

ARGYLE STREET BRIDGE

WP3805-000

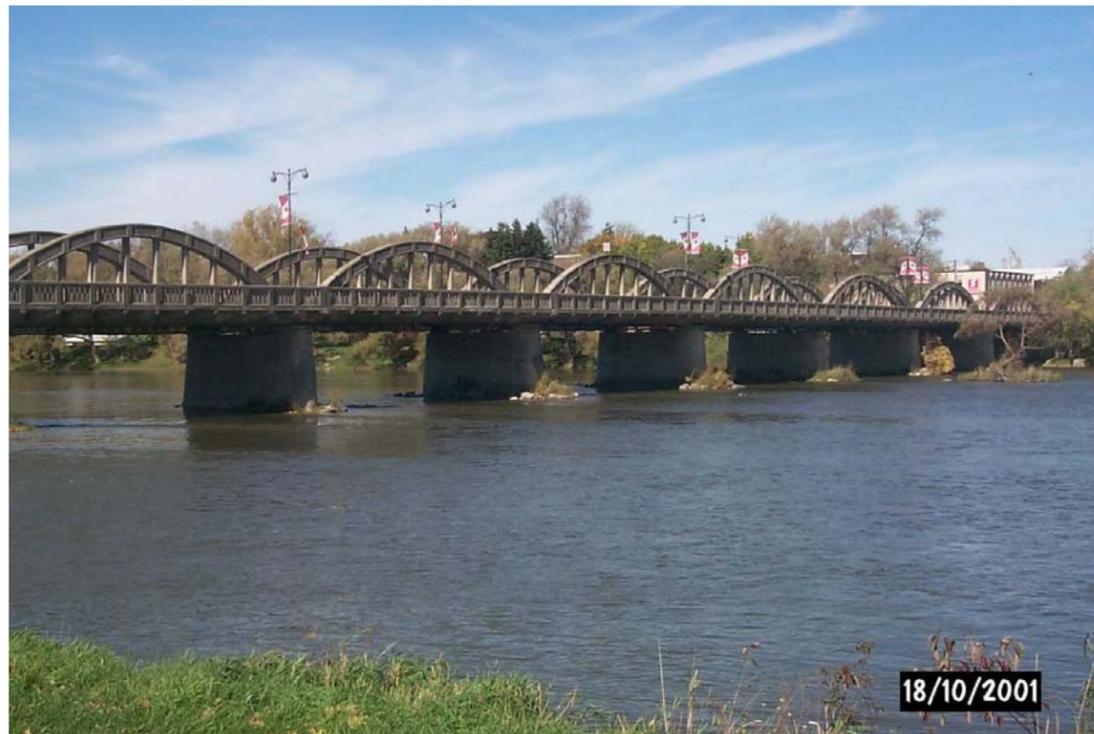
BACKGROUND INFORMATION PACKAGE

FOR

CONTEXT SENSITIVE DESIGN WORKSHOP

APRIL 18 & 19, 2005

CALEDONIA, ONTARIO



BACKGROUND INFORMATION

1.0 THE EXISTING ARGYLE STREET BRIDGE

History

The existing Argyle Street Bridge is a 200 m long, 9-bow string arch bridge providing a connection over the Grand River, between the business district and residential areas, in the Village of Caledonia.

The existing bridge, constructed in 1927, is the third bridge to be constructed at this crossing. The first bridge constructed at this location was a timber bridge erected in 1842 and the second a five span iron bridge erected in 1875.

During construction of the bridge in 1875, a red and buff brick Gothic revival house was built for the new bridge's toll keeper.

The Argyle Street Bridge is listed as a heritage bridge in the Ontario Heritage Bridge Program and is one of three bridges, of similar construction, built in Ontario during the mid to late 1920's. In addition, the bridge crosses the Grand River which is recognized as a National Heritage River.

Posted Load Restrictions on Bridge

Due to the condition of the existing bridge, in February 2002, the Ministry of Transportation (MTO) was required to post load restrictions for vehicles crossing the bridge.

2.0 ARGYLE STREET BRIDGE PRELIMINARY DESIGN AND ENVIRONMENTAL ASSESSMENT STUDY

In the fall of 2002, MTO retained Morrison Hershfield to carry out a Preliminary Design and Environmental Assessment study for the Argyle Street Bridge. The purpose of the study is to investigate and propose a solution(s) for the rehabilitation or replacement of the bridge, as well as traffic management during construction.

This project is being conducted in accordance with the requirements for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (2000).

The completion of the Preliminary Design and Environment Assessment Study will enable the project to be moved into the Detailed Design stage.

3.0 PROJECT PROGRESS

Fall 2002 to Public Information Centre #1

The project team gathered information, and consulted with stakeholders and the public to obtain input on rehabilitation/replacement alternatives of the existing bridge. The public was notified of the commencement of the project via newspaper advertisements in the Sachem and Turtle Island News in the fall of 2002, and was invited to provide comments. Stakeholders identified by the project team were individually sent a notification letter and inviting input. Comments were responded as information and answers were available.

Meetings were held with key stakeholders beginning January, 2003 and are expected to continue until the completion of the project.

The following is a summary of meetings between the project team and various stakeholders prior to the first Public Information Centre:

Haldimand County staff	January 31, 2003
Mississaugas of the New Credit First Nation Council	March 4, 2003
Six Nations Council	March 4, 2003
Caledonia Chamber of Commerce (CRCC)	March 6, 2003
Haldimand County staff	June 20, 2003

Discussion with the Grand River Conservation Authority, Ministry of Culture and some other stakeholders were also made to identify concerns and solicit input.

Through this process the project team identified and evaluated the rehabilitation and preliminary replacement alternatives and determined the preliminary engineering recommendation was to replace the bridge. Bridge replacement was recommended due to the condition of the existing bridge and to reduce future maintenance and rehabilitation costs.

Public Information Centre #1 – June 23, 2003

The project team presented the Argyle Street Bridge replacement recommendation and the proposed traffic detours during construction of the new bridge. At that time, it was recommended the river crossing on Argyle Street be closed to both pedestrian and vehicular traffic during construction, and vehicular traffic would be detoured to the Highway 6 By-Pass.

Comments received from the Public Information Centre identified the following concerns:

- Loss of the bridge, a landmark and heritage feature in Caledonia and on the Grand River;
- Loss of access for vehicles, pedestrians and emergency services across the Grand River on Argyle Street during construction;
- Disruption to businesses on Argyle Street due to bridge closure; and
- Environmental impacts.

Public Information Centre (PIC) #1 to Present

A formal presentation of the findings of the PIC #1 was made to the Haldimand County Council on August 5, 2003. Formal Council response including a number of questions was received on August 11, 2003, and Ministry responded to the questions on April 19, 2004.

Based on comments received from the Public Information Centre, the project team continued to develop a number of bridge replacement and construction staging alternatives to address both the engineering requirements and stakeholder/public concerns.

The project team continued to liaise with stakeholders to obtain input on the bridge replacement and traffic staging alternatives, including a meeting with joint CRCC and BIA members on October 22, 2003 mainly on issues related to traffic over the river during construction of the replacement bridge.

In August 2004, Haldimand County passed the following council resolutions:

1. Haldimand County agrees in principle, based on current information provided by the Ministry of Transportation, to a replacement bridge at the same location as the existing bridge;
2. Haldimand County agrees that the structure should include heritage features if a replacement bridge is the Ministry's recommended option;
3. Haldimand County prefers a three lane cross section for the proposed structure if a replacement structure is selected;
4. Haldimand County does not intend to carry out a separate Environmental Assessment (EA) for the project;
5. Haldimand County does not propose to cost share the full cost difference with MTO on a widened structure;
6. The detour alternatives proposed to date are not satisfactory to Haldimand County and MTO should research further options, including utilization of a widened structure as a detour during the construction phase."

A number of meetings have been held with the Haldimand County as a major stakeholder of the project to identify and agree on various requirements. These include:

- A meeting with Mayor Trainer and County staff on May 28, 2004.
- Presentation to Haldimand County Grand River Advisory Committee on November 4, 2004.
- Meeting with County staff on January 17, 2005.
- Meeting with County staff on March 8, 2005 on EMS issues.

- Meeting with County staff, EMS from Haldimand and adjacent municipalities, OPP, on March 29, 2005 on traffic management issues pertaining to provision of emergency services to Caledonia residents during construction of the bridge.

The project team has developed bridge replacement alternatives to address concerns identified by the public and the stakeholders. However, due to the heritage, cultural and historical significance the existing bridge provides in shaping the community's identity, the project team is requesting input from the community to develop a cost effective bridge replacement heritage component that meets the needs of the community.

4.0 CONTEXT SENSITIVE DESIGN WORKSHOP

Date, Time and Venue

The workshop to be held in the Village of Caledonia at the Legion Hall at Caithless Street, will comprise a kick-off session from 7:00 p.m. to 9:00 p.m., Monday, April 18, 2005, and the workshop from 8:30 a.m. to 4:00 p.m., Tuesday, April 19, 2005.

Definition of Context Sensitive Design

Context Sensitive Design is a process of creating public works projects that integrates the project into the setting in a sensitive manner, using a collaborative, interdisciplinary approach involving key stakeholders, to arrive at cost effective solutions that are well accepted by both the users and the neighbouring communities. The projects resulting from the design are not only safe and efficient but are also in harmony with the natural, social, economic and cultural environment.

Purpose of the Argyle Street Context Sensitive Design Workshop

The project team understands a broad range of local interests will greatly assist in development of various heritage bridge replacement alternatives that meet the community's needs. For this reason, MTO is hosting the Context Sensitive Design Workshop where participants from a broad spectrum of stakeholders and the public will work with the engineering design team to develop, review and evaluate the heritage component of the structure replacement.

Although the focus of the workshop will be on the heritage, cultural and historical elements of the bridge replacement, discussions about sidewalk location and construction traffic staging are also considered to be part of this workshop.

Guiding Principles

To assist in the development of a heritage component for the bridge replacement, the project team has identified the following 5 guiding principles to be the basis for the workshop:

1. The bridge will be replaced.

A new bridge designed to meet current structural and highway standards will be built to replace the existing bridge at more or less the existing position. Foundation issues and hydraulic deficiencies will be corrected when the structure is replaced.

2. The new bridge will be a 5 or 6 span bridge, with 4 or 5 piers in the river, and abutments located on the banks of the river.

The selection of the bridge span layout is based on cost-effectiveness of the structural system, improved river hydraulics and to provide staged traffic over the river during construction.

3. The bridge will carry 2 or 3 traffic lanes

The number of traffic lanes will be subject to cost sharing agreement between the Ministry and the County. Alternatives developed during the workshop should address both two lane and three lane cross sections.

4. The construction of the bridge will be staged, so that vehicular and pedestrian traffic over the Grand River will be provided at all times during the construction of the replacement bridge.
5. The bridge replacement will provide for, at minimum, a sidewalk on one side of the bridge.

Workshop Participants

The workshop will be facilitated by Donna Hinde, a professional with over 25 years of experience, who specializes in facilitating the involvement of stakeholders in physical planning projects. Donna has facilitated many workshops for significant projects (such as roads, new communities, downtown revitalization waterfront regeneration and parks) that have assisted residents in communities across the Province to participate in the design process.

Donna will be joined by the following experts, who will be available to provide technical expertise to the participants throughout the workshop:

- Structural Engineers from the Ministry and Morrison Hershfield;
- Highway Design Engineers from the Ministry and Morrison Hershfield;
- Environmental Planners from the Ministry and Draycott Environmental Inc.
- Aesthetics Engineer from Buckland and Taylor Ltd.
- Heritage Architect from du Toit Architects Limited
- Heritage and Archaeology Planner from the Ministry
- Heritage Consultant from Archaeological Services Inc.

Participants invited to the workshop include:

- Ministry of Culture
- Grand River Conservation Authority
- Parks Canada
- Haldimand County
- Mississaugas of the New Credit First Nation
- Six Nations Confederacy
- Six Nations

- Local Historical Society
- LACAC
- Caledonia Chamber of Commerce
- Caledonia Business Improvement Association
- 3 citizen representatives

Councillor Ashbaugh and other officials will attend as observers.

5.0 NEXT STEPS

Following completion of the workshop, the project team will present the recommendations from the workshop at the second Public Information Centre (tentatively scheduled in June 2005).