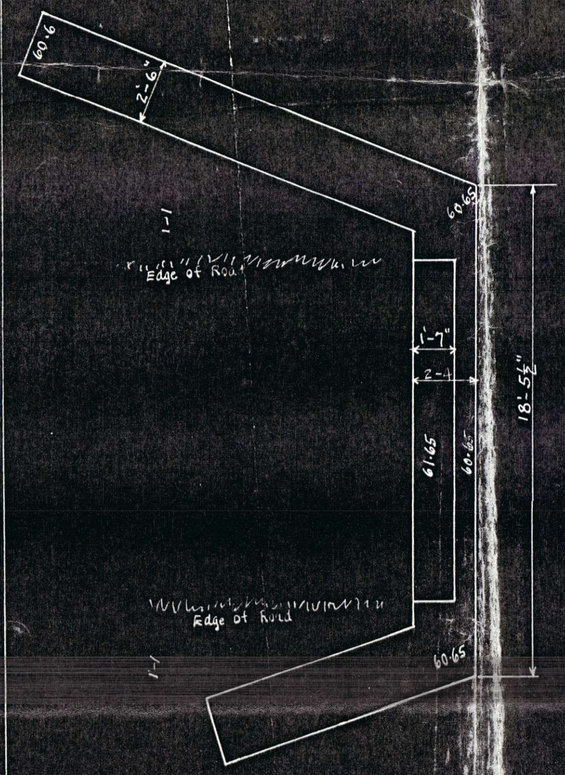
SECTIONAL ELEVATION SHOWING
PRESENT ABUTMENTS & UNDERPINNING



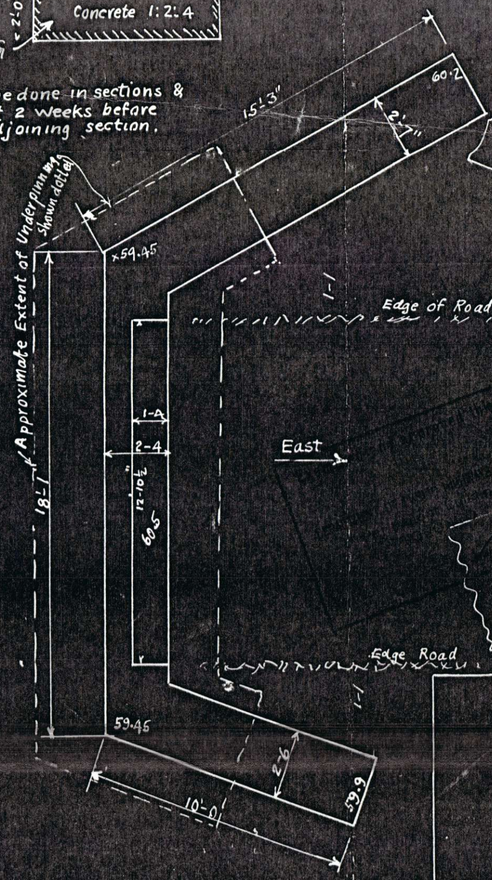
PART ELEVN SHOWING OLD & NEW WORK
(New Superstructure shown hatched)

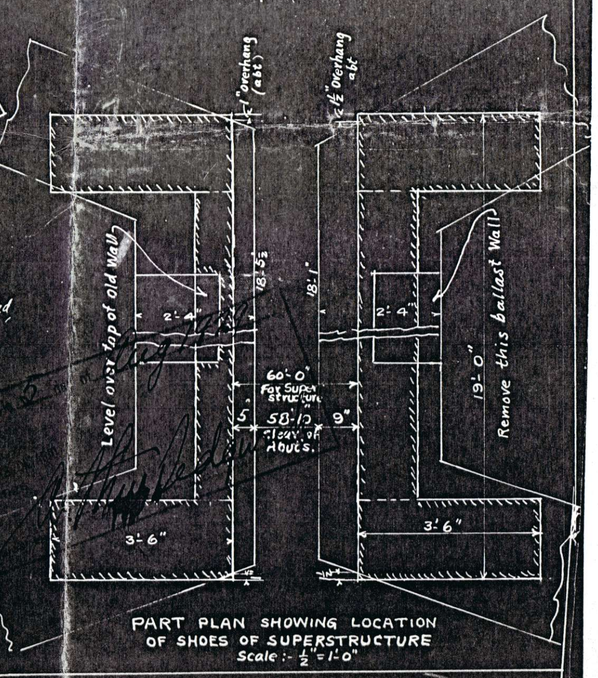
N.B. Underpinning to be done in sections & section to be set 2 weeks before excavating for adjoining section.

Contractor to supply temporary bridge & roadway on North side









PART PLAN SHOWING LOCATION
OF SHOES OF SUPERSTRUCTURE
Scale :- ½" = 1'-0"

PLAN OF PRESENT ABUTMENTS

SUBSTRUCTURE
FOR THE
58'-10" RETTIE BRIDGE
AT LOT 16 CON. 1 W. GARAFRAXA TP
FOR THE
TOWNSHIP OF WEST GARAFRAXA

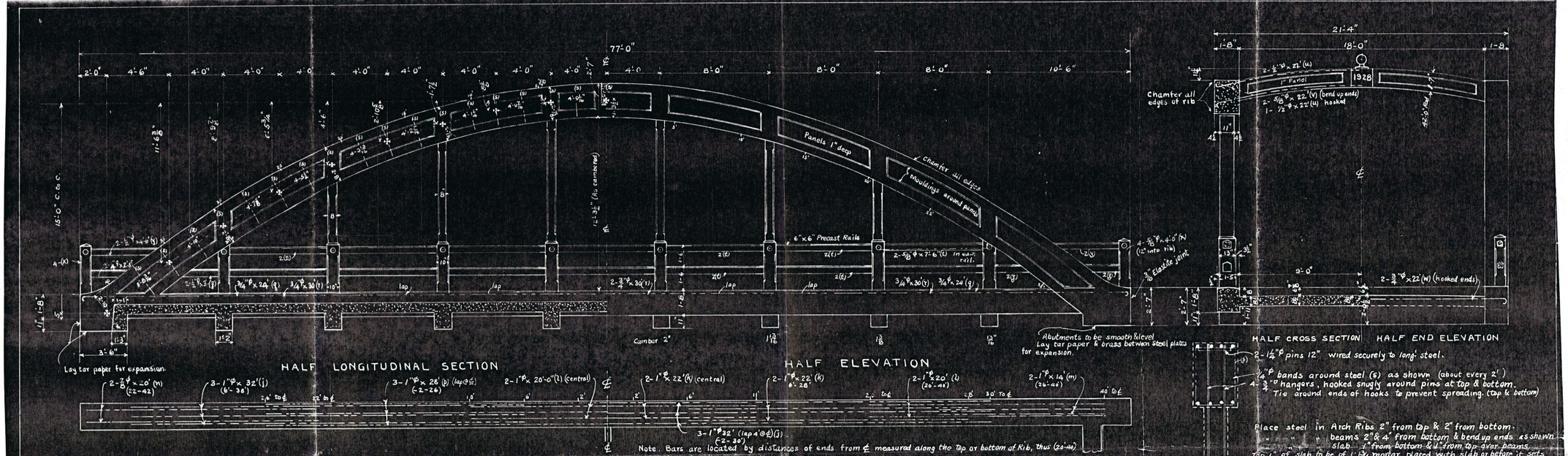
A.W. Connor & Co. Engrs
Metropolitan Bldg
Toronto. July/29

Scale :- ¼" = 1'-0"

DWG E5108

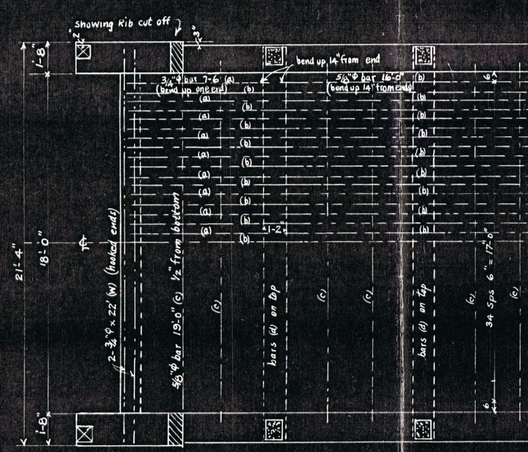
3718-7

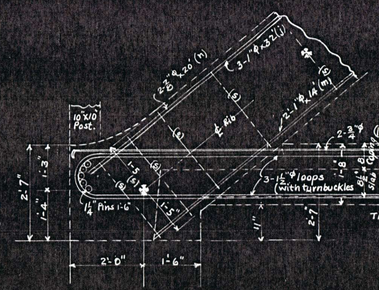
SITE MAP
N 35-201

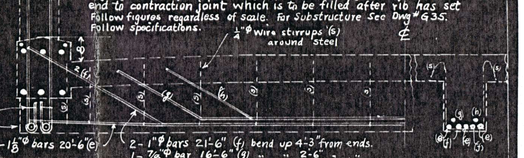


2-½"ϕ pins 12" wired securely to long. steel.
⅛"ϕ bands around steel (6) as shown (about every 2')
4-¾"ϕ hangers, hooked snugly around pins at top & bottom. Tie around ends of hooks to prevent spreading. (top & bottom)

Place steel in Arch Ribs 2" from top & 2" from bottom.
" " " beams 2" & 4" from bottom & bend up ends as shown
" " " slab 1" from bottom & 1" from top over beams.
Top 1" of slab to be of 1:1½ mortar, placed with slab or before it sets. Finish to crown & camber using template & roller.
Slab & beams must be poured together. Any break to be against vertical form at centre of slab.
Before pouring floor set up hangers, braced plumb in ctr line of rib
Set main tie rods in line, blocked up to prevent sagging, adjust length so all bear on end pins. Floor may be cast before ribs, but space must be blocked out where ribs enter so ribs may be cast without a break at ends. . . Rib is to be broken near centre by pouring against forms square with axis, pouring uniformly from each end to contraction joint which is to be filled after rib has set
Follow figures regardless of scale. for Substructure See Dwg #335.
Follow specifications.







2-1"ϕ bars 21'-6" (f) bend up 4-3" from ends.
1-⅞"ϕ bar 16'-6" (g) " " 2'-6" " "
1-⅞"ϕ " 14'-0" (h) " " 2'-6" " "

DETAILS OF STEEL
Scale :- 1" = 2'-0"

	cu. yds.
Concrete in Arch Ribs (1:2½:3½)	28.0
" Hangers, Posts, Railing & Strut =	7.0
" Slab, Curbs, beams & Coping (1:2:4) =	57.2
Total	92.2

Tie rods, Hangers & Steel Coupling = 8000 lbs

3371-2

SUPERSTRUCTURE FOR A 70'x18' CONCRETE ARCHED TRUSS FOR THE LIVING SPRINGS BRIDGE

AT LOT #15 CONCESSION #2 TOWNSHIP OF W. GARAFRAXA
ROAD #15
FOR THE
TOWNSHIP OF WEST GARAFRAXA
Scale:- 1" = 4'-0"

A.W. CONNOR & CO. ENGRS
301 Metropolitan Bldg. TORONTO.
July / 28

DWG # C-6-9

35-202

SUBSTRUCTURE

FOR

70'x18' CONCRETE ARCH TRUSS LIVING SPRINGS BRIDGE

AT LOT 15 CON. #2 ROAD #15 W. GARAFRAXA TP

FOR THE

TOWNSHIP OF WEST GARAFRAXA

Scale:- 1"= 4'-0"

A.W. Connor & Co. Eng'rs
301 Metropolitan Bldg.
Toronto

July 4/28

Dwg # C-35

3379-1

PROFILE OF APPROACHES
Horizontal Scale:- 1"= 20'
Vertical Scale:- 1"= 5'

PLAN OF SITE
Scale:- 1"= 20'

PLAN OF NORTH ABUTMENT.

PART PLAN OF RETAINING WALL

ELEVATION OF RETAINING WALL

LONGITUDINAL SECTION (N. ABUT)

SIDE ELEVATION N. ABUTMENT.

PLAN OF S. ABUTMENT

ELEVATION (S. ABUT)

END ELEVATION OF SOUTH ABUTMENT
(For Details of Retaining Wall see other Plan & Elev)
AND CROSS SECTION OF ROAD AT END OF WING WALL

Present Concrete Abutment to be removed to El. 48.0 or lower (Shown dotted)

Contractor to remove old abutments (to Elev. 48) & all fill & ground between old & new abutments to El. 50. and place same for widening & raising Approach.

Reinforcing Steel shown thus ———
Place horizontal steel 2" from OUTSIDE of Walls
" Vertical " 2" " INSIDE " "
" " " 2" " Both sides of Retaining Wall.

Concrete in Substructure (1:2½:5 or 1:6) = 1446 cu yds
" " Coping 1:2:4 & Railing = 15 " "
" " Superstructure = 98.2 " "
Total Concrete = 240.3 " "

Reinforcing Steel = 15000 lbs supplied tab. Req'd.
Tie Rods & Hangers = 8000 lbs

For Superstructure see Dwg C-6-9

SITE MAP
#35-202

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Archaeology & Built Heritage

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

A.8 Documentation and Salvage Reports

DRAFT

Peninsula Heritage Ltd.
Archaeology & Built Heritage

Project Reference: **2025-0014**

December 9, 2025

Peninsula Heritage Ltd.

948 Greenock-Brant Townline, Cargill, ON
N0G 1J0

R.J. Burnside & Associates Ltd.

3 Ronell Crescent, Collingwood, ON
L9Y 4J6

Documentation and Salvage Plan Technical Memorandum, Bridge and Transportation Network Study for Bridge 21-WG, Township of Centre Wellington, Ontario

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Peninsula Heritage Ltd. (Peninsula Heritage) is pleased to provide R.J. Burnside & Associates Ltd. (Burnside), on behalf of the Township of Centre Wellington, with the requested Documentation and Salvage Plan in support of the Bridge and Transportation Study for Bridge 21-WG in the Township of Centre Wellington, Ontario (the bridge).

Site Context

Bridge 21-WG is a bowstring arch bridge located northeast of Fergus on First Line, north of Sideroad 15. The bridge provides egress across the Irvine River. The bridge was designed in 1929 by A.W. Connor & Co. Engineers of Toronto and is believed to have been constructed in 1930. At the time of inspection, the bridge had been closed to vehicular traffic since February 2024 and was exhibiting structural degradation indicative of a reinforced concrete bridge of its age. The bridge is located in an area of gently rolling topography dominated by agricultural fields. The bridge was found to blend into its surroundings and to contribute to the rural character of the area.

Documentation and Salvage Summary

Given the reinforced concrete construction of the bridge and the current state of the bridge, there is limited potential for meaningful salvage or reuse of materials. This is primarily due to the age of the structure and the construction methods used at the time, which make it difficult to recover any concrete components in a usable condition.

At the request of the Township of Centre Wellington, an option for salvage commemoration was identified, should the Township of Centre Wellington wish to proceed accordingly. This salvage commemoration option and associated preliminary cost estimate is provided below.

CHER Summary

A Cultural Heritage Evaluation Report (CHER) for Bridge 21-WG was completed by Peninsula Heritage in June 2025. The CHER evaluated the bridge using Ontario Regulation (O. Reg.) 9/06 (as amended by O. Reg. 569/22). Evaluation by Peninsula Heritage found the bridge to meet five of the nine O. Reg. 9/06 criteria and to therefore meet the requirement for consideration for Listing by the Township under Part IV, Section 27 of the OHA or consideration for Designation by the Township under Part IV, Section 29 of the OHA. In addition to the O. Reg. 9/06 evaluation, the bridge was subject to evaluation utilizing the Ministry of Transportation of Ontario (MTO) Ontario Heritage Bridge Guidelines. The MTO criteria found the bridge to exhibit a score of 42 and to not meet the minimum threshold of 60 to warrant heritage recognition.

The Peninsula Heritage CHER recommended that the Township of Centre Wellington, as representatives of the local community, decide if it wished to pursue further heritage recognition by way of Listing on a municipal heritage register or Designation by municipal By-law, as per the terms of the OHA.

HIA Summary

A Heritage Impact Assessment (HIA) of Bridge 21-WG was undertaken in June 2025 by Peninsula Heritage. The purpose of the HIA was to review the identified Cultural Heritage Value or Interest (CHVI) of the bridge and to evaluate potential direct and indirect impacts to identified heritage attributes against the proposed changes to the bridge and to provide mitigation measures aimed at reducing impacts to the identified CHVI of the bridge. The HIA evaluated impacts based on three potential scenarios: rehabilitation, replacement, and removal without replacement.

Evaluation of potential direct and indirect impacts based on the three scenarios found that the proposed removal would result in the loss of physical heritage attributes and lead to impacts to existing views of the bridge from the surrounding area. Proposed rehabilitation of the bridge anticipated minimal to no impacts to the physical heritage attributes of the bridge and no impact to existing sightlines. Replacement was found to result in the loss of the physical heritage attributes of the bridge and to have potential for impact to existing sight lines (pending final design).

Township of Centre Wellington CHER and HIA Review

Per the *Provincial Planning Statement* (PPS) (2024), CHVI is identified for cultural heritage resources by communities. Thus, the system by which heritage is administered in Ontario places emphasis on the decision-making of local municipalities regarding matters of heritage.

In keeping with the PPS, the Township of Centre Wellington and the Center Wellington Heritage Committee reviewed and considered the CHER and HIA reports on July 8, 2025 and concluded the following:

- The CHER and HIA reports be accepted
- Endorsed the recommendation of incorporation of an imprint of the original bridge shape in any replacement structure and the installation of an interpretative plaque in association with the replacement bridge

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- The CHER and HIA report be provided to local historical societies, libraries and municipal archives
- A document and salvage report be completed and submitted to Heritage Centre Wellington prior to undertaking further work.

The Township of Centre Wellington has elected not to pursue Listing or Designation of the bridge and will be proceeding with removal and replacement of the bridge.

Documentation and Salvage Plan

A Documentation and Salvage Plan is a document intended to supplement a CHER and HIA. The objective of a Documentation and Salvage Plan is to provide a compiled record of the bridge, and to provide a guide for the salvage and reuse of materials.



FIGURE 1: PROFILE OF BRIDGE 21-WG, WEST SIDE

Peninsula Heritage took 77 photos of Bridge 21-WG during its April 22, 2025 site inspection. These images documented the design, construction, condition, and setting of the structure. Representative images of Bridge 21-WG were presented in both the HIA and CHER. As part of the documentation and salvage of the bridge, all Peninsula Heritage images will be provided to Township of Centre Wellington in high-resolution .jpeg format. The final section of this document contains a contact sheet depicting all images taken by Peninsula Heritage during the site visit to Bridge 21-WG. Original design drawings (blueprints) for the bridge have also been provided for inclusion in the archives.

Potential Salvage and Waste Diversion Options

Given the reinforced concrete construction of the bridge and the current state of the bridge, little potential for meaningful salvage and reuse of material is deemed possible. Bridge 21-WG is anticipated to be demolished using standard demolition techniques and the resulting debris will be separated into metal and aggregate materials and transported to appropriate recycling facilities. All reasonable efforts will be made to minimize materials requiring disposal in landfill.

Salvage Commemoration Option

Limited options for salvage commemoration are available for Bridge 21-WG. At the request of the Township of Centre Wellington, an option for salvage commemoration was identified, should the Township of Centre Wellington wish to proceed accordingly.

In consultation with Burnside, one salvage commemoration option would be to identify a section of railing (two posts and rails between) to be salvaged, retained, and incorporated into a

commemorative feature in close proximity to the new bridge. This would permit the retention and display of the subtle design details of parts of the bridge, including the impressed florets on the posts. A section of posts and railings should be selected where no rebar has been exposed. Once cut out during salvage, the cut ends should be ground down into a relatively smooth surface.

The salvaged component would be stored by the Township of Centre Wellington until such time as the new bridge is constructed. The salvaged component would then be affixed to a base (presumably concrete) and should be located in close proximity to the interpretive plaque discussed below. An example of this suggested approach was undertaken in the hamlet of Whitevale, City of Pickering, where a section of posts and railing from a 1926 bowstring arch bridge that was flooded out in 1929 has been incorporated into an interpretive display (Figure 3).

In consultation with Burnside, it has been identified that the Township of Centre Wellington should assume the cost of $4,000.00 plus HST for the salvage of the posts and railing and installation as a commemorative feature. The cost estimate for this would be refined during detailed design.



FIGURE 2: IMAGE SHOWING POTENTIAL SALVAGE EXAMPLE



FIGURE 3: WHITEVALE BRIDGE INTERPRETIVE DISPLAY (WWW.WHITEVALE.CA/BRIDGE)

It is the opinion of Peninsula Heritage that while this presents as an option for salvage commemoration, this option would not highlight the defining feature of the original bridge, that of its bowstring arch design. In considering the salvage of a bridge component more reflective of the bowstring arch design, no reasonably sized components were identified that would accurately convey the context of a bowstring arch bridge. Additionally, the surrounding environs of the bridge location do not present with an ideal location for a prominent commemorative feature. The approach from both directions to the bridge includes steep embankments to low-lying areas (Figures 4 and 5). In the example provided above of this approach being used as part of an interpretive display for the Whitevale Bridge, the interpretive display is located in a municipal park adjacent to the bridge site.

Commemoration of Bridge 21-WG is further discussed below, in a manner that is considered to be more appropriate for the condition and site context of the current bridge.

DRAFT



FIGURE 4: VIEW OF NORTH APPROACH TO BRIDGE SHOWING STEEP EMBANKMENTS AND LOW-LYING AREAS



FIGURE 5: VIEW OF SOUTH APPROACH TO BRIDGE SHOWING STEEP EMBANKMENTS AND LOW-LYING AREAS

Commemoration

Consistent with the recommendations of the HIA, the Township's heritage committee has provided the directive that an imprint depicting the original bowstring arch design will be

incorporated into the parapet wall of the replacement bridge. The imprint will be accompanied by an interpretive plaque summarizing the historical significance of the bowstring arch design to Centre Wellington. Figure 6 and Figure 7 provide two options for achieving commemorative imprints on new concrete bridges.



FIGURE 6: EXAMPLE OF SIMILAR DESIGN PRESENT IN THE TOWNSHIP OF CENTRE WELLINGTON, BRIDGE 4-WG, FIFTH LINE (IMAGE PROVIDED BY TOWNSHIP OF CENTRE WELLINGTON)



FIGURE 7: EXAMPLE OF DECORATIVE IMPRINT ON CONCRETE BRIDGE PARAPET WALL, BURLINGTON, ONTARIO

Proposed Commemorative Plaque Wording

The silhouette of the former c.1929 bowstring arch bridge designed by A.W. Connor & Co. Engineers of Toronto has been cast into the parapet wall of the current bridge. Bowstring arch bridges, or 'rainbow arch bridges', were once a defining feature of Wellington County. Bowstring arch bridges were popular for their elegant, curved design and structural efficiency. The bowstring design was popularized in Ontario by local Fergus architect Charles Mattaini. Mattaini and his construction company

> *constructed bowstring bridges across Southern Ontario; a significant number being constructed in Wellington and Waterloo counties.*
>
> *Interested in learning more? Visit the Township of Centre Wellington archives for more information.*

It is recommended the interpretive plaque be incorporated into the new concrete bridge, consistent with other recent replacement bridges in the Township (Figure 8). The interpretive plaque also allows for another avenue to display a silhouette of the historic bridge. The interpretive plaque should follow the stylistic design of other interpretive plaques utilized in the Township of Centre Wellington (see Figure 8).



FIGURE 8: EXAMPLE BRIDGE IN TOWNSHIP OF CENTRE WELLINGTON SHOWING PROPOSED PLAQUE LOCATION

DRAFT

Closure

We trust the above technical memorandum meets the needs of the Township of Centre Wellington at this time.

Sincerely,

Chris Lemon, B.Sc., Dip. Heritage, CAHP

Owner, Cultural Heritage Consultant


_DSC3195

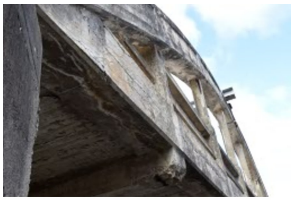

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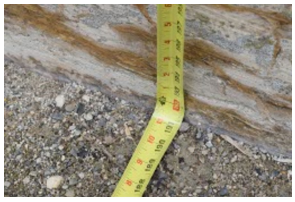

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DRAFT

Peninsula Heritage Ltd.
Archaeology & Built Heritage

Project Reference: **2025-0014**

December 9, 2025

Peninsula Heritage Ltd.

948 Greenock-Brant Townline, Cargill, ON
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R.J. Burnside & Associates Ltd.

3 Ronell Crescent, Collingwood, ON
L9Y 4J6

Documentation and Salvage Plan Technical Memorandum, Bridge and Transportation Network Study for Bridge 29-WG, Township of Centre Wellington, Ontario

DRAFT

Peninsula Heritage Ltd. (Peninsula Heritage) is pleased to provide R.J. Burnside & Associates Ltd. (Burnside), on behalf of the Township of Centre Wellington, with the requested Documentation and Salvage Plan in support of the Bridge and Transportation Network Study for Bridge 29-WG in the Township of Centre Wellington, Ontario (the bridge).

Site Context

Bridge 29-WG is a bowstring arch bridge located northeast of Fergus on Sideroad 15. The bridge provides egress across the Irvine River. The bridge's location results in a curve in Sideroad 15 which is otherwise straight. The bridge is located within a small valley and is largely obscured from view from any distance. At the time of assessment, the bridge remained open to vehicular traffic but was subject to load and height restrictions. The lands surrounding the bridge are gently rolling and dominated by agricultural use. The bridge blends into its surroundings and contributes to the rural character of the area.

Documentation and Salvage Summary

Given the reinforced concrete construction of the bridge and the current state of the bridge, there is limited potential for meaningful salvage or reuse of materials. This is primarily due to the age of the structure and the construction methods used at the time, which make it difficult to recover any concrete components in a usable condition.

At the request of the Township of Centre Wellington, an option for salvage commemoration was identified, should the Township of Centre Wellington wish to proceed accordingly. This salvage commemoration option and associated preliminary cost estimate is provided below.

CHER Summary

A Cultural Heritage Evaluation Report (CHER) for Bridge 29-WG was completed by Peninsula Heritage in June 2025. The CHER evaluated the bridge using Ontario Regulation (O. Reg.) 9/06 (as amended by O. Reg. 569/22). Evaluation by Peninsula Heritage found the bridge to meet five of the nine O. Reg. 9/06 criteria and to therefore meet the requirement for consideration for Listing by the Township under Part IV, Section 27 of the OHA or consideration for Designation by the Township under Part IV, Section 29 of the OHA. In addition to the O. Reg. 9/06 evaluation, the bridge was subject to evaluation utilizing the Ministry of Transportation of Ontario (MTO) Ontario Heritage Bridge Guidelines. The MTO criteria found the bridge to exhibit a score of 42 and to not meet the minimum threshold of 60 to warrant heritage recognition.

The Peninsula Heritage CHER recommended that the Township of Centre Wellington, as representatives of the local community, decide if it wished to pursue further heritage recognition by way of Listing on a municipal heritage register or Designation by municipal By-law, as per the terms of the OHA.

HIA Summary

A Heritage Impact Assessment (HIA) of Bridge 29-WG was undertaken in June 2025 by Peninsula Heritage. The purpose of the HIA was to review the identified Cultural Heritage Value or Interest (CHVI) of the bridge and to evaluate potential direct and indirect impacts to identified heritage attributes against the proposed changes to the bridge and to provide mitigation measures aimed at reducing impacts to the identified CHVI of the bridge. The HIA evaluated impacts based on three potential scenarios: rehabilitation, replacement, and removal without replacement.

Evaluation of potential direct and indirect impacts based on the three scenarios found that the proposed removal would result in the loss of physical heritage attributes and lead to impacts to existing views of the bridge from the surrounding area. Proposed rehabilitation of the bridge anticipated minimal to no impacts to the physical heritage attributes of the bridge and no impact to existing sightlines. Replacement was found to result in the loss of the physical heritage attributes of the bridge and to have potential for impact to existing sight lines (pending final design).

Township of Centre Wellington CHER and HIA Review

Per the *Provincial Planning Statement* (PPS) (2024), CHVI is identified for cultural heritage resources by communities. Thus, the system by which heritage is administered in Ontario places emphasis on the decision-making of local municipalities regarding matters of heritage.

In keeping with the PPS, the Township of Centre Wellington and the Center Wellington Heritage Committee reviewed and considered the CHER and HIA reports on July 8, 2025 and concluded the following:

- The CHER and HIA reports be accepted
- Endorsed the recommendation of incorporation of an imprint of the original bridge shape in any replacement structure and the installation of an interpretative plaque in association with the replacement bridge

DRAFT

- The CHER and HIA report be provided to local historical societies, libraries and municipal archives
- A document and salvage report be completed and submitted to Heritage Centre Wellington prior to undertaking further work.

The Township of Centre Wellington has elected not to pursue Listing or Designation of the bridge and will be proceeding with removal and replacement of the bridge.

Documentation and Salvage Plan

A Documentation and Salvage Plan is a document intended to supplement a CHER and HIA. The objective of a Documentation and Salvage Plan is to provide a compiled record of the bridge, and to provide a guide for the salvage and reuse of materials.



FIGURE 1: PROFILE OF BRIDGE 29-WG, SOUTH SIDE

Peninsula Heritage took 55 photos of Bridge 29-WG during its April 22, 2025 site inspection. These images documented the design, construction, condition, and setting of the structure. Representative images of Bridge 29-WG were presented in both the HIA and CHER. As part of the documentation and salvage of the bridge, all Peninsula Heritage images will be provided to Township of Centre Wellington in high-resolution .jpeg format. The final section of this document contains a contact sheet depicting all images taken by Peninsula Heritage during the site visit to Bridge 29-WG. Original design drawings (blueprints) for the bridge have also been provided for inclusion in the archives.

Potential Salvage and Waste Diversion Options

Given the reinforced concrete construction of the bridge and the current state of the bridge, little potential for meaningful salvage and reuse of material is deemed possible. Bridge 29-WG is anticipated to be demolished using standard demolition techniques and the resulting debris will be separated into metal and aggregate materials and transported to appropriate recycling facilities. All reasonable efforts will be made to minimize materials requiring disposal in landfill.

Salvage Commemoration Option

Limited options for salvage commemoration are available for Bridge 29-WG. At the request of the Township of Centre Wellington, an option for salvage commemoration was identified, should the Township of Centre Wellington wish to proceed accordingly.

In consultation with Burnside, one salvage commemoration option would be to identify a section of railing (two posts and rails between) to be salvaged, retained, and incorporated into a commemorative feature in close proximity to the new bridge. This would permit the retention and display of the subtle design details of parts of the bridge, including the impressed florets on the posts. A section of posts and railings should be selected where no rebar has been exposed. Once cut out during salvage, the cut ends should be ground down into a relatively smooth surface.

The salvaged component would be stored by the Township of Centre Wellington until such time as the new bridge is constructed. The salvaged component would then be affixed to a base (presumably concrete) and should be located in close proximity to the interpretive plaque discussed below. An example of this suggested approach was undertaken in the hamlet of Whitevale, City of Pickering, where a section of posts and railing from a 1926 bowstring arch bridge that was flooded out in 1929 has been incorporated into an interpretive display (Figure 3).

In consultation with Burnside, it has been identified that the Township of Centre Wellington should assume the cost of $4,000.00 plus HST for the salvage of the posts and railing and installation as a commemorative feature. The cost estimate for this would be refined during detailed design.

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FIGURE 2: IMAGE SHOWING POTENTIAL SALVAGE EXAMPLE, NORTH SIDE OF BRIDGE 29-WG



FIGURE 3: WHITEVALE BRIDGE INTERPRETIVE DISPLAY (WWW.WHITEVALE.CA/BRIDGE)

It is the opinion of Peninsula Heritage that while this presents as an option for salvage commemoration, this option would not highlight the defining feature of the original bridge, that of

its bowstring arch design. In considering the salvage of a bridge component more reflective of the bowstring arch design, no reasonably sized components were identified that would accurately convey the context of a bowstring arch bridge. Additionally, the surrounding environs of the bridge location do not present with an ideal location for a prominent commemorative feature. The approach from both directions to the bridge includes steep embankments to low-lying areas, and includes a curve in the road on the eastern approach (Figure 4). In the example provided above of this approach being used as part of an interpretive display for the Whitevale Bridge, the interpretive display is located in a municipal park adjacent to the bridge site.

Commemoration of Bridge 29-WG is further discussed below, in a manner that is considered to be more appropriate for the condition and site context of the current bridge.



FIGURE 4: VIEW OF EASTERN APPROACH TO BRIDGE SHOWING STEEP EMBANKMENTS AND LOW-LYING AREAS

In terms of salvage commemoration, Bridge 29-WG does include the name inscriptions of two labourers involved in the construction of the bridge (Figure 5). These inscriptions present as a unique opportunity to salvage this small component of concrete on the existing bridge. This small salvaged component could be integrated into the new bridge, in close proximity to the proposed interpretive plaque, or the concrete piece with inscriptions could be included in a local archive or museum display.

It is suggested the Township of Centre Wellington assume the cost of $2,000.00 plus HST for the salvage of the name inscriptions and potential integration with the new bridge. The cost estimate for this would be refined during detailed design.



FIGURE 5: TWO NAMES CARVED INTO THE CONCRETE, CENSUS RECORDS SUGGEST BOTH WERE LABOURERS INVOLVED IN THE CONSTRUCTION OF BRIDGE 29-WG

Commemoration

Consistent with the recommendations of the HIA, the Township's heritage committee has provided the directive that an imprint depicting the original bowstring arch design will be incorporated into the parapet wall of the replacement bridge. The imprint will be accompanied by an interpretive plaque summarizing the historical significance of the bowstring arch design to Centre Wellington. Figure 6 and Figure 7 provide two options for achieving commemorative imprints on new concrete bridges.



FIGURE 6: EXAMPLE OF SIMILAR DESIGN PRESENT IN THE TOWNSHIP OF CENTRE WELLINGTON, BRIDGE 4-WG, FIFTH LINE (IMAGE PROVIDED BY TOWNSHIP OF CENTRE WELLINGTON)

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FIGURE 7: EXAMPLE OF DECORATIVE IMPRINT ON CONCRETE BRIDGE PARAPET WALL, BURLINGTON, ONTARIO

Proposed Commemorative Plaque Wording

> *The silhouette of the former c.1929 bowstring arch bridge designed by A.W. Connor & Co. Engineers of Toronto has been cast into the parapet wall of the current bridge. Bowstring arch bridges, or 'rainbow arch bridges', were once a defining feature of Wellington County. Bowstring arch bridges were popular for their elegant, curved design and structural efficiency. The bowstring design was popularized in Ontario by local Fergus architect Charles Mattaini. Mattaini and his construction company constructed bowstring bridges across Southern Ontario; a significant number being constructed in Wellington and Waterloo counties.*
>
> *Interested in learning more? Visit the Township of Centre Wellington archives for more information.*

It is recommended the interpretive plaque be incorporated into the new concrete bridge, consistent with other recent replacement bridges in the Township (Figure 8). The interpretive plaque also allows for another avenue to display a silhouette of the historic bridge. The interpretive plaque should follow the stylistic design of other interpretive plaques utilized in the Township of Centre Wellington (see Figure 8).

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FIGURE 8: EXAMPLE BRIDGE IN TOWNSHIP OF CENTRE WELLINGTON SHOWING PROPOSED PLAQUE LOCATION

Closure

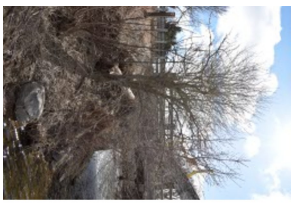
We trust the above technical memorandum meets the needs of the Township of Centre Wellington at this time.

Sincerely,

Chris Lemon, B.Sc., Dip. Heritage, CAHP

Owner, Cultural Heritage Consultant

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Peninsula Heritage Ltd.
Archaeology & Built Heritage

Project Reference: **2025-0014**

December 9, 2025

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R.J. Burnside & Associates Ltd.
3 Ronell Crescent, Collingwood, ON
L9Y 4J6

Documentation and Salvage Plan Technical Memorandum, Bridge and Transportation Network Study for Bridge 30-WG, Township of Centre Wellington, Ontario

DRAFT

Peninsula Heritage Ltd. (Peninsula Heritage) is pleased to provide R.J. Burnside & Associates Ltd. (Burnside), on behalf of the Township of Centre Wellington, with the requested Documentation and Salvage Plan in support of the Bridge and Transportation Network Study for Bridge 30-WG in the Township of Centre Wellington, Ontario (the bridge).

Site Context

Bridge 30- WG is a six-panel rivet-connected fixed Pratt through-truss bridge located northeast of Fergus on Sideroad 15. The bridge provides egress over the Irvine River. The bridge is located within a valley and is clearly visible from the rim of the valley. At the time of assessment, the bridge was closed to vehicular traffic. Communication with a local resident indicated the bridge has been closed for an extended period of time since it was damaged following a collision with piece of heavy equipment that was being trailered. The lands surrounding the bridge are tree covered and were swampy at that time of assessment. The bridge blends into its surroundings and contributes to the rural character of the area.

Documentation and Salvage Summary

Given the age and current state of the bridge, there is limited potential for meaningful salvage or reuse of materials. Bridge 30-WG shows signs of advanced oxidation and structural decay at key structural points resulting from prolonged exposure to the elements. Visual assessment of the structure identified multiple occurrences of structural repair including the replacement of a large portion of the eastern end of the bridge. The galvanized corrugated steel deck pans supporting the concrete deck indicate the current deck is not original to the structure. The western end of the bridge was found to be suffering from unrepaired structural damage resulting from vehicular impact.

At the request of the Township of Centre Wellington, an option for salvage commemoration was identified, should the Township of Centre Wellington wish to proceed accordingly. This salvage commemoration option and associated preliminary cost estimate is provided below.

CHER Summary

A Cultural Heritage Evaluation Report (CHER) for Bridge 30-WG was completed by Peninsula Heritage in June 2025. The CHER evaluated the bridge using Ontario Regulation (O. Reg.) 9/06 (as amended by O. Reg. 569/22). Evaluation by Peninsula Heritage found the bridge to meet two of the nine O. Reg. 9/06 criteria and to therefore meet the requirement for consideration for Listing by the Township under Part IV, Section 27 of the OHA or consideration for Designation by the Township under Part IV, Section 29 of the OHA. In addition to the O. Reg. 9/06 evaluation, the bridge was subject to evaluation utilizing the Ministry of Transportation of Ontario (MTO) Ontario Heritage Bridge Guidelines. The MTO criteria found the bridge to exhibit a score of 47 and to not meet the minimum threshold of 60 to warrant heritage recognition.

The Peninsula Heritage CHER recommended that the Township of Centre Wellington, as representatives of the local community, decide if it wished to pursue further heritage recognition by way of Listing on a municipal heritage register or Designation by municipal By-law, as per the terms of the OHA.

HIA Summary

A Heritage Impact Assessment (HIA) of Bridge 30-WG was undertaken in June 2025 by Peninsula Heritage. The purpose of the HIA was to review the identified Cultural Heritage Value or Interest (CHVI) of the bridge and to evaluate potential direct and indirect impacts to identified heritage attributes against the proposed changes to the bridge and to provide mitigation measures aimed at reducing impacts to the identified CHVI of the bridge. The HIA evaluated impacts based on three potential scenarios: rehabilitation, replacement, and removal without replacement.

Evaluation of potential direct and indirect impacts based on the three scenarios found that the proposed removal would result in the loss of physical heritage attributes and lead to impacts to existing views of the bridge from the surrounding area. Proposed rehabilitation of the bridge anticipated minimal to no impacts to the physical heritage attributes of the bridge and no impact to existing sightlines. Replacement was found to result in the loss of the physical heritage attributes of the bridge and to have potential for impact to existing sight lines (pending final design).

Township of Centre Wellington CHER and HIA Review

Per the *Provincial Planning Statement* (PPS) (2024), CHVI is identified for cultural heritage resources by communities. Thus, the system by which heritage is administered in Ontario places emphasis on the decision-making of local municipalities regarding matters of heritage.

In keeping with the PPS, the Township of Centre Wellington and the Center Wellington Heritage Committee reviewed and considered the CHER and HIA reports on July 8, 2025 and concluded the following:

- The CHER and HIA reports be accepted

DRAFT

- Endorsed the recommendation of incorporation of an imprint of the original bridge shape in any replacement structure and the installation of an interpretative plaque in association with the replacement bridge
- The CHER and HIA report be provided to local historical societies, libraries and municipal archives
- A document and salvage report be completed and submitted to Heritage Centre Wellington prior to undertaking further work.

The Township of Centre Wellington has elected not to pursue Listing or Designation of the bridge and will be proceeding with removal of the bridge.

Documentation and Salvage Plan

A Documentation and Salvage Plan is a document intended to supplement a CHER and HIA. The objective of a Documentation and Salvage Plan is to provide a compiled record of the bridge, and to provide a guide for the salvage and reuse of materials.



FIGURE 1: PROFILE OF BRIDGE 30-WG, SOUTH SIDE

Peninsula Heritage took 72 photos of Bridge 30-WG during its April 22, 2025 site inspection. These images documented the design, construction, condition, and setting of the structure. Representative images of Bridge 30-WG were presented in both the HIA and CHER. As part of the documentation and salvage of the bridge, all Peninsula Heritage images will be provided to Township of Centre Wellington in high-resolution .jpeg format. The final section of this document contains a contact sheet depicting all images taken by Peninsula Heritage during the site visit to Bridge 30-WG.

Potential Salvage and Waste Diversion Options

Given the age and current state of the bridge, little potential for meaningful salvage and reuse of material is deemed possible (see above, Documentation and Salvage Summary). Bridge 30-WG is anticipated to be demolished using standard demolition techniques and the resulting debris will be separated into metal and aggregate materials and transported to appropriate recycling facilities. All reasonable efforts will be made to minimize materials requiring disposal in landfill.

Salvage Commemoration Option

Limited options for salvage commemoration are available for Bridge 30-WG. At the request of the Township of Centre Wellington, an option for salvage commemoration was identified, should the Township of Centre Wellington wish to proceed accordingly.

In consultation with Burnside, one salvage commemoration option would be to identify a steel truss member to be salvaged, retained, and incorporated into a commemorative feature in close proximity to the new bridge. A truss member should be selected that is relatively free of oxidation and structural decay. Once cut out during salvage, the cut ends should be ground down into a relatively smooth surface.

The salvaged component would be stored by the Township of Centre Wellington until such time as the new bridge is a constructed. The salvaged component would then be affixed to a base (presumably concrete) and should be located in close proximity to the interpretive plaque discussed below.

In consultation with Burnside, it has been identified that the Township of Centre Wellington should assume the cost of $4,000.00 plus HST for the salvage of the streel truss member and installation as a commemorative feature. The cost estimate for this would be refined during detailed design.

DRAFT



FIGURE 2: IMAGE SHOWING POTENTIAL SALVAGE EXAMPLE, SOUTH SIDE OF BRIDGE 30-WG



FIGURE 3: RENDERING OF TRUSS MEMBER ON CONCRETE BASE (CHATGPT)

It is the opinion of Peninsula Heritage that while this presents as an option for salvage commemoration, this option would not highlight or reflect the scale, massing, and style of the Pratt through-truss bridge. Additionally, the surrounding environs of the bridge location do not present with an ideal location for a prominent commemorative feature. The approach from both directions to the bridge includes steep embankments to low-lying areas (Figure 4).

At the discretion of the Town of Centre Wellington, the Town may elect to retain a local metal-work artist to review available material and provide a suggested design which would incorporate salvaged material into an artistic interpretation to be installed near the bridge site, or on a municipal property of the Town's choosing.

Commemoration options for the scenario of bridge replacement of Bridge 30-WG are further discussed below for context, in a manner that is considered to be more appropriate for the condition and site context of the current bridge.



FIGURE 4: VIEW OF EASTERN APPROACH TO BRIDGE SHOWING STEEP EMBANKMENTS AND LOW-LYING AREAS

Commemoration

Consistent with the recommendations of the HIA, the Township's heritage committee has provided the directive that, if bridge replacement is the preferred alternative, an imprint depicting the original bridge design be incorporated into the parapet wall of the replacement bridge. The imprint should be accompanied by an interpretive plaque summarizing the history of the original Pratt through-truss bridge. Figure 5 provides a rendering for achieving this imprint on the proposed new concrete bridge.



FIGURE 5: RENDERING OF PRATT THROUGH-TRUSS BRIDGE IMPRINT ON CONCRETE PARAPET WALL (CHATGPT)

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Proposed Commemorative Plaque Wording

> *The silhouette of the former six-panel rivet-connected fixed Pratt through-truss bridge at this location has been cast into the parapet wall of the current bridge. The through-truss bridge was constructed to replace an earlier wood bridge and was constructed ca. 1942, making it a later example of this bridge style. Through-truss bridges emerged as a pivotal innovation in civil engineering during the 19th century and played a significant role in the expansion of railroads and road networks across the industrialized world.*
>
> *Interested in learning more? Visit the Township of Centre Wellington archives for more information.*

It is recommended the interpretive plaque be incorporated into the new concrete bridge, consistent with other recent replacement bridges in the Township (Figure 6). The interpretive plaque also allows for another avenue to display a silhouette of the historic bridge. The interpretive plaque should follow the stylistic design of other interpretive plaques utilized in the Township of Centre Wellington (see Figure 6).



FIGURE 6: EXAMPLE BRIDGE IN TOWNSHIP OF CENTRE WELLINGTON SHOWING PROPOSED PLAQUE LOCATION

Closure

We trust the above technical memorandum meets the needs of the Township of Centre Wellington at this time.

Sincerely,

Chris Lemon, B.Sc., Dip. Heritage, CAHP

Owner, Cultural Heritage Consultant

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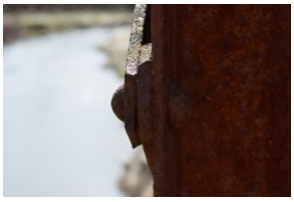

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[THE DIFFERENCE IS OUR PEOPLE]

A.9 Stage 1 Archaeological Assessment Report

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Stage 1 Archaeological Assessment - Three Bridges (21-WG, 29WG, and 30-WG) Various Lots and Concessions, Geographic Township of Garafraxa, now the Township of Centre Wellington, Wellington County, Ontario

DRAFT

Project Number: 2025-0032	**PIF: P1153-0169-2025**
Report Type: Original	**Report Date:** October 7, 2025
Licensee: Mr. Adam Long, M.Sc. (P1153)	

Parslow Heritage Consultancy Inc. 883 St. Clair Ave. West, Toronto, ON, M6C 1C4	**R.J. Burnside & Associates Limited** 17345 Leslie Street, Suite 303, Newmarket, ON, L3Y 0A4

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Executive Summary

Parslow Heritage Consultancy Inc. (PHC) was retained by R.J. Burnside & Associates Limited to conduct a Stage 1 Archaeological Assessment for three bridges in the Township of Centre Wellington, identified as 21-WG located between Lot 16, Concessions 1 and 2, 29-WG, located between Lots 15 and 16, Concession 2, and 30-WG, located between Lots 15 and 16, Concession 6, in the Geographic Township of Garafraxa, now the Township of Centre Wellington, Wellington County, Ontario (Map 1; Map 2). It is understood that this Stage 1 archaeological assessment is required as part of a *Municipal Class Environmental Assessment* (MCEA), and the *Planning Act* (1990).

The objectives of the Stage 1 archaeological assessment are defined in the Ministry of Citizenship and Multiculturalism's (MCM) *Standards and Guidelines for Consultant Archaeologists* (2011). A Stage 1 archaeological assessment provides compiled information about the study area's geography, history, current land conditions as well as any previous archaeological research and listed archaeological sites on or within the vicinity, as well as specific direction for the protection, management and/or recovery of these resources. Methods to achieve these objectives include:

- Review of relevant historic and environmental literature pertaining to the study area;
- Review of an updated listing of archaeological sites within 1 km from the MCM Ontario Archaeological Sites Database (OASD);
- Review of archaeological assessments within 50 m of the study area;
- Consultation with individuals knowledgeable about the study area; and,
- Review of historic maps and aerial imagery of the study area.
- A property inspection

The three bridges are located within municipally owned road right-of-way (ROW) of Sideroad 15 (29-WG and 30-WG), and along First Line (21-WG), The study areas consist of municipal ROWs, which include gravel roads with steep slopes, steep ditches, and overgrown shorelines. The study area consists of approximately 50 m in each direction from the center of each bridge, totaling 100 m in length, and 10m on either side of the road centerline, totaling 20 m in width. No impacts are proposed for the watercourses; therefore, the watercourses are excluded from the overall study area. The study area for bridge 21-WG measures 109.4 m^2; for 29-WG the study area measures 144.6 m^2; for 30-WG the study area measures 174.2 m^2, for a total of 428.2 m^2 (0.0522 ha) over all three bridges.

A negative indicator of archaeological potential is extensive, below-grade land disturbance. Disturbance associated with soil manipulation and grading of soils were encountered in association with the construction of the bridges and gravel roads within the study areas.

The Stage 1 property inspection was conducted on 12 June 2025, under favourable weather conditions. At no time was the weather or lighting detrimental to the recovery or

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identification of archaeological resources. The property inspection determined all three bridges to be extensively disturbed and, therefore, do not require Stage 2 archaeological assessment.

PHC determined that the watercourse, as seen in the mapping, is permanently low and wet and as per Section 1.2, Standard 5 and Section 2.1, Standard 2.a.i., of the *Standards and Guidelines for Consultant Archaeologists* (2011), therefore terrestrial survey is not required. As such, the watercourse has been removed from the study area, as it is not being impacted by development, and was not assessed.

Based on the findings of the Stage 1 archaeological assessment the following recommendations are provided:

- The entirety of the study areas were determined to have low archaeological potential comprising slopes, watercourse, and previous disturbance; these areas were photo documented, and no further assessment is recommended (Map 8).

It is requested that this report be entered into the Ontario Public Register of Archaeological Reports, as provided for in Section 65.1 of the *Ontario Heritage Act*.

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Project Personnel

Licensee	Adam Long, MSc (P1153)
Project Manager	Sarah News, B.A. (R485)
Field Director	Cheyenne Cameron (R1393)
Report Preparation	Hannah Curtis, B.A. Hon. (R1296), Leah Gukathasan
Graphics	Gabriel Dunk-Gifford, B.A.
Review	Adam Long, Sarah News

Acknowledgements

Lori Longtin-Nobel	R.J. Burnside & Associates Limited
Andrew Dawson	R.J. Burnside & Associates Limited

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Project Context

This section of the report provides the context for the archaeological assessment and covers three areas: development context, historical context, and archaeological context.

Development Context

Parslow Heritage Consultancy Inc. (PHC) was retained by R.J. Burnside & Associates Limited to conduct a Stage 1 Archaeological Assessment for three bridges in the Township of Centre Wellington, identified as 21-WG located between Lot 16, Concessions 1 and 2, 29-WG, located between Lots 15 and 16, Concession 2, and 30-WG, located between Lots 15 and 16, Concession 6, in the Geographic Township of Garafraxa, now the Township of Centre Wellington, Wellington County, Ontario (Map 1, Map 2). It is understood that this Stage 1 archaeological assessment is required as part of a *Municipal Class Environmental Assessment* (MCEA), and the *Planning Act* (1990).

The objectives of the Stage 1 archaeological assessment are defined in the Ministry of Citizenship and Multiculturalism's (MCM) *Standards and Guidelines for Consultant Archaeologists* (2011). A Stage 1 archaeological assessment provides compiled information about the study area's geography, history, current land conditions as well as any previous archaeological research and listed archaeological sites on or within the vicinity, as well as specific direction for the protection, management and/or recovery of these resources. Methods to achieve these objectives include:

- Review of relevant historic and environmental literature pertaining to the study area;
- Review of an updated listing of archaeological sites within 1 km from the MCM Ontario Archaeological Sites Database (OASD);
- Review of archaeological assessments within 50 m of the study area;
- Consultation with individuals knowledgeable about the study area; and,
- Review of historic maps and aerial imagery of the study area.
- A property inspection

The three bridges are located within municipally owned road right-of-way (ROW) of Sideroad 15 (29-WG and 30-WG), and along First Line (21-WG), The study areas consist of municipal ROWs, which include gravel roads with steep slopes, steep ditches, and overgrown shorelines. A negative indicator of archaeological potential is extensive, below-grade land disturbance. Disturbance associated with soil manipulation and grading of soils were encountered in association with the construction of the bridges and gravel roads within the study areas.

The study area for bridge 21-WG measures 109.4 m^2; for 29-WG the study area measures 144.6 m^2; for 30-WG the study area measures 174.2 m^2, for a total of 428.2 m^2 (0.0522 ha) over all three bridges.

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Permission to enter the property to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by R.J. Burnside & Associates Limited.

All archaeological work documented in this report was completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2023) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), currently administered by the Ministry of Citizenship and Multiculturalism (MCM).

Historical Context

This section describes the past and present land use and settlement history of the property, and any other relevant historical information gathered through the background research (MCM 2011 Section 7.5.7 Standard 1).

Indigenous History

Indigenous peoples of southern Ontario have left behind archaeologically significant resources throughout the province that show continuity with past peoples even if they were not recorded in historic Euro-Canadian documents. Table 1 illustrates this continuity and demonstrates over 11,000 years of Indigenous occupation of southern Ontario (Ellis & Ferris, 1990).

Table 1: Overview of the Cultural Chronology of Southern Ontario

Period	Characteristics	Time	Comments
Early Paleo	Fluted Points	9,000 – 8,400 BC	Caribou hunters
Late Paleo	Hi-Lo Points	8,400 – 8,000 BC	Smaller but more numerous sites
Early Archaic	Kirk, Nettling, and Bifurcate Base Points	8,000 – 6,000 BC	Slow population growth
Middle Archaic I	Stanley/Neville, Stemmed Points	6,000 – 4,000 BC	Environment similar to present
Middle Archaic II	Thebes, Otter Creek Points	4,000 – 3,000 BC	
Middle Archaic III	Brewerton Side and Corner Notched Points	3,000 – 2,000 BC	
Late Archaic I	Narrow Point (Lamoka, Normanskill)	2,000 – 1,800 BC	Increasing site size

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Period	Characteristics	Time	Comments
	Broad Point (Genesee, Adder Orchard)	1,800 – 1,500 BC	Large chipped lithic tools
	Small Point (Crawford Knoll, Innes, Ace-of-Spades)	1,500 – 1,100 BC	Introduction of bow hunting
Terminal Archaic	Hind Points	1,100 – 950 BC	Emergence of true cemeteries
Early Woodland	Meadowood Points	950 – 400 BC	Introduction of pottery
Middle Woodland	Dentate/Pseudo-Scallop Pottery	400 BC – AD 500	Increased sedentism
	Princess Point	AD 550 – 900	Introduction of corn
Late Woodland	Early Ontario	AD 900 – 1,300	Emergence of agricultural villages
	Middle Ontario	AD 1,300 – 1,400	Large longhouses (100m+)
	Late Ontario (Neutral)	AD 1,400 – 1,650	Tribal warfare and displacement
Contact	Various Algonkian and Iroquoian Groups	AD 1,700 – 1,875	Early written records and treaties

Paleo and Archaic Time Periods

The first human settlement in south-central Ontario can be traced back 11,000 years, just after the end of the Wisconsin Glacial Period, when this area was settled by Indigenous groups that had been living south of the Great Lakes. The period of these first inhabitants is known as the Paleo (Ellis et al., 1990), a time in which bands of small hunter gatherer, consisting of probably no more than 25-35 individuals, followed a pattern of seasonal mobility extending across wide-ranging territories shaped extensively by the ebb and flow of glaciers.

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The Paleo period was a time of rapid environmental change. As the glaciers retreated sparse tundra and evergreen forests gave way to extensive deciduous forests and water levels in the Great Lakes rose dramatically (Ellis et al., 1990, p. 69). By the end of this period (8000 BC), many of the large game species that Paleo hunters had relied upon either moved further north, or as in the case of the mastodons and mammoths, become extinct. Thus, the end of the Late Paleo Period was heralded by numerous technological and cultural innovations, likely as responses to the dynamic nature of the post-glacial environment and region-wide population increases. These innovations continue to be found in sites belonging to the direct descendants of the Paleo, groups of people known by archaeologists as “Archaic.”

The term “Archaic” designates preagricultural sites lacking in pottery and other specific artefact forms (Ellis et al., 1990, p. 65) and are primarily distinguished from Paleo sites by a significantly greater degree of artefact diversity and regional variety. Archaic people began to make stone tools out of coarser raw material by laboriously grinding the rock into the desired shape. The introduction of ground stone tools such as celts and axes, suggests the beginnings of a simple woodworking industry and an increased use of localized stone sources indicates that Archaic populations may have been less nomadic than their Paleo ancestors (Munson & Jamison, 2013, p. 41). It is likely that gradual infilling of the landscape resulting from rising water levels and population growth necessitated the development of strategies to support more people from smaller areas of liveable land.

During the Late Archaic Period (2,500-950 BC) the trends towards decreased territory size, a broadening subsistence base, population growth and increasing sedentism continued and it is during this period that the first true cemeteries appeared. During the Late Archaic Period, if an individual died while his or her group happened to be at some distance from their group cemetery, the bones would be kept until they could be placed in the cemetery, suggesting that people returned with greater frequency to the same areas. These first cemeteries may have served as visible reminders of a group’s cultural history and demarcated their rights to an area. Living in a time before farming or pottery, early hunter gatherers hunted, fished, and travelled in a land that was dynamic, ever-changing, and far removed from modern or historic ways of life.

Woodland Time Period

The Early Woodland Period (950 to 400 BC) is distinguished from the Late Archaic Period primarily by the gradual adoption of ceramic technology. However, in many ways the life ways of people in this period show a high degree of continuity with the preceding Late Archaic and it is not until the Middle Woodland (300 BC to AD 500) that there is an evident shift in settlement and subsistence patterns towards a sedentary way of life.

Middle Woodland peoples relied much more extensively on ceramic technology and vessels were often heavily decorated with hastily impressed designs covering the entire exterior surface and upper portion of the vessel interior. The Middle Woodland provides a major point of departure from the Archaic and Early Woodland; fish was becoming an increasingly important part of diets and sites along the margins of major lakes and rivers

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appear to have functioned as base camps instead of seasonally utilized locations, indicating a greater degree of sedentism and reliance on fishing technology.

The Late Woodland Period is widely accepted as the beginning of a truly agricultural way of life in south-central Ontario. Researchers have suggested that a warming trend during this period may have encouraged the spread of maize into southern Ontario by providing a greater number of frost-free days (Stothers & Yarnell, 1977). The presence of carbonized corn kernels and cob fragments recovered from sub-floor storage pits indicates that agriculture was becoming a vital part of the Early Iroquoian economy.

The Middle Ontario Iroquoian Period (AD 1300-1400) witnessed several interesting developments in terms of settlement patterns and artefact assemblages. The size of villages and houses increased dramatically, with house lengths almost doubling to an average of 30m. Possible explanations for these shifts involve changes in economic and socio-political organization (Dodd et al., 1990, p. 357); small villages may have amalgamated to form larger communities for mutual defence (Dodd et al., 1990, p. 357). These large villages were often heavily defended with numerous rows of wooden palisades, suggesting that defence may have been one of the rationales for smaller groups banding together.

By the late 1400s major villages covered as many as 4-5 hectares and would have contained over 2,000 individuals each. A change in the orientation of longhouses at this time may indicate the initial development of the tribes and nations which were a characteristic of the historically known Iroquoian peoples (Dodd et al., 1990, p. 358). Four Hundred years ago Ontario was home to about 75,000 Indigenous people, divided into two major cultural groups – Algonquians and Iroquoians.

After AD 1450, house lengths begin to decrease, with houses dating between AD 1500-1580 averaging a mere 30 m in length. The even shorter houses witnessed on Historical Period sites can be at least partially attributed to the population reductions associated with the introduction of European diseases such as smallpox (Lennox & Fitzgerald, 1990, pp. 405, 410) which, in the span of a few years, had reduced the population to a mere 30,000 people. With the deaths of many bearers of oral history in the 1630's much of the ancient oral history in Ontario was lost. Archaeology provides an alternative means of understanding pre-European history by providing unique information on the movement of people throughout the landscape, their interactions with one another and with the environment, over the course of 13,000 years.

Colonial History

Colonialism in Canada

The Canada we see today is one that was built on the principles of *Settler Colonialism.* This is a specific kind of colonialism whereby the purpose or goal is to replace an indigenous population with an invasive settler population that over time will develop its own identity and sovereignty (Ansari, 2023; Shah, n.d.). It is important to understand that there are three main features of settler colonialism that had a profound impact on the Indigenous population of Canada.

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The first feature is that settler colonizers, unlike other forms of colonization, intend to permanently occupy and assert control over Indigenous lands. Second, settler colonialism is a structure, not an event and continues to the present day in Canada. Third, settler colonialism "seeks its own end" in that the goal is to form a homogenous society that is over-arching and unchallenged (Barker & Lowman, 2018).

Initial attempts at settlement and colonization occurred in 1534 with Jacques Cartier, who traveled across the Atlantic Ocean, entered the Gulf of the St. Lawrence, and landed on the shores of what is now Gaspe, Quebec (Hele, 2023). However, Cartier's attempts to establish a permanent settlement failed and it was not until 1603, with Samuel de Champlain, did settler colonialism start in Canada with the establishment of New France.

The French and British colonizers, who encountered indigenous populations, thought them to be inferior to themselves and saw the indigenous populations as a source of cheap labour for the fur trade, soldiers for the battlefield, or even household slaves. When Indigenous populations resisted, the Europeans would often wage war against them. As the European powers sought to secure greater control over North America, threats of violence were used to force Indigenous leaders to sign treaties that surrendered political control of their land in exchange for meager financial compensation or dubious promises of protection and safety. Indigenous Nations' presence, systems of governance, and relationships to their territories long predate colonial occupation and continue into the present day.

At the time of first contact with the French, in 1615 AD, the traditional territory of the Huron-Wendat, known as Wendake, roughly stretched between the Canadian Shield, Lake Ontario and the Niagara Escarpment; it has been suggested the Huron-Wendat population at this time was approximately 30,000 individuals (Heidenreich, 1978; Warrick, 2008).

In the 1640s the Haudenosaunee, whose territory was located south of the lower Great Lakes, invaded Huron-Wendat territory, largely due to the decrease of available beaver pelts. The majority of the Huron-Wendat population sought sanctuary within the communities of the Petun, Neutral and other neighboring groups, after numerous Huron-Wendat village were destroyed (Stone & Chaput, 1978). Commencing in the 1660s, the Haudenosaunee controlled most of southern Ontario (Schmalz, 1991; Williamson, 2013). "In the 17th century, a series of alliances were formed between the Haudenosaunee and the European colonies, binding together numerous groups in a system of diplomatic relationships known as the Covenant Chain (Jaenen, 2015). This diplomatic framework drew upon longstanding Indigenous traditions of relationship building and treaty-making that predated European contact but was often misinterpreted by colonial authorities as a set of static legal contracts or land deeds (Doreen, 2023).

During the mid-17th century, several Algonquin-speaking linguistic and cultural groups within the Anishinaabeg (or Anishinaabe) began to challenge the Haudenosaunee dominance in the region (Gibson, 2006; Johnston, 2006). Prior to this, the Anishinaabeg were located primarily inland from the north shore of Lake Huron (MCFN, n.d.). From 1653 to 1662, following a series of attacks against the Haudenosaunee by groups within

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the Anishinaabeg, Haudenosaunee dominance in the region began to fail (Schmalz, 1991; Warrick, 2008). Following a series of regional conflicts throughout southern Ontario, the Anishinaabeg established greater territorial influence and regional prominence at the beginning of the 18th century (Gibson, 2006; Schmalz, 1991). In 1701, the Fourth Albany Treaty (also called the Nanfan Treaty) was concluded between the Haudenosaunee (Five Nations) and agents of the British colonial government in New York. Under this agreement, the Haudenosaunee formally conveyed extensive hunting territories (often called the “Beaver Hunting Grounds”) to the British Crown, while retaining for themselves the rights to continue hunting and fishing within those lands (Jennings et al., 1972; *Six Nations Lands and Resources*, n.d.). In 1764, an alliance was negotiated between many Indigenous Nations and the British, called the Treaty of Niagara, and was symbolized by the exchange of the Covenant Chain Wampum and the Two Row Wampum (Hele, 2023).

European Treaties and Deeds

The study area first enters the Euro-Canadian historic record as part of Treaty Number 19, signed between the Crown and various representatives from the Mississauga Nations on 28th of October 1818 (Map 3). Known as the “Ajetance Treaty”, it secured 648,000 acres of lands north of the earlier “Head of the Lakes” treaty. Modern towns and cities within this area include Milton, Halton Hills, Brampton, and Caledon. An excerpt of the Ajetance Treaty is provided below:

> *“ARTICLES OF PROVISIONAL AGREEMENT entered into on Wednesday, the twenty eighth day of October, 1818, between the Honorable William Claus, Deputy Superintendent General of Indian Affairs on behalf of His Majesty, of the one part, and Adjutant, Chief of the Eagle Tribe, Weggishigomin of the Eagle Tribe, Kawwahkitahqubi of the Otter Tribe, Cabibonike of the Otter Tribe, and Pagitaniquatoibe of the Otter Tribe, Principal Men of the Mississague Nation of Indians inhabiting the River Credit, Twelve and Sixteen Mile Creeks, on the north shore of Lake Ontario, within the home District, of the other part, Witnesseth: that for and in consideration of the yearly sum of five hundred and twenty-two pounds ten shillings Province currency in goods at the Montreal price to be well and truly paid yearly and every year by His said Majesty to the said Mississague Nation inhabiting and claiming the said tract, which may be otherwise known as follows: "A tract of land in the Home District, called the Mississague tract," bounded southerly by the purchase made in 1806; on the east by the Townships of Etobicoke, Vaughan and King; on the south-west by the Indian purchase, extending from the outlet at Burlington Bay, north forty-five degrees west fifty-miles, and from thence north seventy-four degrees east or thereabout to the north-west angle of the Township of King, containing by computation six hundred and forty-eight thousand acres; and the said Adjutant, Weggishigomin, Cabibonikem, Pagitaniquatoibe and Kawahkitahquebi, as well for themselves as for the Mississague Nation inhabiting and claiming the said tract of land as above described, do freely, fully and voluntarily surrender and convey the same to His Majesty without reservation or limitation in perpetuity. And the said William Claus, on behalf of His Majesty does hereby, promise and agree to pay to the said Nation*

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> *of Indians inhabiting as above mentioned, yearly and every year for ever the said sum of five hundred and twenty two pounds then shillings currency in goods at the Montreal price, which sum the said Principal Chiefs and people, parties hereunto, acknowledge as a full consideration for the lands hereby sold and conveyed to His Majesty.*
>
> *IN WITNESS WHEROF, the parties have hereunto set their hands and seals on the day first above mentioned in the Township of Toronto."*
>
> Morris, 1943, p. 18

The study area is located adjacent to Treaty 4 (1793), also known as the Simcoe Patent. This patent was issued by Lieutenant-Governor John Graves Simcoe to the Six Nations of the Grand River to clarify and formalize the earlier land grant made under the Haldimand Proclamation of 1784. The Haldimand Proclamation had granted the Six Nations a tract of land extending six miles on either side of the Grand River—known as the Haldimand Tract—in recognition of their alliance with the British Crown during the American Revolution (Filice, 2020; Six Nations of the Grand River, 2025). Prior to the issuance of this proclamation, the Crown had purchased lands from the Mississaugas of the Credit in May 1784 to secure title for the intended grant (Filice, 2020). The Simcoe Patent, issued in 1793, subsequently confirmed and legally defined the boundaries of the Haldimand Tract within Upper Canada's emerging colonial framework, though its interpretation and extent have remained subjects of ongoing dispute.

Euro-Canadian Settler History

Following The Clergy Endowments (Canada) Act of 1791, what was then the Province of Quebec (including the study area) was divided into four political districts within the Province of Upper Canada; the four political districts were renamed Eastern, Midland, Home, and Western, after previously being called Lunenburg, Mechlenburg, Nassau, and Hesse (Hall, 2022). The study area fell within the former Hesse District and later the Western District.

The Western District initially included all lands between an arbitrary "north and south line intersecting the extreme projection of Long Point into the Lake Erie, on the northerly side of the said Lake Erie" (Lloyd 1906). In 1793, John Graves Simcoe, the first Lieutenant Governor of Upper Canada, further subdivided each district into counties and townships, and European settlement began shortly after (Hunter 1909).

Wellington County

Wellington County was officially created in 1849, when it separated from Waterloo County which had previously covered the area. The County was named for one Arthur Wellesly, the Duke of Wellington. The district seat was established in Guelph where a new courthouse was constructed to serve the district's various counties and townships. In 1854 the first meeting of the independent Wellington County Council was held in the new courthouse in Guelph (Lloyd, 1906). Wellington County initially comprised the townships of Amaranth, Arthur, Eramosa, Erin, Garafraxa, Guelph, Maryborough, Nichol, Peel, Pilkington, and Puslinch, however in 1881 Amaranth and the East half of Garafraxa joined Dufferin County (Mika & Mika, 1977a).

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The earliest settlement within the County was in Elora in 1817, with one Rosewell Matthews, however his stay was short lived as repeated flooding from the Grand River had destroyed his construction efforts. In 1832 more substantial settlement was made by Captain Gilkinson who established a general store and a sawmill along the Grand River. These new enterprises encouraged the growth of the village. Guelph rose to prominence, becoming the headquarters of the Canada Company. In 1850 it was incorporated as a town, and in 1879 achieved city status, and separated from the county (Mika & Mika, 1977a; Ontario, 1879). Other early towns within the County included Fergus, Mount Forest, Palmerston, and Harriston.

Access to the further reaches of the Township posed an initial challenge to settlement, and in the late 1840s and early 1850s the Wellington County Council approved many loans to various companies for the construction and gravelling of numerous roads within the county. The Toronto and Guelph Railway delivered it's first passengers to Guelph in 1852, and in 1867 the Wellington, Grey, and Bruce Railway Co. began work in Fergus, opening in 1871, with numerous branches throughout the region. The Credit Valley Railway was complete in 1880, connecting Erin, Garafraxa, and Elora. The railway connectivity brought an influx of new settlers to the region (Lloyd, 1906).

As of 2021 Wellington County has a population of approximately 241,026, with leading industries of manufacturing, health care, education, and retail (Government of Canada, 2022).

Garafraxa Township

The name "Garafraxa" has been said to either commemorate a Scottish stream named the "Garry," be named after the words for "rough heath" in Gaelic, which are "garry fraech," or lend its namesake to a local plant found known as Sassafras. Among these explanations is one that claims "Garafraxa" is an adaptation of an Indigenous term for "panther country" (Township of East Garafraxa, 2021). When the Township was opened for settlement in 1822, the name was originally spelled "Garrafraxa," though the additional "r" was dropped on documents sometime in 1860 (Brown & Taylor, 2006). The Township was divided into East and West in 1869 (Wellington Advertiser, 2019). Garafraxa was originally a part of Wellington County, until the formation of Dufferin County. Dufferin County was formed out of parts of Wellington, Simcoe, and Grey Counties in 1881 (Mika & Mika, 1977b). At this time the Township of Garafraxa was divided with East Garafraxa falling under Dufferin County, and West Garafraxa falling under Wellington County.

Geologically, Garafraxa is situated on top of the Amabel formation in the east and the Guelph formation in the west (Brown & Taylor, 2006). An important geographical feature of Garafraxa is the Grand River, which runs north to southwest through the center of the Township and offers natural drainage (Sawden, 1867). In the 1860s, the soil of the Township was described as a sandy loam along with differing amounts of vegetable mould, and a clay subsoil, and the land was generally rolling (Sawden, 1867). The original vegetation of the area were beech, maple, and birch in the well draining areas, and ash, elm, tamarack, and cedar in the swampy areas of the forest (Brown & Taylor, 2006).

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The Township of Garafraxa was first surveyed by Samuel Ryckman in 1821 (Mika & Mika, 1977b). The first settlers arrived in the middle of 1826 (Brown & Taylor, 2006). Notable first settlers include the Dobson, McKee, Felker, and Headley families. These initial settlers were primarily of Scottish and Irish origin (Mika & Mika, 1977b). Garafraxa was settled completely by the 1850s, with an increase in settlements occurring after the construction of Garafraxa Road in the 1830s, which reached from modern day Fergus to Owen Sound (Mika & Mika, 1977b). Garafraxa has several cemeteries at which the first burials took place some time between 1826 and 1828, and others being established in the 1870-80s (Brown & Taylor, 2006).

By the 1850s two schools were present within the township. Land clearing activities in the township were efficient, as bush fires in the region had diminished the brush. The police village of Bellwood was established in 1856. In 1880 the Credit Valley Railway was completed passing through the township (Lloyd, 1906).

In 1999 the Township of Centre Wellington was formed from the amalgamation of the Town of Fergus, the Village of Elora and portions of Nichol, Pilkington, West Garafraxa and Eramosa Townships (Township of Centre Wellington, 2025).

Past and Current Uses of Study Areas

To understand the specific land use history of Euro-Canadian settlement in the study area, land registry information from the Archives of Ontario and historical mapping were consulted. The study areas are located within the municipal right-of-way (ROW) between the following Lots and Concessions in the Geographic Township of Garafraxa, now the Township of Centre Wellington, Wellington County, Ontario:

- Structure 21-WG on First Line Road between Lots16 Concession 1 and 2
- Structure 29-WG on Sideroad 15 between Lots 15 and 16 Concession 2
- Structure 30-WG on Sideroad 15 between Lots 15 and 16 Concession 6

Table 2 provides an overview of the owners of each lot and concession as well as notable archaeological features associated with the 1861 *County Map of Wellington County* and the 1877 *Illustrated Historical Atlas of Wellington County* maps (Map 4, Map 5). No archaeological features are depicted within the study areas on either map; this does not mean the properties were vacant, only that the landowners did not subscribe to the map publisher. Table 3 provides an overview of the historic alignment of the Irvine Creek, as the 1861 *County Map of Wellington County* and the 1877 *Illustrated Historical Atlas of Wellington County* maps illustrate a creek course that differs drastically from modern day.

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Table 2: Overview of Lot and Concession Ownership

Bridge Identifier	Lot & Concession	1861 Map Occupants	1877 Map Occupants
21-WG	Lot 16, Concession 1	Dougall McLeod - no structure or archaeological resources are illustrated within or adjacent to the study area	W. Chapman – no structure or archaeological resources are illustrated within or adjacent to the study area
	Lot 16, Concession 2	James Brown - no structure or archaeological resources are illustrated within or adjacent to the study area	J. Rettie – no structure or archaeological resources are illustrated within or adjacent to the study area
29-WG	Lot 15, Concession 2	Francis Booth- no structure or archaeological resources are illustrated within or adjacent to the study area	West 100 acres: C. Stewart – no structure or archaeological resources are illustrated within or adjacent to the study area
			East 100 acres: H.Black- no structure or archaeological resources are illustrated within or adjacent to the study area; a mill is illustrated south of the study area
30-WG	Lot 15, Concession 6	John Burns - no structure or archaeological resources are illustrated within or adjacent to the study area	H. Hammill - no structure or archaeological resources are illustrated within or adjacent to the study area

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	Lot 16, Concession 6	Arthur Steel - no structure or archaeological resources are illustrated within or adjacent to the study area	D. Kyle - no structure or archaeological resources are illustrated within or adjacent to the study area

Table 3: Past and Current Alignments of the Irvine Creek

Map Year	Creek/River Depiction
1861	Passes through all listed lots; located west of modern alignment.
1877	Main creek branch shifts eastward to modern alignment, passing through Structure 29-WG study area. A smaller branch follows the old 1861 path located within Lot 15 Concession 2.
1906	Referred to as Irvine River. Follows modern alignment.
1954	Follows modern alignment

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Historical aerial imagery from 1954 (Hunting Survey Corporation Limited, 1954) shows the area remained agricultural into the mid 20th century. By this point the current bridge structures along First Line Road and Sideroad 15 have been constructed (Map 6).

A review of available Google satellite imagery since 2004 shows the study area has remained relatively unchanged.

Archaeological Context

Archaeological Sites and Previous Assessments

The registered archaeological site records kept by the MCM were consulted so that an inventory of archaeological resources could be compiled. In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database maintained by the MCM. This database contains archaeological sites registered according to the Borden system. Under the Borden system, Canada is divided into grid blocks based on latitude and longitude. A Borden block is approximately 13km east to west and approximately 18.5km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study area is located within Borden block *AkHc.*

According to Section 7.5.8, Standard 1 of the *Standards and Guidelines for Consultant Archaeologists* (Ministry of Citizenship and Multiculturalism, 2011), all registered or known archaeological sites within a minimum one-kilometre distance from the study area must be listed. No archaeological sites were found in the OASD within one kilometre of the study areas.

Previous assessments within 50 metres of study area

Per Section 7.5.8., Standard 4 of the Standards and Guidelines for Consultant Archaeologists (2011), a review of the previous archaeological assessments undertaken within the limits, or within 50 m of the study area was completed. To the best of our knowledge, no archaeological assessments have been completed within the property limits or within 50m of the study area.

The Natural and Physical Environment

The *Standards and Guidelines for Consultant Archaeologists* Section 1.3.1 indicates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.),features indicating past water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Additional geographic features stipulated by Section 1.3.1 (Ministry of Citizenship and Multiculturalism, 2011) as indicators of archaeological potential include elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings, and resource areas, including food or medicinal plants and scarce raw materials.

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The study areas are situated within the spillways of the Stratford Till Plain physiographic region (Map 7), which is described as:

> *…broad clay plain of 1,370 square miles, extending from London in the south to Blyth and Listowel in the north with a projection toward Arthur and Grand Valley. It is an area of ground moraine interrupted by several terminal moraines. The moraines are more closely spaced in the southwestern portion of the region; consequently that part resembles the Mount Elgin Ridges….Throughout this area the till is fairly uniform, being a brown calcareous silty clay whether on the ridges or the more level ground moraine. It is a product of the Huron ice lobe. Some of the silt and clay is calcareous rock flour, probably a good deal of it coming from previously deposited varved clays of the Lake Huron Basin.*
>
> Chapman & Putnam, 1984, p. 133

The soil survey for Wellington County indicates that the soils at structure 21-WG and 30-WG consist of stream course soils with variable drainage and 29-WG consists of Huron Loam, a grey-brown podzolic of clay loam till with good drainage. The area was well-suited to and widely used for agricultural purposes, specifically for cereal grains and forage crops. characterized as (Department of Agriculture, 1969).

Examination of topographic mapping and aerial photography indicates Irvine Creek runs through each of the study areas. Structures 21-WG and 29 WG feature sloped banks on either side of the creek, while structure 30-WG features low-lying marshland surrounding the creek and study area.

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Field Methods

The Stage 1 property survey was conducted under archaeological consulting license P1153 issued to Mr. Adam Long by the MCM (P1153-0169-2025). Field director duties were delegated to Cheyenne Cameron (R1393) per Section 12 of the MCM 2013 *Terms and Conditions for Archaeological Licenses*, issued in accordance with clause 48(4)(d) of the *Ontario Heritage Act*.

The property inspection was carried out systematically, reviewing the extent of the existing road ROW to identify the presence or absence of archaeological potential. The study area consists of approximately 50 m in each direction from the center of each bridge, totaling 100 m in length, and 10m on either side of the road centerline, totaling 20 m in width. No impacts are proposed for the watercourses; therefore, the watercourses are excluded from the overall study area. The study area for bridge 21-WG measures 109.4 m^2; for 29-WG the study area measures 144.6 m^2; for 30-WG the study area measures 174.2 m^2, for a total of 428.2 m^2 (0.0522 ha) over all three bridges.

Photographic images are presented as Image 1 to Image 19, while the results of the Stage 1 archaeological assessment are presented on Map 8.

The Stage 1 property assessment was conducted on 12 June 2025. In accordance with Section 2.1 Standard 3 of the *Standards and Guidelines for Consultant Archaeologists* (Ministry of Citizenship and Multiculturalism, 2011). Assessment conditions were good and at no time were the field, weather, or lighting conditions detrimental to the recovery of archaeological material. The weather was sunny with a temperature of 18°C.

The study areas consist of municipal ROWs, which include gravel roads with steep ditches, overgrown shorelines, and in some cases manicured lawn. A negative indicator of archaeological potential is extensive, below-grade land disturbance. Disturbance associated with soil manipulation, grading, and stockpiling of soils were encountered in association with the construction of the bridges and gravel roads within the study areas. Areas of low archaeological potential were also encountered in the form of low-lying wet environments and steep ditches.

During the property inspection, it was observed that the entirety of each bridge location within the current road's ROW and the surrounding areas have undergone extensive disturbance due to infrastructure development, which include gravel roads with steep slopes, steep ditches, and overgrown shorelines.

Areas of Low Archaeological Potential

Approximately 47% of the total study area (0.246 ha) consisted of gravel roads, including First Line Road, and Sideroad 15, as well as the 1920’s concrete and steel bridge structures that facilitate the road crossings of Irvine Creek. These area were determined to be permanently disturbed and retain low archeological potential per MCM *S&G*s Section 2.1 Standard 2b.

Approximately 53% of the total study area (0.276 ha) consisted of steeply sloping river banks along Irivne Creek (greater that 20°). This area was determined to retain low archeological potential.

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Record of Documentation

Table 4 provides an inventory of documentary records generated from the Stage 1 archaeological assessment.

Table 4: Record of Documentation

Document Type	Location of Document	Additional Comments	Quantity
Maps Provided by Client	PHC Office	In project file (Site Map)	1 map
Field Notes	PHC Office	Store digital in project file	1 page
Digital Photographs	PHC Office	Stored digitally in project file	23 photographs

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Analysis and Conclusion

Archaeological Potential

Archaeological Potential for the Study Area

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. In accordance with the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* the following are features or characteristics that indicate archaeological potential:

- Previously identified archaeological sites;
- Water sources:

1. Primary water sources (lakes, rivers, streams, creeks);
2. Secondary water sources (intermittent streams and creeks; springs; marshes; swamps);
3. Features indicating past water sources (e.g. glacial lake shorelines indicated by the presence of raised gravel, sand, or beach ridges; relic river or stream channels indicated by clear dip or swale in the topography; shorelines of drained lakes or marshes; and cobble beaches);
4. Accessible or inaccessible shoreline (e.g. high bluffs, swamps or marsh fields by the edge of a lake; sandbars stretching into marsh);

- Elevated topography (eskers, drumlins, large knolls, plateaux);
- Pockets of well drained sandy soil, especially near areas of heavy soil or rocky ground; Distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases (there may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings);
- Resource areas including:

1. Food or medicinal plants;
2. Scarce raw minerals (e.g. quartz, copper, ochre or outcrops of chert);
3. Early Euro-Canadian industry (fur trade, mining, logging);
4. Areas of Euro-Canadian settlement; and,
5. Early historical transportation routes.

In recommending a Stage 2 property survey based on determining archaeological potential for a study area, MCM stipulates the following:

- No areas within 300 metres of a previously identified site; water sources; areas of early Euro-Canadian Settlement; or locations identified through local knowledge, or informants can be recommended for exemption from further assessment;

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- No areas within 100 metres of early transportation routes can be recommended for exemption from further assessment; and,
- No areas within the property containing an elevated topography; pockets of well-drained sandy soil; distinctive land formations; or resource areas can be recommended for exemption from further assessment.

Archaeological Integrity

A negative indicator of archaeological potential is extensive land disturbance. This includes widespread earth movement activities that would have eradicated or relocated any cultural material to such a degree that the information potential and cultural heritage value or interest has been lost.

Section 1.3.2 of the MCM 2011 Standards and Guidelines for Consultant Archaeologists states that:

> *Archaeological potential can be determined not to be present for either the entire property or a part(s) of it when the area under consideration has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources (MCM 2011, p. 18)*

Activities that are recognized to cause sufficient disturbance to remove archaeological potential include but are not restricted to: major landscaping involving grading below topsoil, building footprints, and infrastructure development. Activities including agricultural cultivation, gardening, minor grading, and minor landscaping do not necessarily remove archaeological potential (MCM 2011, p. 18). Identified areas of disturbance within the study area include gravel roads, including 1 Line Road, and Side Road 15, as well and the 1920's concrete and steel bridge structures that facilitate the road crossings of Irvine Creek.

Potential Archaeological Resources

Following the criteria outlined above to determine archaeological potential, the study area is considered to exhibit archaeological potential for the following reasons:

- Irvine Creek is located within the study area.
- The soils of the study area would have been suitable for Indigenous and Euro-Canadian agricultural practices.
- 19th century mapping indicates one structure adjacent to the study area and within the Lot.
- 19th century mapping indicates the presence of a historical transportation route, First Line Road, Sideroad 15.

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Conclusion

Parslow Heritage Consultancy Inc. (PHC) was retained by R.J. Burnside & Associates Limited to conduct a Stage 1 Archaeological Assessment for three bridges in the Township of Centre Wellington, identified as 21-WG located between Lot 16, Concessions 1 and 2, 29-WG, located between Lots 15 and 16, Concession 2, and 30-WG, located between Lots 15 and 16, Concession 6, in the Geographic Township of East Garafraxa, now the Township of Centre Wellington, Wellington County, Ontario (Map 1, Map 2). It is understood that this Stage 1 archaeological assessment is required as part of a *Municipal Class Environmental Assessment* (MCEA), and the *Planning Act* (1990).

The three bridges are located within municipally owned road right-of-way (ROW) of Sideroad 15 (29-WG and 30-WG), and along First Line (21-WG). The study areas consist of municipal ROWs, which include gravel roads with steep slopes, steep ditches, and overgrown shorelines. The study area consists of approximately 50 m in each direction from the center of each bridge, totaling 100 m in length, and 10m on either side of the road centerline, totaling 20 m in width. No impacts are proposed for the watercourses; therefore, the watercourses are excluded from the overall study area. The study area for bridge 21-WG measures 109.4 m^2; for 29-WG the study area measures 144.6 m^2; for 30-WG the study area measures 174.2 m^2, for a total of 428.2 m^2 (0.0522 ha) over all three bridges.

A negative indicator of archaeological potential is extensive, below-grade land disturbance. Disturbance associated with soil manipulation and grading of soils were encountered in association with the construction of the bridges and gravel roads within the study areas.

The Stage 1 property inspection was conducted on 12 June 2025, under favourable weather conditions. At no time was the weather or lighting detrimental to the recovery or identification of archaeological resources. The property inspection determined all three bridges to be extensively disturbed and, therefore, do not require Stage 2 archaeological assessment.

PHC determined that the watercourse, as seen in the mapping, is permanently low and wet and as per Section 1.2, Standard 5 and Section 2.1, Standard 2.a.i., of the *Standards and Guidelines for Consultant Archaeologists* (2011), therefore terrestrial survey is not required. As such, the watercourse has been removed from the study area, as it is not being impacted by development, and was not assessed.

Approximately 47% of the total study area (0.0246 ha) consisted of gravel roads, including First Line Road, and Sideroad 15, as well as the 1920's concrete and steel bridge structures that facilitate the road crossings of Irvine Creek. These area were determined to be permanently disturbed and retain low archeological potential per MCM *S&G*s Section 2.1 Standard 2b.

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Approximately 53% of the total study area (0.0276 ha) consisted of steeply sloping river banks along Irivne Creek (greater that 20°). This area was determined to retain low archeological potential.

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Recommendations

Based on the findings of the Stage 1 archaeological assessment the following recommendations are provided:

- The entirety of the study areas were determined to have low archaeological potential comprising slopes, watercourse, and previous disturbance; these areas were photo documented, and no further assessment is recommended (Map 8).

It is requested that this report be entered into the Ontario Public Register of Archaeological Reports, as provided for in Section 65.1 of the *Ontario Heritage Act*.

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Advice on Compliance with Legislation

Advice on the compliance with legislation is not part of the archaeological record. However, for the benefit of the proponent and approval authority in the land use planning and development process, the report must include the following standard statements (MCM 2011, Section 7.5.9 Standard 1):

- This report is submitted to the Minister of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c O.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection, and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issue by the ministry stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.
- Should previously undocumented archaeological resources be discovered, they may be representative of a new archaeological site or sites and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act.
- The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

As per MCM *Standards and Guidelines* (MCM 2011, Section 7.5.9 Standard 2):

- Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the Ontario Heritage act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.

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Closure and Study Limitations

This report was prepared by Parslow Heritage Consultancy Inc. (PHC) for the exclusive use of R.J. Burnside & Associates Limited as a Stage 1 archaeological assessment of the study area at various Lots and Concessions, Geographic Township of Garafraxa, now the Township of Centre Wellington, Wellington County, Ontario (Map 1, Map 2).

All information, recommendations and opinions provided in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without the Client's or PHC's express written consent. Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project. Special risks occur whenever archaeological investigations are applied to identify subsurface conditions and even a comprehensive investigation, sampling and testing program may fail to detect all or certain archaeological resources. The sampling strategies incorporated in this study, if any, comply with those identified in the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists*.

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Images



Image 1: Disturbed gravel road and concrete bridge at Structure 21-WG. Facing Southeast.



Image 2: Steeply sloped banks beside concrete bridge footings at Structure 21-WG. Facing East.



Image 3: Steeply sloped banks beside concrete bridge footings at Structure 21-WG. Facing South.



Image 4: Steeply sloped banks beside concrete bridge and disturbed gravel road at Structure 21-WG. Facing Northwest.

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Image 5: Steeply sloped banks beside concrete bridge at Structure 21-WG. Facing North.



Image 6: Ditches on either side of road leading up to Structure 21-WG. Facing Northwest.

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Image 7: Steeply sloped banks beside concrete bridge at Structure 29-WG. Facing South.



Image 8: Steeply sloped banks beside concrete bridge and gravel road at Structure 29-WG. Facing North.

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Image 9: Steeply sloped banks beside concrete bridge and gravel road at Structure 29-WG. Facing Northeast.



Image 10: Steeply sloped banks beside concrete bridge and gravel road at Structure 29-WG. Facing South.

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Image 11: Steeply sloped banks beside concrete bridge and gravel road at Structure 29-WG. Facing South.



Image 12: Steeply sloped banks beside concrete bridge and gravel road at Structure 29-WG. Facing Northeast.



Image 13: Disturbed gravel road beside concrete bridge at Structure 30-WG. Facing North.



Image 14: Steeply sloped banks beside concrete bridge and gravel road at Structure 30-WG. Facing North.



Image 15: Concrete bridge and gravel road at Structure 30-WG. Facing North.



Image 16: Steeply sloped banks beside concrete bridge and gravel road at Structure 30-WG. Facing Northeast.



Image 17: Steeply sloped banks beside concrete bridge and gravel road at Structure 30-WG. Facing Southwest.



Image 18: Gravel road with steeply sloped banks on either side. Facing Northeast.



Image 19: Overgrown gravel road with steeply sloped banks on either side. Facing Northeast.

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Maps

ALL MAPS ON PROCEEDING PAGES

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Stage 1 Archaeological Assessment

Map 1: Study Area on Topographic Map

Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:25,000

0 340 680 Meters

0 0.47 0.95 Km



Stage 1 Archaeological Assessment

Map 2: Study Area on Modern Aerial Image

Dufferin County, Maxar, Maxar

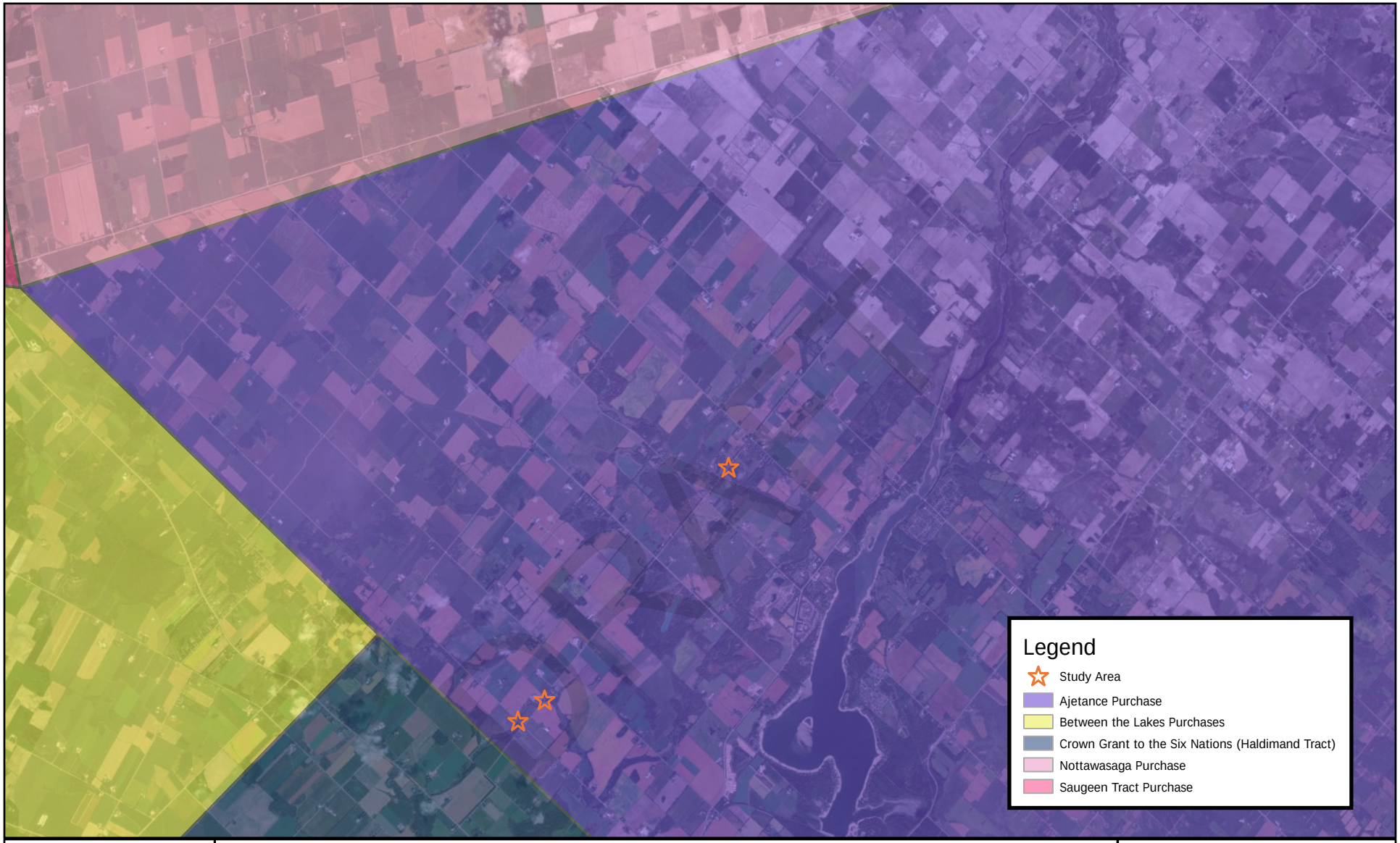
Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:5,000

0 65 130 Meters

0 0.07 0.15 Km



Stage 1 Archaeological Assessment

Map 3: Study Area on Treaties Map

Dufferin County, Earthstar Geographics

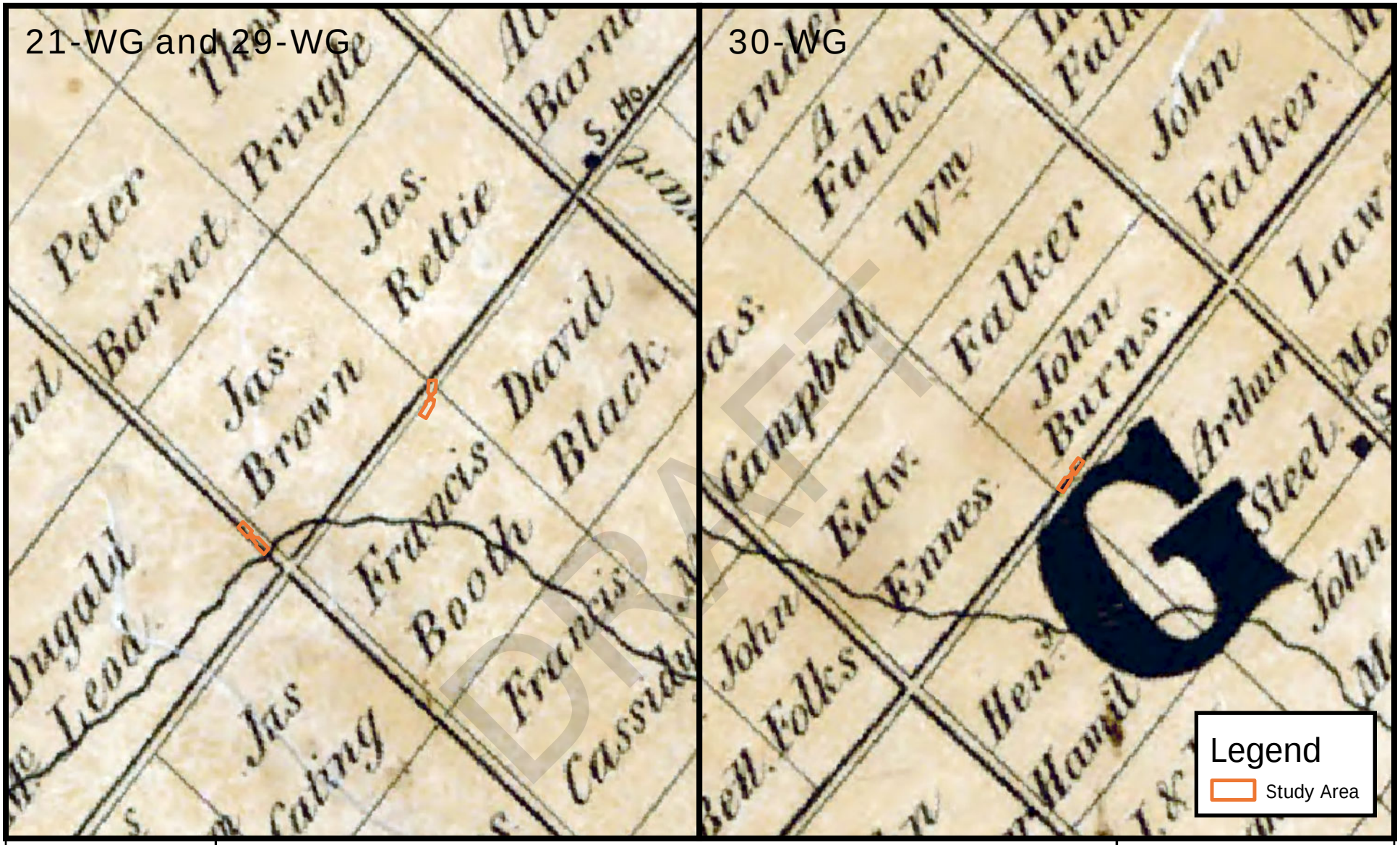
Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:100,000

0 1,350 2,700 Meters

0 1.75 3.5 Km



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Stage 1 Archaeological Assessment

Map 4: Study Area on 1861 Tremaine Map of Wellington County

Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

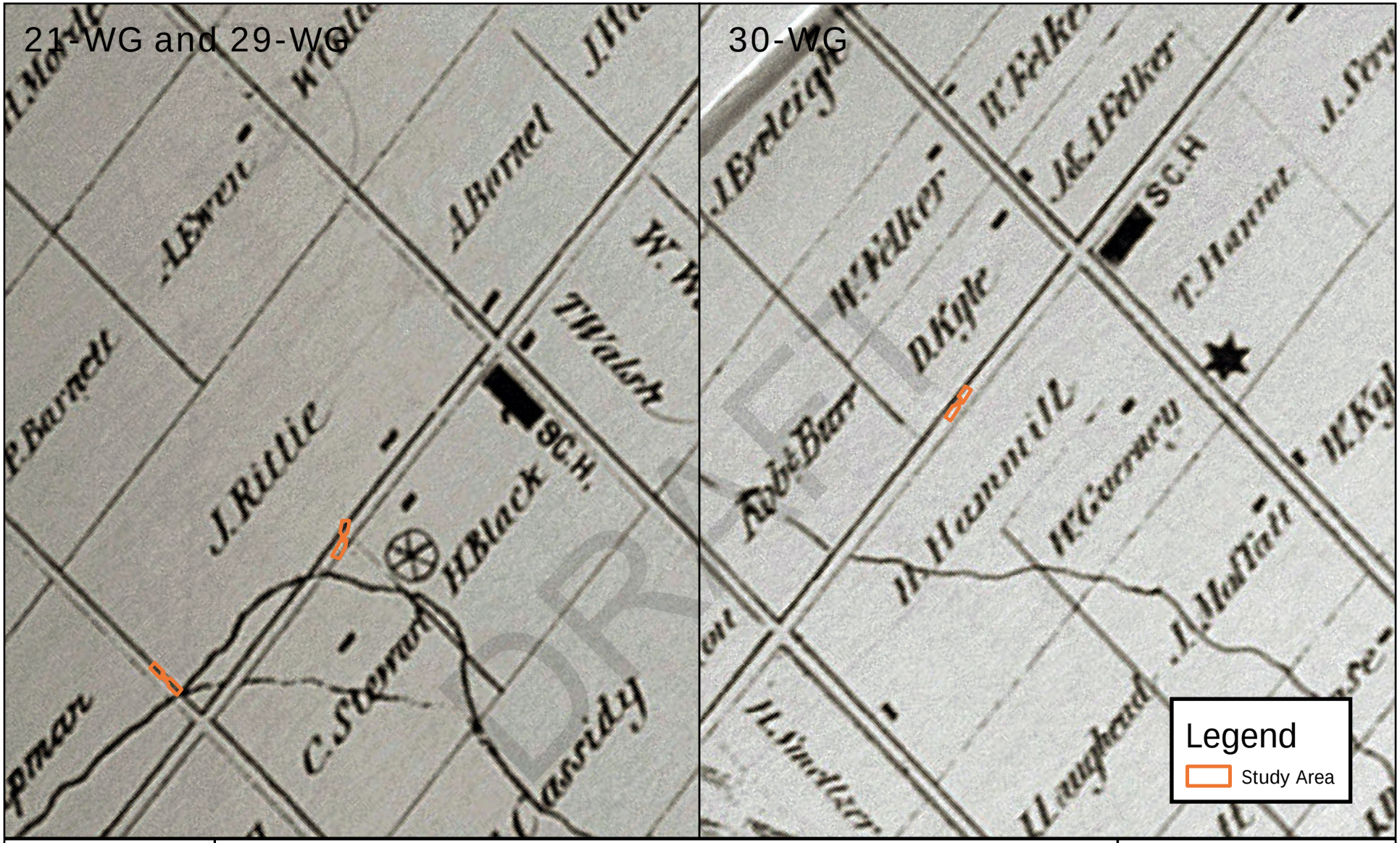
Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:15,000

0 205 410 Meters

0 0.28 0.55 Km



Stage 1 Archaeological Assessment

Map 5: Study Area on 1877 Illustrated Historical Atlas of Wellington County

Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

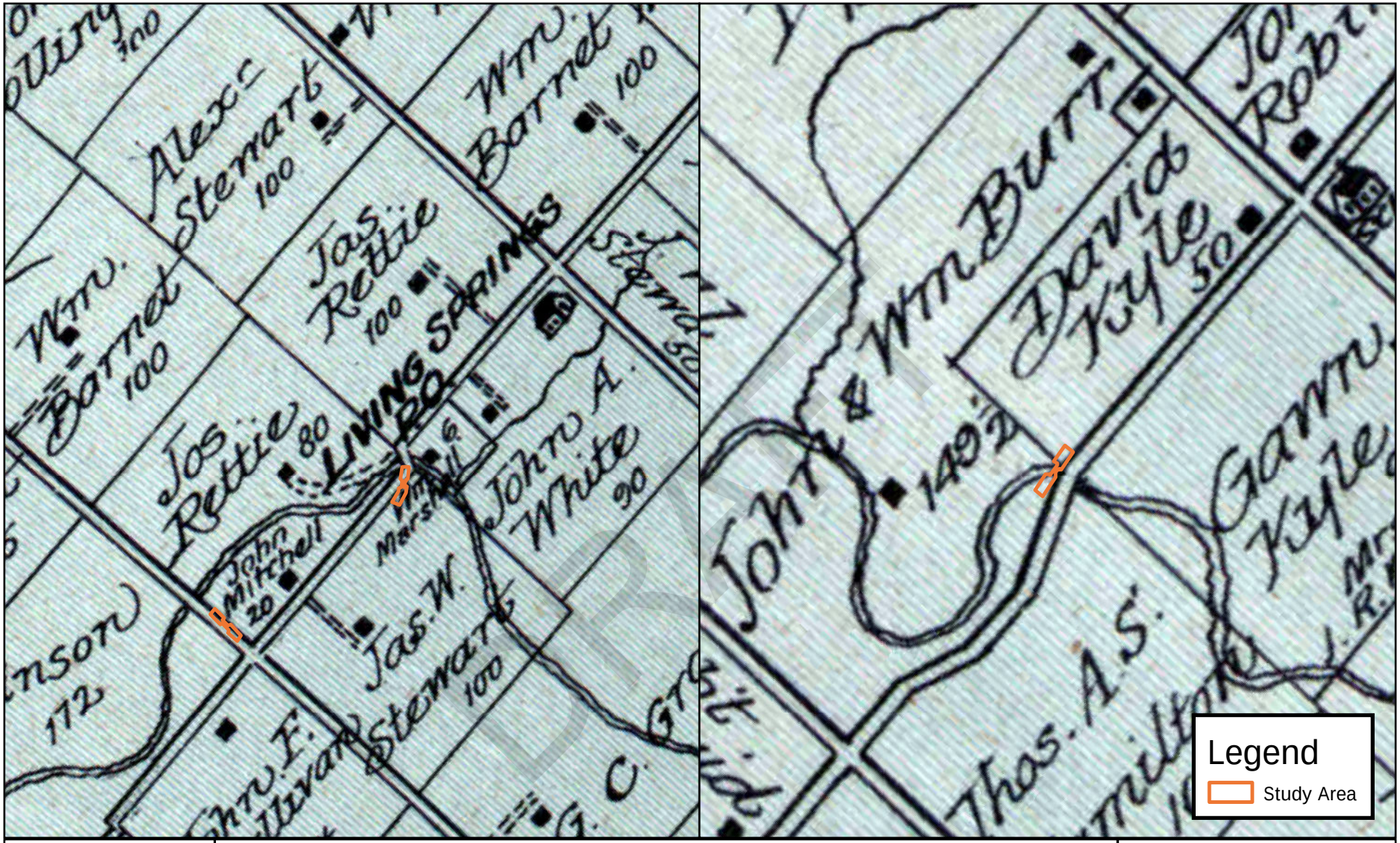
Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:15,000

0 205 410 Meters

0 0.28 0.55 Km



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Stage 1 Archaeological Assessment

Map 6: Study Area on 1906 Illustrated Historical Atlas of Wellington County

Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

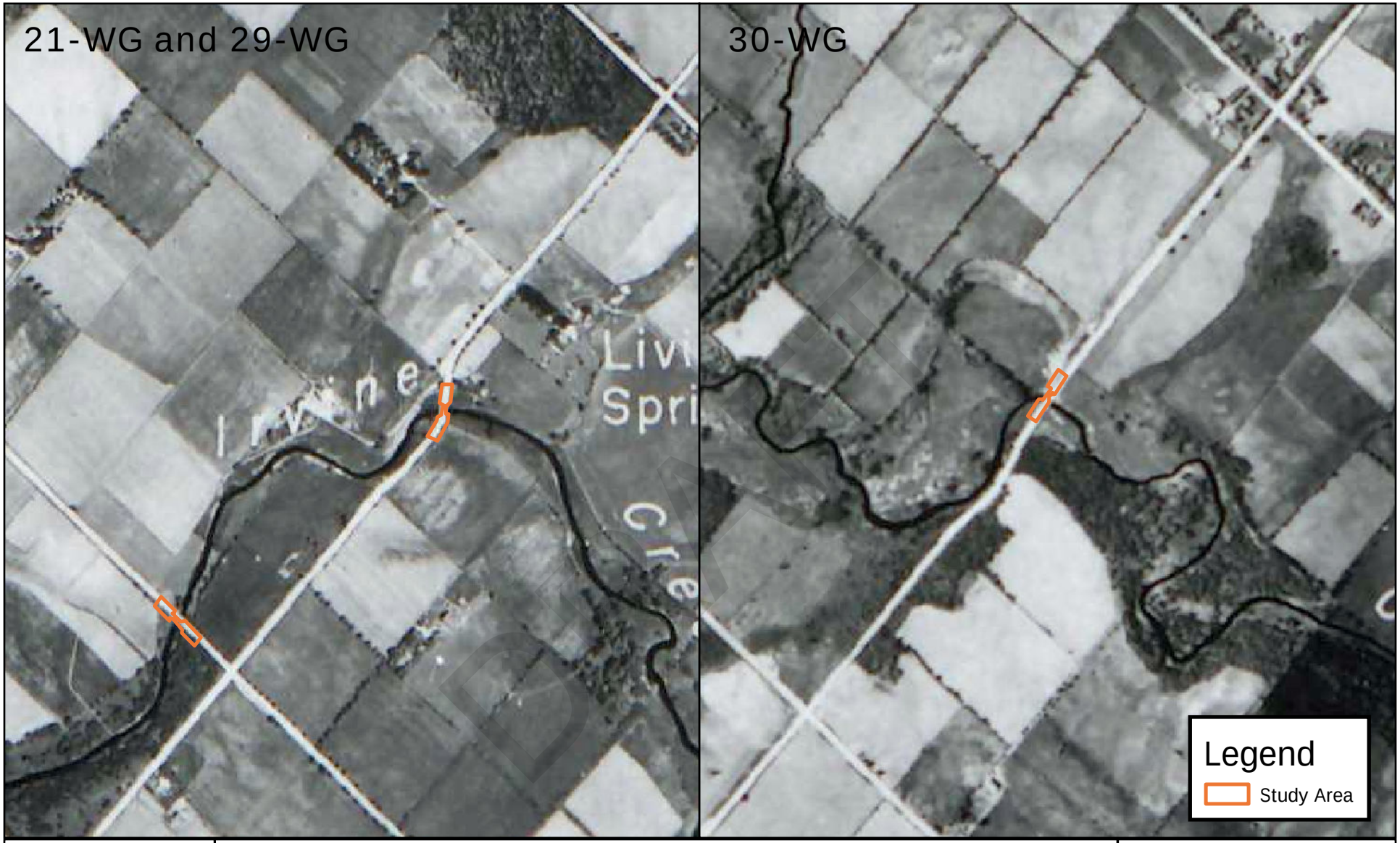
Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:15,000

0 205 410 Meters

0 0.28 0.55 Km



Stage 1 Archaeological Assessment

Map 7: Study Area on 1954 Aerial Image

Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:10,000

0 135 270 Meters

0 0.17 0.35 Km



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Stage 1 Archaeological Assessment

Map 8: Study Area on Physiographic Map

Dufferin County, Maxar

Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:50,000

0 650 1,300 Meters

0 0.75 1.5 Km



Stage 1 Archaeological Assessment

Map 9: Stage 1 Results, Photo Locations and Directions

Dufferin, Dufferin County, Maxar, Microsoft, Maxar, Microsoft

Coordinate System: NAD 1983 UTM Zone 17N

N

Scale: 1:1,300

0 15 30 Meters

0 0.03 0.05 Km

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

A.10 Replacement Bridge Cost Estimates

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Client	Township of Centre Wellington
Project	Bridge 21-WG Replacement
Project No.	300059832
Date	October 2, 2025

Bridge 21-WG - Preliminary Cost Estimate - 26m Clear Span Prestressed Concrete Box Girder

				Engineering Estimate	
Item No.	Description	Contract Quantity	Unit	UNIT PRICE	ESTIMATED PRICE
PART A - GENERAL WORKS					
1	Mobilization and Demobilization	1	LS	$50,000.00	$50,000.00
2	Contract Bond and Insurance	1	LS	$40,000.00	$40,000.00
3	Construction Layout	1	LS	$10,000.00	$10,000.00
4	As-Built Submission	1	LS	$2,500.00	$2,500.00
5	Fish Salvage and Licence to Collect Fish	1.0	LS	$8,500.00	$8,500.00
6	Bird Nesting Preventative Measures	1.0	LS	$10,000.00	$10,000.00
PART B - TEMPORARY WORKS					
7	Temporary Flow Passage System	1	LS	$75,000.00	$75,000.00
8	Unwatering Structure Excavations	1	LS	$50,000.00	$50,000.00
9	Traffic Control Signing	1	LS	$12,000.00	$12,000.00
10	Heavy Duty Silt Fence Barrier	400	m	$25.00	$10,000.00
11	Temporary Rock Check Dams	4	ea	$550.00	$2,200.00
12	Temporary Fibre Roll Flow Check Dams	4	ea	$250.00	$1,000.00
PART C - REMOVAL WORKS					
13	Removal of Existing Bridge Structure	1	LS	$75,000.00	$75,000.00
14	Remove and Salvage Existing Road Signs	1	LS	$500.00	$500.00
15	Removal of Existing Driveway Culverts	1	LS	$1,000.00	$1,000.00
16	Removal & Salvage of Existing Structure Barricades	1	LS	$2,500.00	$2,500.00
PART D - ROAD WORKS					
17	Earth Excavation, Grading and Disposal	1	LS	$95,000.00	$95,000.00
18	On Site and Excess Soil Management Plan	1	LS	$10,000.00	$10,000.00
19	Earth Borrow (Provisional)	1	LS	$10,000.00	$10,000.00
20	Hot Mix HL-3	270	t	$240.00	$64,800.00
21	Hot Mix HL-8	270	t	$240.00	$64,800.00
22	Granular 'A'	810	t	$32.00	$25,920.00
23	Granular 'B' - Type I (Roadway)	1980	t	$32.00	$63,360.00
24	Concrete Curb & Gutter	60	m	$400.00	$24,000.00
25	450 mm Dia. HDPE Pipe Culvert	20	m	$375.00	$7,500.00
26	Steel Beam Guide Rail	120	m	$225.00	$27,000.00
27	MASH Terminal System	4	ea	$10,000.00	$40,000.00
PART E - BRIDGE WORKS					
28	Pipe Subdrain (Structure)	60	m	$75.00	$4,500.00
29	Steel Beam Guide Rail Structure Connections	4	ea	$3,500.00	$14,000.00
30	Earth Excavation for Structure	1	LS	$40,000.00	$40,000.00
31	Granular 'B' - Type I, Backfill to Structure	1500	t	$30.00	$45,000.00
32	Supply Equipment for Installing Driven Piles	1	LS	$50,000.00	$50,000.00
33	Piles (HP 310 x 110)	280	m	$400.00	$112,000.00
34	Additional pile length (Provisional)	1	m	$450.00	xxxx
35	Additional Pile Splice (Provisional)	1	ea	$3,000.00	xxxx
36	Re-Tapping Piles (Provisional)	1	ea	$600.00	xxxx
37	Driving Shoes	14	ea	$550.00	$7,700.00
38	Concrete in Substructure	87	m^3	$2,500.00	$217,500.00
39	Concrete in Deck	54	m^3	$2,500.00	$135,000.00
40	Concrete in Parapet Walls	15	m^3	$3,500.00	$52,500.00
41	Concrete in Approach Slab	27	m^3	$1,000.00	$27,000.00
42	Reinforcing Steel Bar	1	LS	$152,000.00	$152,000.00
43	Stainless Steel Reinforcing Bar	1	LS	$53,000.00	$53,000.00
44	Fabrication of B800 Concrete Girders	1	LS	$375,000.00	$375,000.00
45	Delivery of B800 Concrete Girders	1	LS	$30,000.00	$30,000.00
46	Erection of B800 Concrete Girders	1	LS	$75,000.00	$75,000.00
47	Parapet Wall Handrail	1	LS	$15,000.00	$15,000.00
48	Bridge Deck Waterproofing	257.4	m^2	$100.00	$25,740.00

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Item No.	Description	Contract Quantity	Unit	UNIT PRICE	ESTIMATED PRICE
49	Joint Fillers, Seals and Compounds	1	LS	$5,000.00	$5,000.00
50	Bearings	28	ea	$2,000.00	$56,000.00
PART F - RESTORATION WORKS					
51	Rip-Rap				
b)	R-10	44	t	$100.00	$4,400.00
a)	R-50	65	t	$120.00	$7,800.00
52	Topsoil, From Stockpiles	160	m^3	$75.00	$12,000.00
53	Topsoil (Imported) (Provisional)	20	m^3	$100.00	$2,000.00
54	Seed and Erosion Control Blankets	1	LS	$10,000.00	$10,000.00
55	Waterbody Material				$0.00
a)	WB-350	60	t	$100.00	$6,000.00
b)	WB-750	90	t	$150.00	$13,500.00

Subtotal	$2,330,220.00
Contingency (20%)	$466,044.00
Estimated Construction Price	$2,796,264.00
13% H.S.T.	$363,514.32
TOTAL ESTIMATED CONSTRUCTION PRICE	$3,159,778.32

Note - Total estimated construction price does not include any cost for property acquisition, engineering, or utility relocation

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Client	Township of Centre Wellington
Project	Bridge 29-WG Replacement
Project No.	300059832
Date	October 2, 2025

Bridge 29-WG - Preliminary Cost Estimate - Two-Span (38m Between Abutments) Prestressed Concrete Box Girder

				Engineering Estimate	
Item No.	Description	Contract Quantity	Unit	UNIT PRICE	ESTIMATED PRICE
PART A - GENERAL WORKS					
1	Mobilization and Demobilization	1	LS	$75,000.00	$75,000.00
2	Contract Bond and Insurance	1	LS	$40,000.00	$40,000.00
3	Construction Layout	1	LS	$10,000.00	$10,000.00
4	As-Built Submission	1	LS	$2,500.00	$2,500.00
5	Fish Salvage and Licence to Collect Fish	1.0	LS	$8,500.00	$8,500.00
6	Bird Nesting Preventative Measures	1.0	LS	$10,000.00	$10,000.00
PART B - TEMPORARY WORKS					
7	Temporary Flow Passage System	1	LS	$125,000.00	$125,000.00
8	Unwatering Structure Excavations	1	LS	$75,000.00	$75,000.00
9	Traffic Control Signing	1	LS	$12,000.00	$12,000.00
10	Heavy Duty Silt Fence Barrier	400	m	$25.00	$10,000.00
11	Temporary Rock Check Dams	4	ea	$550.00	$2,200.00
12	Temporary Fibre Roll Flow Check Dams	4	ea	$250.00	$1,000.00
PART C - REMOVAL WORKS					
13	Removal of Existing Bridge Structure	1	LS	$75,000.00	$75,000.00
14	Remove and Salvage Existing Road Signs	1	LS	$1,000.00	$1,000.00
PART D - ROAD WORKS					
15	Earth Excavation, Grading and Disposal	1	LS	$100,000.00	$100,000.00
16	On Site and Excess Soil Management Plan	1	LS	$10,000.00	$10,000.00
17	Earth Borrow (Provisional)	1	LS	$10,000.00	$10,000.00
18	Hot Mix HL-3	270	t	$240.00	$64,800.00
19	Hot Mix HL-8	270	t	$240.00	$64,800.00
20	Granular 'A'	810	t	$32.00	$25,920.00
21	Granular 'B' - Type I (Roadway)	1980	t	$32.00	$63,360.00
22	Concrete Curb & Gutter	60	m	$400.00	$24,000.00
23	M20 Guide Rail	120	m	$225.00	$27,000.00
24	MASH Terminal System	4	ea	$10,000.00	$40,000.00
PART E - BRIDGE WORKS					
25	Pipe Subdrain (Structure)	60	m	$75.00	$4,500.00
26	Steel Beam Guide Rail Structure Connections	4	ea	$3,500.00	$14,000.00
27	Earth Excavation for Structure	1	LS	$40,000.00	$40,000.00
28	Granular 'B' - Type I, Backfill to Structure	1500	t	$30.00	$45,000.00
29	Supply Equipment for Installing Driven Piles	1	LS	$50,000.00	$50,000.00
30	Piles (HP 310 x 110)	520	m	$400.00	$208,000.00
31	Additional pile length (Provisional)	1	m	$450.00	xxxxx
32	Additional Pile Splice (Provisional)	1	ea	$3,000.00	xxxxx
33	Re-Tapping Piles (Provisional)	1	ea	$600.00	xxxxx
34	Driving Shoes	16	ea	$550.00	$8,800.00
35	Concrete in	87	m^3	$2,500.00	$217,500.00
36	Concrete in Abutments & Wingwalls	77	m^3	$2,500.00	$192,500.00
37	Concrete in Pier	33	m^3	$3,000.00	$99,000.00
38	Concrete in Parapet Walls	30	m^3	$3,500.00	$105,000.00
39	Concrete in Approach Slab	27	m^3	$1,000.00	$27,000.00
40	Reinforcing Steel Bar	1	LS	$175,000.00	$175,000.00
41	Stainless Steel Reinforcing Bar	1	LS	$105,000.00	$105,000.00
42	Fabrication of B700 Concrete Girders	1	LS	$650,000.00	$650,000.00
43	Delivery of B700 Concrete Girders	1	LS	$25,000.00	$25,000.00
44	Erection of B700 Concrete Girders	1	LS	$75,000.00	$75,000.00
45	Parapet Wall Handrail	1	LS	$20,000.00	$20,000.00
46	Bridge Deck Waterproofing	365.4	m^2	$100.00	$36,540.00
47	Joint Fillers, Seals and Compounds	1	LS	$5,000.00	$5,000.00
48	Bearings	56	ea	$2,000.00	$112,000.00

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Item No.	Description	Contract Quantity	Unit	UNIT PRICE	ESTIMATED PRICE
PART F - RESTORATION WORKS					
49	Rip-Rap				
b)	R-10	44	t	$100.00	$4,400.00
a)	R-50	65	t	$120.00	$7,800.00
50	Topsoil, From Stockpiles	160	m^3	$75.00	$12,000.00
51	Topsoil (Imported) (Provisional)	20	m^3	$100.00	$2,000.00
52	Seed and Erosion Control Blankets	1	LS	$10,000.00	$10,000.00
53	Waterbody Material				$0.00
a)	WB-350	60	t	$100.00	$6,000.00
b)	WB-750	90	t	$150.00	$13,500.00

Subtotal	$3,147,620.00
Contingency (20%)	$629,524.00
Estimated Construction Price	$3,777,144.00
13% H.S.T.	$491,028.72
TOTAL ESTIMATED CONSTRUCTION PRICE	$4,268,172.72

Note - Total estimated construction price does not include any cost for property acquisition, engineering, or utility relocation

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Client	Township of Centre Wellington
Project	Bridge 30-WG Replacement
Project No.	300059832
Date	October 2, 2025

Bridge 30-WG - Preliminary Cost Estimate - 28m Clear Span B900 Conc. Box Girder Bridge, Two Lane

				Engineering Estimate	
Item No.	Description	Contract Quantity	Unit	UNIT PRICE	ESTIMATED PRICE
PART A - GENERAL WORKS					
1	Mobilization and Demobilization	1	LS	$65,000.00	$65,000.00
2	Contract Bond and Insurance	1	LS	$40,000.00	$40,000.00
3	Construction Layout	1	LS	$10,000.00	$10,000.00
4	As-Built Submission	1	LS	$2,500.00	$2,500.00
5	Fish Salvage and Licence to Collect Fish	1.0	LS	$8,500.00	$8,500.00
6	Bird Nesting Preventative Measures	1.0	LS	$15,000.00	$15,000.00
PART B - TEMPORARY WORKS					
7	Temporary Flow Passage System	1	LS	$75,000.00	$75,000.00
8	Unwatering Structure Excavations	1	LS	$50,000.00	$50,000.00
9	Traffic Control Signing	1	LS	$12,000.00	$12,000.00
10	Heavy Duty Silt Fence Barrier	400	m	$25.00	$10,000.00
11	Temporary Rock Check Dams	4	ea	$550.00	$2,200.00
12	Temporary Fibre Roll Flow Check Dams	4	ea	$250.00	$1,000.00
PART C - REMOVAL WORKS					
13	Removal of Existing Bridge Structure	1	LS	$50,000.00	$50,000.00
14	Removal of Existing Driveway Culverts	5.2	m	$150.00	$780.00
15	Removal & Salvage of Existing Structure Barricades	1	LS	$2,500.00	$2,500.00
PART D - ROAD WORKS					
16	Earth Excavation, Grading and Disposal	1	LS	$95,000.00	$95,000.00
17	On Site and Excess Soil Management Plan	1	LS	$10,000.00	$10,000.00
18	Earth Borrow (Provisional)	1	LS	$10,000.00	$10,000.00
19	Hot Mix HL-3	216	t	$240.00	$51,840.00
20	Hot Mix HL-8	216	t	$240.00	$51,840.00
21	Granular 'A'	648	t	$32.00	$20,736.00
22	Granular 'B' - Type I (Roadway)	1584	t	$32.00	$50,688.00
23	Concrete Curb & Gutter	60	m	$400.00	$24,000.00
24	450 mm Dia. HDPE Pipe Culvert	10	m	$375.00	$3,750.00
25	M20 Guide Rail	120	m	$225.00	$27,000.00
26	MASH Terminal System	4	ea	$10,000.00	$40,000.00
PART E - BRIDGE WORKS					
27	Pipe Subdrain (Structure)	60	m	$75.00	$4,500.00
28	Steel Beam Guide Rail Structure Connections	4	ea	$3,500.00	$14,000.00
29	Earth Excavation for Structure	1	LS	$40,000.00	$40,000.00
30	Granular 'B' - Type I, Backfill to Structure	1500	t	$30.00	$45,000.00
31	Supply Equipment for Installing Driven Piles	1	LS	$50,000.00	$50,000.00
32	Piles (HP 310 x 110)	320	m	$400.00	$128,000.00
33	Additional pile length (Provisional)	1	m	$450.00	xxxxx
34	Additional Pile Splice (Provisional)	1	ea	$3,000.00	xxxxx
35	Re-Tapping Piles (Provisional)	1	ea	$600.00	xxxxx
36	Driving Shoes	24	ea	$550.00	$13,200.00
36	Concrete in Footings	44	m^3	$2,000.00	$88,000.00
37	Concrete in Substructure	87	m^3	$2,500.00	$217,500.00
38	Concrete in Deck	62	m^3	$2,500.00	$155,000.00
39	Concrete in Approach Slab	21	m^3	$1,250.00	$26,250.00
40	Reinforcing Steel Bar	1	LS	$195,000.00	$195,000.00
41	Fabrication of B900 Concrete Girders	1	LS	$425,000.00	$425,000.00
42	Delivery of B900 Concrete Girders	1	LS	$30,000.00	$30,000.00
43	Erection of B900 Concrete Girders	1	LS	$75,000.00	$75,000.00
44	M20 Base-Plate Mounted Guide Rail	62	m	$350.00	$21,700.00
45	Bridge Deck Waterproofing	288	m^2	$100.00	$28,800.00
46	Joint Fillers, Seals and Compounds	1	LS	$5,000.00	$5,000.00
47	Bearings	4	ea	$7,500.00	$30,000.00

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Item No.	Description	Contract Quantity	Unit	UNIT PRICE	ESTIMATED PRICE
PART F - RESTORATION WORKS					
48	Rip-Rap				
b)	R-10	44	t	$100.00	$4,400.00
a)	R-50	65	t	$120.00	$7,800.00
49	Topsoil, From Stockpiles	160	m^3	$75.00	$12,000.00
50	Topsoil (Imported) (Provisional)	20	m^3	$100.00	$2,000.00
51	Seed and Erosion Control Blankets	1070	m^2	$10.00	$10,700.00
52	Waterbody Material				
a)	WB-350	60	t	$100.00	$6,000.00
b)	WB-750	90	t	$150.00	$13,500.00

Subtotal	$2,377,684.00
Contingency (20%)	$475,536.80
Estimated Construction Price	$2,853,220.80
13% H.S.T.	$370,918.70
TOTAL ESTIMATED CONSTRUCTION PRICE	$3,224,139.50

Note - Total estimated construction price does not include any cost for property acquisition, engineering, or utility relocation

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix B

Public Consultation Records

Project Notices and Contact Lists	B.1
Public Open House No. 1 Summary	B.2
Heritage Centre Wellington Meeting Summary	B.3
Public Open House No. 2 Summary	B.4
Indigenous Communities Consultation Records	B.5
Agency Consultation Records	B.6
Community Member Consultation Records	B.7

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B.1 Project Notices and Contact Lists

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Notice of Project Screening

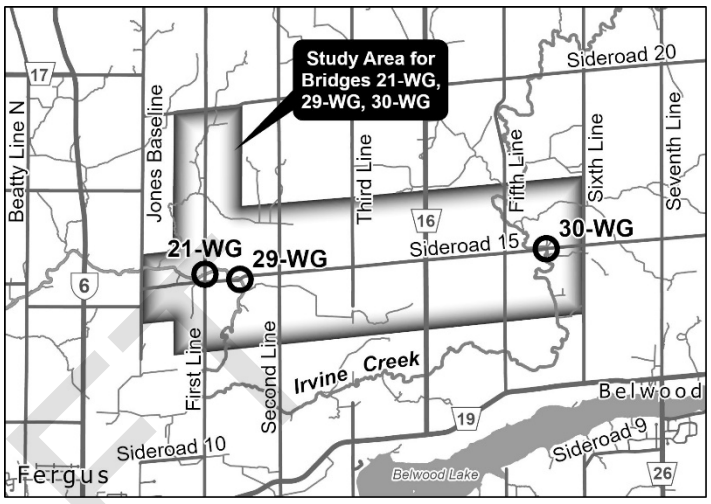
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

This notice was first issued on September 25 ,2025

The Project

The Township of Centre Wellington (the Township) initiated a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG in May 2025. This study will evaluate the role of these structures within the overall transportation network and connectivity in the community and determine the most suitable alternative at each bridge location.

Two of the three bridges (21-WG and 30-WG) are closed due to poor condition. The third bridge (29-WG) is open with load restrictions of 5 tonnes due to its deteriorated state. The study will evaluate whether each bridge should be closed permanently, rehabilitated (with minor upgrades and modifications), or replaced.



The three bridges being investigated as part of the study are located in the northeast quadrant of the township. The location of the bridges are identified in the keymap herein, as follows:

- Bridge 21-WG is located on First Line, approximately 135 m northwest of Sideroad 15.
- Bridge 29-WG is located on Sideroad 15, approximately 620 m northeast of First Line.
- Bridge 30-WG is located on Sideroad 15, approximately 730 m northeast of Fifth Line.

A Cultural Heritage Evaluation Report has been undertaken on each bridge and determined that all three bridges exhibit Cultural Heritage Value or Interest, in accordance with Ontario Regulation 569/22. A Heritage Impact Assessment was undertaken to identify the heritage features and recommend mitigation, conservation, and / or commemoration strategies that may be suitable for the project. The Township has committed to commemorating the bridges in accordance with the recommendations of the Heritage Impact Assessment, by documenting the existing bridges and depositing all records and associated heritage reports in public repositories and, in the case of replacement, designing the new structure with architectural details that commemorate the original truss structures and providing an interpretive plaque to identify the original bridge. Based on these measures, all three structures are eligible for exemption from the *Environmental Assessment Act* through the Archaeological Screening Process, as identified in Project Description 31b of the Municipal Class Environmental Assessment document.

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Archaeological Screening Process

The Township has undertaken the Archaeological Screening Process for all bridges in accordance *Ontario Heritage Act*, R.S.O. 1990, c O.18. Stage 1 Archaeological Assessments were completed by a licensed archaeologist at each site and determined that "the study areas were identified to exhibit low archaeological potential due to previous disturbance or poorly drained conditions". The study areas are considered free of archeological concerns and no further archaeological assessment has been recommended. As such, it has been determined that the project will have no negative impacts to archaeological resources and the requirements of the Archaeological Screening Process have been met.

In consideration of this, the project is planned to proceed without further application of the *Environmental Assessment Act*.

Documentation of the Archaeological Screening Process (including the Archaeological Assessment) will be filed with project documentation and can be provided to interested parties upon request. The archaeological assessment has been submitted to the Ministry of Citizenship and Multiculturalism for review. No ground disturbance activities will be undertaken until a letter of approval has been received from the Ministry of Citizenship and Multiculturalism indicating that all archaeological assessment requirements have been satisfied.

Continued Public Engagement

Although this study has been screened to be exempt from the *Environmental Assessment Act*, the Township recognizes that engagement with Indigenous communities, agencies, and the public is an integral component of the decision-making process for the future of these bridge structures. Studies related to the need for each bridge and the natural, social, economic, and technical environments will continue outside of the formal *Environmental Assessment Act* and the Township intends to follow a consultation and documentation process similar to that of a Municipal Class Environmental Assessment.

For updates, please visit the project specific webpage at: **https://www.connectcw.ca/CW-3Bridge-Study**

Project Contact Information

If you have questions or comments regarding the study or the archaeological screening process, please contact one of the project team members below. All comments or concerns related to the Archaeological Screening Process shall be submitted to the project team contacts below **no later than October 24, 2025**.

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square, Elora ON N0B 1S0
519-846-9691 x355
ADickieson@centrewellington.ca

Andrew Dawson, P.Eng.
Consultant Project Manager
R.J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph ON N1H 1C4
705-797-4310
Andrew.Dawson@rjburnside.com

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements in order to participate in this project, please contact one of the project team members listed above.

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Notice of Project Start and Public Open House

Centre Wellington

Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

This notice was first issued on May 29, 2025

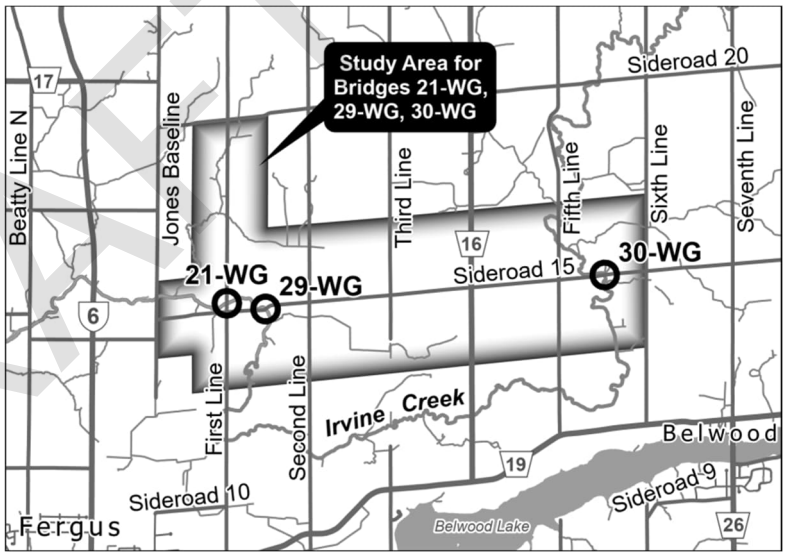
You Are Invited! Public Open House:

Date & Time: June 10, 2025, 6:00 pm – 8:00 pm
Location: Centre Wellington Community Sportsplex – Unity Hall
550 Belsyde Avenue East, Fergus

The Project

The Township of Centre Wellington has initiated a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG located northeast of Fergus in former West Garafraxa Township, as identified in the study area map. The deteriorated state of the three bridges has resulted in closures (21-WG, 30-WG) or load limitations (29-WG) and impacts to road network and community connectivity within this localized area.

This Study will evaluate the role of each of these three bridges within the transportation network, and determine whether each bridge should be rehabilitated, replaced, or removed without replacement.



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The Study Process

The project will include:

- consultation with agencies, Indigenous Communities, and members of the public;
- the development and evaluation of bridge solutions;
- design concepts for the preferred solution; and,
- identification of reasonable measures to mitigate any potential adverse impacts resulting from the project.

At the conclusion of the study, a report summarizing findings will be prepared for public review.

Township of Centre Wellington 1 MacDonald Square, Elora ON N0B1S0 | 519.846.9691 Fax 519.846.9858

centrewellington.ca

Public Open House

At the Public Open House, background information for the project will be presented, and attendees will have the opportunity to direct any comments or questions related to the project directly to the Project Team.

The presentation boards will be available on the ConnectCW.ca website following the open house to allow those unable to attend to review material. To review ongoing project updates, visit the webpage at:

https://www.connectcw.ca/CW-3Bridge-Study

If you have questions or comments regarding the study, or would like to be included on the mailing list to receive future notices and study updates, please contact one of the Project Team members below:

Adam Dickieson	Andrew Dawson, P. Eng.
Engineering Services Coordinator	Consultant Project Manager
Township of Centre Wellington	R.J. Burnside & Associates Ltd.
1 MacDonald Square, Elora, ON N0B 1S0	292 Speedvale Ave W. #20, Guelph, ON N1H 1C4
519-846-9691 x 355	705-797-4310
adickieson@centrewellington.ca	andrew.dawson@rjburnside.com

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements in order to participate in this project, please contact one of the project team members listed above.

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Notice of Public Open House

Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG

This notice was first issued on October 23, 2025

You Are Invited!

The Township of Centre Wellington welcomes your attendance at the second Public Open House for the Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG. The meeting will be an avenue for you to provide your comments on the preliminary preferred solution for each bridge for the Project Team's further consideration.

Date & Time: Monday, November 3, 2025, 6:00 pm – 8:00 pm
(Presentation at 6:15 pm)

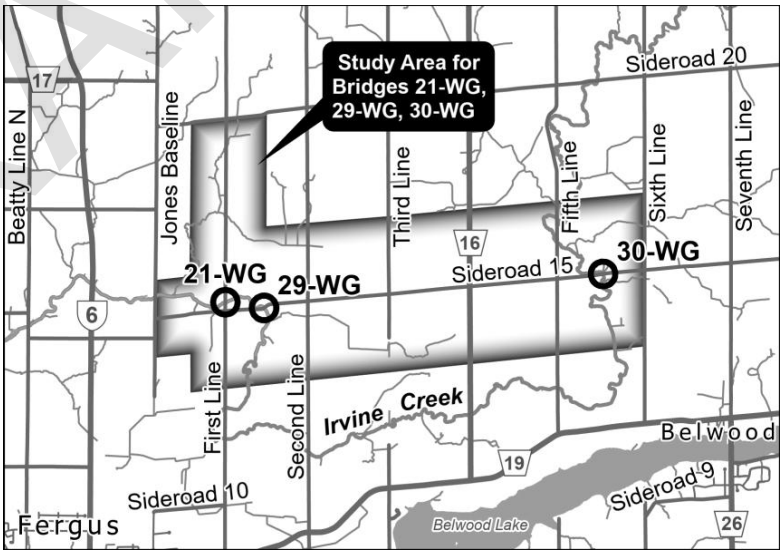
Location: Centre Wellington Community Sportsplex - Gord Brown Hall
550 Belsyde Avenue East, Fergus

A formal presentation will be held at 6:15 p.m., followed by a drop-in style Open House format to provide attendees the opportunity to review presentation boards and have one-on-one discussions with the Project Team members.

The Project

The Township of Centre Wellington has initiated a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG located northeast of Fergus in former West Garafraxa Township, as identified in the study area map. The deteriorated state of the three bridges has resulted in closures (21-WG, 30-WG) or load limitations (29-WG) and impacts to road network and community connectivity within this localized area.

This Study will evaluate the role of each of these three bridges within the transportation network, and determine whether each bridge should be rehabilitated, replaced, or removed without replacement.



The Study Process

Since the first Public Open House (June 10, 2025), an evaluation was completed to review whether each bridge should be closed permanently, rehabilitated (with minor upgrades and modifications), or replaced. A preliminary preferred alternative has been selected for each bridge and will be shared with the public during this Public Open House. Information will be provided to describe how the options for each bridge were evaluated and how recommendations were developed. Conceptual designs will be provided and the potential environmental impacts, mitigation measures and future commitments to be considered during design and implementation of the preferred alternative will be outlined. The

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preliminary findings are subject to final analysis following input from the public, agencies and Indigenous Communities. Comments received following the upcoming Public Open House will be further considered by the Project Team and used to confirm the final preferred alternative to be implemented in the future.

Consultation and Input

Those attending the Public Open House will have the opportunity to speak directly with members of the Project Team and provide written comments for consideration in finalizing the preferred alternative.

If you are unable to attend the Open House, a webpage containing study information is available. An online forum will be made available at this webpage from November 3rd to 21st, 2025 to allow stakeholders to share, collaborate, exchange ideas and learn more about this project. To access the online forum and review ongoing project updates, visit the webpage at:

https://www.connectcw.ca/CW-3Bridge-Study

If you have questions or comments regarding the study, or would like to be included on the mailing list to receive future notices and study updates, please contact one of the Project Team members below:

Adam Dickieson	**Andrew Dawson, P. Eng.**
Engineering Services Coordinator	Consultant Project Manager
Township of Centre Wellington	R.J. Burnside & Associates Ltd.
1 MacDonald Square, Elora, ON N0B 1S0	292 Speedvale Ave W. #20, Guelph, ON N1H 1C4
519-846-9691 x 355	705-797-4310
adickieson@centrewellington.ca	andrew.dawson@rjburnside.com

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements in order to participate in this project, please contact one of the project team members listed above.

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Title	First Name	Last Name	Position	Organization	Address	City	Prov	Postal Code	Telephone	Email
Provincial & Federal Agency										
Sir/Madam			Class EA Form	Ministry of Environment, Conservation and Parks						eanotification.wcregion@ontario.ca
				Ministry of the Environment, Conservation and Parks - Environmental Assessment and Permissions Branch						MEA.NOTICES.EAAB@ontario.ca
	Joan	Del Villar Cuicas	Environmental Resource Planner & EA Coordinator (Acting)	Ministry of the Environment, Conservation and Parks, West Central Region	135 St Clair Ave W., 8th Floor	Toronto	ON	M4V 1P5		joan.delvillarcuicas@ontario.ca;
			Southern Region Planning Inbox (MNR)	Ministry of Natural Resources	1 Stone Road West	Guelph	ON	N1G 4Y2	519-826-4931	SR.Planning@ontario.ca
Mr.	Dan	Minkin	Heritage Planner	Ministry of Citizenship and Multiculturalism (MCM)	401 Bay Street	Toronto	ON	M7A 0A7	416-786-7553	dan.minkin@ontario.ca
Sir/Madam				Fisheries and Oceans Canada Centre for Inland Waters	867 Lakeshore Road	Burlington	ON	L7S 1A1	905-336-4999	info@dfo-mpo.gc.ca
Municipal Agency										
Mr.	Shawn	Watters	Mayor	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x295	mayor@centrewellington.ca
Ms.	Kerri	O'Kane	Manager of Legislative Services & Municipal Clerk	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x243	kokane@centrewellington.ca
Mr.	Dan	Wilson	Chief Administrative Officer	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x234	dwilson@centrewellington.ca
Ms.	Kendra	Martin	Communications Officer	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x220	kmartin@centrewellington.ca
			Superintendent of Public Works	Township of Centre Wellington	7444 Wellington Road 21	Elora	ON	N0B 1S0	519-846-9691 x313	
Ms.	Mariana	Iglesias	Manager of Planning	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x289	miglesias@centrewellington.ca
Mr.	Brett	Salmon	Managing Director of Planning & Development	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x297	bsalmon@centrewellington.ca
Mr.	Adam	McNabb	Managing Director of Coporate Services & Treasurer	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x224	amcnabb@centrewellington.ca
Ms.	Pat	Newson	Managing Director of Community Services	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x319	pnewson@centrewellington.ca
Mr.	Colin	Baker	Managing Director of Infrastructure Services	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x357	cbaker@centrewellington.ca
Mr.	Adam	Gilmore	Manager of Engineering	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x301	AGilmore@centrewellington.ca
Ms.	Lisa	MacDonald	Township Councillor - Ward 1	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	226-384-2345	ward1@centrewellington.ca
Ms.	Kimberley	Jefferson	Township Councillor - Ward 2	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	226.332.5861	ward2@centrewellington.ca
Ms.	Barbara	Lustgarten-Evoy	Township Councillor - Ward 3	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	226.332.6005	ward3@centrewellington.ca
Ms.	Jennifer	Adams	Township Councillor - Ward 4	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519.827.5904	ward4@centrewellington.ca
Ms.	Bronwynne	Wilton	Township Councillor - Ward 5	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	226.332.6004	ward5@centrewellington.ca
Mr.	Denis	Craddock	Township Councillor - Ward 6	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	226.332.6214	ward6@centrewellington.ca
	Victoria	Nagy	Heritage Centre Wellington Committee Chair (contact via Devlin Schellenberger)	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x257	DSchellenberger@centrewellington.ca
Mr.	Don	Kudo	County Engineer	Wellington County	74 Woolwich Street	Guelph	ON	N1H 3T9	519-837-2600 x2280	donk@wellington.ca
Mr.	Joe	de Koning	County Engineer	Wellington County	74 Woolwich Street	Guelph	ON	N1H 3T9	519-837-2600 x2270	joedk@wellington.ca
Emergency Services										
Mr.	Tom	Mulvey	Deputy Fire Chief	Township of Centre Wellington	250 Queen Street W	Fergus	ON	N1N 1S8	519-846-9691 x389	tmulvey@centrewellington.ca
Mr.	Jonathan	Karn	Deputy Fire Chief	Township of Centre Wellington	250 Queen Street W	Fergus	ON	N1N 1S8	519-846-9691 x387	jkarn@centrewellington.ca
Ms.	Chantalle	Pellizzari	Development Coordinator	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x241	cpellizzari@centrewellington.ca
	Hurania	Melgar	Emergency Manager/CEMC	County of Wellington	536 Wellington Road 18 RR1	Fergus	ON	N1M 2W3	519-837-2600 x3322	huraniam@wellington.ca
Ms.	Cathy	McKeown	Centre Wellington Operations Centre (Fergus) Detachment - Admin Assistant	Ontario Provincial Police	371 Charles Allan Way	Fergus	ON	N1M 2W3		Carly.McKeown@opp.ca
Ms.	Sherry	Hoysa	Guelph Wellington Paramedic Services							sherry.hoysa@guelph.ca
Mr.	Stephen	Dewar	Guelph Wellington Paramedic Services						519-822-1260 x. 2805	stephen.dewar@guelph.ca
Conservation Authority										
Ms.	Jessica	Conroy	Resource Planner	Grand River Conservation Authority	400 Clyde Road, PO Box 729	Cambridge	ON	N1R 5W6	519-621-2763 x 2292	jconroy@grandriver.ca
Mr.	Dwight	Boyd	Director of Engineering	Grand River Conservation Authority	400 Clyde Road, PO Box 729	Cambridge	ON	N1R 5W6	519-621-2763 x2225	dboyd@grandriver.ca
School Boards & Student Transportation										
Ms.	Martha C.	Rogers	Director of Education	Upper Grand District School Board	500 Victoria Road North	Guelph	ON	N1E 6K2	519-822-4420 x721	amy.villeneuve@ugdsb.on.ca
Mr.	Michael	Glazier	Director of Education	Wellington Catholic District School Board	75 Woolwich Street	Guelph	ON	N1H 6H6	519-821-4640 x214	michael.glazier@wellingtoncdsb.ca
Sir/Madam			General Administrative Email	Wellington-Dufferin Student Transportation Services	66 Arrow Road	Guelph	ON	N1K 1T4	519-842-4119	officeadmin@stwdsts.ca
Utilities										
Mr.	Ahmad	Nouman	Supervising Distribution Tech.	Hydro One -Guelph					519-535-7361	ahmad.nouman@hydroone.com

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Indigenous Communities									Added/Removed from Contact List	Correspondence Tracking	Intro Letter Sent by Township via Registered Mail	Intro Email and Letter Sent via Email	Project Startup Notice and Notice of PIC#1 Sent	Draft Natural Heritage Report Sent	Draft Stage 1 AA Sent	Notice of Project Screening Sent	Draft Report Sent
Chief	Sherri-Lyn	Hill	Chief	Six Nations of the Grand River	1695 Chiefswood Rd., PO Box 5000	Ohsweken ON N0A 1M0	519-445-2201	sngr.chief@sixnations.ca sherri-lyn_hillpierce@sixnations.ca			Not sent					September 25 2025	
	Lonny	Bomberry	Lands and Resources Director	Six Nations Lands and Resources	2498 Chiefswood Rd., PO Box 5000	Ohsweken ON N0A 1M0		lonnybomberry@sixnations.ca			Not sent	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25	15-Aug-25		September 25 2025	
	Peter	Graham	Consultation Supervisor	Six Nations Lands and Resources	2498 Chiefswood Rd., PO Box 5000	Ohsweken ON N0A 1M0	519-753-0665 x 5425	LRCS@sixnations.ca		5/26/2025 - confirmed SNGR would like to be consulted wrt environmental studies and recommended alternatives. Tanya cc'd regarding interest in archaeological fieldwork. 8/15/2025 - RJB provided Natural Heritage Report and asked for confirmation whether SNGR will be providing review and comment. Comment deadline of Sept 5 was requested. No response was received.	Confirmed received May 21, 2025	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25	15-Aug-25	15-Aug-25	September 25 2025 Recieved Registered Mail - September 25.	
Ms.	Dawn	LaForme		Six Nations Lands and Resources	2498 Chiefswood Rd., PO Box 5000	Ohsweken ON N0A 1M0	519-445-2201	dlaforme@sixnations.ca			Not sent	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25	15-Aug-25	15-Aug-25	September 25 2025	
	Tanya	Hill-Montour		Six Nations Lands and Resources	2498 Chiefswood Rd., PO Box 5000	Ohsweken ON N0A 1M0	519-445-2201	tanyahill-montour@sixnations.ca		5/26/2025 - Tanya cc'd into email chain by Peter Graham requresting response to questions in RJB's May 26 email. No response ever received. 8/15/2025 - RJB provided Tanya with the draft Stage 1 AA and requested confirmation whether they will provide comment, with a comment deadline of Sept 5, 2025. No response was received.	Confirmed received May 21, 2025	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25	15-Aug-25	15-Aug-25	September 25 2025 Recieved Registered Mail - September 25.	
Chief	Claire	Sault	Chief	Mississaugas of the Credit First Nation (MCFN)	2789 Mississauga Road	Hagersville ON N0A 1H0	905-768-1133	claires@mncfn.ca			Not sent					September 25 2025	
Mr.	Mark	LaForme	Director of Consultation	Mississaugas of the Credit First Nation (MCFN)	2789 Mississauga Road	Hagersville ON N0A 1H0		Mark.Laforme@mncfn.ca			Not sent					September 25 2025	
	Abby	LaForme	Consultation Manager (MCFN, DOCA) Department of (	Mississaugas of the Credit First Nation (MCFN)	2789 Mississauga Road	Hagersville ON N0A 1H0	905-768-4260	abby.laforme@mncfn.ca			Confirmed received May 21, 2025	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25			September 25 2025 Recieved Registered Mail - September 25.	
	Adam Adrian	LaForme Blake	Archaeology/FLR Participation Contact Archaeologist	Mississaugas of the Credit First Nation (MCFN)	2789 Mississauga Road	Hagersville ON N0A 1H0		adam.laforme@mncfn.ca Adrian.Blake@mncfn.ca		5/26/2025 - MCFN Confirmed interest in archaeological review and field participation. Requested Field Liaison Representatives be on site for archaeolgocial field work, and that reports be provided for review. Referred to Lindsay Wong for Environmental review. Included Megan Devries for awareness and coordination. Participation agreements provided. 8/15/2025 - RJB provided draft Stage 1 AA report and requested MCFN confirm whether they will be reviewing and providing comments, with a comment deadline of September 5, 2025. 8/15/2025 - Adam confirmed they will review and provide comment by Sept 5, 2025 9/11/2025 RJB followed up on comments asking for deadline of Sept 17. 9/12/2025 - Adrian Blake confirmed they have reviewed the Stage 1 AA report and have no comments to add in regards to archaeology.	Confirmed received May 21, 2025	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25		15-Aug-25	September 25 2025 Recieved Registered Mail - September 25.	
	Lindsay	Wong	Manager of Environment	Mississaugas of the Credit First Nation (MCFN)	2789 Mississauga Road	Hagersville ON N0A 1H0		lindsay.wong@mncfn.ca	Added May 29, 2025 as per Adam Laforme Request	6/6/2025 - MCFN confirmed they want to review the natural heritage report only once compiled (not attend ecology field studies). Send report to Lindsay and Simar Kaur (simar.kaur@mncfn.ca) when complete 8/15/2025 - RJB provided Natural Heritage Report and asked for confirmation whether MCFN will be providing review and comment. Comment deadline of Sept 5 was requested. No response was received.	Contact added after letter sent	Email correspondence was forwarded to Lindsay by Adam LaForme		15-Aug-25		September 25 2025	
	Megan	Devries	Manager of Consultation	Mississaugas of the Credit First Nation (MCFN)				megan.devries@mncfn.ca	Added May 29, 2025 as per Adam Laforme Request	8/15/2025 - RJB copied megan devries on email regarding Natural Heritage Report for awareness	Contact added after letter sent	Email correspondence was forwarded to Megan by Adam LaForme		15-Aug-25	15-Aug-25	September 25 2025	
	Simar	Kaun	Environmental Review	Mississaugas of the Credit First Nation (MCFN)	2789 Mississauga Road	Hagersville ON N0A 1H0		simar.kaur@mncfn.ca	Added June 6 per Lindsay Wong Request	8/15/2025 - RJB provided Natural Heritage Report and asked for confirmation whether MCFN will be providing review and comment. Comment deadline of Sept 5 was requested. No response received.	Contact added after letter sent	Email correspondence was forwarded to Simar by Lindsay Wong		15-Aug-25		September 25 2025	
				Haudenosaunee Development Institute	16 Sunrise Court, Suite 600, P.O. Box 714	Ohsweken ON N0A 1M0	(519) 755-2769	info@hdi.land			Not sent	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	28-May-25			September 25 2025	
Hohahes	Leroy	Hill	Secretary to the Haudenosaunee Confederacy	Haudenosaunee Confederacy	16 Sunrise Court, Suite 600, P.O. Box 714	Ohsweken ON N0A 1M0	519-445-4222	communications@hdi.land; jocko@sixnationsns.com; info@hdi.land; 1749resource@gmail.com			Not sent	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25			September 25 2025	

DRAFT

	Raechelle (Janice)	Williams	Environmental Supervisor	Haudenosaunee Confederacy	16 Sunrise Court, Suite 600, P.O. Box 714	Ohsweken	ON N0A 1M0	519-445-4222	janicewilliams@hdi.land		8/15/2025 - copied on email regarding Natural Heritage report 8/15/2025 - copied on email regarding draft Stage 1 AA report 10/01/2025 - Raechelle Williams responded with comments to be addressed in the Stage 1 AA report related to Treaty Geography and Modern Rights references, Historical Narritive and Tone, Colonial Assumptions in Euro-Canadian Land History and editorial corrections related to study area totals. 12/22/2025 - HDI provided with Final Stage 1 AA Report with notes regarding revisions made to address HDI's request. HDI was informed the report has been submitted to the MCM. 1/5/2026 - HDI responded noting that they have shared the final report with Emma Kameka (archaeologist) for review and any additional comments. 1/21/2026 - HDI confirmed that they reviewed the revised Stage 1 AA Report and have no further comments	Confirmed received May 21, 2025	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25	15-Aug-25	15-Aug-25	September 25 2025 Recieved Registered Mail - September 25.	
	Todd	Williams	Monitoring Program Coordinator	Haudenosaunee Confederacy	2634 6th Line, RR #2	Ohsweken	ON		williams.todde@gmail.com		8/15/2025 - copied on email regarding Natural Heritage report 8/15/2025 - copied on email regarding draft Stage 1 AA report	Not sent	5/26/2025 - Included request to confirm if there is interest in attending ecology fieldwork on June 11th, if they want to review Stage 1 AA report and whether they want to have a representative on site for Stage 2 AA (if required).	27-May-25	15-Aug-25	15-Aug-25	September 25 2025	
	Environmental Department			Haudenosaunee Development Institute					environmental@hdi.land		8/15/2025 - RJB provided Natural Heritage Report and asked for confirmation whether HDI will be providing review and comment. Comment deadline of Sept 5 was requested. No response was received.	Contact added after letter sent			15-Aug-25	15-Aug-25	September 25 2025	
	Archaeology Department			Haudenosaunee Development Institute					archaeology@hdi.land emma@hdito.com (added Jan 5, 2026)		8/15/2025 - RJB copied contact on email re Natural Heritage Report, which noted potential exemption from MCEA via ASP process, noting they will follow up with Stage 1 AA report for review prior to confirming exemption. 8/15/2025 - RJB provided draft Stage 1 AA and requested confirmation whether they will provide comment, with a comment deadline of Sept 5, 2025. 10/01/2025 - HDI Responded with comments to be addressed in the Stage 1 AA report related to Treaty Geography and Modern Rights references, Historical Narritive and Tone, Colonial Assumptions in Euro-Canadian Land History and editorial corrections related to study area totals. 12/22/2025 - HDI provided with Final Stage 1 AA Report with notes regarding revisions made to address HDI's request. HDI was informed the report has been submitted to the MCM. 1/5/2026 - HDI responded noting that they have shared the final report with Emma Kameka (archaeologist) for review and any additional comments. 1/21/2026 - HDI confirmed that they reviewed the revised Stage 1 AA Report and have no further comments	Contact added after letter sent			15-Aug-25	15-Aug-25	September 25 2025	
	HDI Administration			Haudenosaunee Development Institute					administration@hdi.land		8/15/2025 - copied on email regarding Natural Heritage report 8/15/2025 - copied on email regarding draft Stage 1 AA report	Contact added after letter sent			15-Aug-25	15-Aug-25	September 25 2025	

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First Name	Last Name	Address	City	Notes	Comments Received	Upcoming Study Notice/ Nof POH1	Draft Report Sent	NofCompl Sent	Added to List
[redacted]	[redacted]	[redacted]		Relies on Bridge 29-WG to connect farming operations		5/27/2025			
[redacted]	[redacted]	[redacted]		Area land owner		5/27/2025			
[redacted]	[redacted]	[redacted]			Interested in participating in the study Contacted Councilor Wilton, Sept 14, 2025 Re: Use of 21-WG for snowbobllies and ATVS	5/27/2025			
[redacted]	[redacted]	[redacted]		Live beside 29-WG	Interested in participating in the study	5/27/2025			5-Jun-25
[redacted]	[redacted]	[redacted]		Live around corner from 30-WG. Cant attend June 10 meeting	Interested in participating in the study	5/27/2025			5-Jun-25
[redacted]	[redacted]	[redacted]		Operate farms near SR15 and 3rd line, as well as land between Hwy 6 and Salem	Email: 6/15/2025: Primary route for accessing land east of Hwy 6 has been impacted by closure of 29-WG. Now must travel along narrow gravel roads to Sideroad 20, or along CR 19 (shorter but busier route). Bridge 29-WG is of significant importance to their operations. Personally do not regualarly use other 2 bridges, but concerned about emergency response times. Concerns related to rural bridges being treated with less importance. Requests to ensure width and height requirements for farm equipment are considered.				
[redacted]	[redacted]	[redacted]		Interested in the outcome of the 30-WG bridge.	Email: 11/14/2025: If 30-WG opened, it would relieve maintenance requirements on Fifth Line between Sideroad 15 and 20, which often has potholes. Email: 11/17/2025: Sideroad 15 had considerable traffic as an easterly route back when it was a county road. Recommends reconstruction of Fifth Line. Unhappy with closure of 30-WG. Town Response 11/20/2025: Comments will be considered during finalizing of preferred alternative.				16-Oct-25
[redacted]	[redacted]	[redacted]			Email: 11/11/2025: Lives on 1st Line and relies on bridge for travel to work / town. Rural area residents deserve their transportation needs be met, including the replacement of the 3 bridges. In favour of useful bridge rather than preservation of bridges. RJB Response 10/11/20: Provided preliminary preferred alternative and noted comments would be considered when finalizing.				
[redacted]	[redacted]	[redacted]			Email attachment 11/18/2025: Does not support closure of 30-WG. Prefers E-W corridor of Sideroad 15 be opened to avoid Fergus, as it was used for previously. Noted concerns regarding impacts to surrounding road (Sideroad 20) conditions due to increased bypass traffic, and safety due to lack of shoulders and uneven with potholes. Noted that study should account for number of parcels of land, not just residents, as land owners pay taxes as well. Recommended that turn-arounds are a waste of money which could be spent otherwise on a bridge. Requesting that 30-WG be put back on the budget for replacement.				

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

B.2 Public Open House No. 1 Summary

DRAFT

Township of Centre Wellington

Bridge and Transportation Network Study

Bridges 21-WG, 29-WG & 30-WG

Public Open House Comment Summary

DRAFT

Summary of Open House

- Open house held on June 10th, 2025, at the Centre Wellington Community Sportsplex
- Virtual Presentation also posted online
- Project Team was on site to answer questions and provide additional information
- Residents were asked on comment sheets to rank the bridges for importance to them and their priorities for re-opening.
- 38 attendees signed in, 22 comment sheets were submitted at the POH, 1 comment sheet was received via email

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Public Input on Bridge Importance

Question:

How important is the bridge being open to vehicle traffic to you? Please rank the bridges from 0 (No need for bridge to be open) to 5 (Opening the bridge without any restrictions is of critical importance):

Response:

Bridge ID	Mean Score	Mode Score	Rank
29-WG	4.25	5	1
21-WG	3.47	5	2
30-WG	2.05	0	3

Notes: Higher Score means more importance
Ranking of 1 indicates “most important”
“Mean Score” indicates the average of all scores received for that bridge
“Mode Score” indicates the most common selected score for that bridge

DRAFT

Public Input on Priorities

Question:

In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:

Response:

Bridge ID	Mean Rank	Mode Rank	Rank
29-WG	1.18	1	1
21-WG	2.06	2	2
30-WG	2.37	3	3

Notes: Lower Ranking means higher priority
Ranking of 1 indicates “most important”
“Mean Rank” indicates the average of all ranks received for that bridge
“Mode Rank” indicates the most common rank received for that bridge

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Key Themes in Comments

- Bridge closures impact emergency service access for residents
- Bridges play a key role in connection to farms
- Bridge work should consider width for farm equipment
- Residents are interested in connections for different road user types (pedestrians, cyclists, horses)
- Visibility issues
- Cost effectiveness of solutions is a priority to residents

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General Comments

(Not Related to Specific Bridge)

- Farmers: Bridge closures/restrictions are resulting in use of CR19 to access farms south of Grand River, in Fergus and Erin, bridge closures cause difficulty maneuvering, interest in bridge widening to accommodate farm machinery
- A bus driver noted difficulty pre-planning to make it to CR19
- Residents expressed interest in cost effectiveness of options
- Emergency service access timings were a key concern for residents
- Some residents noted safety concerns with farm equipment on county roads
- One resident noted image casting and plaques for heritage bridges should be considered if removal occurs
- A resident asked if regular bridge maintenance could reduce bridge closures in the future and asked that all bridges not be closed at once

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Comments on Bridge 29-WG

- Seven residents noted this bridge severely affects farmers in the area (access to farm fields)
- Due to curves along road, resident noted there were concerns about safety. A second resident noted visibility issues make it difficult to see oncoming traffic before crossing.
- One resident noted their desire for the bridge to accommodate pedestrian traffic, at minimum, as the bridge is a major walking route
- One farmer expressed the height is insufficient to allow farm equipment
- Two residents noted heritage of bridge had value to them
- Three residents also noted that closure has caused longer time to access emergency services
- One resident noted impacts to bus route.
- One resident noted 21-WG and 29-WG closures have added to resident commute times

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Comments on Bridge 21-WG

- Resident north of 21-WG noted closure has added 12 km to their commute. Resident proposed re-opening with passenger traffic restrictions. A second farmer noted a 35 min increase to their route.
- One resident noted 21-WG and 29-WG closures have added to resident commute times, additional distance for farmers, access to emergency services

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Comments on Bridge 30-WG

- 30-WG of priority also for pedestrians, cyclists, and horses – several residents inquired about a pedestrian/cyclist/motorcycle/equestrian bridge if not to be opened to vehicles again
- Importance to be accessible for trucks, combine/farm equipment (height, width, weight)
- Paving the road from 6th to 5th (like it used to be) was of interest to one resident
- Noted to have historical significance as an original bridge over the Grand River
- One resident noted concern that re-opening the bridge would increase traffic and speed and that they feel the road is already dangerous

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Studies to Address Public Comments

The following studies will be completed to allow for evaluation of how each alternative may address the problems / opportunities identified by the Public

Transportation Impact Assessment	▪ Emergency Response Time Analysis ▪ Alternative Route Analysis (including slow moving vehicles avoiding the use of busier Wellington County roads)
Structural Assessment	▪ Replacement Structure Options (geometry, bridge type, etc.) ▪ Bridge requirements to provide no restrictions for farm equipment
Economic Environment	▪ Capital Cost Estimation ▪ Lifecycle Cost Analysis
Cultural Heritage Investigations	▪ Cultural Heritage Evaluation report and Impact Assessment ▪ Archaeological studies

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Additional Studies

The following studies will also be conducted to help evaluate problems and opportunities of interest to Regulatory Agencies & the Township.

Hydraulic Analysis	▪ Review conveyance capacity and flood risk under rainfall events ▪ Analysis of replacement structure geometry to meet standards
Natural Environment	▪ Terrestrial Ecology Review ▪ Aquatic Ecology Review ▪ Species at Risk Review
Social Environment	▪ Consultations with Public to determine impacts ▪ Legal Survey for Property Impacts ▪ Land Use and Transportation Master Plan Review
Economic Environment	▪ Capital Cost Estimation ▪ Lifecycle Cost Analysis

DRAFT

The display boards, a narrated slideshow and all project updates will be available on the Township's project webpage:

www.connectcw.ca/CW-3Bridge-Study

If you have any questions, please contact the study team:

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square
Elora, ON N0B 1S0
Tel: 519-846-9691 ext. 355
adickieson@centrewellington.ca

Andrew Dawson, P.Eng
Consultant Project Manager
R. J. Burnside and Associates Limited
292 Speedvale Avenue West, Unit 20
Guelph, ON N1H 1C4
Tel: 705-797-4310
andrew.dawson@rjburnside.com

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name:	[redacted]
Address:	
Postal Code:	
Phone:	
Email:	

DRAFT

1. **How important is the bridge being open to vehicle traffic to you? Please rank the bridges from 0 (No need for bridge to be open) to 5 (Opening the bridge without any restrictions is of critical importance):**

	Circle One:					
Bridge 21-WG (First Line, north of Sideroad 15)	0	1	2	3	4	5
Bridge 29-WG (Sideroad 15, east of First Line)	0	1	2	3	4	5
Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	1	2	(3)	4	5

of concern to us

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. BRIDGE 30-WG
2. _____
3. _____

Please see the reverse side of the page for additional comments.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information (e.g., name, address, phone number), all comments will become part of the public record that is available to the general public.
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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

Re: 30 WG

Please give consideration for foot traffic if its determined that ~~agri~~ agricultural busines does not warrant full replacement.

Presently alot of dog walkers, horseback riders & motor cyclists use the bridge. I'm not in favour of its complete removal.

a walking bridge may be a good option.

DRAFT

Please complete this Comment Sheet and submit to one of the Study Team members below on or before **July 10, 2025**.

Your input and comments are appreciated.

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Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square
Elora, ON, N0B 1S0
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Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

DRAFT

1. **How important is the bridge being open to vehicle traffic to you? Please rank the bridges from 0 (No need for bridge to be open) to 5 (Opening the bridge without any restrictions is of critical importance):**

	Circle One:					
Bridge 21-WG (First Line, north of Sideroad 15)	(0)	1	2	3	4	5
Bridge 29-WG (Sideroad 15, east of First Line)	(0)	1	2	3	4	5
Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	(0)	1	2	3	4	5

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

FOR 30-WG ONLY

1. CLOSE & REMOVE (DISMANTLE)
2. REPLACE WITH NARROW PEDESTRIAN/HORSE TRAFFIC ONLY.
3. IF FULL REPLACEMENT IS CHOSEN, MAKE IT FULL VEHICLE (TRUCK, COMBINE, FARM EQUIPMENT ACCESSIBLE AND PAVE ROAD FROM 6TH TO 5TH LIKE 5T USED TO BE

Please see the reverse side of the page for additional comments.

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Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

Prefer no 30-WG BRIDGE AT ALL. MOST COST-EFFECTIVE

DRAFT

Please complete this Comment Sheet and submit to one of the Study Team members below on or before **July 10, 2025**.

Your input and comments are appreciated.

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Public Open House #1
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BURNSIDE

Comment Sheet

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June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

DRAFT

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	Circle One:					
Bridge 21-WG (First Line, north of Sideroad 15)	0	1	2	3	(4)	5
Bridge 29-WG (Sideroad 15, east of First Line)	0	1	2	3	(4)	5
Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	1	2	3	4	(5)

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 30-WG.
2. 29-WG
3. 21-WG.

Please see the reverse side of the page for additional comments.

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Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

30-WG HAS HISTORICAL SIGNIFICANCE. IT WAS THE ORIGINAL BRIDGE OVER THE GRAND RIVER @ BELWOOD. PRIOR TO THE SHAND DAM BEING BUILT & WAS RELOCATED TO THIS POSITION AT THE COMPLETION OF THE REPLACEMENT BRIDGE IN BELWOOD AT THAT TIME. WE WOULD LIKE TO SEE THIS BRIDGE REFURBISHED. IT WOULD BE NICE TO HAVE IT OPENED TO ALLOW ACCESS TO OTHER ROUTES. 29-WG WOULD BE NICE TO REOPEN TO ALLOW ACCESS TO HWY #6 ON SR-15.

DRAFT

Please complete this Comment Sheet and submit to one of the Study Team members below on or before **July 10, 2025**.

Your input and comments are appreciated.

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BURNSIDE

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2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. Bridge 29-WG
2. Bridge 21-WG
3. Bridge 30-WG

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BURNSIDE

Comments/Questions/Suggestions

The Bridges being restricted or closed on sd rd 15 forces us to use country road 19 which are much busier roads to travel to farms south of the grand river.

Also wondering if it would be feesible to dumb down the curves approches at side road 15 bridge between first and second (bridge 29)

DRAFT

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Your input and comments are appreciated.

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Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

Option #5?

Could bridge be changed to be a walking/pedestrian bridge? bicycles? How cost effective would this be? Are farmers complaining about inconvenience?

Perhaps this would enhance the "party" activity & graffiti damage & gatherings of partyers!?

DRAFT

Please complete this Comment Sheet and submit to one of the Study Team members below on or before **July 10, 2025**.

Your input and comments are appreciated.

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square
Elora, ON, N0B 1S0
519-846-9691 x 355
adickieson@centrewellington.ca

Andrew Dawson, P. Eng.
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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name:	
Address:	
Postal Code:	
Phone:	
Email:	

1. **How important is the bridge being open to vehicle traffic to you? Please rank the bridges from 0 (No need for bridge to be open) to 5 (Opening the bridge without any restrictions is of critical importance):**

	Circle One:					
Bridge 21-WG (First Line, north of Sideroad 15)	(0)	1	2	3	4	5
Bridge 29-WG (Sideroad 15, east of First Line)	0	(1)	2	3	4	5
Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	(0)	1	2	3	4	5

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 29 WG
2. 21 WG
3. 30 WG

Please see the reverse side of the page for additional comments.

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

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Comments/Questions/Suggestions

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Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

Centre Wellington

BURNSIDE

Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code [redacted]

Phone: [redacted]

Email: [redacted]

DRAFT

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Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	1	2	3	4	(5)

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. Bridge 29-WG ***
2. Bridge 21-WG
3. Bridge 30-WG

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BURNSIDE

Comments/Questions/Suggestions

~ it is extremely difficult to manuever around agriculturally with multiple bridges being closed at the same time.

~ houses [illegible]

~ as a driver it takes a fare bit of preplanning ~ especially trying to make my way out to county Rd 19 and turning on at a pref

~ having farms Fergus & Erin has us float driving equipment thru town which is a challenge on its own.

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Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

Centre Wellington

BURNSIDE

Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

DRAFT

1. **How important is the bridge being open to vehicle traffic to you? Please rank the bridges from 0 (No need for bridge to be open) to 5 (Opening the bridge without any restrictions is of critical importance):**

	Circle One:					
Bridge 21-WG (First Line, north of Sideroad 15)	0	1	2	3	~~4~~	(5)
Bridge 29-WG (Sideroad 15, east of First Line)	0	1	2	3	4	(5)
Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	(1)	2	3	4	5

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. Bridge 21-WG - partial reopening, with restrictions
2. Bridge 29-WG - full reopening
3. Bridge 30-WG - does not affect me

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Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

I am north of ~~2~~ 21WG - this closure adds 12 km to my commute every day. I find an 8 yr closure extremely excessive. I propose that 21WG is reopened with restrictions to passenger traffic [redacted] which will allow for more time to implement a permanent solution.

Bridge 29WG severely affects the farmers in our area, it is highly important that this bridge is replaced to allow for proper access to farmer's fields.

DRAFT

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Public Open House #1
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Centre Wellington

BURNSIDE

Comment Sheet

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June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

DRAFT

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2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 21-WG
2. 29-WG
3. 30-WG

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Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

- due to bends, widening the 29WG would be dangerous
- reopening 30WG could turn sideroad 15 into a highway. It's already a dangerous road.

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Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address:

Postal Code:

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2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. Bridge 29-WG
2. Bridge 30-WG
3. Bridge 21-WG

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Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

Do you have a place where you look out and see a lovely, serene sight? Bridge 29-WG is that for me. Yes, it is a route to town, but it is a major walking route with or without your pets. I have always thought that if Bridge 29-WG were considered constructively weak, that it ~~Wasn't~~ would be imperative on the municipality to replace it with the same structure above the road to frame the beauty of our living spaces at Living Springs. Please consider this bridge, over the others, as it is quite likely the most travelled. Thank you.

DRAFT

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Comment Sheet

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June 10, 2025
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Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address:

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2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 29
2. 21
3. 30

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Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

Thanks for having an informal open house
Knowledable staff.

DRAFT

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2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 29-WG
2. ~~27~~ 30-WG
3. 21-WG



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BURNSIDE

Comments/Questions/Suggestions

Impact of 29-WG being closed / load reduced:
- Bus has to turnaround
- longer time to get into town or access emergency services

29-WG has historical / heritage appearance which we value

Flooding over bridge is very rare (ie. 2017)

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June 10, 2025
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Name: [redacted]

Address:

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3. Bridge 30-WG

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BURNSIDE

Comments/Questions/Suggestions

Bridges 21 + 29 are vital for the residence of CW. The added commute time / additional fuel impacts residences on a daily basis. The bigger impact is on area farmers who are burdened with the extra time, wear + tear on equipment, environmental impact of ~~extra~~ the additional kms, etc. There is also the additional response time for emergency services, extra costs / time to services like mail, road graders, snow removal etc. Additional commute times to town also impacts the economics of businesses in town as we often rethink going back to town to go to dinner, shop etc. The priority would be 29 WG, however, being able to cross 21 WG is also very important but could work as a reduce load bridge - as long as vehicles can cross it (+ emergency vehicles).

DRAFT

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Comment Sheet

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June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

* Member of Bridge Committee, Heritage Centre Wellington.

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2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 29-WG (Rebuild - opinion)
2. 30-WG (Rebuild - opinion)
3. 21-WG (Removal - opinion)

] Both essential for major Sideroad traffic.

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

HCW Bridge Committe Member - first impression (opinion)

(1) 29WG Bowstring 1928 - has heritage value in 3 or 4 categories with rehabilitation as limited option. Rebuild may be the best option with heritage plaque, etc. (CHE+IA will determine heritage value). plus image casting.

(2) 21WG Bowstring 1929 - has heritage value similar to 29WG. Rehabilitation not best option, rebuild may not occur. Heritage value and possible option may happen with CHE/IA. May need permanent removal.

(3) 30WG - Steel Through Truss 1942 has heritage value (to be determined by CHE/IA) whereas rehabilitation may not be best option. Rebuild with heritage plaque may be an option, plus image casting.

DRAFT

Please complete this Comment Sheet and submit to one of the Study Team members below on or before **July 10, 2025**.

Your input and comments are appreciated.

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square
Elora, ON, N0B 1S0
519-846-9691 x 355
adickieson@centrewellington.ca

Andrew Dawson, P. Eng.
Consultant Project Manager
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292 Speedvale Ave. W. Unit #20
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705-797-4310
andrew.dawson@rjburnside.com

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address:

Postal Code:

Phone:

Email:

DRAFT

1. **How important is the bridge being open to vehicle traffic to you? Please rank the bridges from 0 (No need for bridge to be open) to 5 (Opening the bridge without any restrictions is of critical importance):**

	Circle One:					
Bridge 21-WG (First Line, north of Sideroad 15)	0	1	2	3	4	(5)
Bridge 29-WG (Sideroad 15, east of First Line)	0	1	2	3	(4)	5
Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	(1)	2	3	4	5

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. Bridge 29-WG
2. Bridge 21-WG
3. Bridge 30-WG

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BURNSIDE

Comments/Questions/Suggestions

We live First Line just North of bridge 21-WG average is 6 kms extra One way to get Fergus, farming, hauling hay etc is an extra 35 mins around. I do feel that Bridge 29-WG causes more issue as a farmer we cannot even take a tractor across it now due to the height issue. I do worry about emergency service response times w these out & restricted. I have alot more wear & tear on my farm machinary & vehicles driving around. Bridges will need to be wider & higher to accomodate todays farm machinary.

DRAFT

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

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	Circle One:					
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Bridge 29-WG (Sideroad 15, east of First Line)	0	1	2	3	4	(5)
Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	1	2	(3)	4	5

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. Bridge 29-WG
2. Bridge 30-WG
3. Bridge 21-WG.

Please see the reverse side of the page for additional comments.

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

- If all bridges are closed at the same time, there will be no direct route on Sideroad 15 into Fergus, or to Belwood.
- Bridge 29-WG (SR 15 east of 1st line) - visibility issue for a single lane bridge - hard to see on coming traffic before crossing.
- Would doing bridge ~~maintenance~~ maintainence every few years help preserve our bridges, instead of leaving them until they fail?
- They are rural so it's not just an easy detour around the block!

DRAFT

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Your input and comments are appreciated.

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Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

Centre Wellington

BURNSIDE

Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

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Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	1	(2)	3	4	5

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. Bridge 29 Queen Mary
2. Bridge 21 1st line
3. Bridge 30 Queen Mary

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

We farm east and west of Bridge 29. Replacement is highest priority since there are 4 farms of significant size which a closure is costing thousands.

If the Township can borrow to fund an operational centre which affects many employees it can borrow money to expedite the construction of a new bridge or two. The cost of construction inflation is greater than the cost of interest if the loans are paid promptly with future capital budget funding.

DRAFT

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Centre Wellington

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Comment Sheet

Public Open House #1

June 10, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Unity Hall

Name: [redacted]

Address:

Postal Code:

Phone:

Email:

DRAFT

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Bridge 30-WG (Sideroad 15, between 5th and 6th Line)	0	1	(2)	3	4	5

2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 29
2. 21
3. 30

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

about half of my farmland is located across bridge 29. alternate routes add 15 min per trip at 100 - 150 trips per year this adds days to my workload which is weather dependent and time sensitive. alternate routes will take me onto Hwy # 6 or through Fergus (Barfoot St) and out Cty Rd 19. - higher traffic volume = equals greater risk of problems.

DRAFT

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[redacted]

1. Bridge 21 - WG Importance: 1
   Bridge 29 - WG 1
   Bridge 30 - WG 5

2. 29 (1st)
   21 (2nd)
   30 (3rd)

3. Bridge 29 to farmers is effectively closed ~~to~~ ~~*~~ even though its still open farmers can't get any equipment through We have had to buy equipment to deal with bridge closers and spent countless dollars on fuel its taking the money out of farmers pockets

Bridge 21 lands at the end of our back lane and is inconvienient for travel but not as high of an impact to the farm

bridges need to built to handle the heavy equipment the weight width and height

DRAFT

DRAFT

[redacted]

Bridge 21-WG (4)
Bridge 29-WG (5)
Bridge 30-WG (3)

Priority for Bridges

Bridge 29 S.R. 15 Between 1st and 2nd.
21 First Line
30 S.R. 15 Between 5th & 6th

DRAFT

DRAFT

Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

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2. 21
3. 30

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Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

we are a hog farm that grows food for our animals. Corn, wheat & beans need to be hauled home, equipment needs to go back and forth for land preperation & manure needs to go to the fields to grow a crop. Bridge 29 is a priority for our farm ⅓ of our land is on the wrong side. 5d Rd 15 ~~is~~ was our main road its wider & better built SAFER we now use 1st line & 2nd line they are narrower and not as well built on the shoulders. We can't mover over as far to share the road. Our time to get to our land on the other side of the road has doubled, fuel has doubled, labour cost has doubled

DRAFT

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maintenence has gone up significantly. We make hundreds of trips per year. The cost of fuel & labour is 10s of thousands & the cost of equipment has been $100,000s bigger manure tank bigger grain wagon bigger tractors to try to save time with no warning to budget or plan. More loans. As farmers we need you and rely on you to help us farm efficiently and responsably. we do without many comforts of people in town but we can't do without bridges

thank you for this Meeting

DRAFT

DRAFT

Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comment Sheet

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2. **In your opinion, how should the bridges be prioritized for re-opening? Please rank the bridges from 1 (highest priority) to 3 (lowest priority) for priority to re-open:**

1. 30-WG
2. 29-WG
3. 21-WG

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DRAFT

Centre Wellington

Public Open House #1
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comments/Questions/Suggestions

The inconvenience of the closures is the increased time needed to go about daily activities. On the First Line, those closer to the bridge, 21-WG, are more impacted than those of us closer to Sideroad 20. There is actually increased traffic because all service vehicles (road maintenance, waste disposal, mail, school bus, etc.) make the trip south then have to turn around to go back north.

Although I prioritized the opening of the 3 bridges, I actually believe they have equal priority. It makes no sense to have 1 bridge open on a road while another one on the same road is closed. Both Sideroad 15 and First Line are high traffic roads.

Bowstring bridges served the residents when they were built over 100 years ago. It's now time to construct bridges to meet the needs of the 21st century.

DRAFT

Please complete this Comment Sheet and submit to one of the Study Team members below on or before **July 10, 2025**.

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

B.3 Heritage Centre Wellington Meeting Summary

DRAFT

Report to
Heritage Centre Wellington

To: Mayor Watters and Members of Heritage Centre Wellington

Report: HCW2025-14

Date: 08 Jul 2025

Prepared By: Adam Dickieson, Engineering Services Coordinator

RE: Heritage Recommendations from the Bridge & Transportation Network Study for Three Bridges in former West Garafraxa Township

DRAFT

Recommendation:

THAT the Heritage Centre Wellington Committee endorse Peninsula Heritage Ltd's Heritage Impact Assessment recommendations for Bridges 21-WG, 29-WG and 30-WG to include an interpretive plaque that will identify each of the original bridges when replaced;

AND THAT the incorporation of an imprint of the original bridge shape be included in the replacement of each bridge design that is recommended by the Township for replacement;

AND THAT the Cultural Heritage Evaluation Reports and Heritage Impact Assessments for each of the three bridges be provided to local historical societies, libraries and municipal archives;

AND THAT the concrete section of bridge 29-WG that includes an inscription of the workers names be incorporated into a commemoration of the bridge as outlined in report HCW2025-14.

Summary:

The Township has initiated a Bridge and Transportation Network Study to address the deteriorated condition of Bridges 21-WG, 29-WG, and 30-WG, which have led to closures and load restrictions affecting local connectivity. Cultural Heritage and Archaeological evaluations have confirmed the historical significance of all three bridges, prompting recommendations for memorialization if they are removed or replaced. The structures have structural limitations and geometric constraints that make the structure functionally obsolete, which would not be able to be addressed through rehabilitation.

Report:

The Township initiated a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG located northeast of Fergus in former West Garafraxa Township, as identified in the study area map included as Attachment 1, in May of this year. The

deteriorated state of the three bridges has resulted in closures (21-WG, 30-WG) or load limitations (29-WG) which has impacted the road network and community connectivity within this localized area.

The first steps in developing and evaluating alternatives for each of the three bridge sites are to gather relevant background information through Cultural Heritage Evaluation Reports, and Stage 1 Archaeological studies noting that Bridge 21-WG and 29-WG are both concrete arch bridges and Bridge 30-WG is a steel truss bridge.
In order to establish a preferred alternative through the study process, a rigorous evaluation will be carried out to identify potential impacts and benefits associated with each alternative. The evaluation and selection of a preferred alternative is a complex undertaking that requires consideration of technical, natural environment, social, cultural, and financial criteria. As such the study must be completed by a project team with diverse technical experience in structural engineering, bridge hydraulics, aquatic and terrestrial biology, cultural heritage, and compiling & reviewing interested party feed back.

A Cultural Heritage Evaluation Report (CHER) and a Heritage Impact Assessment (HIA) Report have been drafted. Each report includes all three of the bridges in this study. These three bridges have been found to possess cultural heritage significance. As such, the HIA report provides recommendations for how the Township can memorialize each of these bridges if they are to be removed or removed and replaced. Both reports can found on the 21-WG, 29-WG, and 30-WG Bridge & Transportation Network Study project website within the "Document Library" section of the page.

The existing structures have narrow, single lane driving platforms, height restrictions and load limitations that prevent them from being used be used as desired by vehicular traffic, including larger agricultural equipment. Due to the structure types, eliminating these constraints can not be achieved through rehabilitation. The original structures were designed nearly 100 years ago, using lighter vehicle loading requirements and even if a significant rehabilitation was undertaken, the existing structure would still require load limitation to some extent. Rehabilitation is also not able to address the deficient width and height that limit the size of agricultural equipment that could pass over the bridge. Accordingly, the structures are considered as functionally obsolete, even if rehabilitated.

Furthermore, truss structures like these three bridges are considered to be of greater risk to safety in consideration that their main load carrying elements (the truss / arch) are exposed to potential damage by errant vehicles and such damage could result in catastrophic failure of the structure.

The option of replacing these bridges with a similar design to what currently exists at each of the locations has been considered but is not likely. A replacement bridge built the same as existing bridges is estimated to cost nearly 55% - 70% more than that of a typical concrete slab on girder replacement bridge.

DRAFT

The HIA recommends:

- An interpretive plaque that will identify of each of the original bridges.
- The incorporation of an imprint of the original bridge shape be included in the replacement of each bridge design.
- The Cultural Heritage Evaluation Reports and Heritage Impact Assessments for each of the three bridges is to be provided to local historical societies, libraries and municipal archives.
- The concrete section of bridge 29-WG that includes an inscription of the workers names be incorporated into a memorialization for that bridge.

The Township study team is looking for support from Heritage Centre Wellington to support these recommendations as part of this Bridge and Transportation Network Study.

The current Bridge and Transportation Network Study is ongoing. Determining the next steps and preferred alternatives requires input from technical, natural environment, social, cultural, and financial criteria. The Study Team is striving to have a preferred alternative drafted for community and Council consideration this fall.

Corporate Strategic Plan:
Improve the activity, health & wellness of our community
Managing growth while enhancing the community's unique character
Championing environmental stewardship

Financial Implications:
Future memorial plaques, imprints in replacement bridges will be incorporated into future years' Capital budgets that will be considered at that time by Council.

Consultation:
Andrew Dawson, R.J. Burnside & Associates Ltd.
Christine Beard, R.J. Burnside & Associates Ltd.

Attachments:
● ATT1 - IS2025-14

Approved By:
Brett Salmon, Managing Director of Planning and Development

DRAFT

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

B.4 Public Open House No. 2 Summary

DRAFT

Township of Centre Wellington

Bridge and Transportation Network Study

Bridges 21-WG, 29-WG & 30-WG

DRAFT

Public Open House #2 (Nov 3, 2025) Comment Summary

Summary of Open House

- Open house held on November 3, 2025, at the Centre Wellington Community Sportsplex
- Project Team was on site to answer questions and provide additional information
- 29 attendees signed in, 6 comment sheets were submitted at the POH
- Virtual Presentation was also available online for review
- Additional comments were received via email during the comment period

DRAFT

Key Themes in Comments

- Economic and business impacts from closures
- Environmental and engineering considerations
- Safety and traffic concerns of re-opening bridges
- Community and recreational use
- Bridge prioritization and recommendations
- Comments regarding opinions on preliminary preferred solution

DRAFT

General Comments

- Bridge closures and restrictions have led to increased travel distances and higher costs for residents, farmers and businesses
  - These comments have been addressed in the Preliminary Preferred Solution through the Traffic Impact Analysis, which included review of increased travel time and distances for cross community travel, travel for slow moving vehicles (farm equipment) and local community travel. The Township introduced an additional evaluation criteria ("Business Related Transportation Benefit") to the Economic Environment in the Evaluation Matrix following Public Open House #2. This additional criteria has not influenced the Preliminary Preferred Solution.
- Questioned if cost of removal has been properly assessed and if there might be unforeseen expenses associated with a bridge removal
  - Costs for removals have been estimated based on current industry pricing and have previously been within the overall capital costs evaluated as part of the Preliminary Preferred Solution.
- The analysis was based on pre-closure traffic volumes but should have considered future forecasted volumes
  - Pre-closure traffic data was inflated to current day estimated traffic volumes for comparable values of all bridge sites. Future forecasted volume increases are considered to be minor given that these areas are not considered as development / growth areas based on the Township's Master Plans.

DRAFT

General Comments

- Suggestions include keeping 30-WG closed, re-opening 29-WG as a pedestrian-only bridge and re-opening all three bridges.
  - These alternatives were considered as part of the evaluation of alternatives previously completed
- Some community members have adapted to alternate routes and appreciate the recreational opportunities created by the bridge closures.
  - This was previously captured in the 'Community Preference' criteria based on information gathered during the first Public Open House.
- Closure has resulted in accidents due to necessity of detours with farm equipment on narrower, less safe roads
  - The alternative routes for detours considering the avoidance of Wellington Roads (i.e. using Local Roads) were reviewed and noted to provide a comparable road platform to Sideroad 15. The Township may consider improvements to Local Roads as part of future capital improvements.

DRAFT

General Comments

- Sideroad 15 has been historically used as a through-road as an alternative route to Wellington Road 19 for access to businesses north of Fergus. Closure of the bridges has resulted in traffic using Sideroad 20 as an alternative and is resulting in increased wear on the roads.
  - Sideroads 15 and 20 are considered as Local Roads in accordance with the Township's Transportation Master Plan. Local Roads are designed with the primary function of providing land access. Collector and Arterial Roads such as Wellington Road 19 are designed for the primary function of traffic movement and shall be used accordingly. This identification of traffic versus land access roads, as determined through the Township's Transportation Master Plan helps provide a balance between the road needs of the community and the financial implications of designing, constructing and maintaining the overall road network within the Township. The analysis of this Study is aligned with the Township's Transportation Master Plan. However, the Township continues to review the state of their road network and required improvements through re-occurring Roads Needs Studies, which may consider future needs related to the implemented solution of this study.
- Opening of Bridges 30-WG and 29-WG would provide an East-West Corridor along Sideroad 15 and would benefit businesses.
  - The benefits to vehicular travelling of opening 29-WG and 30-WG together have been included in the Traffic Impact Assessment study and included for when evaluating the preferred alternative.

DRAFT

Comments on Bridge 29-WG

- Reopening 29-WG would provide significant benefits of reduced travel time, fuel costs, and improved corridor access for local business and farmers
  - This has been accounted for in the analysis through the Traffic Impact Study
- Suggestion to improve the sightlines on 29-WG
  - These details will be addressed during the Detailed Design phase; however, this study has been based on minor realignment to improve sightlines assuming reduced regulatory speed limits on the bridge approaches

DRAFT

Comments on Bridge 29-WG

- Support for making 29-WG a priority to re-open
  - All additional responses regarding preferences will be included in updates to the 'Community Preference' criteria
- Concern expressed that a center pier at 29-WG is problematic due to the scour and environmental effect on the river with suggestion to consider single span bridge
  - Single span options were considered in the structure type evaluation; however, the site-specific hydraulic characteristics at Bridge 29-WG requires that the superstructure depth be minimized (by providing a two-span structure) to prevent risks of flooding upstream during the Regulatory flood event.

DRAFT

Comments on Bridge 21-WG

- Questioning priority of 21-WG over 29-WG noting 29-WG would provide greater benefits
  - As outlined in the presentation, Bridge 29-WG is noted to be of higher priority for replacement than 21-WG
- Suggestion to close 21-WG to traffic and re-open as a pedestrian bridge only
  - The Evaluation of Alternatives identified that re-opening of Bridge 21-WG provides significant enough benefit to open to full traffic.
- Suggestion that re-opening 21-WG along with 29-WG would provide the greatest benefit to the community.
  - This is the Preliminary Preferred Alternative, as outlined in the presentation

DRAFT

Comments on Bridge 30-WG

- Multiple comments noted the 30-WG bridge closure has created a valued recreation space for the community
  - This preference was identified by some members of the public during the first Public Open House and have been included for in the analysis and recommendation for proposed closure of Bridge 30-WG
- The 15 Sideroad is used by horseback riders, cyclists, walkers, hikers, nature seekers and children regularly
  - This was noted during the first Public Open House and included for in the analysis and preliminary preferred alternative recommendation
- Re-opening the bridge will put recreation users at greater risk, request to keep 30-WG bridge closed
  - Proposed replacement structure (if recommended) would provide additional width shoulders for improved safety over existing conditions

DRAFT

Comments on Bridge 30-WG

- 30-WG bridge has been closed so long residents have adapted to alternative routes
  - Noted; however, this has been negated from the analysis as the duration of current conditions is not considered to be relevant in determining the preferred alternative.
- It is unfortunate that the analysis presented did not show the alternative of Bridge 30 WG as the only reopened bridge
  - An evaluation of opening Bridge 30-WG only was included in the analysis, but was not shown in the presentation due to it being the lowest scoring alternative for opening a single bridge. The analysis of this alternative will be shown in the Project File Report
- Preferences of closure noted by a small group should not be the basis of a decision for closure
  - Community Preference is only one small aspect of the overall criteria.

DRAFT

The display boards, a narrated slideshow and all project updates will be available on the Township's project webpage:

www.connectcw.ca/CW-3Bridge-Study

If you have any questions, please contact the study team:

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square
Elora, ON N0B 1S0
Tel: 519-846-9691 ext. 355
adickieson@centrewellington.ca

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andrew.dawson@rjburnside.com

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Centre Wellington

Public Open House #2
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

Comment Sheet

Public Open House #2

November 3, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Gord Brown Hall

Name: [redacted]

Address:

Postal Code

Phone:

Email:

Comments/Questions/Suggestions (see opposite side for more room)

1) IT'S NOT CLEAR THE $ BENEFITS TO LOCAL BUSINESS / HAVING A CLEAR CORRIDOR ALONG 15TH SIDE ROAD (29WG + 30WG OPEN) THIS COULD BE A BIG BENNEFIT

2) A CENTRE PIER @ 29WG IS PROBLEMATIC DUE TO SCOUR + ENVIROMENTAL EFFECT ON THE RIVER - A 38m SPAN IS DOABLE.

3) HAVE THE COSTS OR REMOVAL & THE TURN AROUNDS BEEN PROPERLY ADDRESSED

4) HAVE THE ASSET VALUES OF ANY OF THE 3 BRIDGES BEEN COMPLETELY WRITTEN OFF? IF NOT THIS IS AN ADDITIONAL HIDDEN COST TO THE TOWN SHOULD THE BRIDGE BE REMOVED

5) ALL 3 BRIDGES SHOULD BE BUILT.

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Centre Wellington

Public Open House #2
Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

BURNSIDE

DRAFT

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Your input and comments are appreciated.

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Centre Wellington Community Sportsplex – Gord Brown Hall

Name: [redacted]

Address:

Postal Code:

Phone:

Email:

Comments/Questions/Suggestions (see opposite side for more room)

Glad to see 29-WG as the priority and can't understand how 21-WG beat 29-WG in an economic concern. We've had to ~~upload~~ upgrade equipment and use way more fuel and spend more time on dangerous narrower roads already resulting in an accident with our equipment and another car. There's a big difference in time wasted between a slow moving vehicle and a commuter these bridges out have been dangerous and ~~not~~ incredibly costly to farmers and business's in the area

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BURNSIDE

and I also wanna say it is appreciated that this has moved forward and consideration was taken from the previous meeting as a farm and small business this is a major impact

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Public Open House #2

November 3, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Gord Brown Hall

Name: [redacted]

Address: [redacted]

Postal Code: [redacted]

Phone: [redacted]

Email: [redacted]

Comments/Questions/Suggestions (see opposite side for more room)

Keeping 30 WG closed allows the road to be used by the horseback enthusiasts that frequently ride the 15th sideroad between 5th & 6th Line. along with the cyclists and walkers.

The bridge has been closed for so many years people have gotten used to their alternate routes.

Many motorists fail to stop at the 6th Line & 15th sideroad stop sign. The amount of accidents that would occur would be tremendous if the bridge were to re-open. The rate of speed →

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BURNSIDE

that drivers drive down our road not realising the bridge is closed is very fast and the risk it would add to young children pets & people using the road for walking, biking and horseback riding would be devastating.
please keep it closed forever!

DRAFT

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Name: [redacted]

Address:

Postal Code:

Phone:

Email:

Comments/Questions/Suggestions (see opposite side for more room)

Closed Bridge 30WG allows nature seekers & Hikers, & Horse enthusiasts as well as the children that live on S.R. 15 to safely walk, ride etc on S.R. 15

The stop signs at 6th line & 15th are often ignored. If the Bridge was opened after all these years would definitely increase the traffic + # of car accidents at that intersection.

Please Keep the bridge closed for a safe environment for people, children & wild life.

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Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, & 30-WG

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Public Open House #2

November 3, 2025
6:00 p.m. – 8:00 p.m.

Centre Wellington Community Sportsplex – Gord Brown Hall

Name: [redacted]

Address:

Postal Code:

Phone:

Email:

Comments/Questions/Suggestions (see opposite side for more room)

close 21, It is not nessecary, make it into a pedestrian bridge.

DRAFT

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Centre Wellington Community Sportsplex – Gord Brown Hall

Name: [redacted]

Address:

Postal Code

Phone:

Email:

Comments/Questions/Suggestions (see opposite side for more room)

Agree that 29 + 21 WG Bridges would have the most Benefit. The ~~total~~ time and fuel savings alone would benefit the environment and ~~the~~ local businesses greatly. Days and Days of extra tractor driving going around these restricted Bridges per years. Improve sight line on 29WG would be great.

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

B.5 Indigenous Communities Consultation Records

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RN831613889CA

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Latest updates

Date	Time	Location	Progress	Post office
Sept. 25	9:33 am		Signature available	
Sept. 25	9:33 am	HAGERSVILLE,ON	Delivered	
Sept. 25	7:06 am	HAGERSVILLE,ON	Item processed	
Sept. 25	12:33 am	STONEY CREEK,ON	Item in transit	
Sept. 24	9:33 pm	STONEY CREEK,ON	Item processed	
Sept. 24	4:24 pm	ELORA,ON	Item accepted at the Post Office	

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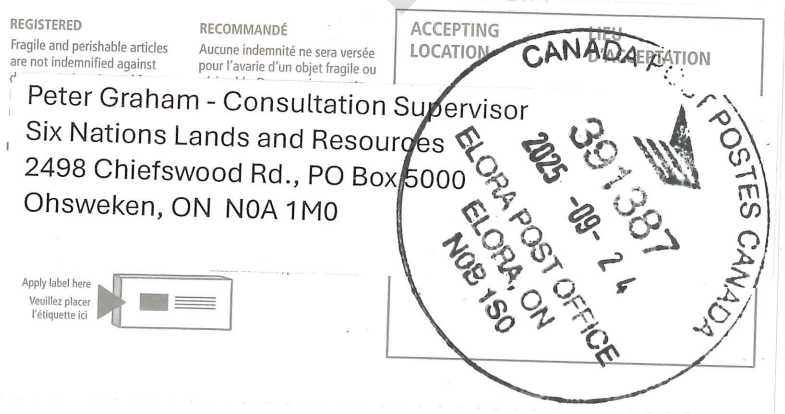
Latest updates

Date	Time	Location	Progress	Post office
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Sept. 25	9:28 am	OHSWEKEN,ON	Notice card left indicating where and when to pick up item	
Sept. 25	12:33 am	STONEY CREEK,ON	Item in transit	
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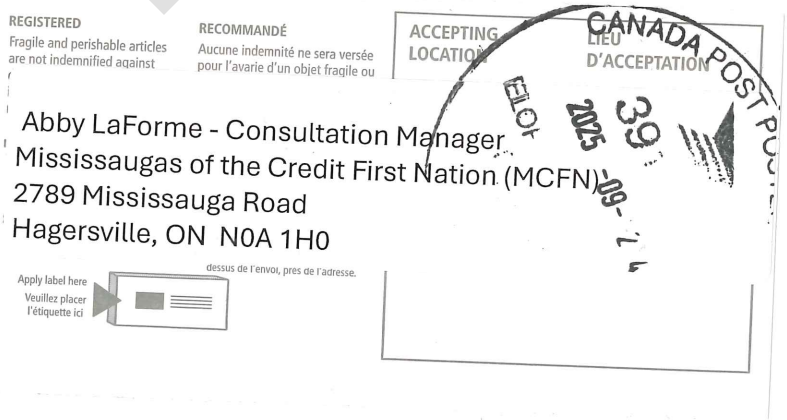
Latest updates

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Sept. 24	4:24 pm	ELORA,ON	Item accepted at the Post Office	

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Sender: Unavailable
Delivery standard: Sept. 29

Latest updates

Date	Time	Location	Progress	Post office
Sept. 25	11:16 am		Signature available	
Sept. 25	11:16 am	OHSWEKEN,ON	Delivered	
Sept. 25	9:28 am	OHSWEKEN,ON	Notice card left indicating where and when to pick up item	
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Six Nations Lands and Resources
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Ohsweken, ON N0A 1M0

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Sept. 26	9:17 am		Signature available	
Sept. 26	9:17 am	OHSWEKEN,ON	Delivered	
Sept. 25	9:29 am	OHSWEKEN,ON	Notice card left indicating where and when to pick up item	
Sept. 25	12:33 am	STONEY CREEK,ON	Item in transit	
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ACCEPTING LOCATION

LIEU D'ACCEPTATION

Raechelle (Janice) Williams
Haudenosaunee Confederacy
16 Sunrise Court, Suite 600, P.O. Box 714
Ohsweken, ON N0A 1M0

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May 21	10:01 am		Signature available	
May 21	10:01 am	HAGERSVILLE,ON	Delivered	
May 21	7:17 am	HAGERSVILLE,ON	Item processed	
May 21	1:09 am	STONEY CREEK,ON	Item in transit	
May 20	10:09 pm	STONEY CREEK,ON	Item processed	
May 20	9:40 am	ELORA,ON	Item accepted at the Post Office	

Features and options
Signature Required

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RECOMMANDÉ
Aucune indemnité ne sera versée pour l'avarie d'un objet fragile ou périssable. Des renseignements

ACCEPTING LOCATION / LIEU D'ACCEPTATION

ELORA POST OFFICE / BUREAU DE POSTE ELORA ON N0B 1S0
2025 -05- 20

Mississaugas of the Credit First Nation (MCFN)
Adam LaForme
Manager of Archaeology
2789 Mississauga Road
Hagersville, ON N0A 1H0

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CANADA POST / POSTES CANADA

Tracking number:

RN831614102CA

Delivered
Shipping service: Lettermail
Sender: Unavailable
Delivery standard: May 23

Latest updates

Date	Time	Location	Progress	Post office
May 21	10:01 am		Signature available	
May 21	10:01 am	HAGERSVILLE,ON	Delivered	
May 21	7:17 am	HAGERSVILLE,ON	Item processed	
May 21	1:09 am	STONEY CREEK,ON	Item in transit	
May 20	10:09 pm	STONEY CREEK,ON	Item processed	
May 20	9:40 am	ELORA,ON	Item accepted at the Post Office	

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ACCEPTING LOCATION / LIEU D'ACCEPTATION

CANADA POSTES CANADA
2024 -05- 20
POST OFFICE
ELORA, ON
N0B 1S0

Mississaugas of the Credit First Nation (MCFN)
Abby LaForme
Consultation Manager
2789 Mississauga Road
Hagersville, ON N0A 1H0

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CANADA POST / POSTES CANADA

Tracking number:

RN831614093CA

Delivered
Shipping service: Lettermail
Sender: Unavailable
Delivery standard: May 23

Latest updates

Date	Time	Location	Progress	Post office
May 21	12:43 pm		Signature available	
May 21	12:43 pm	OHSWEKEN,ON	Delivered	
May 21	9:39 am	OHSWEKEN,ON	Notice card left indicating where and when to pick up item	
May 21	1:09 am	STONEY CREEK,ON	Item in transit	
May 20	10:09 pm	STONEY CREEK,ON	Item processed	
May 20	9:40 am	ELORA,ON	Item accepted at the Post Office	

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RECOMMANDÉ
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Six Nations Lands and Resources
Peter Graham - Consultation Supervisor
Consultation Supervisor
1695 Chiefswood Rd, PO Box 5000
Ohsweken, ON N0A 1M0

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LIEU D'ACCEPTATION

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CANADA POST POSTES CANADA

Tracking number:

RN831612185CA

Delivered
Shipping service: Lettermail
Sender: Unavailable
Delivery standard: May 23

Latest updates

Date	Time	Location	Progress	Post office
May 21	12:43 pm		Signature available	
May 21	12:43 pm	OHSWEKEN,ON	Delivered	
May 21	9:39 am	OHSWEKEN,ON	Notice card left indicating where and when to pick up item	
May 21	1:09 am	STONEY CREEK,ON	Item in transit	
May 20	10:09 pm	STONEY CREEK,ON	Item processed	
May 20	9:40 am	ELORA,ON	Item accepted at the Post Office	

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ACCEPTING LOCATION
D'ACCEPTATION

2025 -05- 20

Six Nations Lands and Resources
Tanya Hill-Montour
Archaeological Supervisor
2498 Chiefswood Rd, PO Box 5000
Ohsweken, ON N0A 1M0

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Tracking number:

RN831614120CA

Delivered
Shipping service: Lettermail
Sender: Unavailable
Delivery standard: May 23

Latest updates

Date	Time	Location	Progress	Post office
May 22	9:24 am		Signature available	
May 22	9:24 am	OHSWEKEN,ON	Delivered	
May 21	9:37 am	OHSWEKEN,ON	Notice card left indicating where and when to pick up item	
May 21	3:47 am	STONEY CREEK,ON	Item in transit	
May 20	10:10 pm	STONEY CREEK,ON	Item processed	
May 20	9:40 am	ELORA,ON	Item accepted at the Post Office	

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CANADA POST
2025 -05- 20
ELORA POST
ELORA ON
N0B 1S0

Haudenosaunee Development Institute
Raechelle Williams
Field Coordinator
16 Sunrise Court, Suite 600, PO Box 714
Ohsweken, ON N0A 1M0

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Mishaal Rizwan

From: Tricia Radburn
Sent: Wednesday, May 28, 2025 2:02 PM
To: Andrew Dawson; Mishaal Rizwan; Adam Dickieson (Centre Wellington)
Cc: info@hdi.land; 059832 Centre Wellington MCEA for Bridges 21-WG, 29-WG & 30-WG
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 059832_Indigenous Communities Letter - HDI.pdf; 059832_Project Start Notice_Final.pdf

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

The potential impacts to the natural environment will be dependent on the alternative selected for each site. From a preliminary perspective, we are looking at considering several options at each structure, including:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

Based on these alternatives we can foresee that potential impacts to the natural environment could possibly include:

- Disturbance (excavation / re-grading) of the study area (for bridge replacement alternative)
- Temporary in-water works, including temporary isolation of the structure and localized unwatering of the watercourse to allow works to be completed in the dry.
- Vegetation removals (if required) for widening of structure or roadway, regrading, construction access, etc.

We are in the process of undergoing desktop and field studies of the natural, heritage, built and economic environments to determine areas of interest and possible impacts. A Cultural Heritage Evaluation has been completed on all three structures to date. A Heritage Impact Assessment will be completed to provide further context of impacts to heritage features and recommendations for conservation of these interests. A Stage 1 Archaeological Assessment (AA) study has been initiated for the study. **Can you please confirm if you would be interested in reviewing the Stage 1 AA and if a Stage 2 AA is recommended, if you would be interested in field work and document review?**

We are scheduling field work for the studies in the coming weeks; however, we would like to confirm your preferred level of involvement in these field studies with you prior to them being undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.**

DRAFT

From a Municipal Class Environmental Assessment perspective, the applicable schedule of these projects will be further reviewed and determined based on results of background studies. At current, there is a potential that these project undertakings may be eligible for exemption through the Archaeological Screening Process, pending the results of the Heritage Impact Assessment (HIA). In order to complete the ASP and confirm the appropriate project schedule, **can you confirm the following**:

- Is there Aboriginal knowledge of archaeological sites on or within 500 metres of each bridge?
- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
- Is there aboriginal knowledge of marine archaeological sites on or within 500 metres of each bridge?

We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355	Andrew Dawson, P. Eng. Consultant Project Manag R.J. Burnside & Associate 292 Speedvale Ave W. #2 Guelph, ON N1H 1C4 705-797-4310

Thank you

BURNSIDE

Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

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Mishaal Rizwan

From: Adam Dickieson <ADickieson@centrewellington.ca>
Sent: Monday, June 30, 2025 12:18 PM
To: Environmental Dept; Mishaal Rizwan
Cc: Todd Williams; Raechelle Williams; Archaeology Department; HDI Administration; Tricia Radburn; Andrew Dawson
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 2024-25 Agreement-TCW-Bridge and Transporation Network Study (4 Bridges See Schedule C)-AMENDMENT.pdf

Matt,

I apologise for the delay in having the amended agreement signed. Please find attached a signed version of the agreement for your files.

Fortunately, I understand your field representative was able to join the project ecology staff on site, Wednesday June 11th.

Let me know if there are any additional details you require.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca
Centre Wellington

DRAFT

From: Environmental Dept <environmental@hdi.land>
Sent: June 10, 2025 2:50 PM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Archaeology Department <archaeology@hdi.land>; HDI Administration <administration@hdi.land>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson <ADickieson@centrewellington.ca>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Adam,

Please see attachment with the amendment for added bridges under schedule C to sign and return.

Nya:weh/Thank you,

Matt

On Tue, Jun 10, 2025 at 1:19 PM Environmental Dept <environmental@hdi.land> wrote:

Hello Mishaal,

I spoke with Adam and we will just be making an amendment on the agreement from last year to add in the 21-WG, 29-WG and 30-WG, Adam this will be done by end of the day and sent for your signature for amendment. Thank you for the pin drop I will be there at 1 30.

Nya:weh/Thank you

On Tue, Jun 10, 2025 at 1:16 PM Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com> wrote:

Hi Matt,

We will work on getting this information to you to generate the new agreement.

Here is the meeting location for the wetland staking: https://maps.app.goo.gl/D3G25LAHYqMWNq3w9

Best regards,

Mishaal

DRAFT

BURNSIDE
Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

From: Environmental Dept <environmental@hdi.land>
Sent: Tuesday, June 10, 2025 10:50 AM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Adam Dickieson (Centre Wellington) <adickieson@centrewellington.ca>
Cc: Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Archaeology Department <archaeology@hdi.land>; HDI Administration <administration@hdi.land>; Tricia Radburn

<Tricia.Radburn@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Hello Mishaal and Adam,

Further to my conversation earlier this morning with Mishaal we will need to generate a new agreement for this project. In our new standard agreements this is the information that will be needed:

DRAFT

- **Project Name:**
    - **Project Address:**
    - **Project Contact Details:**
- **Proponent Contact and details:**
- **Billing Contact and Contact Details (emailed/postal mail):**
- **Archaeologist Name, License #, contact details:**
- **Please Specify the Legislative, Regulatory or Policy Process that has Triggered the Need for Archaeological Work on This Project** with specific legislative reference (ex. Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, local municipal heritage by-laws etc.)
- **Approval Authority:**
- **Ministry Contact**:

Nya:weh/Thank you,

Matt

On Tue, Jun 10, 2025 at 10:12 AM Environmental Dept <environmental@hdi.land> wrote:

Hello Mishaal,

Thank you for your email, there is an agreement already in place for this project as we participated in some field work last year. If you could send an address or pin drop for the site I can arrange to have a staff member there for tomorrow.

Nya:weh/Thank you,

Matt

On Thu, Jun 5, 2025 at 3:51 PM Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com> wrote:

Hi Matt,

Our ecology staff will be staking the wetland with GRCA at Bridge WG-30 on Wednesday June 11th at 1:30pm and your staff are welcome to join and visit the other two bridge locations afterwards. Alternatively, our staff can meet at 3pm after the staking is completed. Please let me know if either of these times work for you, otherwise we can propose an alternate date. Our staff will be familiarizing themselves and completing field work in the morning; in the afternoon we will review findings, and you will have the opportunity to provide any additional comments or identify any additional items of interest to HDI.

Could you please provide your monitoring agreement to Adam Dickieson (cc'd), he will have it reviewed and signed by the Township.

Thank you,

DRAFT

Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

From: Environmental Dept <environmental@hdi.land>
Sent: Thursday, May 29, 2025 9:27 AM
To: Tricia Radburn <Tricia.Radburn@rjburnside.com>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Archaeology Department <archaeology@hdi.land>; HDI Administration <administration@hdi.land>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Hello Tricia,

Thank you for your email, I can confirm we would like to participate in all archeological and ecological field studies for this project. Please advise when solid dates are scheduled for the field work, as well we would like to be informed of what course of action is planned for the bridge when it is known. We would like to potentially monitor the bridge periodically depending on what course of action is taken.

Nya:weh/Thank you,

Matt

On Wed, May 28, 2025 at 9:48 AM Tracey General <info@hdi.land> wrote:

> Begin forwarded message:
>
> **From:** Tricia Radburn <Tricia.Radburn@rjburnside.com>
>
> **Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG**

DRAFT

Date: May 27, 2025 at 4:36:16 PM EDT

To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>, Raechelle Williams <janicewilliams@hdi.land>

Cc: "communications@hdi.land" <communications@hdi.land>, "jocko@sixnationsns.com" <jocko@sixnationsns.com>, "info@hdi.land" <info@hdi.land>, "1749resource@gmail.com" <1749resource@gmail.com>, Todd Williams <toddwilliams@hdi.land>, "Adam Dickieson (Centre Wellington)" <ADickieson@centrewellington.ca>, Andrew Dawson <Andrew.Dawson@rjburnside.com>

Good afternoon,

In follow-up to our recent message, below, I have attached a notice about the project that includes additional details about an upcoming open house and the project website where study reports and updates will be posted.

Kind Regards,

DRAFT

Tricia Radburn, MCIP, RPP
Senior Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20 Guelph ON
Office: 800-265-9662 Direct: 226-486-1778 www.rjburnside.com

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Monday, May 26, 2025 1:15 PM
To: Raechelle Williams <janicewilliams@hdi.land>
Cc: communications@hdi.land; jocko@sixnationsns.com; info@hdi.land; 1749resource@gmail.com; Todd Williams <toddwilliams@hdi.land>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

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undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.**

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- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
- Is there aboriginal knowledge of marine archaeological sites on or within 500 metres of each bridge?

We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

DRAFT

Thank you

Mishaal Rizwan
Environmental Planner

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Thank you.

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--

Matt Turner
Assistant Supervisor of the HDI Environmental Department
Haudenosaunee Development Institute
P.O. Box 714
Ohsweken, ON
N0A 1M0
Ph: 519-445-4222
Ph: 226-387-7364 (Direct)

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Mishaal Rizwan

From:	Mishaal Rizwan
Sent:	Thursday, September 25, 2025 3:02 PM
To:	communications@hdi.land; info@hdi.land; jocko@sixnationsns.com; 1749resource@gmail.com; janicewilliams@hdi.land; williams.todde@gmail.com; environmental@hdi.land; archaeology@hdi.land; administration@hdi.land
Cc:	Adam Dickieson; Andrew Dawson
Subject:	Notice of Project Screening - Centre Wellington Bridge and Transportation Network Study for Bridges 21-WG, 29-WG and 30-WG
Attachments:	059832_CW 3 Bridges_Notice of Completed Project Screening.pdf

Good afternoon,

The Township of Centre Wellington initiated a bridge and transportation network study in May 2025 for three bridges located northeast of the community of Fergus. The study is similar to the studies carried out in 2023 and 2024 in the northwest and southeast quadrants of the Township, respectively. Currently, two of the three bridges are closed due to poor condition, and the third bridge is open with a 5 tonne load restriction. The study will determine whether each bridge should be closed permanently, rehabilitated (with minor upgrades and modifications) or replaced.

In June of 2025, natural environment field studies were conducted for the three bridges. Haudenosaunee Development Institute had two Field Liaison Representatives present the day of the field study. The finalized Natural Environment Report was circulated to Indigenous Communities on August 15th for review and comment and is available on the project website (https://www.connectcw.ca/CW-3Bridge-Study).

A Cultural Heritage Evaluation Report has been undertaken on each bridge and determined all three bridges exhibit Cultural Heritage Value or Interest, in accordance with Ontario Regulation 569/22. A Heritage Impact Assessment was undertaken to identify the heritage features and recommend mitigation, conservation and/or commemoration strategies that may be suitable for the project. The Township has committed to commemorating the bridges in accordance with the recommendations of the Heritage Impact Assessment, by documenting the existing bridges and depositing all records and associated heritage reports in public repositories and, in the case of replacement, designing the new structure with architectural details that commemorate the original truss structures and providing an interpretive plaque to identify the original bridge. Based on these measures, all three structures are eligible for exemption from the Environmental Assessment Act through the Archaeological Screening Process, as identified in Project Description 31b of the Municipal Class Environmental Assessment document. Copies of the heritage reports are available on the project website.

An archaeological study was completed and circulated to Indigenous Communities on August 15th for review and comment. The Stage 1 Archaeological Assessment found no archaeological potential in the study area. As a result, work on the three bridges is considered to be **exempt from the Environmental Assessment Act** via the Archaeological Screening Process. The Archaeological Assessment is also available on the project website.

A Notice to describe the screening process and exemption is attached.

Although a MCEA is not required, the Township intends to continue to consult with your community throughout the study. The mitigation measures adopted through previous consultation with Indigenous Communities for the previous bridge studies will also be carried forward and incorporated into the design and construction of bridges under the current study. These mitigations include, but are not limited to:

DRAFT

- Designing any replacement bridges with consideration to climate change and potential increased precipitation and larger storm events;
- Completing a tree inventory and protection plan prior to construction. Removals will occur outside of the bird nesting and bat roosting seasons;
- Replacement plantings will be located on-site as much as possible, with a preference for being placed on, or near, creek banks to improve riparian function;
- Opportunities to improve watercourses will be reviewed, including possible work to remove any hard surfaces on banks or stabilize eroding banks using "soft" means of protection, where these conditions may exist.
- An erosion and sediment control plan will be developed to limit sediment entering the water;
- Any in-water work, if required, will be completed during appropriate timing windows to avoid impacts to fish.

We are happy to answer any questions you may have regarding the study, its exemption status, and proposed mitigation measures.

As the study progresses, we will be in contact to allow you the opportunity to review preliminary recommendations for bridge closures, rehabilitation or replacement.

Please contact the Project Team contacts identified within the attached letter at any time with questions or concerns.

Best regards
Mishaal

BURNSIDE
Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
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DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Thursday, October 23, 2025 10:25 AM
To: communications@hdi.land; info@hdi.land; jocko@sixnationsns.com; 1749resource@gmail.com; janicewilliams@hdi.land; williams.todde@gmail.com; environmental@hdi.land; archaeology@hdi.land
Cc: Adam Dickieson (Centre Wellington); Andrew Dawson
Subject: Centre Wellington Notice of Public Open House - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG
Attachments: Notice of Public Open House 2 - CW 3 Bridge Study.pdf

Good morning,

On behalf of the Township of Centre Wellington, please find attached the Notice of Public Open House #2 for the Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG.

Please contact a member of the project team should you have any questions.

Best regards,

BURNSIDE
Mishaal Rizwan, MCIP, RPP
Environmental Planner

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DRAFT

Andrew Dawson

From: Raechelle Williams <raechellewilliams@hdi.land>
Sent: Wednesday, January 21, 2026 3:34 PM
To: Andrew Dawson
Cc: Archaeology Department; Todd Williams; HDI Administration; Tricia Radburn; Environmental Dept; Mishaal Rizwan; Adam Dickieson (Centre Wellington); Matt Brooks
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Sge:no Andrew,

Our archaeologist has completed their review of the recent edits and additions. We are satisfied with the revisions at this time.

Nya:weh,

Raechelle Williams
Field Coordinator
Haudenosaunee Development Institute
P.O. Box 714
Ohsweken, ON
N0A 1M0
Ph: 519-445-4222
(Direct): 226-387-7463



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DRAFT

On Mon, Dec 22, 2025 at 10:03 PM Andrew Dawson <Andrew.Dawson@rjburnside.com> wrote:

Sge:no Raechelle,

I wanted to touch base with you to provide you an update on the requests of your email below. I do apologize that I am just getting back to you now.

Our archaeological sub-consultant, Parslow Heritage Consultancy Inc. (PHC) has revised the report to address your comments. It is my understanding that HDI has been / is communicating with PHC in regards to the appropriate and acceptable matter in which these comments are addressed. They have noted that their revisions are in line with the broader discussions their firm has had with your community as of the date of their revisions; however, are limited in some extents due to the require wording in recommendations to align with the Standards and Guidelines for MCM permits. The revisions are summarized as follows:

- Report has been revised to include adjacency to the Haldimand Tract.
- Report has been updated to soften conflict-focused language.

- Updated report to acknowledge that the treaties discussed remain subject to ongoing dispute.
- Corrected the study area totals

The final report is available for download at the link below:

059832 - Final Stage 1 AA

(This link will expire on April 21, 2026. Please download any files you wish to keep prior to this date)

Communications from you and other Indigenous Communities have been included in the Indigenous Engagement appendix, also attached. The final report has been submitted to MCM.

Please let me know if you have any further questions or comments!

Regards,

Andrew

Andrew Dawson, P.Eng.
Project Engineer

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Office: +1 800-265-9662 Direct: +1 705-797-4310

From: Raechelle Williams <raechellewilliams@hdi.land>
Sent: Wednesday, October 01, 2025 3:18 PM
To: Andrew Dawson <Andrew.Dawson@rjburnside.com>
Cc: Archaeology Department <archaeology@hdi.land>; Todd Williams <toddwilliams@hdi.land>; HDI Administration <administration@hdi.land>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Environmental Dept <environmental@hdi.land>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Adam Dickieson (Centre Wellington) <adickieson@centrewellington.ca>; Matt Brooks <Matt.Brooks@rjburnside.com>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Sge:no Andrew,

Our archaeologist has completed their review and provided the following feedback:

DRAFT

Thank you for the Stage 1 submission for the three Centre Wellington bridge locations. HDI has completed a preliminary review. Before we can accept this report, please address the following **required** items:

1. **Treaty Geography & Modern Rights**

    - Revise report to include the **adjacency to the Haldimand Tract (1784)** along the Grand River.
    - Add a concise linkage from **Haldimand (1784)** and **Simcoe Patent (1793)** to **present-day Haudenosaunee rights, governance (SNGR and HCCC/HDI), and ongoing land stewardship/claims** within the Grand River watershed.

2. **Historical Narrative & Tone**

    - Rework conflict-centric language (e.g., "invaded," "replaced") to avoid deterministic or single-cause accounts. Include balanced sourcing (preferably including Haudenosaunee and Anishinaabe community-endorsed references) and emphasize continuity of Indigenous presence and diplomacy.

3. **Colonial Assumptions in Euro-Canadian Land History**

    - Where deeds/patents are described, acknowledge that titles were frequently issued **despite incomplete or disputed payments** and that these issues remain relevant to contemporary rights and claims.

4. **Internal Consistency & Editorial Corrections**

    - Correct the **study area totals** (the report currently states both ~0.522 ha and 428.2 m^2 across the three bridges).

We also request that the recommendations section include a one-paragraph **Engagement & Stewardship** note recognizing that, even where Stage 2 is not warranted, **collections/data stewardship and chance-find protocols** should be aligned with Haudenosaunee expectations within the Grand River watershed.

Nya:weh,

Raechelle Williams
Field Coordinator
Haudenosaunee Development Institute
P.O. Box 714
Ohsweken, ON
N0A 1M0
Ph: 519-445-4222
(Direct): 226-387-7463

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On Fri, Aug 15, 2025 at 12:54 PM Andrew Dawson <Andrew.Dawson@rjburnside.com> wrote:

Hello,

As a follow up to the email below, I wanted to share the draft Stage 1 Archaeological Assessment that was completed on Bridges 21-WG, 29-WG and 30-WG in the Township of Centre Wellington with your archeology department.

The report is available for download in the link below:

059832 - Draft Stage 1 AA

Note: Please download the file locally, as the shared link will expire on December 13, 2025

As indicated in the draft report, the Stage 1 AA found that all bridges had low archaeological potential and indicated that no further investigations are required for any of the three sites.

Can you please confirm if you intend to review and comment on the attached report and, if so, could you please provide comments by September 5, 2025 to ensure any comments can be considered prior to us evaluating the alternatives to select a preferred option.

Regards,

Andrew

DRAFT

Andrew Dawson, P.Eng.
Project Engineer

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 705-797-4310

From: Andrew Dawson
Sent: Friday, August 15, 2025 12:25 PM
To: 'Environmental Dept' <environmental@hdi.land>
Cc: Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Archaeology Department <archaeology@hdi.land>; HDI Administration <administration@hdi.land>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Adam Dickieson (Centre Wellington) <adickieson@centrewellington.ca>; Matt Brooks <Matt.Brooks@rjburnside.com>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Raechelle et all,

Hope you have been well this summer!

As a follow up to the field review completed with your field liaison representatives (Billye Bomberry and Matthew Turner), please find a link below to download the Natural Heritage Report for Township of Centre Wellington's Bridges 21-WG, 29-WG and 30-WG study.

059832 - Natural Heritage Report, Bridges 21-WG, 29-WG, 30WG

Note: Please download the file locally, as the shared link will expire on December 13, 2025

This report identifies the background information of the natural environment associated with each of the three bridge sites and contains mitigation recommendations and commitments for detailed design in the instance that the selected preferred solution affects any of the noted natural features, habitats, etc.

As a refresher from our original May 26 email, we will be using the information gathered in this report to evaluate the following alternatives at each site:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

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We are currently still working through the evaluation to select a preferred alternative and can provide additional context once complete, if requested. However, we wanted to provide you with this background information and to provide you the opportunity to comment on any additional items that may be of interest to your community, so we can ensure our evaluation of alternatives is considerate of all parties' interests.

Also, I wanted to let you know that this project is anticipated to be screened out of the formal MCEA process via the Archaeological Screening Process based on the preliminary findings of the Stage 1 AA. I will be sending the draft stage 1 AA report along to your Archaeology Department shortly for review prior to confirming whether the project will be exempt. However, despite the potential exemption from the formal EA process, the Township will still be following the general procedures of the MCEA process and welcomes further input from your community.

We ask that you please confirm whether your team will be reviewing and providing comments on the attached and, if so, we request that comments be provided no later than September 5th, as we are looking to be completing our evaluation of alternatives by mid-September to select a preliminary preferred alternative.

Should you have any questions regarding the report or the study in general, please let us know and we would be happy to provide further consultation to your team.

Regards,

Andrew

From: Environmental Dept <environmental@hdi.land>
Sent: Tuesday, June 10, 2025 2:50 PM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Archaeology Department <archaeology@hdi.land>; HDI Administration <administration@hdi.land>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson (Centre Wellington) <adickieson@centrewellington.ca>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Hello Adam,

Please see attachment with the amendment for added bridges under schedule C to sign and return.

Nya:weh/Thank you,

Matt

On Tue, Jun 10, 2025 at 1:19 PM Environmental Dept <environmental@hdi.land> wrote:

Hello Mishaal,

DRAFT

I spoke with Adam and we will just be making an amendment on the agreement from last year to add in the 21-WG, 29-WG and 30-WG, Adam this will be done by end of the day and sent for your signature for amendment. Thank you for the pin drop I will be there at 1 30.

Nya:weh/Thank you

On Tue, Jun 10, 2025 at 1:16 PM Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com> wrote:

Hi Matt,

We will work on getting this information to you to generate the new agreement.

Here is the meeting location for the wetland staking:
https://maps.app.goo.gl/D3G25LAHYqMWNq3w9

Best regards,

Mishaal

BURNSIDE
Mishaal Rizwan
Environmental Planner

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DRAFT

From: Environmental Dept <environmental@hdi.land>
Sent: Tuesday, June 10, 2025 10:50 AM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Adam Dickieson (Centre Wellington) <adickieson@centrewellington.ca>
Cc: Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Archaeology Department <archaeology@hdi.land>; HDI Administration <administration@hdi.land>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Hello Mishaal and Adam,

Further to my conversation earlier this morning with Mishaal we will need to generate a new agreement for this project. In our new standard agreements this is the information that will be needed:

- **Project Name:**
    - **Project Address:**
    - **Project Contact Details:**
- **Proponent Contact and details:**
- **Billing Contact and Contact Details (emailed/postal mail):**
- **Archaeologist Name, License #, contact details:**
- **Please Specify the Legislative, Regulatory or Policy Process that has Triggered the Need for Archaeological Work on This Project** with specific legislative reference (ex. Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, local municipal heritage by-laws etc.)
- **Approval Authority:**
- **Ministry Contact**:

DRAFT

Nya:weh/Thank you,

Matt

On Tue, Jun 10, 2025 at 10:12 AM Environmental Dept <environmental@hdi.land> wrote:

Hello Mishaal,

Thank you for your email, there is an agreement already in place for this project as we participated in some field work last year. If you could send an address or pin drop for the site I can arrange to have a staff member there for tomorrow.

Nya:weh/Thank you,

Matt

On Thu, Jun 5, 2025 at 3:51 PM Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com> wrote:

Hi Matt,

Our ecology staff will be staking the wetland with GRCA at Bridge WG-30 on Wednesday June 11th at 1:30pm and your staff are welcome to join and visit the other two bridge locations afterwards. Alternatively, our staff can meet at 3pm after the staking is completed. Please let me know if either of these times work for you, otherwise we can propose an alternate date. Our staff will be familiarizing themselves and completing field work in the morning; in the afternoon we will review findings, and you will have the opportunity to provide any additional comments or identify any additional items of interest to HDI.

Could you please provide your monitoring agreement to Adam Dickieson (cc'd), he will have it reviewed and signed by the Township.

Thank you,

DRAFT

Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

From: Environmental Dept <environmental@hdi.land>
Sent: Thursday, May 29, 2025 9:27 AM
To: Tricia Radburn <Tricia.Radburn@rjburnside.com>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Archaeology Department <archaeology@hdi.land>; HDI Administration <administration@hdi.land>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Hello Tricia,

Thank you for your email, I can confirm we would like to participate in all archeological and ecological field studies for this project. Please advise when solid dates are scheduled for the field work, as well we would like to be informed of what course of action is planned for the bridge when it is known. We would like to potentially monitor the bridge periodically depending on what course of action is taken.

Nya:weh/Thank you,

Matt

On Wed, May 28, 2025 at 9:48 AM Tracey General <info@hdi.land> wrote:

> Begin forwarded message:
>
> **From:** Tricia Radburn <Tricia.Radburn@rjburnside.com>
>
> **Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG**

DRAFT

Date: May 27, 2025 at 4:36:16 PM EDT

To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>, Raechelle Williams <janicewilliams@hdi.land>

Cc: "communications@hdi.land" <communications@hdi.land>, "jocko@sixnationsns.com" <jocko@sixnationsns.com>, "info@hdi.land" <info@hdi.land>, "1749resource@gmail.com" <1749resource@gmail.com>, Todd Williams <toddwilliams@hdi.land>, "Adam Dickieson (Centre Wellington)" <ADickieson@centrewellington.ca>, Andrew Dawson <Andrew.Dawson@rjburnside.com>

Good afternoon,

In follow-up to our recent message, below, I have attached a notice about the project that includes additional details about an upcoming open house and the project website where study reports and updates will be posted.

Kind Regards,

DRAFT

Tricia Radburn, MCIP, RPP
Senior Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20 Guelph ON
Office: 800-265-9662 Direct: 226-486-1778 www.rjburnside.com

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Monday, May 26, 2025 1:15 PM
To: Raechelle Williams <janicewilliams@hdi.land>
Cc: communications@hdi.land; jocko@sixnationsns.com; info@hdi.land; 1749resource@gmail.com; Todd Williams <toddwilliams@hdi.land>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

The potential impacts to the natural environment will be dependent on the alternative selected for each site. From a preliminary perspective, we are looking at considering several options at each structure, including:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

Based on these alternatives we can foresee that potential impacts to the natural environment could possibly include:

- Disturbance (excavation / re-grading) of the study area (for bridge replacement alternative)
- Temporary in-water works, including temporary isolation of the structure and localized unwatering of the watercourse to allow works to be completed in the dry.
- Vegetation removals (if required) for widening of structure or roadway, regrading, construction access, etc.

We are in the process of undergoing desktop and field studies of the natural, heritage, built and economic environments to determine areas of interest and possible impacts. A Cultural Heritage Evaluation has been completed on all three structures to date. A Heritage Impact Assessment will be completed to provide further context of impacts to heritage features and recommendations for conservation of these interests. A Stage 1 Archaeological Assessment (AA) study has been initiated for the study. **Can you please confirm if you would be interested in reviewing the Stage 1 AA and if a Stage 2 AA is recommended, if you would be interested in field work and document review?**

DRAFT

We are scheduling field work for the studies in the coming weeks; however, we would like to confirm your preferred level of involvement in these field studies with you prior to them being undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.**

From a Municipal Class Environmental Assessment perspective, the applicable schedule of these projects will be further reviewed and determined based on results of background studies. At current, there is a potential that these project undertakings may be eligible for exemption through the Archaeological Screening Process, pending the results of the Heritage Impact Assessment (HIA). In order to complete the ASP and confirm the appropriate project schedule, **can you confirm the following**:

- Is there Aboriginal knowledge of archaeological sites on or within 500 metres of each bridge?
- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
- Is there aboriginal knowledge of marine archaeological sites on or within 500 metres of each bridge?

We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

DRAFT

Thank you

Mishaal Rizwan
Environmental Planner

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DRAFT

--

Matt Turner
Assistant Supervisor of the HDI Environmental Department
Haudenosaunee Development Institute
P.O. Box 714
Ohsweken, ON
N0A 1M0
Ph: 519-445-4222
Ph: 226-387-7364 (Direct)

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--

Matt Turner
Assistant Supervisor of the HDI Environmental Department
Haudenosaunee Development Institute
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Matt Turner
Assistant Supervisor of the HDI Environmental Department
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Andrew Dawson

From: Mishaal Rizwan
Sent: Monday, May 26, 2025 1:14 PM
To: abby.laforme@mncfn.ca
Cc: Adam LaForme; adam.laforme@mncfn.ca; Adam Dickieson (Centre Wellington); Andrew Dawson; Tricia Radburn
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 059832_Indigenous Communities Letter - MCFN.pdf

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

The potential impacts to the natural environment will be dependent on the alternative selected for each site. From a preliminary perspective, we are looking at considering several options at each structure, including:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

Based on these alternatives we can foresee that potential impacts to the natural environment could possibly include:

- Disturbance (excavation / re-grading) of the study area (for bridge replacement alternative)
- Temporary in-water works, including temporary isolation of the structure and localized unwatering of the watercourse to allow works to be completed in the dry.
- Vegetation removals (if required) for widening of structure or roadway, regrading, construction access, etc.

We are in the process of undergoing desktop and field studies of the natural, heritage, built and economic environments to determine areas of interest and possible impacts. A Cultural Heritage Evaluation has been completed on all three structures to date. A Heritage Impact Assessment will be completed to provide further context of impacts to heritage features and recommendations for conservation of these interests. A Stage 1 Archaeological Assessment (AA) study has been initiated for the study. **Can you please confirm if you would be interested in reviewing the Stage 1 AA and if a Stage 2 AA is recommended, if you would be interested in field work and document review?**

We are scheduling field work for the studies in the coming weeks; however, we would like to confirm your preferred level of involvement in these field studies with you prior to them being undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively**

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Pending the findings of background studies, it will be determined if the proposed undertakings fall under the Municipal Class Environmental Assessment (MCEA) process or whether they may be considered exempt from the Environmental Assessment Act (EAA). If the study is exempt, it will proceed following an MCEA-like process to ensure that interested parties are engaged and that decision making is documented; however, the study would fall outside of the formal umbrella of the Environmental Assessment Act. The study will include **Archaeological Assessments**, **plant and wildlife habitat screening, species at risk reviews, Cultural Heritage Evaluation Reports**, and an assessment of any potential impacts to **Aboriginal or Treaty Rights.**

When evaluating whether each bridge should be closed, rehabilitated, or replaced, the Township will consider archaeological resources, cultural heritage, and the natural environment. Your community will be contacted with opportunities to be involved in the upcoming spring/summer natural heritage study and any archaeological fieldwork, if determined to be required. The project will also assess the impact that the options of potential closure of one or more of the bridges may have on traffic routes, emergency response times and community connectivity.

We recognize the importance of consultation with Mississaugas of the Credit First Nation as part of this study.

If you have an interest in this project, please contact one of the Project Team members below. The team is happy to provide additional information, provide opportunities for your community to participate in any potential studies or review of project reports, or meet with project team members to answer questions and resolve concerns.

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square,
Elora, ON N0B 1S0
519-846-9691 x 355
adickieson@centrewellington.ca

Andrew Dawson, P. Eng.
Consultant Project Manager
R.J. Burnside & Associates Ltd.
292 Speedvale Ave W. #20,
Guelph, ON N1H 1C4
705-797-4310
andrew.dawson@rjburnside.com

Yours truly,

Township of Centre Wellington
Adam Dickieson
Engineering Services Coordinator

DRAFT

planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.

From a Municipal Class Environmental Assessment perspective, the applicable schedule of these projects will be further reviewed and determined based on results of background studies. At current, there is a potential that these project undertakings may be eligible for exemption through the Archaeological Screening Process, pending the results of the Heritage Impact Assessment (HIA). In order to complete the ASP and confirm the appropriate project schedule, **can you confirm the following**:

- Is there Aboriginal knowledge of archaeological sites on or within 500 metres of each bridge?
- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
- Is there aboriginal knowledge of marine archaeological sites on or within 500 metres of each bridge?

We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355 adickieson@centrewellington.ca	Andrew Dawson, P. Eng. Consultant Project Manager R.J. Burnside & Associates Ltd. 292 Speedvale Ave W. #20, Guelph, ON N1H 1C4 705-797-4310 andrew.dawson@rjburnside.com

Thank you

BURNSIDE
Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

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Thank you.

****

DRAFT

Centre Wellington

May 23, 2025

Via: Email

Abby LaForme
Consultation Manager
Mississaugas of the Credit First Nation
4065 Highway 6
Haggersville, ON
N0A 1H0

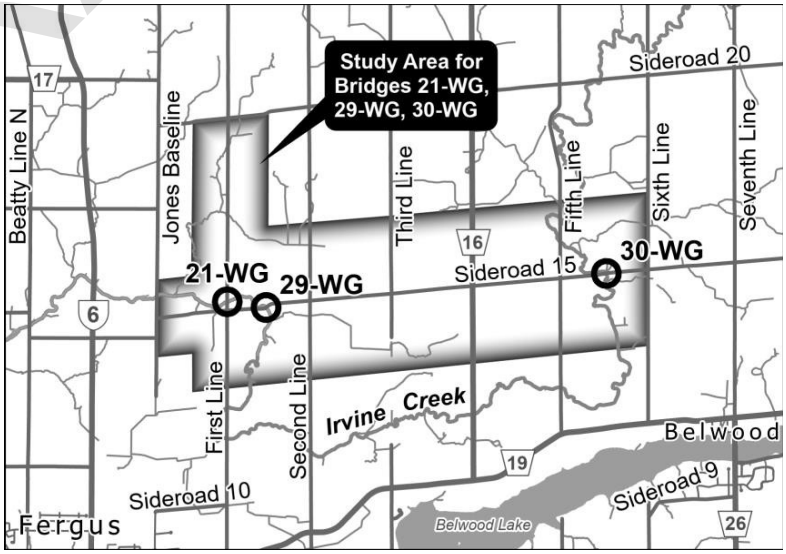
Dear Abby LaForme:

Re: Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG
Project No.: 300058117

We are writing to inform you of an upcoming study to review **three existing bridges** in the Township of Centre Wellington. The bridges are located northeast of the Fergus community, as shown in the map below. Each bridge spans a tributary of Irvine Creek, which is a part of the Grand River watershed.

The bridges are in poor condition or deteriorating condition, as follows:

- 21-WG: Closed - Significantly deteriorated
- 30-WG: Closed - Significantly deteriorated
- 29-WG: Open with significant load limitations



The Township has retained R.J. Burnside & Associates Limited (Burnside) to evaluate whether each bridge should be:

- Rehabilitated (with minor upgrades and modifications)
- Replaced, or
- Permanently closed.

DRAFT

Mishaal Rizwan

From: Tricia Radburn
Sent: Tuesday, May 27, 2025 4:38 PM
To: Mishaal Rizwan; abby.laforme@mncfn.ca
Cc: Adam LaForme; adam.laforme@mncfn.ca; Adam Dickieson (Centre Wellington); Andrew Dawson
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 059832_Project Start Notice_Final.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

In follow-up to our recent message below, I have attached a notice about the project that includes additional details about an upcoming open house and the project website where study reports and updates will be posted.

Kind Regards,

BURNSIDE
Tricia Radburn, MCIP, RPP
Senior Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20 Guelph ON
Office: 800-265-9662 Direct: 226-486-1778 www.rjburnside.com

DRAFT

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Monday, May 26, 2025 1:14 PM
To: abby.laforme@mncfn.ca
Cc: Adam LaForme <adam.laforme@mncfn.ca>; adam.laforme@mncfn.ca; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

The potential impacts to the natural environment will be dependent on the alternative selected for each site. From a preliminary perspective, we are looking at considering several options at each structure, including:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

Based on these alternatives we can foresee that potential impacts to the natural environment could possibly include:

- Disturbance (excavation / re-grading) of the study area (for bridge replacement alternative)
- Temporary in-water works, including temporary isolation of the structure and localized unwatering of the watercourse to allow works to be completed in the dry.
- Vegetation removals (if required) for widening of structure or roadway, regrading, construction access, etc.

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We are scheduling field work for the studies in the coming weeks; however, we would like to confirm your preferred level of involvement in these field studies with you prior to them being undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.**

From a Municipal Class Environmental Assessment perspective, the applicable schedule of these projects will be further reviewed and determined based on results of background studies. At current, there is a potential that these project undertakings may be eligible for exemption through the Archaeological Screening Process, pending the results of the Heritage Impact Assessment (HIA). In order to complete the ASP and confirm the appropriate project schedule, **can you confirm the following**:

- Is there Aboriginal knowledge of archaeological sites on or within 500 metres of each bridge?
- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
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We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

DRAFT

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355	Andrew Dawson, P. Eng. Consultant Project Manag R.J. Burnside & Associate 292 Speedvale Ave W. #2 Guelph, ON N1H 1C4 705-797-4310

Thank you

BURNSIDE

Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
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Thank you.

****

DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Monday, May 26, 2025 1:14 PM
To: abby.laforme@mncfn.ca
Cc: Adam LaForme; adam.laforme@mncfn.ca; Adam Dickieson (Centre Wellington); Andrew Dawson; Tricia Radburn
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 059832_Indigenous Communities Letter - MCFN.pdf

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

The potential impacts to the natural environment will be dependent on the alternative selected for each site. From a preliminary perspective, we are looking at considering several options at each structure, including:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
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DRAFT

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- Is there aboriginal knowledge of marine archaeological sites on or within 500 metres of each bridge?

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Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355	Andrew Dawson, P. Eng. Consultant Project Manag R.J. Burnside & Associate 292 Speedvale Ave W. #2 Guelph, ON N1H 1C4 705-797-4310

Thank you

BURNSIDE
Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

DRAFT

Andrew Dawson

From: Andrew Dawson
Sent: Friday, August 15, 2025 12:47 PM
To: Adam LaForme
Cc: 'megan.devries@mncfn.ca'; 059832 Centre Wellington MCEA for Bridges 21-WG, 29-WG & 30-WG; Mishaal Rizwan; Tricia Radburn; Adam Dickieson (Centre Wellington); Matt Brooks
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Adam,
As a follow up to your May 26 email, I wanted to share the draft Stage 1 Archaeological Assessment that was completed on Bridges 21-WG, 29-WG and 30-WG in the Township of Centre Wellington.

The report is available for download in the link below:
059832 - Draft Stage 1 AA
Note: Please download the file locally, as the shared link will expire on December 13, 2025

As indicated in the draft report, the Stage 1 AA found that all bridges had low archaeological potential and indicated that no further investigations are required for any of the three sites.

Can you please confirm if you intend to review and comment on the attached report and, if so, could you please provide comments by September 5, 2025 to ensure any comments can be considered prior to us evaluating the alternatives to select a preferred option.

Regards,
Andrew

From: Andrew Dawson
Sent: Friday, August 15, 2025 12:14 PM
To: 'lindsay.wong@mncfn.ca' <lindsay.wong@mncfn.ca>; 'simar.kaur@mncfn.ca' <simar.kaur@mncfn.ca>
Cc: 'megan.devries@mncfn.ca' <megan.devries@mncfn.ca>; 059832 Centre Wellington MCEA for Bridges 21-WG, 29-WG & 30-WG <059832CentreWellingtonMCEAforBridges21-WG29-WG30-WG@rjburnside.com>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Matt Brooks <Matt.Brooks@rjburnside.com>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Lindsay / Simar,

Hope you have been well this summer!
As requested in your email below, please find a link below to download the Natural Heritage Report for Township of Centre Wellington's Bridges 21-WG, 29-WG and 30-WG study.

059832 - Natural Heritage Report, Bridges 21-WG, 29-WG, 30WG
Note: Please download the file locally, as the shared link will expire on December 13, 2025

DRAFT

This report identifies the background information of the natural environment associated with each of the three bridge sites and contains mitigation recommendations and commitments for detailed design in the instance that the selected preferred solution affects any of the noted natural features, habitats, etc.

As a refresher from our original May 26 email, we will be using the information gathered in this report to evaluate the following alternatives at each site:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

We are currently still working through the evaluation to select a preferred alternative and can provide additional context once complete, if requested. However, we wanted to provide you with this background information and to provide you the opportunity to comment on any additional items that may be of interest to your community, so we can ensure our evaluation of alternatives is considerate of all parties' interests.

Also, I wanted to let you know that this project is anticipated to be screened out of the formal MCEA process via the Archaeological Screening Process based on the preliminary findings of the Stage 1 AA. I will be sending the draft stage 1 AA report and further information regarding this to Adam LaForme, as I understand he is the contact for archaeological related correspondence, prior to confirming whether the project will be exempt. However, despite the potential exemption from the formal EA process, the Township will still be following the general procedures of the MCEA process and welcomes further input from your community.

We ask that you please confirm whether your team will be reviewing and providing comments on the attached and, if so, we request that comments be provided no later than September 5th, as we are looking to be completing our evaluation of alternatives by mid-September to select a preliminary preferred alternative.

Should you have any questions regarding the report or the study in general, please let us know and we would be happy to provide further consultation to your team.

Regards,
Andrew

From: Lindsay Wong <Lindsay.Wong@mncfn.ca>
Sent: Friday, June 06, 2025 8:49 AM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Simar Kaur <Simar.Kaur@mncfn.ca>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Hi Mishaal,

I appreciate the invitation. Could you send along the report to me and Simar, cc'd here?

Thanks and have a good day, Lindsay

Lindsay Wong, *M.Sc*.
Manager of Environment

DRAFT

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, ON, N0A1H0
eb: www.mncfn.ca
Facebook: Mississaugas of the Credit First Nation
Ph: 905-768-4260 Ext: 1601

I choose to work flexibly and am sending this message now because it works for me. Feel free to read, act on or respond at a time that works for you.

Disclaimer

The Mississaugas of the Credit First Nation (MCFN) asserts the right to maintain stewardship on our ancestral homelands which includes the right to protect the lands and waters that sustain and support the life and health of all. Historically, and without our consent, MCFN homelands have been industrialized to the point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.

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From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Thursday, June 5, 2025 11:59 AM
To: Lindsay Wong <Lindsay.Wong@mncfn.ca>
Cc: Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Megan DeVries <Megan.DeVries@mncfn.ca>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Hi Lindsay,

I hope you are doing well. I just wanted to follow up confirm your interest regarding the site visit, or if you would prefer to review the report.

Our ecology staff will be staking the wetland with GRCA at Bridge WG-30 on Wednesday June 11th at 1:30pm and your staff are welcome to join. Alternatively, our staff can meet at 3pm after the staking. Please let me know if either of these times work for you, otherwise we can propose an alternative date.

Best regards,

DRAFT

Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

From: Adam LaForme <Adam.LaForme@mncfn.ca>
Sent: Friday, May 30, 2025 9:39 AM
To: Tricia Radburn <Tricia.Radburn@rjburnside.com>; Lindsay Wong <Lindsay.Wong@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Hi Tricia,

That would help wouldn't it. Thank you for catching that.

Kind regards,

DRAFT

Adam LaForme (he/him)

Manager of Archaeology

Department of Consultation and Accommodation

Mississaugas of the Credit First Nation

Mailing: 2789 Mississauga Road, Hagersville, ON, N0A1H0

Physical: 4065 Hwy. #6, Hagersville, ON, N0A1H0

Web: www.mncfn.ca

Facebook: Mississaugas of the Credit First Nation

Ph: 905-768-4260 Ext: 1608

Cell:289-527-2763

I choose to work flexibly and am sending this message now because it works for me. Feel free to read, act on or respond at a time that works for you.

Disclaimer

The Mississaugas of the Credit First Nation (MCFN) asserts the right to maintain stewardship on our ancestral homelands which includes the right to protect the lands and waters that sustain and support the life and health of all. Historically, and without our consent, MCFN homelands have been industrialized to the point where cumulative effects have already surpassed the point of a questionable future for coming generations. In this era of reconciliation, building a renewed relationship with First Nation peoples based on recognition of rights, respect and partnership, MCFN fully expect legal obligations with the body of the politic to adhere to National interests and engage MCFN in all future development taking place within our ancestral lands.

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From: Tricia Radburn <Tricia.Radburn@rjburnside.com>
Sent: Wednesday, May 28, 2025 2:46 PM
To: Adam LaForme <Adam.LaForme@mncfn.ca>
Cc: Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Adam, you mentioned Lindsay and Megan in your email below. It doesn't appear as though you cc'd them. Could you please pass along their email addresses for future contact?

Thanks so much.

BURNSIDE

Tricia Radburn, MCIP, RPP
Senior Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20 Guelph ON
Office: 800-265-9662 Direct: 226-486-1778 www.rjburnside.com

DRAFT

From: Adam LaForme <Adam.LaForme@mncfn.ca>
Sent: Monday, May 26, 2025 2:04 PM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Abby Lee <Abby.LaForme@mncfn.ca>
Cc: Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good Afternoon Mishaal,

Thank you for contacting the Mississaugas of the Credit First Nation (MCFN) regarding the Township of Centre Wellington's Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG.

We appreciate the opportunity to participate in this project and the detailed information you've provided to date.

MCFN would like to confirm our interest in archaeological review and field participation for this project. Specifically, we request that MCFN Field Liaison Representatives (FLRs) be present on location during archaeological fieldwork, to ensure that the Nation's rights, interests, and concerns are respected and considered throughout the study.

Please find attached the agreements that cover MCFN's participation in archaeological fieldwork and the review of associated reports. We ask that you complete the required fields highlighted in yellow and return a signed copy at your earliest convenience so we may proceed with arrangements for FLR involvement. Should you have any questions or concerns with the agreements, please feel free to contact me directly.

With respect to environmental review and participation, I am deferring to my colleague Lindsay Wong, Manager of Environment, who has been copied on this email and will follow up as needed regarding MCFN's involvement in that aspect of the project. The agreements I provided will cover the review and participation if Lindsay is interested.

I have also copied Megan Devries, Manager of Consultation, for awareness and coordination.

I have no knowledge of archaeological sites with 500M of these bridges. This is not too surprising given the lack of development in this area. That being said, given the proximity to water this area should meet the requirements for stage 2 archaeological assessments, if the scope of the project calls for ground disturbance.

We look forward to continuing this dialogue and appreciate your efforts to engage with the Mississaugas of the Credit First Nation.

Kind Regards,

Adam LaForme (he/him)

Manager of Archaeology

Department of Consultation and Accommodation

DRAFT

Mississaugas of the Credit First Nation

Mailing: 2789 Mississauga Road, Hagersville, ON, N0A1H0

Physical: 4065 Hwy. #6, Hagersville, ON, N0A1H0

Web: www.mncfn.ca

Facebook: Mississaugas of the Credit First Nation

Ph: 905-768-4260 Ext: 1608

Cell:289-527-2763

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DRAFT

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Monday, May 26, 2025 1:13 PM
To: Abby Lee <Abby.LaForme@mncfn.ca>

Cc: Adam LaForme <Adam.LaForme@mncfn.ca>; Adam LaForme <Adam.LaForme@mncfn.ca>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

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DRAFT

We are scheduling field work for the studies in the coming weeks; however, we would like to confirm your preferred level of involvement in these field studies with you prior to them being undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.**

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- Is there Aboriginal knowledge of archaeological sites on or within 500 metres of each bridge?
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We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

DRAFT

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355 adickieson@centrewellington.ca	Andrew Dawson, P. Eng. Consultant Project Manager R.J. Burnside & Associates Ltd. 292 Speedvale Ave W. #20, Guelph, ON N1H 1C4 705-797-4310 andrew.dawson@rjburnside.com

Thank you

Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

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Thank you.

****

DRAFT

Andrew Dawson

From: Adrian Blake <Adrian.Blake@mncfn.ca>
Sent: Friday, September 12, 2025 11:46 AM
To: Andrew Dawson; Adam LaForme
Cc: Megan DeVries; 059832 Centre Wellington MCEA for Bridges 21-WG, 29-WG & 30-WG; Mishaal Rizwan; Tricia Radburn; Adam Dickieson (Centre Wellington); Matt Brooks
Subject: Re: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Good morning Andrew,

Thank you for circulating this Stage 1 AA report to us at MCFN DOCA for the Transportation Network Study.
I have now had time to review this report and do not have any comments to add to this study, regarding the archaeology portion of it.

Best,
Adrian Blake, MSc. (He/Him)
Archaeologist

Mississaugas of the Credit First Nation
Mailing: 2789 Mississauga Road, Hagersville, ON, N0A1H0
Physical: 4065 Hwy. #6, Hagersville, ON, N0A1H0
Web: www.mncfn.ca
Facebook: Mississaugas of the Credit First Nation
Ph: 905-768-4260 Ext: 1609
Cell: 905-979-3862

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DRAFT

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From: Andrew Dawson
Sent:
To: Adam LaForme
Cc: megan.devries@mncfn.ca; 059832 Centre Wellington MCEA for Bridges 21-WG, 29-WG & 30-WG; Mishaal Rizwan; Tricia Radburn; Adam Dickieson (Centre Wellington); Matt Brooks
Subject: Re: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Adam,
As a follow up to your May 26 email, I wanted to share the draft Stage 1 Archaeological Assessment that was completed on Bridges 21-WG, 29-WG and 30-WG in the Township of Centre Wellington.

The report is available for download in the link below:
059832 - Draft Stage 1 AA
Note: Please download the file locally, as the shared link will expire on December 13, 2025

As indicated in the draft report, the Stage 1 AA found that all bridges had low archaeological potential and indicated that no further investigations are required for any of the three sites.

Can you please confirm if you intend to review and comment on the attached report and, if so, could you please provide comments by September 5, 2025 to ensure any comments can be considered prior to us evaluating the alternatives to select a preferred option.

Regards,
Andrew

Andrew Dawson, P.Eng.
Project Engineer
R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 705-797-4310

From: Andrew Dawson
Sent: Friday, August 15, 2025 12:14 PM
To: 'lindsay.wong@mncfn.ca' <lindsay.wong@mncfn.ca>; 'simar.kaur@mncfn.ca' <simar.kaur@mncfn.ca>
Cc: 'megan.devries@mncfn.ca' <megan.devries@mncfn.ca>; 059832 Centre Wellington MCEA for Bridges 21-WG, 29-WG & 30-WG <059832CentreWellingtonMCEAforBridges21-WG29-WG30-WG@rjburnside.com>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Matt Brooks <Matt.Brooks@rjburnside.com>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Lindsay / Simar,

Hope you have been well this summer!
As requested in your email below, please find a link below to download the Natural Heritage Report for Township of Centre Wellington's Bridges 21-WG, 29-WG and 30-WG study.

DRAFT

059832 - Natural Heritage Report, Bridges 21-WG, 29-WG, 30WG

Note: Please download the file locally, as the shared link will expire on December 13, 2025

This report identifies the background information of the natural environment associated with each of the three bridge sites and contains mitigation recommendations and commitments for detailed design in the instance that the selected preferred solution affects any of the noted natural features, habitats, etc.

As a refresher from our original May 26 email, we will be using the information gathered in this report to evaluate the following alternatives at each site:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

We are currently still working through the evaluation to select a preferred alternative and can provide additional context once complete, if requested. However, we wanted to provide you with this background information and to provide you the opportunity to comment on any additional items that may be of interest to your community, so we can ensure our evaluation of alternatives is considerate of all parties' interests.

Also, I wanted to let you know that this project is anticipated to be screened out of the formal MCEA process via the Archaeological Screening Process based on the preliminary findings of the Stage 1 AA. I will be sending the draft stage 1 AA report and further information regarding this to Adam LaForme, as I understand he is the contact for archaeological related correspondence, prior to confirming whether the project will be exempt. However, despite the potential exemption from the formal EA process, the Township will still be following the general procedures of the MCEA process and welcomes further input from your community.

We ask that you please confirm whether your team will be reviewing and providing comments on the attached and, if so, we request that comments be provided no later than September 5th, as we are looking to be completing our evaluation of alternatives by mid-September to select a preliminary preferred alternative.

Should you have any questions regarding the report or the study in general, please let us know and we would be happy to provide further consultation to your team.

Regards,
Andrew

DRAFT

From: Lindsay Wong <Lindsay.Wong@mncfn.ca>
Sent: Friday, June 06, 2025 8:49 AM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Simar Kaur <Simar.Kaur@mncfn.ca>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Hi Mishaal,

I appreciate the invitation. Could you send along the report to me and Simar, cc'd here?

Thanks and have a good day, Lindsay

Lindsay Wong, *M.Sc*.

Manager of Environment

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, ON, N0A1H0
eb: www.mncfn.ca
Facebook: Mississaugas of the Credit First Nation
Ph: 905-768-4260 Ext: 1601

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DRAFT

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Thursday, June 5, 2025 11:59 AM
To: Lindsay Wong <Lindsay.Wong@mncfn.ca>
Cc: Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Megan DeVries <Megan.DeVries@mncfn.ca>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Hi Lindsay,

I hope you are doing well. I just wanted to follow up confirm your interest regarding the site visit, or if you would prefer to review the report.

Our ecology staff will be staking the wetland with GRCA at Bridge WG-30 on Wednesday June 11th at 1:30pm and your staff are welcome to join. Alternatively, our staff can meet at 3pm after the staking. Please let me know if either of these times work for you, otherwise we can propose an alternative date.

Best regards,

Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

From: Adam LaForme <Adam.LaForme@mncfn.ca>
Sent: Friday, May 30, 2025 9:39 AM
To: Tricia Radburn <Tricia.Radburn@rjburnside.com>; Lindsay Wong <Lindsay.Wong@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG - DOCA# 2025-0579

Hi Tricia,

That would help wouldn't it. Thank you for catching that.

Kind regards,

DRAFT

Adam LaForme (he/him)

Manager of Archaeology

Department of Consultation and Accommodation

Mississaugas of the Credit First Nation

Mailing: 2789 Mississauga Road, Hagersville, ON, N0A1H0

Physical: 4065 Hwy. #6, Hagersville, ON, N0A1H0

Web: www.mncfn.ca

Facebook: Mississaugas of the Credit First Nation

Ph: 905-768-4260 Ext: 1608

Cell:289-527-2763

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From: Tricia Radburn <Tricia.Radburn@rjburnside.com>
Sent: Wednesday, May 28, 2025 2:46 PM
To: Adam LaForme <Adam.LaForme@mncfn.ca>
Cc: Andrew Dawson <Andrew.Dawson@rjburnside.com>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Adam, you mentioned Lindsay and Megan in your email below. It doesn't appear as though you cc'd them. Could you please pass along their email addresses for future contact?

Thanks so much.

BURNSIDE
Tricia Radburn, MCIP, RPP
Senior Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20 Guelph ON
Office: 800-265-9662 Direct: 226-486-1778 www.rjburnside.com

From: Adam LaForme <Adam.LaForme@mncfn.ca>
Sent: Monday, May 26, 2025 2:04 PM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Abby Lee <Abby.LaForme@mncfn.ca>
Cc: Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson

DRAFT

<Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Re: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good Afternoon Mishaal,

Thank you for contacting the Mississaugas of the Credit First Nation (MCFN) regarding the Township of Centre Wellington's Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG.

We appreciate the opportunity to participate in this project and the detailed information you've provided to date.

MCFN would like to confirm our interest in archaeological review and field participation for this project. Specifically, we request that MCFN Field Liaison Representatives (FLRs) be present on location during archaeological fieldwork, to ensure that the Nation's rights, interests, and concerns are respected and considered throughout the study.

Please find attached the agreements that cover MCFN's participation in archaeological fieldwork and the review of associated reports. We ask that you complete the required fields highlighted in yellow and return a signed copy at your earliest convenience so we may proceed with arrangements for FLR involvement. Should you have any questions or concerns with the agreements, please feel free to contact me directly.

With respect to environmental review and participation, I am deferring to my colleague Lindsay Wong, Manager of Environment, who has been copied on this email and will follow up as needed regarding MCFN's involvement in that aspect of the project. The agreements I provided will cover the review and participation if Lindsay is interested.

I have also copied Megan Devries, Manager of Consultation, for awareness and coordination.

I have no knowledge of archaeological sites with 500M of these bridges. This is not too surprising given the lack of development in this area. That being said, given the proximity to water this area should meet the requirements for stage 2 archaeological assessments, if the scope of the project calls for ground disturbance.

We look forward to continuing this dialogue and appreciate your efforts to engage with the Mississaugas of the Credit First Nation.

Kind Regards,

DRAFT

Adam LaForme (he/him)

Manager of Archaeology

Department of Consultation and Accommodation

Mississaugas of the Credit First Nation

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DRAFT

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Monday, May 26, 2025 1:13 PM
To: Abby Lee <Abby.LaForme@mncfn.ca>
Cc: Adam LaForme <Adam.LaForme@mncfn.ca>; Adam LaForme <Adam.LaForme@mncfn.ca>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

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- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
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Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355 adickieson@centrewellington.ca	Andrew Dawson, P. Eng. Consultant Project Manager R.J. Burnside & Associates Ltd. 292 Speedvale Ave W. #20, Guelph, ON N1H 1C4 705-797-4310 andrew.dawson@rjburnside.com

Thank you

BURNSIDE
Mishaal Rizwan
Environmental Planner

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Thank you.

****

DRAFT

Mishaal Rizwan

From: Tricia Radburn
Sent: Tuesday, May 27, 2025 4:38 PM
To: Mishaal Rizwan; LRCS@sixnations.ca
Cc: dlaforme@sixnations.ca; lonnybomberry@sixnations.ca; Adam Dickieson (Centre Wellington); Andrew Dawson
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 059832_Project Start Notice_Final.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

In follow-up to our recent message below, I have attached a notice about the project that includes additional details about an upcoming open house and the project website where study reports and updates will be posted.

Kind Regards,

BURNSIDE
Tricia Radburn, MCIP, RPP
Senior Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20 Guelph ON
Office: 800-265-9662 Direct: 226-486-1778 www.rjburnside.com

DRAFT

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: Monday, May 26, 2025 1:14 PM
To: LRCS@sixnations.ca
Cc: dlaforme@sixnations.ca; lonnybomberry@sixnations.ca; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

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Based on these alternatives we can foresee that potential impacts to the natural environment could possibly include:

- Disturbance (excavation / re-grading) of the study area (for bridge replacement alternative)
- Temporary in-water works, including temporary isolation of the structure and localized unwatering of the watercourse to allow works to be completed in the dry.
- Vegetation removals (if required) for widening of structure or roadway, regrading, construction access, etc.

We are in the process of undergoing desktop and field studies of the natural, heritage, built and economic environments to determine areas of interest and possible impacts. A Cultural Heritage Evaluation has been completed on all three structures to date. A Heritage Impact Assessment will be completed to provide further context of impacts to heritage features and recommendations for conservation of these interests. A Stage 1 Archaeological Assessment (AA) study has been initiated for the study. **Can you please confirm if you would be interested in reviewing the Stage 1 AA and if a Stage 2 AA is recommended, if you would be interested in field work and document review?**

We are scheduling field work for the studies in the coming weeks; however, we would like to confirm your preferred level of involvement in these field studies with you prior to them being undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.**

From a Municipal Class Environmental Assessment perspective, the applicable schedule of these projects will be further reviewed and determined based on results of background studies. At current, there is a potential that these project undertakings may be eligible for exemption through the Archaeological Screening Process, pending the results of the Heritage Impact Assessment (HIA). In order to complete the ASP and confirm the appropriate project schedule, **can you confirm the following**:

- Is there Aboriginal knowledge of archaeological sites on or within 500 metres of each bridge?
- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
- Is there aboriginal knowledge of marine archaeological sites on or within 500 metres of each bridge?

We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

DRAFT

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355	Andrew Dawson, P. Eng. Consultant Project Manag R.J. Burnside & Associate 292 Speedvale Ave W. #2 Guelph, ON N1H 1C4 705-797-4310

Thank you



Mishaal Rizwan
Environmental Planner

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292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
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Thank you.

****

DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Monday, May 26, 2025 1:14 PM
To: LRCS@sixnations.ca
Cc: dlaforme@sixnations.ca; lonnybomberry@sixnations.ca; Adam Dickieson (Centre Wellington); Andrew Dawson; Tricia Radburn
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 059832_Indigenous Communities Letter - SNGR.pdf

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

The potential impacts to the natural environment will be dependent on the alternative selected for each site. From a preliminary perspective, we are looking at considering several options at each structure, including:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

Based on these alternatives we can foresee that potential impacts to the natural environment could possibly include:

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We are scheduling field work for the studies in the coming weeks; however, we would like to confirm your preferred level of involvement in these field studies with you prior to them being undertaken. **Can you please confirm whether your request is to have a field monitor present for the ecology field work, or just to receive the draft environmental report for review? The ecology fieldwork is tentatively**

DRAFT

planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.

From a Municipal Class Environmental Assessment perspective, the applicable schedule of these projects will be further reviewed and determined based on results of background studies. At current, there is a potential that these project undertakings may be eligible for exemption through the Archaeological Screening Process, pending the results of the Heritage Impact Assessment (HIA). In order to complete the ASP and confirm the appropriate project schedule, **can you confirm the following**:

- Is there Aboriginal knowledge of archaeological sites on or within 500 metres of each bridge?
- Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 500 meters of each bridge?
- Is there aboriginal knowledge of marine archaeological sites on or within 500 metres of each bridge?

We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355	Andrew Dawson, P. Eng. Consultant Project Manag R.J. Burnside & Associate 292 Speedvale Ave W. #2 Guelph, ON N1H 1C4 705-797-4310

Thank you

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Mishaal Rizwan
Environmental Planner

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DRAFT

Mishaal Rizwan

From: Andrew Dawson
Sent: Friday, August 15, 2025 12:57 PM
To: Tanya Hill-Montour; Mishaal Rizwan
Cc: Dawn LaForme; Lonny Bomberry; Adam Dickieson (Centre Wellington); Peter Graham; Tricia Radburn
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Follow Up Flag: Follow up
Flag Status: Flagged

Tanya,
As a follow up to the email below, I wanted to share the draft Stage 1 Archaeological Assessment that was completed on Bridges 21-WG, 29-WG and 30-WG in the Township of Centre Wellington with your archeology department.

The report is available for download in the link below:
059832 - Draft Stage 1 AA
Note: Please download the file locally, as the shared link will expire on December 13, 2025

As indicated in the draft report, the Stage 1 AA found that all bridges had low archaeological potential and indicated that no further investigations are required for any of the three sites.

Can you please confirm if you intend to review and comment on the attached report and, if so, could you please provide comments by September 5, 2025 to ensure any comments can be considered prior to us evaluating the alternatives to select a preferred option.

Regards,
Andrew

Andrew Dawson, P.Eng.
Project Engineer
R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 705-797-4310

From: Andrew Dawson
Sent: Friday, August 15, 2025 12:20 PM
To: Peter Graham <LRCS@sixnations.ca>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Dawn LaForme <dlaforme@sixnations.ca>; Lonny Bomberry <lonnybomberry@sixnations.ca>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Peter,

Hope you have been well this summer!
As requested in your email below, please find a link below to download the Natural Heritage Report for Township of Centre Wellington's Bridges 21-WG, 29-WG and 30-WG study.

DRAFT

059832 - Natural Heritage Report, Bridges 21-WG, 29-WG, 30WG

Note: Please download the file locally, as the shared link will expire on December 13, 2025

This report identifies the background information of the natural environment associated with each of the three bridge sites and contains mitigation recommendations and commitments for detailed design in the instance that the selected preferred solution affects any of the noted natural features, habitats, etc.

As a refresher from our original May 26 email, we will be using the information gathered in this report to evaluate the following alternatives at each site:

- Do Nothing (deteriorated structures remain in place and closed to traffic)
- Permanent Removal of Structure
- Rehabilitation of Structure
- Replacement of Structure

We are currently still working through the evaluation to select a preferred alternative and can provide additional context once complete, if requested. However, we wanted to provide you with this background information and to provide you the opportunity to comment on any additional items that may be of interest to your community, so we can ensure our evaluation of alternatives is considerate of all parties' interests.

Also, I wanted to let you know that this project is anticipated to be screened out of the formal MCEA process via the Archaeological Screening Process based on the preliminary findings of the Stage 1 AA. I will be sending the draft stage 1 AA report to Tanya Hill-Montour shortly for review prior to confirming whether the project will be exempt, as I understand she is the contact for archaeological related correspondence. However, despite the potential exemption from the formal EA process, the Township will still be following the general procedures of the MCEA process and welcomes further input from your community.

We ask that you please confirm whether your team will be reviewing and providing comments on the attached and, if so, we request that comments be provided no later than September 5th, as we are looking to be completing our evaluation of alternatives by mid-September to select a preliminary preferred alternative.

Should you have any questions regarding the report or the study in general, please let us know and we would be happy to provide further consultation to your team.

Regards,
Andrew

DRAFT

From: Peter Graham <LRCS@sixnations.ca>
Sent: Monday, May 26, 2025 1:33 PM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Dawn LaForme <dlaforme@sixnations.ca>; Lonny Bomberry <lonnybomberry@sixnations.ca>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>
Subject: RE: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good afternoon Mishaal,

Thank you for advising us of this study. We would like to be consulted as it progresses, particularly when natural environmental studies and recommended alternatives are available.

I've added our Tanya Hill-Montour, our Archaeology Supervisor, to the cc's. She'll be able to respond to many of the questions you have below.

Best, Peter

From: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Sent: May 26, 2025 1:14 PM
To: Peter Graham <LRCS@sixnations.ca>
Cc: Dawn LaForme <dlaforme@sixnations.ca>; Lonny Bomberry <lonnybomberry@sixnations.ca>; Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Tricia Radburn <Tricia.Radburn@rjburnside.com>
Subject: [External] Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG. To help us better understand your desired level of involvement for this project, the attached letter provides a brief overview of the Study. We ask that you outline which specific aspects of the project you have interest in, and whether that interest is field monitoring and/or document review.

The potential impacts to the natural environment will be dependent on the alternative selected for each site. From a preliminary perspective, we are looking at considering several options at each structure, including:

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DRAFT

just to receive the draft environmental report for review? The ecology fieldwork is tentatively planned for Wednesday June 11th. If you are interested but staff are not available that day, please provide us with your availability so we can plan a site walk with your staff to review the findings.

From a Municipal Class Environmental Assessment perspective, the applicable schedule of these projects will be further reviewed and determined based on results of background studies. At current, there is a potential that these project undertakings may be eligible for exemption through the Archaeological Screening Process, pending the results of the Heritage Impact Assessment (HIA). In order to complete the ASP and confirm the appropriate project schedule, **can you confirm the following**:

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We hope that the above information allows you to confirm your desired level of involvement in the project and better outline the scope and terms of an agreement associated with the project. Should you have any questions or like further clarification on any aspects of this study, please do not hesitate to contact a member of the project team below. If you feel it would be beneficial, we could set up a meeting for further discussions regarding the project and agreement.

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355	Andrew Dawson, P. Eng. Consultant Project Manag R.J. Burnside & Associate 292 Speedvale Ave W. #2 Guelph, ON N1H 1C4 705-797-4310

Thank you

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Mishaal Rizwan
Environmental Planner

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Thank you.

****

DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Thursday, September 25, 2025 3:03 PM
To: 'sngr.chief@sixnations.ca'; Sherri-Lyn Hil; 'lonnybomberry@sixnations.ca'; 'LRCS@sixnations.ca'; 'dlaforme@sixnations.ca'; 'tanyahill-montour@sixnations.ca'
Cc: Adam Dickieson; Andrew Dawson
Subject: Notice of Project Screening - Centre Wellington Bridge and Transportation Network Study for Bridges 21-WG, 29-WG and 30-WG
Attachments: 059832_CW 3 Bridges_Notice of Completed Project Screening.pdf

Good afternoon,

The Township of Centre Wellington initiated a bridge and transportation network study in May 2025 for three bridges located northeast of the community of Fergus. The study is similar to the studies carried out in 2023 and 2024 in the northwest and southeast quadrants of the Township, respectively. Currently, two of the three bridges are closed due to poor condition, and the third bridge is open with a 5 tonne load restriction. The study will determine whether each bridge should be closed permanently, rehabilitated (with minor upgrades and modifications) or replaced.

In June of 2025, natural environment field studies were conducted for the three bridges. Haudenosaunee Development Institute had two Field Liaison Representatives present the day of the field study. The finalized Natural Environment Report was circulated to Indigenous Communities on August 15th for review and comment and is available on the project website (https://www.connectcw.ca/CW-3Bridge-Study).

A Cultural Heritage Evaluation Report has been undertaken on each bridge and determined all three bridges exhibit Cultural Heritage Value or Interest, in accordance with Ontario Regulation 569/22. A Heritage Impact Assessment was undertaken to identify the heritage features and recommend mitigation, conservation and/or commemoration strategies that may be suitable for the project. The Township has committed to commemorating the bridges in accordance with the recommendations of the Heritage Impact Assessment, by documenting the existing bridges and depositing all records and associated heritage reports in public repositories and, in the case of replacement, designing the new structure with architectural details that commemorate the original truss structures and providing an interpretive plaque to identify the original bridge. Based on these measures, all three structures are eligible for exemption from the Environmental Assessment Act through the Archaeological Screening Process, as identified in Project Description 31b of the Municipal Class Environmental Assessment document. Copies of the heritage reports are available on the project website.

An archaeological study was completed and circulated to Indigenous Communities on August 15th for review and comment. The Stage 1 Archaeological Assessment found no archaeological potential in the study area. As a result, work on the three bridges is considered to be **exempt from the Environmental Assessment Act** via the Archaeological Screening Process. The Archaeological Assessment is also available on the project website.

A Notice to describe the screening process and exemption is attached.

Although a MCEA is not required, the Township intends to continue to consult with your community throughout the study. The mitigation measures adopted through previous consultation with Indigenous Communities for the previous bridge studies will also be carried forward and incorporated into the design and construction of bridges under the current study. These mitigations include, but are not limited to:

- Designing any replacement bridges with consideration to climate change and potential increased precipitation and larger storm events;

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- Completing a tree inventory and protection plan prior to construction. Removals will occur outside of the bird nesting and bat roosting seasons;
- Replacement plantings will be located on-site as much as possible, with a preference for being placed on, or near, creek banks to improve riparian function;
- Opportunities to improve watercourses will be reviewed, including possible work to remove any hard surfaces on banks or stabilize eroding banks using "soft" means of protection, where these conditions may exist.
- An erosion and sediment control plan will be developed to limit sediment entering the water;
- Any in-water work, if required, will be completed during appropriate timing windows to avoid impacts to fish.

We are happy to answer any questions you may have regarding the study, its exemption status, and proposed mitigation measures.

As the study progresses, we will be in contact to allow you the opportunity to review preliminary recommendations for bridge closures, rehabilitation or replacement.

Please contact the Project Team contacts identified within the attached letter at any time with questions or concerns.

Best regards
Mishaal

BURNSIDE
Mishaal Rizwan
Environmental Planner

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DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Thursday, October 23, 2025 10:24 AM
To: 'sngr.chief@sixnations.ca'; 'Sherri-Lyn Hil'; 'lonnybomberry@sixnations.ca'; 'LRCS@sixnations.ca'; 'dlaforme@sixnations.ca'; 'tanyahill-montour@sixnations.ca'
Cc: Adam Dickieson (Centre Wellington); Andrew Dawson
Subject: Centre Wellington Notice of Public Open House - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG
Attachments: Notice of Public Open House 2 - CW 3 Bridge Study.pdf

Good morning,

On behalf of the Township of Centre Wellington, please find attached the Notice of Public Open House #2 for the Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG.

Please contact a member of the project team should you have any questions.

Best regards,

BURNSIDE
Mishaal Rizwan, MCIP, RPP
Environmental Planner

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DRAFT

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[THE DIFFERENCE IS OUR PEOPLE]

B.6 Agency Consultation Records

DRAFT

Administration Centre: 400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519-621-2761 Toll free: 1-866-900-4722 Fax: 519-621-4844 www.grandriver.ca

June 6, 2025 via email

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square
Elora, ON N0B 1S0
adickieson@centrewellington.ca

Andrew Dawson, P. Eng.
Consultant Project Manager
R.J. Burnside & Associates Ltd.
292 Speedvale Ave W. #20
Guelph, ON N1H 1C4
andrew.dawson@rjburnside.com

Re: Notice of Project Start and Public Open House
Bridge and Transportation Network Study
Bridges 21-WG, 29-WG, and 30-WG
Township of Centre Wellington, Wellington County

DRAFT

Thank you for circulating our office the Notice of Project Start and Public Open House for the Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG (Prepared by the Township of Centre Wellington, dated May 29, 2025).

We understand that this study will evaluate the role of each of these three bridges within the transportation network, and determine whether each bridge should be rehabilitated, replaced, or removed without replacement. We understand that Study Team is currently determining whether this study is subject to the 2024 Municipal Class Environmental Assessment (MCEA) process.

Information currently available at our office indicates that the study area contains natural hazard features such as Irvine Creek and other watercourses, floodplain, slope valley, wetlands, and their associated regulated allowances. A copy of our resource mapping is attached for reference.

These features and their allowances are regulated under Ontario Regulation 41/24 (Prohibited Activities, Exemptions and Permits Regulation). Any future development or site alteration within the regulated areas requires prior issuance of a GRCA permit pursuant to Ontario Regulation 41/24.

GRCA requests that our office remains notified of any information pertaining to this project as it becomes available.

If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2230 or jconroy@grandriver.ca.

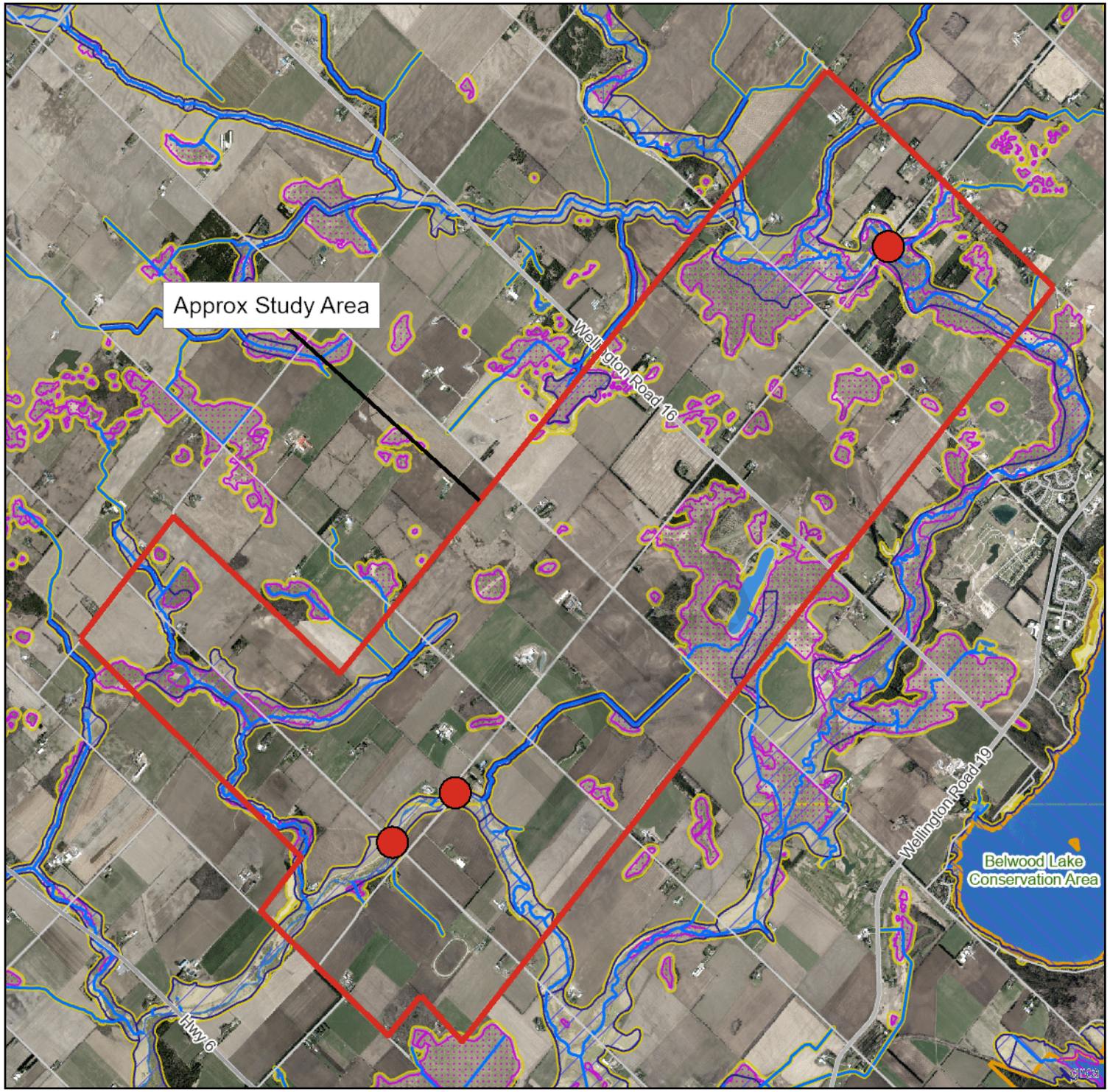
Sincerely,

Jessica Conroy

Jessica Conroy, MES Pl.
Resource Planner
Grand River Conservation Authority

Enclosed: GRCA Map of the Study Area

DRAFT



Grand River Conservation Authority

Date: Jun 03, 2025
Author: JC

Study Area for Bridges 21-WG, 29-WG & 30-WG, Centre Wellington

Bride locations shown by red circles

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
  - Steep
  - Oversteep
  - Toe
- Slope Valley (GRCA)
  - Steep
  - Oversteep
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel (Wellington)
- Conservation Area Boundary (GRCA)

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Disclaimer: This map is for illustrative purposes only. Information contained herein is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.
The source for each data layer is shown in parentheses in the map legend. See Sources and Citations for details.

Scale 1:43,315

NAD83 UTM zone 17 (EPSG:26917)

Map Centre (X,Y): 548861.07, 4847010.64 | Map Link

This map is not to be used for navigation | 2020 Ortho (ON)

Administration Centre: 400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519-621-2761 Toll free: 1-866-900-4722 Fax: 519-621-4844 www.grandriver.ca

November 19, 2025 via email

Adam Dickieson
Engineering Services Coordinator
Township of Centre Wellington
1 MacDonald Square
Elora, ON N0B 1S0
adickieson@centrewellington.ca

Andrew Dawson, P. Eng.
Consultant Project Manager
R.J. Burnside & Associates Ltd.
292 Speedvale Ave W. #20
Guelph, ON N1H 1C4
andrew.dawson@rjburnside.com

Re: Notice of Public Open House #2
Bridge and Transportation Network Study
Bridges 21-WG, 29-WG, and 30-WG
Township of Centre Wellington, Wellington County

DRAFT

Thank you for circulating to the GRCA the Notice of Public Open House #2 for the Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG in the Township of Centre Wellington.

GRCA staff have reviewed the 3 Bridges Public Open House #2 Boards and the online presentation.

We understand the preferred alternative is for the replacement of Bridges 21-WG and 29-WG and the demolition of bridge 30-WG.

Regulated Features:

Bridge 21-WG (First Line, approximately 125 m northwest of Sideroad 15) contains Irvine Creek, floodplain, slope valley, and the associated regulated allowances to these features.

Bridge 29-WG (Sideroad 15, approximately 625 m northeast of First Line) contains Irvine Creek, floodplain, and the associated regulated allowances to these features.

Bridge 30-WG (Sideroad 15, approximately 725m northeast of Fifth Line) contains Irvine Creek, floodplain, wetlands and the associated regulated allowances to these features.

A copy of our resource mapping for each of these three bridge locations is attached for reference.

These features and their allowances are regulated by the GRCA under Ontario Regulation 41/24 (Prohibited Activities, Exemptions and Permits Regulation). Any future development or site alteration within the regulated areas requires prior issuance of a GRCA permit pursuant to Ontario Regulation 41/24.

GRCA Comments

Please find GRCA comments on the proposed bridge replacements and removal below.

Bridge 21-WG and 29-WG Replacements:

GRCA permits will be required for the replacement of these bridges. Detailed plans and reports must be submitted demonstrating that applicable GRCA policies will be met.

GRCA permit requirements for the bridge replacements include:

1. GRCA permit application form(s) and associated fee(s)
2. Topographic survey completed by an OLS or P.Eng. The survey must note the benchmark and vertical datum utilized and include several spot elevations. The following features must be on the survey:
    - Watercourse
    - Floodplain
    - Associated allowances/regulated area
    - Development setbacks/buffers (if applicable)
3. Location map showing nearest intersection
4. Photographs of the site/regulated features during snow/ice-free conditions
5. Letter or report describing the context and nature of the proposal including
    - Start and completion dates
    - Description of the methods to be used in carrying out the development activity
    - A complete description of any type of fill proposed to be placed and location and volume

DRAFT

6. Site plan showing existing conditions and proposed development/site alterations including:
    - Property boundaries
    - Existing and proposed structures and/or alterations to existing structures
    - Existing and proposed elevations
7. Grading plans showing existing and proposed grades
8. Erosion and sediment control plans, including but not limited to topsoil stripping, dewatering plans and appropriate Notes and Details, signed and stamped by a P. Eng. The Erosion and Sediment Control Plan should include details on how construction debris will be captured and contained, and how damage to the watercourse bed and wetland vegetation will be avoided.
9. Structural drawings
10. Construction detail drawings and typical cross sections.
11. Watercourse restoration plan.

Floodplain analysis:

12. For both bridge replacements (21-WG & 29-WG), the new bridges must be like-for-like or greater in regard to its height above the water surface. If this is the case, no modelling would be necessary. Otherwise, modelling must be provided for both pre & post development conditions.

    GRCA will require a floodplain study/hydraulic analysis, including detailed floodplain mapping and modeling, and associated digital modelling files and digital elevation model.

Geotechnical report:

13. A geotechnical report, including slope stability and toe erosion assessments and GRCA policy conformance analysis will be required for the replacement of Bridge 21-WG only.

Bridge 30-WG Removal

14. A wetland is present at the Bridge 30-WG location. GRCA staff completed a site visit of the three bridge locations on July 11, 2025 and confirmed the wetland boundaries. GRCA requests the shapefiles for the wetland boundaries which were confirmed by GRCA staff for our records. The verified wetland boundary should be illustrated on all plans pertaining to this project.
15. A GRCA permit may be required for the demolition of Bridge 30-WG. Please provide additional information regarding the scope of work and construction methods once available so we can review and advise whether a GRCA permit will be required.

DRAFT

16. Additional information including but not limited to: erosion and sediment control plan and wetland restoration plan may be required.
17. The bridge demolition must not disrupt the natural shape of the watercourse or create additional downstream flooding.

GRCA requests that our office remains notified of any information pertaining to this project as it becomes available.

If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2230 or jconroy@grandriver.ca.

Sincerely,

Jessica Conroy

Jessica Conroy, MES PI.
Resource Planner
Grand River Conservation Authority

Enclosed: GRCA Maps of the Bridge Locations

DRAFT



Grand River Conservation Authority

Date: Apr 25, 2025
Author: JC

1st Line, approx 125m northwest of Sideroad 15, Centre Wellington

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
  - Steep
  - Oversteep
  - Toe
- Slope Valley (GRCA)
  - Steep
  - Oversteep
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)
- Conservation Area Boundary (GRCA)

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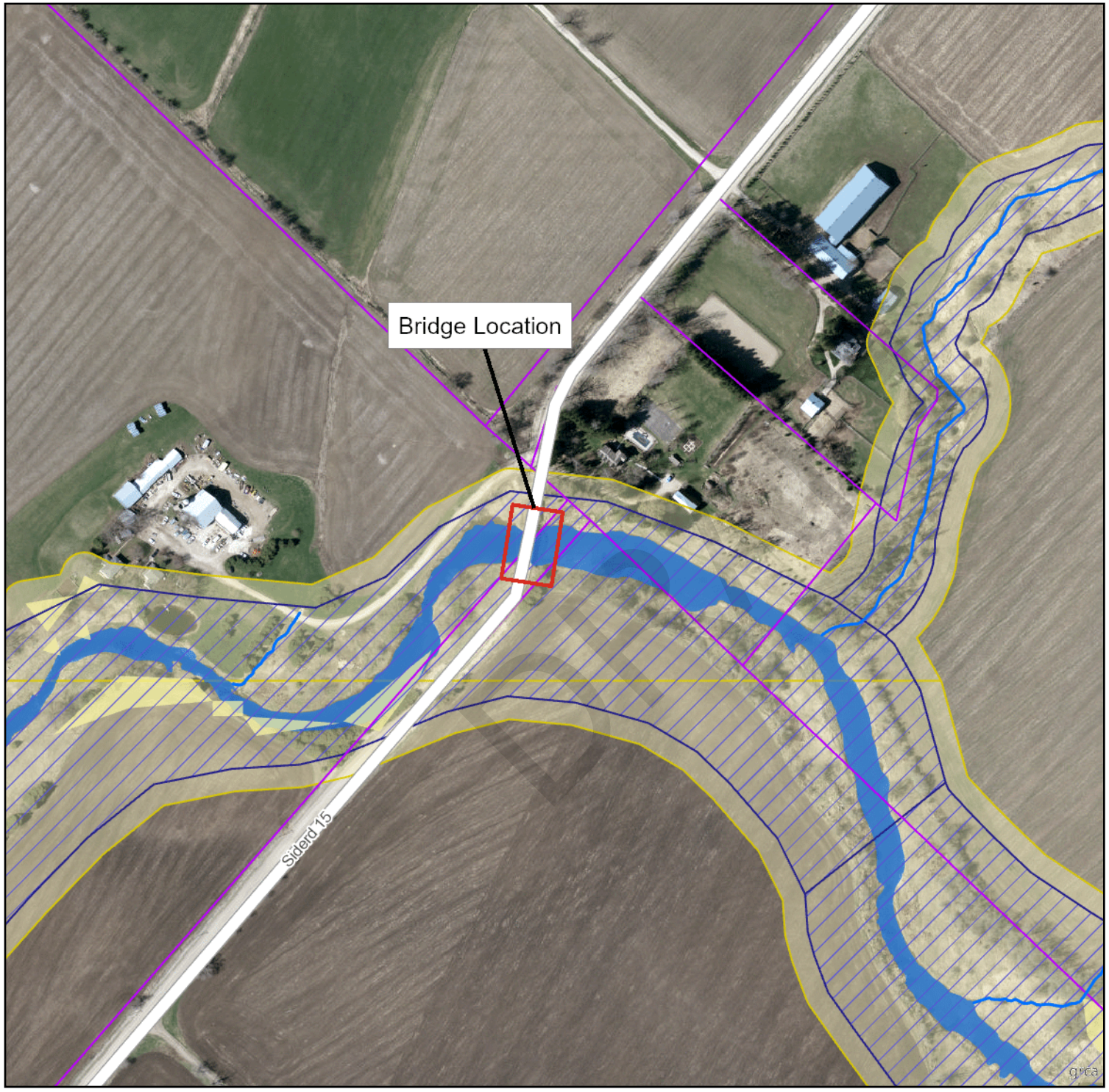
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The source for each data layer is shown in parentheses in the map legend. See Sources and Citations for details.

Scale 1:2,020

NAD83 UTM zone 17 (EPSG:26917)

Map Centre (X,Y): 547616.12, 4844703.68 | Map Link

This map is not to be used for navigation | 2020 Ortho (ON)



Grand River Conservation Authority

Date: Apr 25, 2025
Author: JC

Sideroad 15, approx 625m northeast of 1st Line, Centre Wellington

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
  - Steep
  - Oversteep
  - Toe
- Slope Valley (GRCA)
  - Steep
  - Oversteep
- Regulated Watercourse (GRCA)
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- Wetland (GRCA)
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)
- Conservation Area Boundary (GRCA)

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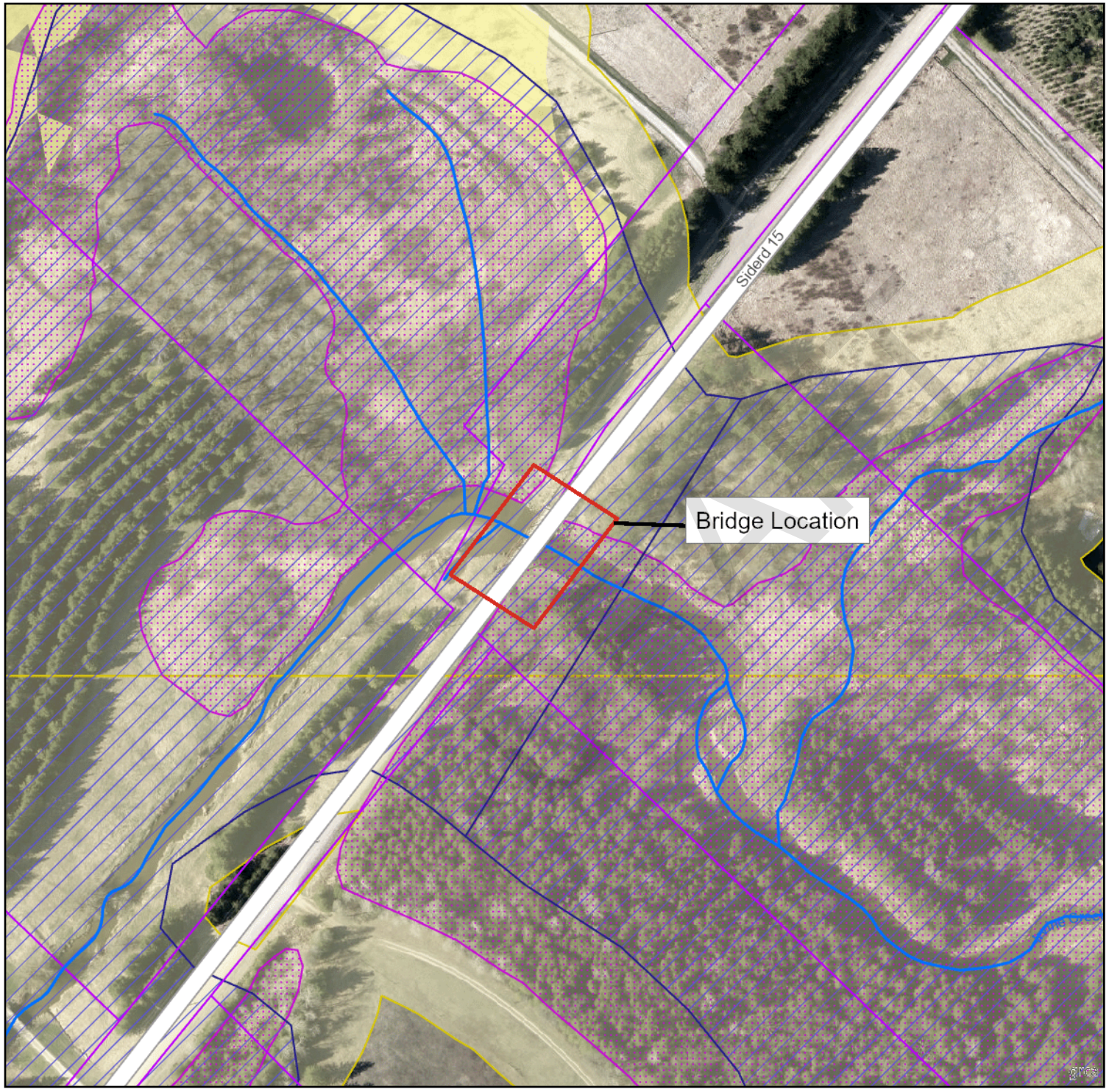
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Scale 1:3,667

NAD83 UTM zone 17 (EPSG:26917)

Map Centre (X,Y): 548103.92, 4845089.79 | Map Link

This map is not to be used for navigation | 2020 Ortho (ON)



Grand River Conservation Authority

Date: Apr 25, 2025
Author: JC

Sideroad 15, approx 725m northeast of Fifth Line, Centre Wellington

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
  - Steep
  - Oversteep
  - Toe
- Slope Valley (GRCA)
  - Steep
  - Oversteep
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)
- Conservation Area Boundary (GRCA)

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The source for each data layer is shown in parentheses in the map legend.
See Sources and Citations for details.

Scale 1:2,021

NAD83 UTM zone 17 (EPSG:26917)

Map Centre (X,Y): 551456.37, 4849339.76 | Map Link

This map is not to be used for navigation | 2020 Ortho (ON)

Mishaal Rizwan

From: Tricia Radburn
Sent: Tuesday, May 27, 2025 4:17 PM
To: Andrew Dawson; Mishaal Rizwan; Adam Dickieson (Centre Wellington)
Cc: 059832 Centre Wellington MCEA for Bridges 21-WG, 29-WG & 30-WG
Subject: Township of Centre Wellington - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG
Attachments: 059832_Project Start Notice_Final.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

The Township of Centre Wellington is initiating a Bridge and Transportation Network Study for Bridges 21-WG, 29-WG, and 30-WG, located northeast of Fergus. Please see the attached notice for details about the study and how you can participate.

You are invited to attend a public open house on June 10 from 6-8 pm in Unity Hall at the Centre Wellington Community Sportsplex at 550 Belsyde Ave. E, Fergus.

If you are unable to attend the open house but would like to provide comments about this study, please contact a member of the project team below.

Adam Dickieson Engineering Services Coordinator Township of Centre Wellington 1 MacDonald Square, Elora, ON N0B 1S0 519-846-9691 x 355	Andrew Dawson, P. Eng. Consultant Project Manag R.J. Burnside & Associate 292 Speedvale Ave W. #2 Guelph, ON N1H 1C4 705-797-4310

Kind Regards,

BURNSIDE
Tricia Radburn, MCIP, RPP
Senior Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20 Guelph ON
Office: 800-265-9662 Direct: 226-486-1778 www.rjburnside.com

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DRAFT

If you have received this communication in error please notify the sender at the above email address and delete this email immediately.
Thank you.

****

DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Thursday, September 25, 2025 12:51 PM
To: eanotification.wcregion@ontario.ca; joan.delvillarcuicas@ontario.ca
Cc: Adam Dickieson; Andrew Dawson
Subject: Notice of Project Screening - Centre Wellington Bridge and Transportation Network Study for Bridges 21-WG, 29-WG and 30-WG
Attachments: 059832_CW 3 Bridges_Notice of Completed Project Screening.pdf; 059832_Centre Wellington 3 Bridges ProjectInfoForm.xlsx

Good afternoon,

Please find attached the Notice of Project Screening and Project Info Form for the Centre Wellington Bridge and Transportation Network Study for Bridges 21-WG, 29-WG and 30-WG.

Please feel free to contact us should you have any questions.

Thank you,
Mishaal

BURNSIDE
Mishaal Rizwan
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Thursday, October 23, 2025 10:23 AM
To: 'mayor@centrewellington.ca'; 'kokane@centrewellington.ca'; 'dwilson@centrewellington.ca'; 'kmartin@centrewellington.ca'; 'miglesias@centrewellington.ca'; 'bsalmon@centrewellington.ca'; 'amcnabb@centrewellington.ca'; 'pnewson@centrewellington.ca'; 'cbaker@centrewellington.ca'; 'AGilmore@centrewellington.ca'; 'ward1 @centrewellington.ca'; 'ward2@centrewellington.ca'; 'ward3@centrewellington.ca'; 'ward4@centrewellington.ca'; 'ward5@centrewellington.ca'; 'ward6 @centrewellington.ca'; 'DSchellenberger@centrewellington.ca'; 'donk@wellington.ca'; 'joedk@wellington.ca'
Cc: Adam Dickieson (Centre Wellington); Andrew Dawson
Subject: Centre Wellington Notice of Public Open House - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG
Attachments: Notice of Public Open House 2 - CW 3 Bridge Study.pdf

Good morning,

Please find attached the Notice of Public Open House #2 for the Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG.

Please contact a member of the project team should you have any questions.

Best regards,

BURNSIDE
Mishaal Rizwan, MCIP, RPP
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

DRAFT

Mishaal Rizwan

From: Mishaal Rizwan
Sent: Thursday, October 23, 2025 10:19 AM
To: 'tmulvey@centrewellington.ca'; 'jkarn@centrewellington.ca'; 'cpellizzari@centrewellington.ca'; 'huraniam@wellington.ca'; 'Carly.McKeown@opp.ca'; 'sherry.hoysa@guelph.ca'; 'stephen.dewar@guelph.ca'; 'jconroy@grandriver.ca'; 'dboyd@grandriver.ca'; 'amy.villeneuve@ugdsb.on.ca'; 'michael.glazier@wellingtoncdsb.ca'; 'officeadmin@stwdsts.ca'; 'ahmad.nouman@hydroone.com'; 'william.downes1@bell.ca'; 'katelyn.creed@bell.ca'
Cc: Adam Dickieson (Centre Wellington); Andrew Dawson
Subject: Centre Wellington Notice of Public Open House - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG
Attachments: Notice of Public Open House 2 - CW 3 Bridge Study.pdf

Good morning,

On behalf of the Township of Centre Wellington, please find attached the Notice of Public Open House #2 for the Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG.

Please contact a member of the project team should you have any questions.

Best regards,

BURNSIDE
Mishaal Rizwan, MCIP, RPP
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

DRAFT

From: Adam Dickieson
To: Tom Mulvey
Cc: Andrew Dawson; Mishaal Rizwan; Jonathan Karn
Subject: RE: 3 Bridge & Transportation Network Study - Centre Wellington Fire Rescue
Date: Thursday, August 28, 2025 11:20:28 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

Tom,

As discussed on the phone this morning – if you review the email chain below an make comment on any changes to how emergency calls are dispatched or how the bridge in this study would affect Centre Wellington Fire Recue it would be appreciated.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

From: Adam Dickieson
Sent: July 16, 2025 1:01 PM
To: Tom Mulvey <TMulvey@centrewellington.ca>; Jonathan Karn <jkarn@centrewellington.ca>
Cc: 'Andrew Dawson' <andrew.dawson@rjburnside.com>; 'Mishaal Rizwan' <mishaal.rizwan@rjburnside.com>
Subject: RE: 3 Bridge & Transportation Network Study - Centre Wellington Fire Rescue

Tom, Jonathan,

I wanted to follow up on this item to see if either of you had any feedback or comments from the Centre Wellington Fire Rescue perspective. Does the "Emergency Calls Dispatch" process remain unchanged from when we meet a year ago? Note the "Emergency Calls Dispatch" section and bullet points below.

Any input on this item would be welcome to ensure that we are properly evaluating potential impacts to emergency services with our study.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

From: Adam Dickieson
Sent: June 18, 2025 1:51 PM
To: Tom Mulvey <TMulvey@centrewellington.ca>; Jonathan Karn <jkarn@centrewellington.ca>
Cc: Andrew Dawson <andrew.dawson@rjburnside.com>; Mishaal Rizwan <mishaal.rizwan@rjburnside.com>
Subject: 3 Bridge & Transportation Network Study - Centre Wellington Fire Rescue

Tom, Jonathan,

Last year the three of us met briefly to discuss the 4 Bridge & Transportation Network Study. This study included four bridges in former Eramosa and West Garafraxa in the south/east corner of the Township. In February 2025 the Council-supported outcome of that study was to proceed with the following: replace Bridges 2-WG on Third Line, 5-E on Fourth Line, and 7-E on Third Line, and remove Bridge 3-E on Sixth Line without replacement. Further details of this study are included here: Bridge & Transportation Network Study for Four Bridges | Connect CW.

The Township is now conducting a similar study in the north/east part of the Township. This study is known as the 21-WG, 29-WG, & 30-WG Bridge & Transportation Network Study (Three Bridge Study). A map of the study area and the locations of the three bridges is attached. The same as last year, the study team (Township and Burnside Engineering) is seeking input from a wide range of community parties, whose feedback may influence the outcome of the study.

Last year you both had provided the following regarding Emergency Dispatch calls:

Emergency Calls Dispatch

DRAFT

- Ontario Provincial Police (OPP) receives all 911 emergency calls. If a 911 call was determined to require Centre Wellington Fire Rescue services, they would be then dispatched by Guelph Fire.
- When Centre Wellington Fire Rescue are dispatched to any call in Centre Wellington, the response team lead refers to the EMS mapping (https://experience.arcgis.com/experience/19da4f67da0f498c9ca5ef3efe7176c1#data_s=id%3AdataSource_1-18c3fc7e9ad-layer-40-25%3A1) ahead of leaving a station to an emergency callout.
- This mapping data is updated with any road closure information as it presented to the Township.
- The Infrastructure Services Department ensures that up to date road closure information is reflected on both the Centre Wellington Road Closures mapping and Municipal 511 mapping (https://www.municipal511.ca/) as soon as it is presented.
- Centre Wellington Fire Rescue determine most efficient routes at the time of a call based on road closures and bridge restrictions / closures. Dependent upon the location of the call, responders may have been able to travel faster, if Township bridges were not restricted or closed.
- This is to say that, if a closed of restricted structure was found to be detrimental to accessing a call or not, would have to be determined on case-by-case basis.

I wanted to circle back to this item to see if the Emergency Calls Dispatch process remains the same this year, or if there are corrections and additions that should be included to the above bullet points.

Guelph-Wellington Paramedics Services

I wanted to provide you both with the following information that was provided to me from **Guelph-Wellington Paramedics Services** (G-WPS) in March of this year:

Through discussions in March of 2025 with Stephen Dewar, General Manager and Chief of the G-WPS explained to Township staff that ambulance services are dispatched from Guelph-Wellington Paramedic Service after a 911 call is made. The ambulance responders use Waze Navigation GPS Software to determine the route and responders to be dispatched. Stephen Dewar and Sherry Hoysaand of the G-WPS have been circulated information about the three bridge Bridge & Transportation Network Study. The study team has not received any new comments or concerns regarding the study from G-WPS.

Again, please provide any feedback or comments that you have. These comments may influence the outcome of the study.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

From: Adam Dickieson
Sent: May 31, 2024 11:00 AM
To: Tom Mulvey <TMulvey@centrewellington.ca>; Jonathan Karn <jkarn@centrewellington.ca>
Subject: RE: Municipal Class Environmental Assessment - 4 Bridge Study

Tom,

Thank you for getting back to me. I have updated my notes (attached) to reflect the comments in your email. Let me know if there are any additional points of discussion to review.

Thank you for your assistance,
Adam.

Adam Dickieson | Engineering Services Coordinator

Township of Centre Wellington | 1 MacDonald Square, Elora, ON N0B 1S0
519.846.9691 x355 centrewellington.ca

Office located at: 7444 Wellington Road #21, Elora, ON N0B 1S0

From: Tom Mulvey <TMulvey@centrewellington.ca>
Sent: Thursday, May 30, 2024 11:52 AM
To: Adam Dickieson <ADickieson@centrewellington.ca>; Jonathan Karn <jkarn@centrewellington.ca>
Subject: RE: Municipal Class Environmental Assessment - 4 Bridge Study

Hi Adam

DRAFT

Thanks again for meeting with us.
Just to make sure things are clear,
OPP Answers 911 calls for the province however we are dispatched by Guelph Fire.
Centre Wellington Fire is aware of all the road closures including bridge restrictions and closures. Routing is determined before we respond. This assures that we take the most efficient route to the call.
Although it is the most efficient route at the time it may have been a faster response to the call if the bridges were not restricted or closed.
Whether this is detrimental of not would have to be determined case by case.

Any questions let me know.

Tom Mulvey (he/him/his)
Fire Chief
Centre Wellington Fire Rescue

Township of Centre Wellington | 1 MacDonald Square, Elora, ON N0B 1S0
519.846.9691 x389 centrewellington.ca
-
Office located at: 250 Queen St. W. Fergus, ON N1M 1S8

From: Adam Dickieson <ADickieson@centrewellington.ca>
Sent: May 29, 2024 3:23 PM
To: Tom Mulvey <TMulvey@centrewellington.ca>; Jonathan Karn <jkarn@centrewellington.ca>
Subject: RE: Municipal Class Environmental Assessment - 4 Bridge Study

Tom, Jonathan,

I just wanted to circle back to this item, I am hoping you could have a look at the attached notes that I prepared a couple of weeks ago and indicate to me if there are any revisions required.

Thanks,
Adam.

Adam Dickieson | Engineering Services Coordinator

Township of Centre Wellington | 1 MacDonald Square, Elora, ON N0B 1S0
519.846.9691 x355 centrewellington.ca

Office located at: 7444 Wellington Road #21, Elora, ON N0B 1S0

From: Adam Dickieson
Sent: Wednesday, May 22, 2024 9:03 AM
To: Tom Mulvey <TMulvey@centrewellington.ca>; Jonathan Karn <jkarn@centrewellington.ca>
Subject: RE: Municipal Class Environmental Assessment - 4 Bridge Study

Tom, Jonathan,

Thank you for taking the time to discuss emergency response with me last week as it pertains to the four bridges in the study area of former West Garafraxa (southern) and Eramosa townships.

I have attached notes that I had taken from last week's meeting. If you could review and indicate to me if there are any revisions required. These notes may become part of the EA study file report.

Regards,
Adam.

DRAFT

Adam Dickieson | Engineering Services Coordinator

Township of Centre Wellington | 1 MacDonald Square, Elora, ON N0B 1S0
519.846.9691 x355 centrewellington.ca

Office located at: 7444 Wellington Road #21, Elora, ON N0B 1S0

From: Jonathan Karn <jkarn@centrewellington.ca>
Sent: Wednesday, May 15, 2024 3:03 PM
To: Adam Dickieson <ADickieson@centrewellington.ca>
Subject: Re: Municipal Class Environmental Assessment - 4 Bridge Study

That should be good. See you then

> On May 15, 2024, at 3:00 PM, Adam Dickieson <ADickieson@centrewellington.ca> wrote:
>
> Thanks Jonathan,
>
> I set up a time tomorrow at 1:30 in Tom's office. Does that work for the both of you ?
>
> Regards,
> Adam.

Adam Dickieson | Engineering Services Coordinator

Township of Centre Wellington | 1 MacDonald Square, Elora, ON N0B 1S0
519.846.9691 x355 centrewellington.ca

Office located at: 7444 Wellington Road #21, Elora, ON N0B 1S0

From: Jonathan Karn <jkarn@centrewellington.ca>
Sent: Wednesday, May 15, 2024 2:37 PM
To: Adam Dickieson <ADickieson@centrewellington.ca>
Subject: RE: Municipal Class Environmental Assessment - 4 Bridge Study

Hi Adam,

Tom forwarded me your email regarding the bridges and response routes. Happy to discuss, let me know when/how you would like to meet.

Thanks,

Jonathan Karn | Deputy Fire Chief | Operations & Training

Centre Wellington Fire & Rescue | 250 Queen St W, Fergus, On N1M-1S8
Office-519 846 9691 x387
Cell-519 829 6201

From: Tom Mulvey <TMulvey@centrewellington.ca>
Sent: Wednesday, May 15, 2024 1:54 PM
To: Jonathan Karn <jkarn@centrewellington.ca>
Subject: FW: Municipal Class Environmental Assessment - 4 Bridge Study

DRAFT

From: Adam Dickieson <ADickieson@centrewellington.ca>
Sent: May 15, 2024 9:14 AM
To: Tom Mulvey <TMulvey@centrewellington.ca>
Subject: RE: Municipal Class Environmental Assessment - 4 Bridge Study

Tom,

I wanted to check back in with you on this item. Would you have time for a call or I could come around to your office sometime this week to discuss?

Regards,
Adam.

<image001.png>
Adam Dickieson | Engineering Services Coordinator

Township of Centre Wellington | 1 MacDonald Square, Elora, ON N0B 1S0
519.846.9691 x355 centrewellington.ca

Office located at: 7444 Wellington Road #21, Elora, ON N0B 1S0

From: Adam Dickieson
Sent: Thursday, May 2, 2024 4:05 PM
To: Tom Mulvey <TMulvey@centrewellington.ca>
Subject: Municipal Class Environmental Assessment - 4 Bridge Study

Tom,

I am interested in reviewing emergency response methods and responders to the area of Centre Wellington shown in the map below.

DRAFT

Infrastructure Services is about to start another study to determine the next steps dealing with load restricted and closed bridges in this area. Is this an item I can arrange a meeting to discuss with you, or others in your department?

Regards,
Adam.

<image001.png>

Adam Dickieson | Engineering Services Coordinator

Township of Centre Wellington | 1 MacDonald Square, Elora, ON N0B 1S0
519.846.9691 x355 centrewellington.ca

Office located at: 7444 Wellington Road #21, Elora, ON N0B 1S0

DRAFT

From: Andrew Dawson
To: sherry.hoysa@guelph.ca; stephen.dewar@guelph.ca
Cc: Adam Dickieson (Centre Wellington); Tricia Radburn; Mishaal Rizwan; Sameem Raheemi; Christine Beard
Subject: RE: Emergency Response Impact Assessment - Centre Wellington Bridges 21-WG, 29-WG & 30-WG
Date: Wednesday, July 16, 2025 12:45:00 PM
Attachments: image001.png

Sherry / Stephen,
I am just following up on my previous email to see if you have availability to provide comment or have a call to further discuss.

I'd appreciate it if you could get back to me or Adam at the Township so that we can ensure we are properly evaluating potential impacts to emergency services with our study.

Regards,
Andrew

From: Andrew Dawson
Sent: Friday, June 20, 2025 12:44 PM
To: sherry.hoysa@guelph.ca; stephen.dewar@guelph.ca
Cc: Adam Dickieson (Centre Wellington) <ADickieson@centrewellington.ca>; Tricia Radburn <Tricia.Radburn@rjburnside.com>; Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Sameem Raheemi <Sameem.Raheemi@rjburnside.com>; Christine Beard <Christine.Beard@rjburnside.com>
Subject: Emergency Response Impact Assessment - Centre Wellington Bridges 21-WG, 29-WG & 30-WG

Hello Sherry and Stephen,
My name is Andrew Dawson and I am working with the Township of Centre Wellington on a transportation and bridge study for three structures (known as bridges 21-WG, 29-WG, 30-WG) located in the northeast quadrant of the Township, as shown in the figure below:

DRAFT



I believe you had previously spoken to Adam Dickieson at the Township in March 2025 regarding the impacts of bridge closures on your response routes / times.
From my understanding of that discussion, you had identified the following to Adam:

- ambulance services are dispatched from Guelph-Wellington Paramedic Service after a 911 call is made
- ambulance responders use Waze Navigation GPS Software to determine the route and responders to be dispatched

I wanted to reach out to you, as we are completing a 'Transportation Impact Assessment' which will evaluate the change in response times and distances associated with multiple combinations of the three bridges being opened or closed.

If there is any information you could provide in regards to response stations and/or routes to properties on each side of the noted bridges that would be much appreciated, so we can ensure our routing used in the transportation impact assessment is as accurate as possible. Is it accurate to say that the order of preferred station response (assuming call response is originating from a station) for these properties would be:

1. Fergus?
2. Arthur?
3. Drayton?

A couple of other questions come to mind:

- Are there any limitations on types of calls that each of these stations can handle?
- Are there any specific guidelines / target response times that are required / desired to be met for response times that we could use for classifying the extent of any impacts? Obviously, the shorter the time the better, but is there a target threshold response time?

DRAFT

- Do response vehicles stick to more arterial routes (Wellington County Roads) as opposed to travelling down local and/or gravel roads? Or do you just take the shortest route provided by Waze?
- Would patients always be taken to Groves Memorial first and triaged there, or would they be triaged on-site / on-route to determine which hospital would be the destination?

We would be happy to have a call to discuss further if that would be preferred. Please let me know if so!

Regards,
Andrew

DRAFT

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

B.7 Community Member Consultation Records

DRAFT

From: Adam Dickieson
To: Andrew Dawson; Mishaal Rizwan
Cc: Christine Beard
Subject: CW 3 Bridges Study - Resident Communications for File
Date: Monday, October 06, 2025 9:22:39 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Andrew, Mishaal

Please find below, resident communications for the project file.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

DRAFT

From: Adam Gilmore <AGilmore@centrewellington.ca>
Sent: October 6, 2025 9:04 AM
To: [redacted]
Cc: Adam Dickieson <ADickieson@centrewellington.ca>; councilinquiries <councilinquiries@centrewellington.ca>; Colin Baker <CBaker@centrewellington.ca>
Subject: RE: Bridges

Hi [redacted]

Nice to see you too. Good engagement from the HCAC on the amenities plan, we will schedule some time with the AT&E Working Group to tour the proposed hub locations and develop a plan.

Unfortunately we can't open the barriers at Bridge 21-WG at this time. The bridge is in an advanced state of deterioration, and we are following the recommendation of our bridge engineering consultants to keep the bridge closed to all traffic.

The future of this bridge is currently being assessed through a Municipal Class Environmental Assessment Study. Staff have tentatively scheduled the next Public Information Centre for this Study on Monday November 3rd. Details for the meeting will

be shared publicly when we confirm the meeting date. At this meeting, we will present the preliminary preferred alternative for Bridge 21-WG (and Bridges 29-WG and 30-WG), and the detailed evaluation of alternatives.

Note that [redacted] is on the mailing list for the study, so she will receive a notice for the PIC.

Best regards,
Adam

Adam Gilmore, M.A.Sc., P.Eng
Manager of Engineering | Engineering
1 MacDonald Square, Elora ON, N0B 1S0
T: 519-846-9691 x301
www.centrewellington.ca

From: [redacted]
Sent: Friday, October 3, 2025 2:23 PM
To: Adam Gilmore <AGilmore@centrewellington.ca>
Subject: Fwd: Bridges

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Adam

Good to see you at HCAC last night, thanks for all of your work on the Active Transportation and Mobility plan!

Please see the note below regarding the bridge that is closed on 1st line - is this a possibility?

thank you!
[redacted]

DRAFT

---------- Forwarded message ---------
From: [redacted]>
Date: Sun, Sep 14, 2025 at 11:14 AM
Subject: Re: Bridges
To: [redacted]

Hi [redacted]

I hope you're doing well!

I'm emailing about the bridge on 1st line, wondering if it's possible to have the barriers opened enough to get 4 wheelers & snowmobiles through. These vehicles would not at all be an issue to cross the bridge...

Have there been any other updates on decisions to move forward with repairs?

Thanks!

[redacted]

> On Jun 14, 2025, at 2:27 PM, [redacted] wrote:
>
> Hi [redacted]
> Great to see you as well!
> Are you ok if I share your note with staff? (The comments about the bridges part)
> I'll see if I can find the 10 year schedule for all of the CW bridges.
>
> Please feel free to share my email address with your neighbours.
>
> Warm regards
>[redacted]

DRAFT

From: Adam Dickieson
To: [redacted]
Cc: Andrew Dawson; Mishaal Rizwan
Subject: RE: 3 Bridge Study
Date: Thursday, November 20, 2025 10:29:27 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

[redacted]

Thank you for your comments your responses will be considered as we finalize the final recommendation to Council.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

From [redacted]
Sent: November 17, 2025 9:35 AM
To: Adam Dickieson <ADickieson@centrewellington.ca>
Subject: Re: 3 Bridge Study

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Hi Adam
I guess the consultant ignored the fact that there is considerable traffic which uses Sd. Rd. 15 as an easterly route going back to the days when it was a county road. And also the fact that the fifth line has never been properly constructed south of 20 as.rd. And as a result any additional traffic causes the road surface to fail and become full of pot holes even with a minor shower.
I guess we should expect the road to be reconstructed soon to take the present traffic load .
You are correct I am not happy.
Sorry I didn't get to the meeting. It turned out to be a poor day for me.
[redacted]

On Mon, Nov 17, 2025 at 9:00 AM Adam Dickieson <ADickieson@centrewellington.ca> wrote:

> [redacted]
>
> I thought I would see you at the Public Meeting on November 3rd. It's too bad it didn't work out. The details of the meeting have been captured in a recorded version of the presentation and copies of the boards displayed are available on the Project's website for your review.
>
> Please connect through the following link to find project information:
> *CW 21-WG, 29-WG, & 30-WG Bridge & Transportation Network Study | Connect CW*
>
> *Click here to go to the You Tube version of the open house:*
> *3 Bridges POH2 Online Presentation*
>
> *Click here to visit the Open House Presentation Boards:*
> *https://hdp-ca-prod-app-cw-connect-files.s3.ca-central-1.amazonaws.com/2717/6227/1019/3_Bridges_Public_Open_House_2_Boards.pdf*
>
> I understand your comments regarding relieving traffic from Sideroad 20; however the Preliminary Preferred Alternative, which was presented at the Public Meeting involves replacement of Bridges 21-WG on First Line (north of Sideroad 15) and 29-WG on Sideroad 15 (between First and Second Line), and keeping Bridge 30-WG remain closed in its current state until its eventual removal in the future. The timeline will be based on ongoing monitoring of its condition and budget allocations. I recognize that this is not a study outcome that you would support.
>
> I encourage you to please review the information in the project links provided available and provide us with any comments you may have regarding the preliminary preferred alternative.
> All comments received will be reviewed and considered when determining the final preferred alternative, which will be presented to Township Council for approval.
>
> A complete formal study document outlining all background studies, evaluation and decision making will also be made available to the Public for review and comment in Winter 2026.
>
> Any further comments or concerns are welcome and will become part of the study outcomes.

DRAFT

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd 21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

DRAFT

From: [redacted]
Sent: November 14, 2025 7:51 AM
To: Adam Dickieson <ADickieson@centrewellington.ca>
Subject: Re: 3 Bridge Study

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Hi Adam
I'm sorry I didn't get to the bridge open house. I was certainly intending to be there but I think I forgot.
I'll try to have a chat to see what if anything was decided from feedback at the meeting.
If the bridge was rebuilt it would take pressure off the fifth line by allowing traffic which normally would go across to not travel on the fifth which has never been properly reconstructed since its initial construction in the early 1950s

On Thu, Oct 16, 2025 at 6:01 PM [redacted] wrote:

> Thank you for the update
>
> On Thu, Oct 16, 2025 at 9:22 AM Adam Dickieson <ADickieson@centrewellington.ca> wrote:
>
> [redacted]
>
> Sorry for the delay in sending this. I had to get your current email address from Dad.
>
> The future of three bridges is currently being assessed through a Bridge & Transportation Network Study. Staff have tentatively scheduled the next Public Information Centre for this Study on Monday November 3rd. Details for the meeting will be shared publicly when we confirm the meeting date. At this meeting, we will present the preliminary preferred alternative for Bridge 21-WG, (First Line Bowstring Arch), Bridges 29-WG, (Queen Mary Bowstring Arch at Living Springs) and Bridge 30-WG (Queen Mary Steel Truss), and the detailed evaluation of alternatives.

Please find more details regarding the bridge study here:
CW 21-WG, 29-WG, & 30-WG Bridge & Transportation Network Study | Connect CW

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

DRAFT

From: Adam Dickieson
To: [redacted] Andrew Dawson
Cc: bronwynne.wilton@centrewellington.ca; councilinquiries
Subject: RE: Bridge and Transprtation Network Study
Date: Friday, November 21, 2025 10:28:41 AM
Attachments: image001.png
image002.png
image003.png
image004.png
Bridges 21,29 and 30 comment sheet_000117.pdf

[redacted]

Thank you for attending the Public Open House on November 3, 2025. Your comments and participation in this study are greatly appreciated and important.

I understand your frustration with having this bridge closed for 15 years. After the collision occurred in 2010, an assessment was conducted by MRC Engineering Consultants. Due to the severity of the damage at that time, the engineering consultants recommended that this bridge be removed without repairs. With limitations to the Township's Bridge Capital program, it has taken over 10 years to move ahead to determine the next steps in with replacement, or permanent closure options. There are currently nine bridges closed due to structural failure in the Township and six others with load restrictions, there steps being made to address all the closed structures and load limited structures. There is also ongoing maintenance and rehabilitation work that is taking place annually, to keep all the other bridges in the Township from falling in disrepair.

With regards to the traffic volumes modelled in the transportation study, pre-closure traffic volumes were referenced during the background study. The most recent, pre-closure volumes along Sideroad 15 in the vicinity of structure 30-WG was measured as 136 vehicles per day in 2008. For analysis of impacts to the present day conditions if the roadway was opened, these volumes were inflated per typical traffic indexing to estimate anticipated volumes if the roadway were opened during present day.

This study has taken into consideration the movements of farm machinery and the extra time required to access properties on opposite sides of each of the bridges, as well as the implications of the additional time required. I wanted to provide clarity that the variable of number of residential properties was used in weighting for emergency responses impacts only, and not for other traffic impact studies such as the impacts to slow moving (farm) vehicles.

We understand your concerns with Sideroad 20 becoming a main east/west corridor for local traffic. The Township's road maintenance activities have needed to increase over time to stay in step with needed regular road grading maintenance. I will share both your road grading and ditch maintenance concerns with the Township's Public Works Department regarding Sideroad 20, Sixth Line and Seventh Line.

I understand your comments regarding the big picture and treating taxpayers equally. Through this study, the evaluation of developing alternatives is a complex undertaking that requires consideration of technical, natural environment, social, cultural, and financial criteria. This study approach is

DRAFT

designed to remove biases from the study outcomes and look at overall outcomes.

Thank you again for your comments and feedback. These will be considered as we finalize the recommendation to Council.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

Link to project webpage: CW 21-WG, 29-WG, & 30-WG Bridge & Transportation Network Study | Connect CW

From: [redacted]
Sent: November 18, 2025 12:31 PM
To: Adam Dickieson <ADickieson@centrewellington.ca>; Andrew.Dawson@RJBurnside.com
Cc: bronwynne.wilton@centrewellington.ca
Subject: Bridge and Transprtation Network Study

You don't often get email from [redacted]. Learn why this is important

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Adam and Andrew,

I have attached our concerns regarding the closure of bridge 30.

Please take the time to review our concerns and we hope Bridge 30 will be re-built to help decrease the traffic flow on Sideroad 20.

Thanks,

[redacted]

DRAFT

From: Andrew Dawson
To: [redacted] Adam Dickieson
Cc: [redacted]
Subject: RE: bridge study 21, 29, 30
Date: Monday, June 16, 2025 1:31:00 PM

[redacted]

Thank you very much for following up with your detailed comments and concerns!
I want to assure you that the Township and Burnside (consulting engineers working with Township on the study) are aware of these impacts - to not only you, but other property owners and farmers.
As part of the study, we will be completing a transportation analysis and we will be quantifying these types of concerns (i.e. how much further or longer are trips) for consideration in the evaluation of alternatives.
One of the scenarios we run are in our analysis is for 'slow moving vehicles', which takes into consideration that equipment such as your agricultural equipment has greater impacts in regards to time, due to their slower speeds. We recognize that these impacts are also typically related to an agricultural business and not just 'leisure' driving – so there is some additional importance to these concerns.
We also look at where vehicles get diverted to under scenarios where the bridges are closed. For example, an alternative route for slow moving vehicles being Wellington Road 19 results in many negative impacts, including safety of the user of the slow moving vehicle (we know how aggressive drivers can be, and concerns of passing on the left when equipment is looking to turn left) and overall impacts to the overall transportation network, slowing down traffic on arterial routes which are designed for efficient through travel.
For scenarios such as this, where there are quite significant impacts to additional time and distance, the option of closure would receive a low score for the transportation network criteria, which would indicate it is a less preferred option from that standpoint.

In regards to capacity of replacement structures – we too recognize that this area is heavily agricultural land and there is a need to meet criteria to support widths, heights and loads of larger agricultural equipment. This is considered in the recommendations for structure types in the case of replacement. Similar to above, when evaluating structure types, an option that does not meet the needs for current widths and weights of agricultural equipment would score lower for that area of the evaluation and thus would be less preferred for this criteria as compared to replacement.

Our studies noted above and evaluation of the scores of these criteria, as well as other criteria related to environmental, cultural, social and economics will provide a quantitative decision making, backed up with the data to justify the decision making to all parties. Your comments are greatly appreciated, as they help shape these studies and identify the true impact of some of the potential alternatives being considered.

I appreciate your time and look forward to further discussions upon the completion of our

DRAFT

background studies and presentation of the preliminary preferred solution once all of the above (and other criteria) have been accounted for.

Just so you know, we will keep your comments on file and they will be included in the file report. Your name and information will be redacted for privacy. This is to ensure that anyone reviewing the file is aware of your concerns and to ensure they are addressed.

Should you have any further thoughts, questions or concerns in the meantime, please do not hesitate to reach out.

Regards,
Andrew

From: [redacted]
Sent: Sunday, June 15, 2025 6:36 PM
To: Adam Dickieson <adickieson@centrewellington.ca>; Andrew Dawson <Andrew.Dawson@rjburnside.com>
Cc: [redacted]
Subject: bridge study 21, 29, 30

Hello,
I am following up with some comments after the public meeting.

So, we live and operate our farm from [redacted] in WG. About half of our land base is located close to this location. The remaining land that we farm is located between Hwy 6 and Salem, north of Fergus and Elora, with the exception of one parcel just south of Fergus. Prior to the bridge restrictions our primary route to access the land east of Hwy 6 was to travel across sideroad 15WG, cross Hwy 6 to Beatty Line then to sideroad 15 Nichol. This route is mostly gravel and has the least amount of traffic, mostly local. Since the bridge restrictions our options are to go north to sideroad 20 then back down Jones Baseline, or the shorter route is to go south to Cty Rd 19, into Fergus across Garafraxa St to Beatty Line. The North route has less traffic but is further and some areas are too narrow to meet traffic without almost pulling into the ditch or a driveway if available there are also a couple of significant hills which increases travel time when loaded. The south route has a lot of traffic much of which not accustomed to farm vehicles and is complicated by parking along Garafraxa St.. We can avoid most of Garafraxa St. if we use Gartshore to Gordon then Hwy 6, but that has more traffic yet and at higher speed. You can understand that bridge 29-WG is a very important link to the smooth operation of our farm. We have invested is on-farm grain drying and storage, so all crops return to our home farm at harvest using tractors and wagons. The alternate routes add about 50% to travel time reducing daily harvest capacity by as much as 30%, quite literally adding days to something that is extremely dependant on weather. We also feed cattle and have hauled manure to the property at Hwy 6 and sideroad 10 Nichol when the bridge was

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available this is not currently an option.

I have tried to estimate the number of trips that we would make across that bridge if it had sufficient weight, width and height capacity for all of my equipment and on average I would expect to use that bridge 200-250 times per year with farm equipment, not including any manure application, which would add another 100 on that particular year. Each trip via an alternate route adds about 15 minutes so when you consider labour costs, equipment wear and fuel wasted not having access to that bridge is costing us thousands of dollars each year. Farm equipment although faster than in the past it is still much slower than most other vehicles, so a route to work that might add a couple of minutes per day for a typical driver will add hours to our day during planting and harvest seasons.

We currently have no need to regularly use either of the 2 other bridges in the study area, so I have no comment on their importance except to say that bridge restrictions must increase emergency vehicle response time putting people and property at increased risk. For us, **bridge 29-WG needs to be replaced as soon as possible.**

Just some quick numbers. If I subtract the taxes paid on our residence, our annual farm property taxes exceed $20,000 and the land that we rent would easily add another $10,000 to that. While I am not in a position to debate the municipal budgets, I do believe that we are paying ever increasing taxes for fewer services that are relevant to our operation. This opinion is likely shared by most farmers and rural residents.

A couple final thoughts. If a bridge or culvert on a secondary street in town became unusable, would there be any option seriously considered other than full replacement? So, in my opinion failing to replace rural bridges represents a decision that the needs of rural residents are seen as less important than that of urban residents. When compiling a list of road users in the township be sure to include farm vehicles and recognize the width and height requirements. Those of us who farm the edge of town are occasionally forced to use roads and streets that we would typically avoid due to construction or other temporary road closures.

Just for reference the land that we farm east of Hwy 6 is

- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted]

[redacted]
[redacted]

DRAFT

From: Andrew Dawson
To: [redacted]
Cc: Adam Dickieson (Centre Wellington); Mishaal Rizwan
Subject: RE: Centre Wellington 3 Bridge EA Study
Date: Thursday, November 20, 2025 11:08:00 AM

[redacted]

Thank you for providing your comments! At this time, the preliminary preferred alternative includes the replacement of Bridges 21-WG (First Line) and 29-WG (Sideroad 15, between First and Second Line), with Bridge 30-WG (Sideroad 15, between Fifth & Sixth Line) to remain closed, based on the results of a series of studies and criteria evaluated. Replacement structures will be designed to meet current standards to provide a useful bridge with significant width to provide unrestricted access for farm equipment and provide improved safety of the crossings. Further details on the background studies, findings and recommendations can be found on the Township's project specific webpage at https://www.connectcw.ca/CW-3Bridge-Study

We are currently collecting comments from the public and other parties of interest regarding the preliminary preferred alternative. We will consider your comments as we work to confirm the final preferred alternative with the Township and council.

Please do not hesitate to contact myself or Adam Dickieson (Township of Centre Wellington, cc'd on this email) should you have further questions or comments.

Regards,
Andrew

From: [redacted]
Sent: Tuesday, November 11, 2025 9:25 PM
To: Andrew Dawson <Andrew.Dawson@rjburnside.com>
Subject: Centre Wellington 3 Bridge EA Study

Andrew I have lived and farmed on the First Line for 50 years. I relied on the bridge to get to work and to town every day. I feel we who live in rural areas deserve to have our transportation needs met and that includes having new bridges in these 3 rural locations. I am in favor of a useful bridge rather than preservation of what was useful in the past. It is unacceptable, inconvenient and dangerous for those who live in these areas to not replace these bridges.

[redacted]

Sent from my Bell Samsung device over Canada's largest network.

DRAFT

From: Adam Dickieson
To: [redacted]
Cc: Mishaal Rizwan; Andrew Dawson; [redacted]
Subject: RE: Centre Wellington Notice of Public Open House - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG
Date: Wednesday, November 12, 2025 11:15:21 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

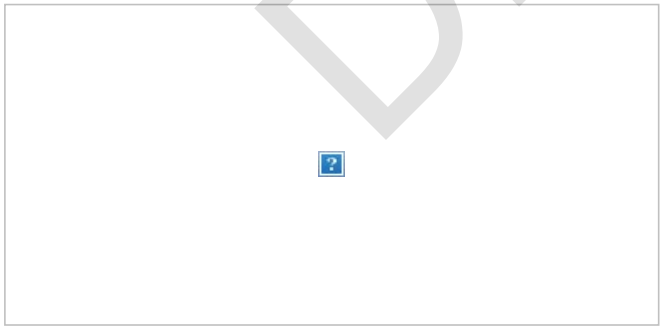
[redacted]

I appreciate your disappointment with the draft-preferred alternative not to replace Bridge 30-WG. Please note that the response provided is very technical in nature; however, the study relied on detailed technical analysis to support the draft-preferred alternative.

While the scenario of reopening only Bridge 30-WG was completed as part of the analysis, it was not included in the open house presentation due to the large number of possible combinations, and considering that the evaluation of all options ranked opening it on its own as the least preferred of all options. Only the top 6 scenarios were presented.
In the Transportation slides of the presentation, scores were presented for each structure being opened individually. If you further review that information, you can see that opening Bridge 30-WG does indeed have a difference as compared to the other options.



In addition to scoring lower for transportation evaluations, it also scored lower in the Natural Environment criteria, given that section of the watercourse is considered to be an occupied habitat for the endangered Redside Dace fish, has provincially significant wetlands, and is a Regionally Significant Area of Natural and Scientific Interest.
For your interest, I have provided a copy of the evaluation summary table presented in the presentation, but with Alternative 5 for replacing only Bridge 30-WG shown. As you can see below, this option scored the lowest overall:



(Note: the above transportation scores differ from the Individual Structure scores as they are normalized to be out of 8, relative to the most beneficial option.)

The study used pre-closure traffic data and applied indexing to estimate current traffic volumes. This approach ensures that the Township's data is evaluated on a consistent basis with other areas. There are currently no known proposed developments of significance within the localized areas of these structures or within the Township's Official Plan. Therefore, any future growth projections would be considered equal across the sites and would not make a statistical difference when comparing relative to one another.

Regarding capital costs, the replacement cost for Bridge 29-WG received a lower score compared to Bridges 30-WG and 21-WG. However, within the overall scoring matrix—which includes Transportation, Natural Environment, Economic

DRAFT

Environment, and Social & Cultural Environment—the cost factor under Economic Environment had limited influence on the draft preferred alternative to replace Bridges 21-WG and 29-WG. We do understand that different parties will have different levels of interest for each criteria. As part of the study, a sensitivity check was conducted looking at various weighting scenarios with each criteria ranging from 20% to 40% of the total score. For the scenario where Economics was highly weighted by twice as much as all other criteria (i.e. Economic = 40%, Others = 20% each), the options including replacement of 30-WG ranked as follows:

Alternative	Description	Overall Rank
5	30-WG Replaced	4
6	29-WG & 30-WG Replaced	6
7	21-WG & 30-WG Replaced	5

Overall, the sensitivity check considering the variety of weightings still recommended the same preferred alternative of replacing bridges 21-WG and 29-WG and closing 30-WG.

The Township will review signage at all closed bridge sites to ensure liability is appropriately addressed.

We appreciate your time to provide comment on the study. Your feedback, as well as those received from others, will be incorporated into the Social and Cultural Environment study evaluation, and scores will be adjusted accordingly to reflect community input.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

DRAFT

From: [redacted]
Sent: November 6, 2025 3:36 PM
To: Adam Dickieson <ADickieson@centrewellington.ca>
Cc: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Andrew Dawson <andrew.dawson@rjburnside.com>; [redacted]
Subject: Re: Centre Wellington Notice of Public Open House - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG

CAUTION: EXTERNAL EMAIL - This email comes from an external organization. DO NOT give your username and/or password, reply to the email, click links (embedded links) or open attachment(s) unless you recognize the sender email address

Adam Adam Thank you for your thorough email and the detailed presentation which I have now reviewed. We are sorry we could not be there in person.

I have spent my entire career analyzing opportunities and presenting solutions. As you know we live on the Sixth Line south of the Queen Mary so bridge 30 WG is our main focus.

It is very unfortunate that the analysis presented did not show bridge 30 WG as the only reopened bridge as was shown for the other two bridges. I fear that there is no statistically significant difference in reopening each of the three bridges. Also I am very surprised that anyone has stated that they want bridge 30 WG closed.

Second the analysis was based on pre closure vehicle traffic. A lot has changed in our community and there is

lots of change to come. We believe that decision should be based on forecast future pedestrian and vehicle usage not vehicle data from more than a decade ago.

Finally the capital cost of a new bridge 29 WG is a full $1 million more than the other two bridges before any cost overruns or future inflation. This is a large number in light of the regions tax base and in my opinion should not be given an even weight in the matrix analysis.

We value the ability to walk across the Irvine using bridge 30 WG. Perhaps a sign stating that the bridge is closed and unsafe and that pedestrians use it at their own risk with no liability to the government is an alternative solution.

If the final decision is to remove and not replace bridge 30 WG,we will be disappointed.

Thank you.

[redacted]
Sent from my iPad

On Nov 4, 2025, at 8:00 AM, Adam Dickieson <ADickieson@centrewellington.ca> wrote:

[redacted]

It is unfortunate that you were not able to join us at the Public Meeting. My condolences for your loss.

Please note that a recorded version of the presentation and a copy of the boards displayed at the Public Meeting will be available on the Project's website following the meeting for your review.

Please connect through the following link to find project information:
CW 21-WG, 29-WG, & 30-WG Bridge & Transportation Network Study | Connect CW

Please note that the bridge on Sideroad 15 between Fifth Line and Sixth Line (Bridge 30-WG), is currently closed to all traffic. Due to its significantly damaged and deteriorated state, use of the structure by any traffic (including pedestrians) is not permitted.

While the Grand River Conservation Authority (GRCA) regulates the permissible uses of the land within the Regulated Area surrounding the Irvine Creek, the bridge is owned by the Township of Centre Wellington and any work associated with this bridge will be completed by the Township. The GRCA's involvement in the structures is limited to regulatory requirement review. The GRCA has been consulted during the current bridge study, which is examining alternatives including rehabilitation, removal without replacement and replacement. Through the Natural Environment Study, Bridge 30-WG was found to have provincially significant wetlands adjacent to it, is located within a Regionally Significant Area of Natural and Scientific Interest and is classified as occupied Redside Dace (an endangered fish) habitat.

The Preliminary Preferred Alternative, which was presented at the Public Meeting involves replacement of Bridges 21-WG on First Line (north of Sideroad 15) and 29-WG on Sideroad 15 (between First and Second Line), and having Bridge 30-WG remain closed in its current state until its eventual removal in the future (timeline will be based on continual monitoring of condition and budget allocations).

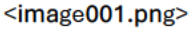
We encourage you to please review the information that will be made available online in the coming days and provide us with any comments you may have regarding the preliminary preferred alternative.
All comments received will be reviewed and considered when determining the final preferred alternative, which

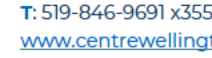
DRAFT

will be presented to Township Council for approval.
A formal document outlining all background studies, evaluation and decision making will also be made available to the Public for review and comment in Winter 2026.

Any further comments or concerns are welcome and will become part of the study outcomes.

Regards,
Adam.



Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
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DRAFT

From: [redacted]
Sent: October 23, 2025 2:25 PM
To: Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>
Cc: Adam Dickieson <ADickieson@centrewellington.ca>; Andrew Dawson <andrew.dawson@rjburnside.com>; [redacted]
Subject: Re: Centre Wellington Notice of Public Open House - Bridge and Transportation Network Study for Bridges 21-WG, 29-WG & 30-WG

CAUTION: EXTERNAL EMAIL - This email comes from an external organization. DO NOT give your username and/or password, reply to the email, click links (embedded links) or open attachment(s) unless you recognize the sender email address

Mishaal Thank you for your email. Unfortunately we are attending a celebration of life in Toronto that evening. We did however have two ideas for your consideration. First it it possible to simple leave the bridge open for foot traffic as it currently is being used. This is cost effective and allows us to continue to cross the Irvine by foot. Second is it possible to involve the Grand River Conservation Authority in repurposing the bridge back to a vehicle bridge. I know many of us owners have agreements with them restricting our usage of land close to the Irvine. Thank you for considering these ideas. [redacted]
Sent from my iPad

> On Oct 23, 2025, at 10:45 AM, Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com> wrote:
>
> Good morning,
>
> On behalf of the Township of Centre Wellington, please find attached the Notice of Public Open House #2 for the Bridge and Transportation Network Study for Bridges 21-

WG, 29-WG & 30-WG.

Please contact a member of the project team should you have any questions, or if you would like to be removed from the Project Contact List.

Best regards,

<image005.gif>

Mishaal Rizwan, MCIP, RPP
Environmental Planner

R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4
Office: 800-265-9662 Direct Line: 226-343-7014
www.rjburnside.com

<image006.gif>

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If you have received this communication in error please notify the sender at the above email address and delete this email immediately.
Thank you.

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DRAFT

From: Andrew Dawson
To: [redacted]
Cc: [redacted] Tricia Radburn; Matt Brooks; Adam Dickieson; Mishaal Rizwan
Subject: RE: Mailing List for Bridges 21-WG, 29-WG and 30WG
Date: Wednesday, June 18, 2025 10:27:00 AM
Attachments: image001.png
image002.png
image003.png
image004.png
59832_Comment Sheet.pdf

[redacted]

I just wanted to follow up to let you know that the virtual presentation has been posted to the Connect CW webpage for public review:
https://www.connectcw.ca/CW-3Bridge-Study
The video is available along the right side of the webpage or can be accessed directly via youtube here: https://youtu.be/JPga6BQ5nRw

Please feel free to provide us your comments on any specific issues or opportunities you would like to see addressed as part of the project.
I have also attached a comment sheet that was available during the PIC. Please feel free to fill it out and return it for our records. The sheet provides an opportunity to rate and rank each structure, which will help us determine the community's interest in the bridges.

Look forward to hearing your comments!

Regards,
Andrew

DRAFT

From: Adam Dickieson <ADickieson@centrewellington.ca>
Sent: Thursday, June 05, 2025 2:18 PM
[redacted]
Cc: [redacted] Tricia Radburn <Tricia.Radburn@rjburnside.com>; Matt Brooks <Matt.Brooks@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>
Subject: RE: Mailing List for Bridges 21-WG, 29-WG and 30WG

[redacted]

I appreciate you interest in this project. You will be included when additional project information and correspondence is provided by email.

Although you and [redacted] are not able to come to the open house on Tuesday evening, you are able to participate virtually through the Township's project website CW 21-WG, 29-WG, & 30-WG Bridge & Transportation Network Study | Connect CW. Next week, a virtual presentation available that will provide you the same information that is being prepared the information centre meeting.

The format of Tuesday night's meeting allows the study team to present background information on presentation boards while giving attendees the opportunity to direct any comments or questions related to the project directly to the Project Team members.

We welcome all comments and questions from area residents. New information will provide insight into discovering a preferred outcome at the three bridge sites. Feel free to direct project questions or comments to me through this email chain. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Regards,
Adam.

Adam Dickieson
Technologist | Infrastructure Services
7444 Wellington Rd.21, Elora ON, N0B 1S0
T: 519-846-9691 x355
www.centrewellington.ca

DRAFT

-----Original Message-----
From: [redacted]
Sent: May 31, 2025 1:33 PM
To: Adam Dickieson <ADickieson@centrewellington.ca>
Cc: [redacted]
Subject: Mailing List for Bridges 21-WG, 29-WG and 30WG

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please put our names ([redacted]) on the email list for these projects. We live at [redacted] Belwood, just around the corner from 30WG. Unfortunately we cannot make the meeting June 10. Thank you.

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Evaluation of Alternatives Matrix

Evaluation Matrix C.1
Sensitivity Analysis for Evaluation Matrix C.2

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C.1 Evaluation Matrix

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Bridge and Transportation Study of Bridges 21-WG, 29-WG & 30-WG
Evaluation of Alternative Solutions

Highest Impact / Least Preferred ☆☆☆☆ ➔ ★★★★ Least Impact / Most Preferred

	Criteria for Evaluating Alternatives	Alternative 1: All Bridges Removed	Alternative 2: All Bridges Replaced	Alternative 3: Bridge 21-WG Replaced	Alternative 4: Bridge 29-WG Replaced	Alternative 5: Bridge 30-WG Replaced	Alternative 6: Bridges 29-WG & 30-WG Replaced	Alternative 7: Bridges 21-WG & 30-WG Replaced	Alternative 8: Bridges 21-WG & 29-WG Replaced
A	**Transportation**								
1	**Cross-Community Travel** (For local residents to/from surrounding communities / cities; weighted based on AADT values). Rating is derived by a relative comparison of the sum of the products of the time savings multiplied by the AADT for each origin/destination evaluated.	No benefit. Increased travel times for 29-WG compared to existing. Considered as base for comparisons. All noted improvements relative to this alternative.	Total of 43.9 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 6 minutes (compared to all bridges closed). Total Daily Traffic Weighted Time Savings = 8990 minutes.	Total of 16.9 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4 minutes (compared to all bridges closed). Total Daily Traffic Weighted Time Savings = 3243 minutes.	Total of 15.1 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4.3 minutes (compared to all bridges closed). Total Daily Traffic Weighted Time Savings = 4002 minutes.	Total of 8.1 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 2.6 minutes (compared to all bridges closed). Total Daily Traffic Weighted Time Savings = 1570 minutes.	Total of 27.1 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 6 minutes (compared to all bridges closed). Total Daily Traffic Weighted Time Savings = 6588 minutes.	Total of 25 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4 minutes (compared to all bridges closed). Total Daily Traffic Weighted Time Savings = 4813 minutes.	Total of 32.2 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4.3 minutes (compared to all bridges closed). Total Daily Traffic Weighted Time Savings = 6514 minutes.
	Rating	☆☆☆☆	★★★★	★½☆☆	★★☆☆	★☆☆☆	★★★☆	★★☆☆	★★★☆
2	**Emergency Response Time** (Impacts/Improvements to response times from surrounding emergency response stations). Weighted Total Time Savings are weighted by the number of properties affected and multiplied by a factor which considers the response order of the station (i.e. first response station factor =1.0, 2nd response = 0.75, 3rd response = 0.5, 4th response =0.25)	No benefit. Increased travel times for 29-WG compared to existing. Considered as base for comparisons. All noted improvements relative to this alternative.	Improvements of up to 6 minutes (compared to all bridges closed) to 30 properties. Weighted Total Time Savings of 110.7 minutes.	Improvements of up to 4 minutes (compared to all bridges closed) to 15 properties. Weighted Total Time Savings of 71.3 minutes.	Improvements of up to 4.4 minutes (compared to all bridges closed) to 15 properties. Weighted Total Time Savings of 17.8 minutes.	Improvements of up to 2.6 minutes (compared to all bridges closed) to 15 properties. Weighted Total Time Savings of 12.8 minutes.	Improvements of up to 6 minutes (compared to all bridges closed) to 22 properties. Weighted Total Time Savings of 33.6 minutes.	Improvements of up to 4 minutes (compared to all bridges closed) to 30 properties. Weighted Total Time Savings of 84 minutes.	Improvements of up to 4.4 minutes (compared to all bridges closed) to 23 properties. Weighted Total Time Savings of 92 minutes.
	Rating	☆☆☆☆	★★★★	★★½☆	★☆☆☆	★☆☆☆	★☆☆☆	★★★☆	★★★½
3	**Slow Moving Vehicle Accommodation** (Farm Equipment or similar, avoiding use of Arterial Routes, where possible). Rating is derived by a relative comparison of the total time saved.	No benefit. Increased travel times for 29-WG compared to existing. Considered as base for comparisons. All noted improvements relative to this alternative.	Total of 109.9 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 24.1 minutes (compared to all bridges closed)	Total of 27.1 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 16.3 minutes (compared to all bridges closed)	Total of 30.2 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 24.1 minutes (compared to all bridges closed)	Total of 23.6 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 19.3 minutes (compared to all bridges closed)	Total of 68.7 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 24.1 minutes (compared to all bridges closed)	Total of 50.7 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 19.3 minutes (compared to all bridges closed)	Total of 60.5 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 24.1 minutes (compared to all bridges closed)
	Rating	☆☆☆☆	★★★★	★☆☆☆	★½☆☆	★☆☆☆	★★★☆	★★☆☆	★★½☆
4	**Local Community Travel** (Deliveries, Operations Vehicles, Waste Collection, School Buses, etc.) Rating is derived by a relative comparison of the total time saved.	No benefit. Increased travel times for 29-WG compared to existing. Considered as base for comparisons. All noted improvements relative to this alternative.	Total of 38.9 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 8.9 minutes (compared to all bridges closed)	Total of 8.4 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 5.9 minutes (compared to all bridges closed)	Total of 12.1 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 8.9 minutes (compared to all bridges closed)	Total of 8 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 5.3 minutes (compared to all bridges closed)	Total of 24 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 8.9 minutes (compared to all bridges closed)	Total of 17.9 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 5.9 minutes (compared to all bridges closed)	Total of 24.6 minutes of improved travel time for all origin/destinations evaluated, with maximum time savings of 8.9 minutes (compared to all bridges closed)
	Rating	☆☆☆☆	★★★★	★☆☆☆	★½☆☆	★☆☆☆	★★★☆	★★☆☆	★★★☆
	Summary Transportation	☆☆☆☆	★★★★	★½☆☆	★☆☆☆	½☆☆☆	★★½☆	★★☆☆	★★★☆

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Bridge and Transportation Study of Bridges 21-WG, 29-WG & 30-WG
Evaluation of Alternative Solutions

Highest Impact / Least Preferred ☆☆☆☆ ➔ ★★★★ Least Impact / Most Preferred

	Criteria for Evaluating Alternatives	Alternative 1: All Bridges Removed	Alternative 2: All Bridges Replaced	Alternative 3: Bridge 21-WG Replaced	Alternative 4: Bridge 29-WG Replaced	Alternative 5: Bridge 30-WG Replaced	Alternative 6: Bridges 29-WG & 30-WG Replaced	Alternative 7: Bridges 21-WG & 30-WG Replaced	Alternative 8: Bridges 21-WG & 29-WG Replaced
B	**Natural Environment**								
1	**Environmentally Sensitive Areas** (potential to impact wetlands, watercourse, woodlands, etc.)	Opportunity to re-naturalize the area upon removal of the structures. Low potential for impacts to surrounding wetlands during removals.	Potential for grading to slightly encroach into provincially significant wetland limits at 30-WG. Disturbance within the Irvine Creek Life Science Regionally Significant Area of Natural and Scientific Interest at 30-WG.	Opportunity to re-naturalize the area upon removal of structures 29-WG and 30-WG. Low potential for impacts to 30-WG wetlands during removals.	Opportunity to re-naturalize the area upon removal of structures 21-WG and 30-WG. Low potential for impacts to 30-WG wetlands during removals.	Opportunity to re-naturalize the area upon removal of structures 21-WG and 29-WG. Potential for grading to slightly encroach into provincially significant wetland limits at 30-WG. Disturbance within the Irvine Creek Life Science Regionally Significant Area of Natural and Scientific Interest at 30-WG.	Opportunity to re-naturalize the area upon removal of structure 21-WG. Potential for grading to slightly encroach into provincially significant wetland limits at 30-WG. Disturbance within the Irvine Creek Life Science Regionally Significant Area of Natural and Scientific Interest at 30-WG.	Opportunity to re-naturalize the area upon removal of structure 29-WG. Potential for grading to slightly encroach into provincially significant wetland limits at 30-WG. Disturbance within the Irvine Creek Life Science Regionally Significant Area of Natural and Scientific Interest at 30-WG.	Opportunity to re-naturalize the Area of Natural and Scientific Interest area upon removal of structure 30-WG. Low potential for impacts to 30-WG wetlands during removals.
	Rating	★★★★	★★☆☆	★★★½	★★★½	★★☆☆	★★☆☆	★★☆☆	★★★☆
2	**Terrestrial Habitat** (potential to impact breeding birds, general wildlife habitat, habitat connectivity)	Removal of 21-WG will remove current Cliff Swallow nests and future habitat located under bridge deck. Terrestrial passage improved through removal of structures. No impacts to trees.	Construction will impact Cliff Swallow nests currently located under 21-WG bridge deck. Approximately 19 trees estimated to be removed.	Construction will impact Cliff Swallow nests currently located under 21-WG bridge deck. Approximately 12 trees estimated to be removed.	Removal of 21-WG will remove current Cliff Swallow nests and future habitat located under bridge deck. Approximately 6 trees estimated to be removed.	Removal of 21-WG will remove current Cliff Swallow nests and future habitat located under bridge deck. Approximately 1 tree estimated to be removed.	Removal of 21-WG will remove current Cliff Swallow nests and future habitat located under bridge deck. Approximately 7 trees estimated to be removed.	Construction will impact Cliff Swallow nests currently located under 21-WG bridge deck. Approximately 13 trees estimated to be removed.	Construction will impact Cliff Swallow nests currently located under 21-WG bridge deck. Approximately 18 trees estimated to be removed.
	Rating	★★★½	★★☆☆	★★★☆	★★☆☆	★★½☆	★★☆☆	★★★☆	★★½☆
3	**Fisheries / Aquatic Habitat** (potential to impact /benefit aquatic habitat features)	Minimal impacts associated with structure removal (could cut-off abutments above grade to eliminate). Opportunity to provide improvements through re-naturalization of watercourse.	Moderate potential to cause temporary impact during construction. Opportunity for improvements to habitat heterogeneity and erosion protection. In-water work could potentially result in alteration to Occupied Redside Dace habitat at 30-WG, requiring additional DFO approvals. Pier construction at Bridge 29-WG will reduce aquatic habitat area.	Moderate potential to cause temporary impact during construction. Opportunity for improvements to habitat heterogeneity and erosion protection.	Moderate potential to cause temporary impact during construction. Opportunity for improvements to habitat heterogeneity and erosion protection. Pier construction in watercourse will reduce aquatic habitat area.	In-water work could potentially result in alteration to Occupied Redside Dace habitat at 30-WG, requiring additional DFO approvals.	Moderate potential to cause temporary impact during construction. Opportunity for improvements to habitat heterogeneity and erosion protection. In-water work could potentially result in alteration to Occupied Redside Dace habitat at 30-WG, requiring additional DFO approvals. Pier construction at Bridge 29-WG will reduce aquatic habitat area.	Moderate potential to cause temporary impact during construction. Opportunity for improvements to habitat heterogeneity and erosion protection. In-water work could potentially result in alteration to Occupied Redside Dace habitat at 30-WG, requiring additional DFO approvals.	Moderate potential to cause temporary impact during construction. Opportunity for improvements to habitat heterogeneity and erosion protection. Moderate potential to cause temporary impact during construction. Opportunity for improvements to habitat heterogeneity and erosion protection. Pier construction at Bridge 29-WG will reduce aquatic habitat area.
	Rating	★★★½	★½☆☆	★★★☆	★★½☆	★★☆☆	★½☆☆	★★☆☆	★★½☆
4	**Species at Risk (SAR)** (potential to impact habitat of Species at Risk e.g. Barn Swallow, bats, Butternut, etc.)	No impacts to SAR anticipated	Mitigation required for potential impacts to 2 low potential, 12 moderate potential, 3 high potential SAR habitat at Bridge 21-WG; 1 very low potential, 4 low potential, 10 moderate potential, 3 high potential SAR habitat at Bridge 29-WG; 3 low potential, 11 moderate potential, 4 high potential SAR habitat at Bridge 30-WG	Mitigation required for potential impacts to 2 low potential, 12 moderate potential, 3 high potential SAR habitat at Bridge 21-WG;	Mitigation required for potential impacts to 1 very low potential, 4 low potential, 10 moderate potential, 3 high potential SAR habitat at Bridge 29-WG;	Mitigation required for potential impacts to 3 low potential, 11 moderate potential, 4 high potential SAR habitat at Bridge 30-WG	Mitigation required for potential impacts to 1 very low potential, 4 low potential, 10 moderate potential, 3 high potential SAR habitat at Bridge 29-WG; 3 low potential, 11 moderate potential, 4 high potential SAR habitat at Bridge 30-WG	Mitigation required for potential impacts to 2 low potential, 12 moderate potential, 3 high potential SAR habitat at Bridge 21-WG; 3 low potential, 11 moderate potential, 4 high potential SAR habitat at Bridge 30-WG	Mitigation required for potential impacts to 2 low potential, 12 moderate potential, 3 high potential SAR habitat at Bridge 21-WG; 1 very low potential, 4 low potential, 10 moderate potential, 3 high potential SAR habitat at Bridge 29-WG;
	Rating	★★★★	½☆☆☆	★★★☆	★★★☆	★★★☆	★★☆☆	★½☆☆	★★☆☆
	Summary Natural Environment	★★★½	★½☆☆	★★★☆	★★½☆	★★☆☆	★½☆☆	★★☆☆	★★½☆

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Bridge and Transportation Study of Bridges 21-WG, 29-WG & 30-WG
Evaluation of Alternative Solutions

Highest Impact / Least Preferred ☆☆☆☆ ➔ ★★★★ **Least Impact / Most Preferred**

	Criteria for Evaluating Alternatives	Alternative 1: All Bridges Removed	Alternative 2: All Bridges Replaced	Alternative 3: Bridge 21-WG Replaced	Alternative 4: Bridge 29-WG Replaced	Alternative 5: Bridge 30-WG Replaced	Alternative 6: Bridges 29-WG & 30-WG Replaced	Alternative 7: Bridges 21-WG & 30-WG Replaced	Alternative 8: Bridges 21-WG & 29-WG Replaced
C	**Economic Environment**								
1	**Estimated Construction Costs**	Estimated capital cost of $0.30M for Removal of all 3 bridges.	Estimated capital cost of $9.43M for Replacement of all 3 bridges.	Estimated capital cost of $3.00M for Replacement of 21-WG and Removal of 29-WG and 30-WG.	Estimated capital cost of $3.98M for Replacement of 29-WG and Removal of 21-WG and 30-WG.	Estimated capital cost of $3.05M for Replacement of 30-WG and Removal of 21-WG and 29-WG.	Estimated capital cost of $6.73M for Replacement of 29-WG and 30-WG, and Removal of 21-WG.	Estimated capital cost of $5.75M for Replacement of 21-WG and 30-WG, and Removal of 29-WG.	Estimated capital cost of $6.68M for Replacement of 21-WG and 29-WG, and Removal of 30-WG.
	Rating	★★★★	☆☆☆☆	★★★☆	★★½☆	★★★☆	★☆☆☆	★½☆☆	★☆☆☆
2	**Business Related Transportation Benefit** Reflects the time / distance savings for haul routes of businesses within the Study Area to the surrounding cities and/or major arterial routes for transportation. Rating is based on the time and distance savings for each route, as evaluated in the Cross-Community transportation impact study.	No benefit. Increased travel times for 29-WG compared to existing. Considered as base for comparisons. All noted improvements relative to this alternative.	Total of 43.9 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 6 minutes (compared to all bridges closed). Total Distance Savings of 47.1km for all routes considered.	Total of 16.9 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4 minutes (compared to all bridges closed). Total Distance Savings of 24.25km for all routes considered.	Total of 15.1 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4.3 minutes (compared to all bridges closed). Total Distance Savings of 21.6km for all routes considered.	Total of 8.1 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 2.6 minutes (compared to all bridges closed). Total Distance Savings of 5.99km for all routes considered.	Total of 27.1 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 6 minutes (compared to all bridges closed). Total Distance Savings of 29.21km for all routes considered.	Total of 25 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4 minutes (compared to all bridges closed). Total Distance Savings of 30.24km for all routes considered.	Total of 32.2 minutes of improved travel time for all cross community hubs considered, with maximum time savings of 4.3 minutes (compared to all bridges closed). Total Distance Savings of 38.6km for all routes considered.
	Rating	☆☆☆☆	★★★★	★★☆☆	★★☆☆	½☆☆☆	★★★☆	★★½☆	★★★☆
3	**Maintenance and Operational Costs**	Maintenance for bridge assets eliminated if structures are removed. Maintenance of barriers at closed bridges required.	Typical maintenance costs associated with 3 bridges.	Typical maintenance costs associated with 1 bridge. Maintenance of barriers at closed bridges required.	Typical maintenance costs associated with 1 bridge. Maintenance of barriers at closed bridges required.	Typical maintenance costs associated with 1 bridge. Maintenance of barriers at closed bridges required.	Typical maintenance costs associated with 2 bridge. Maintenance of barriers at closed bridges required.	Typical maintenance costs associated with 2 bridge. Maintenance of barriers at closed bridges required.	Typical maintenance costs associated with 2 bridge. Maintenance of barriers at closed bridges required.
	Rating	★★★½	★★☆☆	★★★☆	★★★☆	★★★☆	★★½☆	★★½☆	★★½☆
	Summary Economic Environment	★★½☆	★★☆☆	★★½☆	★★½☆	★★☆☆	★★☆☆	★★☆☆	★★☆☆

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Bridge and Transportation Study of Bridges 21-WG, 29-WG & 30-WG
Evaluation of Alternative Solutions

Highest Impact / Least Preferred ☆☆☆☆ ➔ ★★★★ Least Impact / Most Preferred

	Criteria for Evaluating Alternatives	Alternative 1: All Bridges Removed	Alternative 2: All Bridges Replaced	Alternative 3: Bridge 21-WG Replaced	Alternative 4: Bridge 29-WG Replaced	Alternative 5: Bridge 30-WG Replaced	Alternative 6: Bridges 29-WG & 30-WG Replaced	Alternative 7: Bridges 21-WG & 30-WG Replaced	Alternative 8: Bridges 21-WG & 29-WG Replaced
D	**Social & Cultural Environment**								
1	**Social Environment** (Way of life, connection to facilities, political, etc.)	Community feels divided. Reduced noise related to traffic. Potential effects on property values near closed bridge sites based on level of connectivity.	Community has sense of connection. Increased traffic related noise at all sites.	Community has slightly improved sense of connection. Increased traffic related noise at 21-WG. Reduced traffic noise at 29-WG and 30-WG. Potential effects on property values near closed bridge sites based on level of connectivity.	Community has slightly improved sense of connection. Increased traffic related noise at 29-WG. Reduced traffic noise at 21-WG and 30-WG. Potential effects on property values near closed bridge sites based on level of connectivity. Opens bridge that most improves access for agricultural businesses.	Community has slightly improved sense of connection. Increased traffic related noise at 30-WG. Reduced traffic noise at 21-WG and 29-WG. Potential effects on property values near closed bridge sites based on level of connectivity.	Community has moderately improved sense of connection. Increased traffic related noise at 29-WG and 30-WG. Reduced traffic noise at 21-WG. Potential effects on property values near closed bridge site based on level of connectivity.	Community has moderately improved sense of connection. Increased traffic related noise at 21-WG and 30-WG. Reduced traffic noise at 29-WG. Potential effects on property values near closed bridge site based on level of connectivity.	Community has moderately improved sense of connection. Increased traffic related noise at 21-WG and 29-WG. Reduced traffic noise at 30-WG. Potential effects on property values near closed bridge site based on level of connectivity.
	Rating	★☆☆☆	★★★☆	★★☆☆	★★½☆	★★☆☆	★★★☆	★★★☆	★★★☆
2	**Community Input** (Based on rankings received from Public during Public Open House)	Scores for each alternative are based on the relative value of the sum of the score for opening or closing the three bridges. Scores for opening and closing are based on survey results of ratings provided by the public during the first Public Information Centre. For example a bridge that received a rating of 4 out of 5 (where 5 represents strong preference to open and 0 represents strong preference for closure) would receive a score of 4 for being opened, or a score of 1 for being closed; whereas s bridge that received a rating of 1 would receive a score of 1 for being opened or a score of 4 for being closed. The scores for all 3 bridges are summed for each alternative and the scores for each alternative are then converted to a relative rating out of 4.							
	Rating	★★☆☆	★★★½	★★☆☆	★★★½	★½☆☆	★★★☆	★★½☆	★★★★
3	**Archaeological** (potential to impact resources)	Work can be completed without any excavation if cutting substructure off at grade. Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.	Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.	Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.	Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.	Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.	Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.	Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.	Stage 1 Archaeological Assessment identified Low potential for impact to archaeological resources at all sites.
	Rating	★★★★	★★½☆	★★★½	★★★½	★★★½	★★★☆	★★★☆	★★★☆
4	**Cultural & Built Heritage** (considers the impacts to existing built heritage bridges in the final condition following removal or replacement, as well as the opportunity to provide commemoraiton to existing structures during replacement)	Heritage values of all bridges are documented prior to removal. On-site context of historical bridge crossings at the locations are lost for all structures once removed.	Heritage values of all bridges are documented prior to replacement. Opportunity for commemoration of existing structure with visually sympathetic details on new bridges.	Heritage values of all bridges are documented prior to removal / replacement. Opportunity for commemoration of existing structure with visually sympathetic details on new bridges. On-site context of historical bridge crossing at the 29-WG and 30-WG are lost once structures removed.	Newer structure doesn't blend as well with rural character of area. Heritage values of 29-WG are documented and new structure designed with sympathetic features. On-site context of historical bridge crossing at 21-WG and 30-WG are lost once structures removed.	Newer structure doesn't blend as well with rural character of area. Heritage values of 30-WG are documented and new structure designed with sympathetic features. On-site context of historical bridge crossing at 21-WG and 29-WG are lost once structures removed.	Newer structures don't blend as well with rural character of area. Heritage values of 29-WG and 30-WG are documented and new structure designed with sympathetic features. On-site context of historical bridge crossing at 21-WG is lost once structures removed.	Newer structures don't blend as well with rural character of area. Heritage values of 21-WG and 30-WG are documented and new structure designed with sympathetic features. On-site context of historical bridge crossing at 29-WG is lost once structures removed.	Newer structures don't blend as well with rural character of area. Heritage values of 21-WG and 29-WG are documented and new structure designed with sympathetic features. On-site context of historical bridge crossing at 30-WG is lost once structures removed.
	Rating	★☆☆☆	★★★½	★★½☆	★★½☆	★★½☆	★★★☆	★★★☆	★★★☆
	Summary Social & Cultural Environment	★★☆☆	★★★☆	★★½☆	★★★☆	★★☆☆	★★★☆	★★½☆	★★★☆
E	**Problem Statement**								
1	**Addresses Problem Statement**	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Summary Problem Statement	**Does NOT address Problem**	**Addresses Problem**	**Addresses Problem**	**Addresses Problem**	**Addresses Problem**	**Addresses Problem**	**Addresses Problem**	**Addresses Problem**

	Alternative 1: All Bridges Removed	Alternative 2: All Bridges Replaced	Alternative 3: Bridge 21-WG Replaced	Alternative 4: Bridge 29-WG Replaced	Alternative 5: Bridge 30-WG Replaced	Alternative 6: Bridges 29-WG & 30-WG Replaced	Alternative 7: Bridges 21-WG & 30-WG Replaced	Alternative 8: Bridges 21-WG & 29-WG Replaced
Overall Ranking (Equal Weighted Criteria) [1]	**8**	**2**	**3**	**4**	**7**	**5**	**6**	**1**
Overall Ranking (Sensitivity Analysis) [2]	**8**	**2**	**3**	**5**	**7**	**4**	**6**	**1**

[1] The 'Overall Ranking (Equal Weighted Criteria)' is based on the main criteria categories (Transportation, Natural Environment, Economic Factors, Social & Cultural Environment) being equally weighted.

[2] The 'Overall Ranking (Sensitivity Analysis)' is based on the averaged results of a series of scenarios ran with different weighting criteria for each of the main criteria categories (Transportation, Natural Environment, Economic Factors, Social & Cultural Environment).

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C.2 Sensitivity Analysis for Evaluation Matrix

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Bridge and Transportation Study of Bridges 21-WG, 29-WG & 30-WG
Sensitivity Analysis

Scenario:	Transportation	Environmental	Economic	Social & Cultural	Weighted Score (∑ (Category Score * Category Weight))							
					Alternative 1: All Bridges Removed	Alternative 2: All Bridges Replaced	Alternative 3: Bridge 21-WG Replaced	Alternative 4: Bridge 29-WG Replaced	Alternative 5: Bridge 30-WG Replaced	Alternative 6: Bridges 29-WG & 30-WG Replaced	Alternative 7: Bridges 21-WG & 30-WG Replaced	Alternative 8: Bridges 21-WG & 29-WG Replaced
Weighting #1	25%	25%	25%	25%	0.00	5.31	4.90	4.81	3.83	4.77	4.71	5.46
Weighting #2	40%	20%	20%	20%	0.00	5.85	4.52	4.40	3.37	4.82	4.67	5.57
Weighting #3	20%	40%	20%	20%	0.00	4.85	5.17	4.95	4.02	4.57	4.62	5.37
Weighting #4	20%	20%	40%	20%	0.00	5.05	4.98	4.85	3.93	4.68	4.63	5.23
Weighting #5	20%	20%	20%	40%	0.00	5.50	4.92	5.05	4.02	5.02	4.92	5.67
Weighting #6	30%	20%	25%	25%	0.00	5.56	4.73	4.68	3.67	4.83	4.72	5.51
Weighting #7	25%	20%	30%	25%	0.00	5.36	4.85	4.79	3.81	4.80	4.71	5.43
Weighting #8	30%	25%	20%	25%	0.00	5.51	4.78	4.70	3.69	4.80	4.72	5.54
Weighting #9	30%	20%	25%	25%	0.00	5.56	4.73	4.68	3.67	4.83	4.72	5.51

	Transportation	Environmental	Economic	Social & Cultural	Weighted Score Ranking - Heat Map							
					Alternative 1: All Bridges Removed	Alternative 2: All Bridges Replaced	Alternative 3: Bridge 21-WG Replaced	Alternative 4: Bridge 29-WG Replaced	Alternative 5: Bridge 30-WG Replaced	Alternative 6: Bridges 29-WG & 30-WG Replaced	Alternative 7: Bridges 21-WG & 30-WG Replaced	Alternative 8: Bridges 21-WG & 29-WG Replaced
Weighting #1	25%	25%	25%	25%	8	2	3	4	7	5	6	1
Weighting #2	40%	20%	20%	20%	8	1	5	6	7	3	4	2
Weighting #3	20%	40%	20%	20%	8	4	2	3	7	6	5	1
Weighting #4	20%	20%	40%	20%	8	2	3	4	7	5	6	1
Weighting #5	20%	20%	20%	40%	8	2	5	3	7	4	5	1
Weighting #6	30%	20%	25%	25%	8	1	4	6	7	3	5	2
Weighting #7	25%	20%	30%	25%	8	2	3	5	7	4	6	1
Weighting #8	30%	25%	20%	25%	8	2	4	6	7	3	5	1
Weighting #9	30%	20%	25%	25%	8	1	4	6	7	3	5	2
OVERALL SENSITIVITY RANK:					8	2	3	5	7	4	6	1

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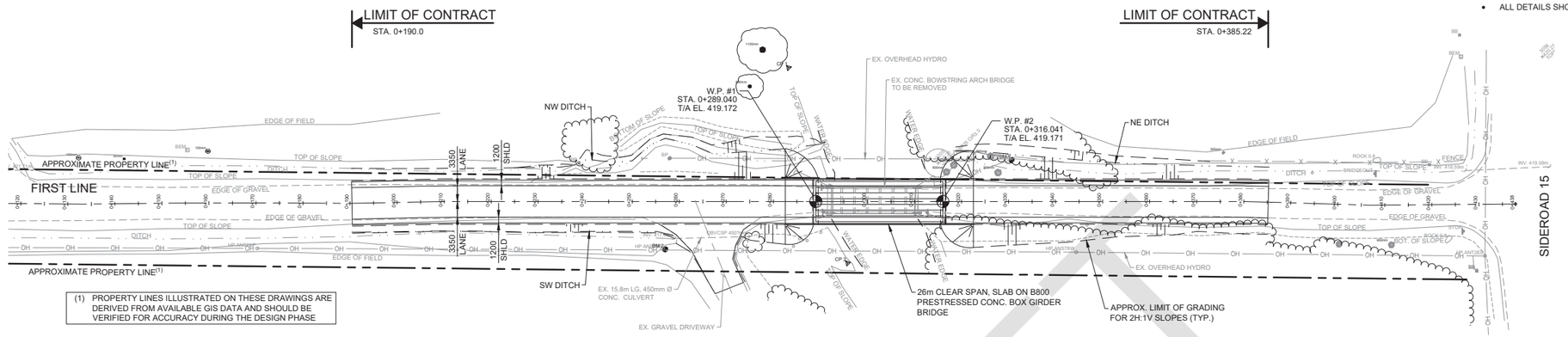
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Appendix D

Conceptual Design Drawings

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CONSTRUCTION NORTH

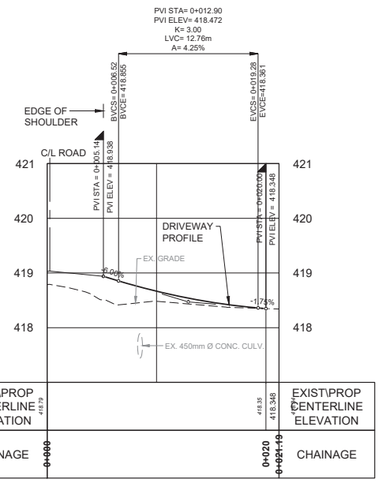


(1) PROPERTY LINES ILLUSTRATED ON THESE DRAWINGS ARE DERIVED FROM AVAILABLE GIS DATA AND SHOULD BE VERIFIED FOR ACCURACY DURING THE DESIGN PHASE

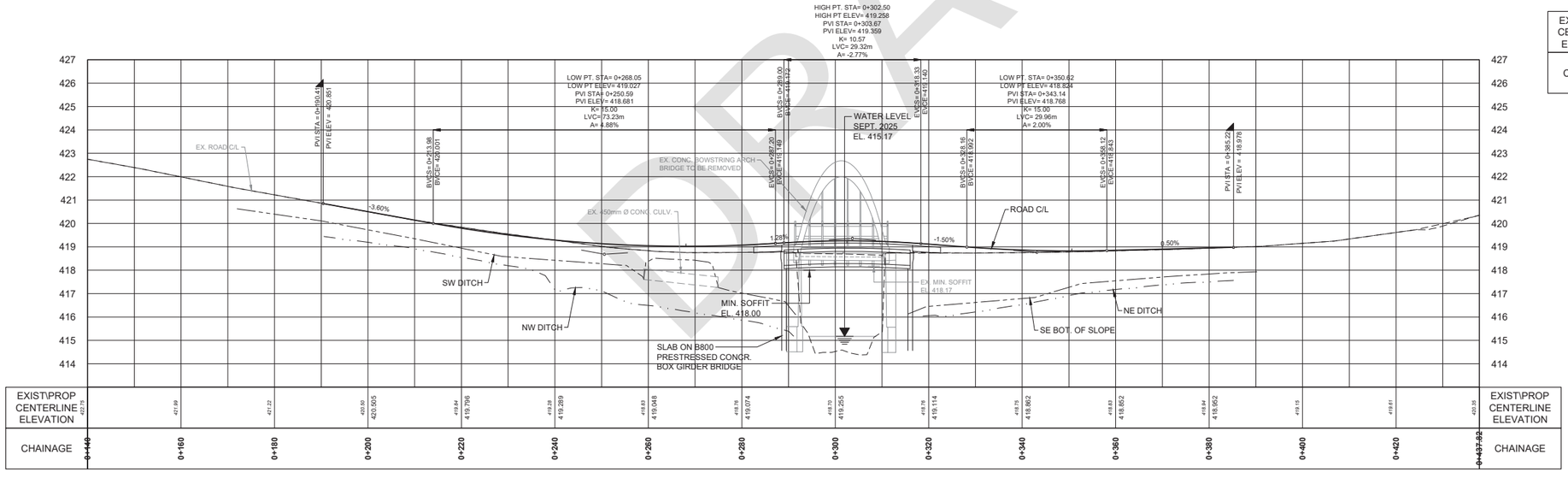
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SCALE: 1:500

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PROFILE - GRAVEL DRIVEWAY
SCALE: H 1:250 V 1:50



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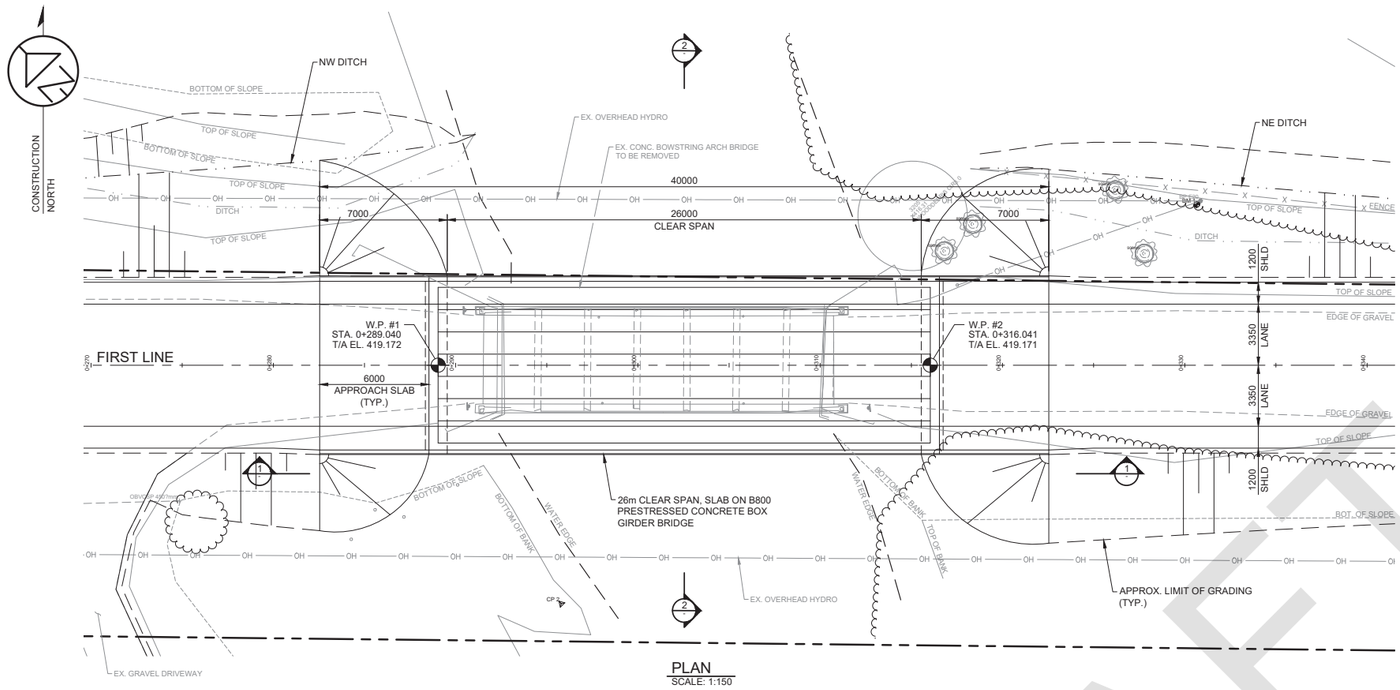
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web www.rjburnside.com

Client
CENTRE WELLINGTON
1 MACDONALD SQUARE
ELORA, ONTARIO
N0B 1S0

Drawing Title
BRIDGE CLASS EA - 21-WG
CONCEPTUAL PLAN & PROFILE
B-211

Drawn	Checked	Designed	Checked	Date	Drawing No.
ASC	ASD	ASD	MOB	25/10/01	
Project No.		Contract No.		Revision No.	
300059832		CONTRACT NO.		0	B-211
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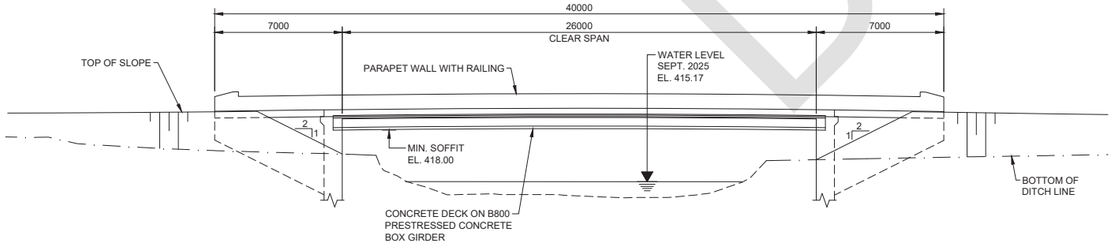
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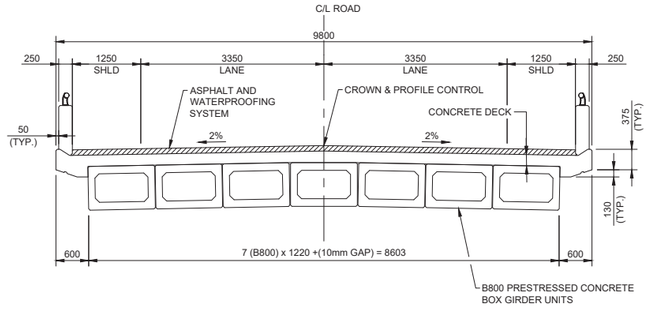
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1 ELEVATION
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2 SECTION
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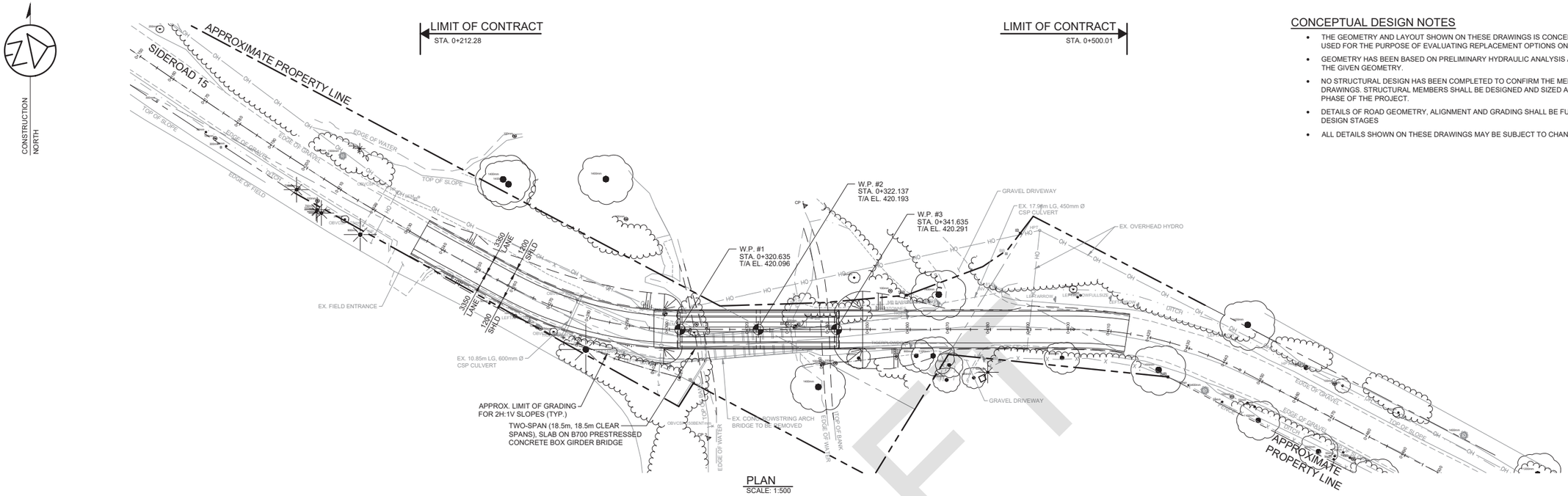
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CONCEPTUAL GENERAL ARRANGEMENT

Drawn	Checked	Designed	Checked	Date
ASC	ASD	ASD	MOB	25/10/01

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Contract No. CONTRACT NO.
Revision No. 0
Scale AS NOTED
Drawing No. **B-212**

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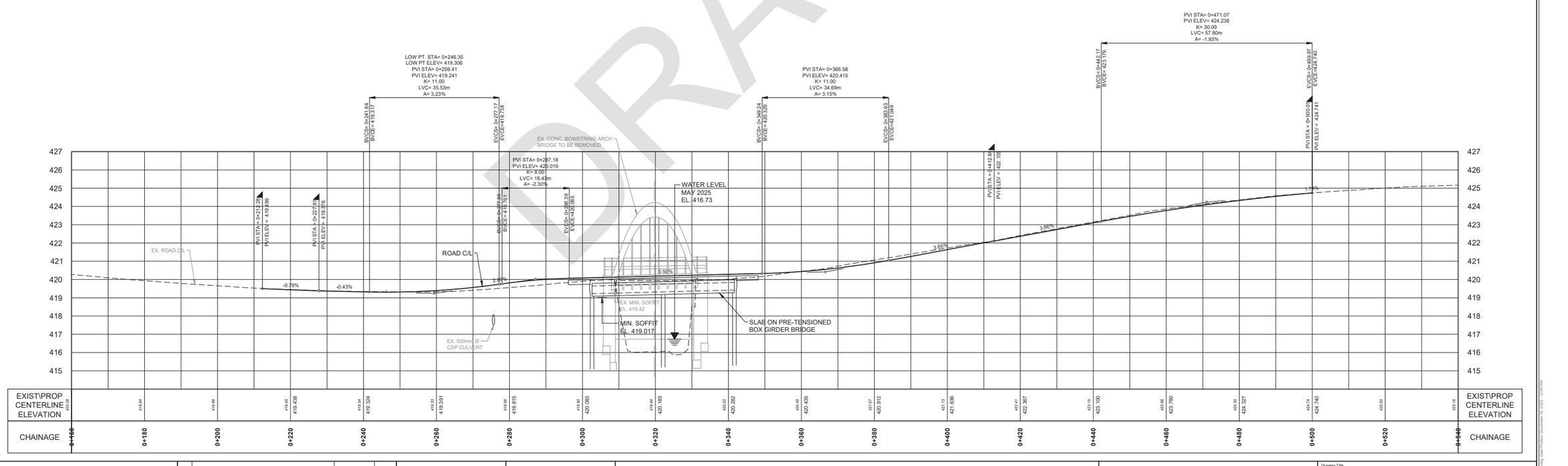
CONSTRUCTION NORTH



PLAN
SCALE: 1:500

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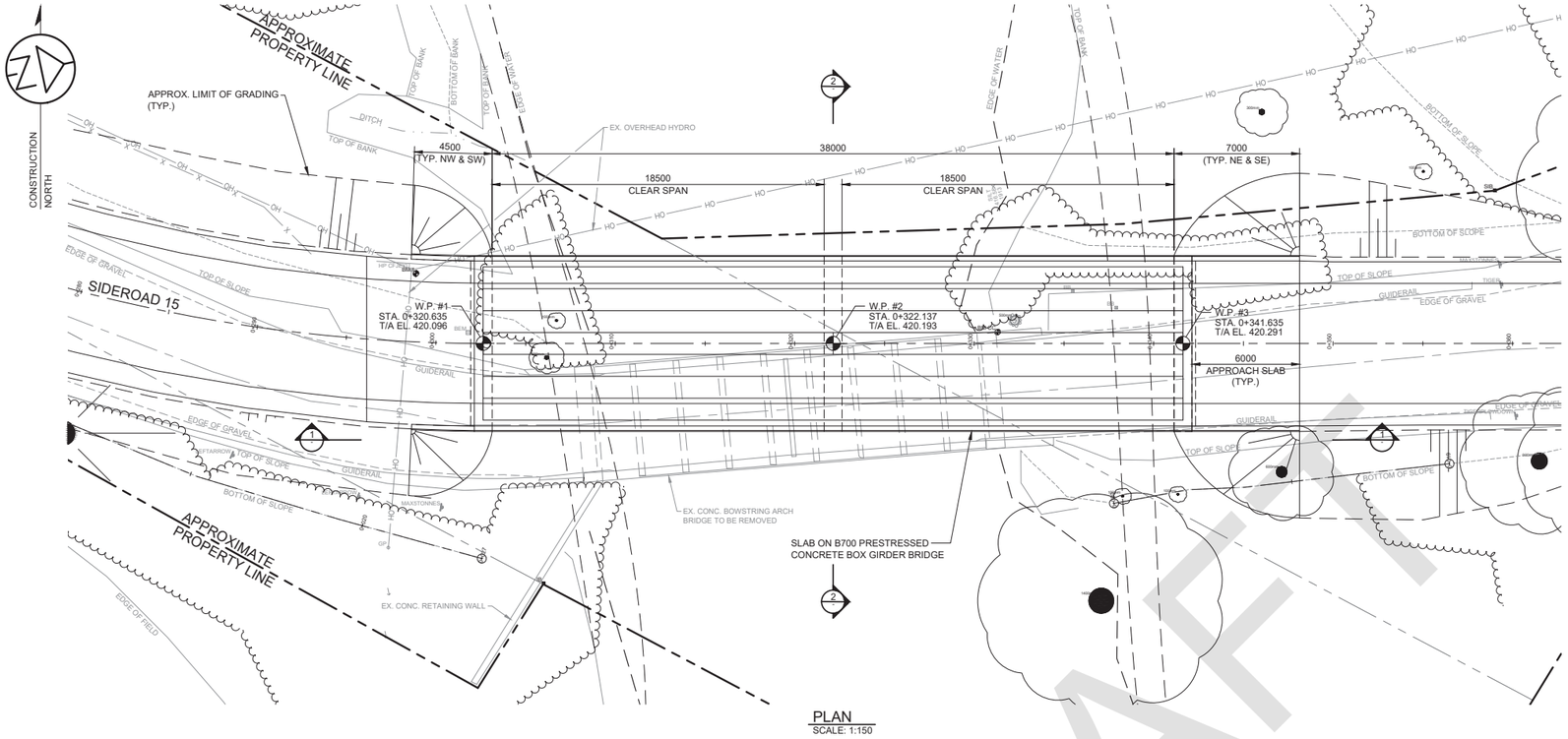
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Drawing Title
BRIDGE AND TRANSPORTATION NETWORK STUDY OF BRIDGES 21-WG, 29-WG & 30-WG
CONSEPTUAL PLAN & PROFILE
BRIDGE 29-WG

Drawn	Checked	Designed	Checked	Date	Drawing No.
ASC	ASD	ASD	MOB	25/10/01	B-291
Project No.		Contract No.		Revision No.	
300059832		CONTRACT NO.		0	
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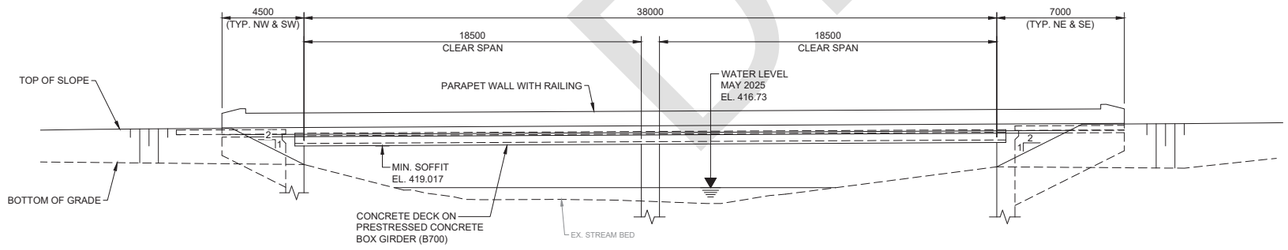
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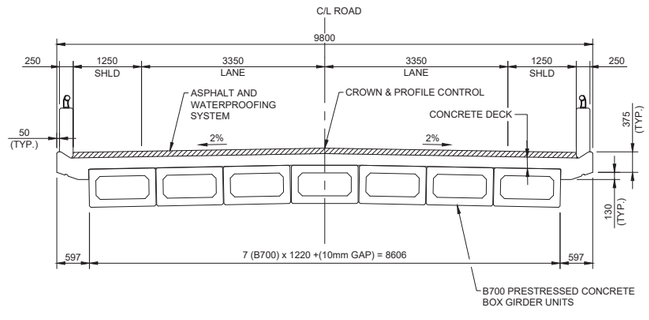
PLAN
SCALE: 1:150

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Drawing Title
BRIDGE AND TRANSPORTATION NETWORK STUDY OF BRIDGES 21-WG, 29-WG & 30-WG
CONCEPTUAL GENERAL ARRANGEMENT
BRIDGE 29-WG

Drawn	Checked	Designed	Checked	Date	Drawing No.
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