

File 122279

August 14, 2023

Re: Old Shiloh Road Bridge, Udora, ON
Class Environmental Assessment Comments

Dear Resident:

Thank you for your interest in the Old Shiloh Road Bridge. We are writing to acknowledge receipt of your comments or your request to be included in the project mailing list. Further to the Public Information Centre held on May 17, 2023, the Town received a variety of comments related to the Study and the alternatives being considered.

As a result of the comments, the Town undertook an additional traffic count at the bridge. In addition to the traffic counts, the Town is also undertaking a more detailed life cycle cost analysis of the rehabilitation and replacement options to further understand the overall financial impacts of both the capital and maintenance costs over the life of the bridge.

Enclosed is a general fact sheet and list of frequently asked questions pertaining to the Study. We hope that these help to answer any questions you may have.

For further information and to review the results of the various background studies that have been completed in support of the Class Environmental Assessment Study, please visit the Town's project website georgina.ca/oldshilohbridge to review Technical Memorandum 1.

The results of the comments received, and the life cycle cost analysis will be utilized to re-evaluate the alternative solutions and confirm the preferred solution. These findings will be presented in Technical Memoranda 2 & 3 which will then be posted to the project website.

A Notice of Study Completion will be circulated upon completion of the Project File Report and we welcome any additional comments from you at that time.

We trust this is satisfactory.

Yours truly,

Tatham Engineering Limited



Emma Wilkinson, HBA, B.E.Sc., P.Eng.

Senior Engineer, Project Manager

EKW: rlh

copy: Ryan Post, P.Geo.

Town of Georgina

rpost@georgina.ca

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OLD SHILOH ROAD BRIDGE – FAQ'S

GEORGINA

What is the estimated remaining service life of the Old Shiloh Road Bridge?

The bridge was constructed circa 1925 and is approaching 100 years old. Bridges of this era were generally designed for a 50-year service life. Without rehabilitation the bridge has an estimated remaining service life of less than 5 years. Continued inspection and review of the condition of the main load carrying members will need to occur.

How long could the remaining service life be extended through rehabilitation?

It is estimated that major rehabilitation of the bridge could extend the remaining service life by up to 10 years. During this period continued maintenance will be required, and it is likely that a further load posting reduction will be required. At the end of this period, replacement will be required.

What will happen to the level of service if the bridge is not replaced?

As the bridge continues to deteriorate and the safe load carrying capacity is reduced, the bridge load posting will be reduced. The current load posting for single unit vehicles is 20 tonnes. As the load capacity is reduced, school busses and emergency service vehicles such as fire trucks along with snow removal vehicles and propane and oil delivery vehicles or construction material delivery vehicles, will no longer be able to cross the bridge.

When is a new single lane bridge considered acceptable?

A single lane bridge can be considered on low volume roads meeting certain traffic volume and design speed criteria. Accessibility and alternate routes for farm equipment should also be considered.

What are the traffic volumes for Old Shiloh Road?

The average annual daily traffic (AADT) volumes in both directions recorded at 919 in the Town's database. Additional traffic counts were completed in June 2023 and are being reviewed

What does the Town of Georgina's Official Plan include for Old Shiloh Road?

Old Shiloh Road is a collector road and proposed cycling route. Collector Roads are designed to serve the movement of moderate volumes of traffic between Arterial and Local roads, with some degree of access to abutting properties. Collector Roads are also to be designed to accommodate transit vehicles and amenities, and bicycle movement shall generally be accommodated in the right-of-way. The addition of facilities for bicycles shall be considered when collector roads are reconstructed or where it is physically and financially feasible to do so.

Can a new bridge be constructed with an appearance that reflects the existing charm?

Yes, there are options available to construct a new bridge with similar features to commemorate the bowstring arch design and heritage. Each of these options will have varying levels of cost impact associated with them to be considered in the selection of a preferred design.

What options are available to address user safety?

A new bridge can include the installation of sidewalks, bicycle lanes, or multi-use pathways to separate the vehicle traffic from pedestrians and cyclists to improve safety.



OLD SHILOH ROAD BRIDGE – FACTS

GEORGINA

OLD SHILOH ROAD BRIDGE EXISTING CONDITIONS

Bridge Width = 5.2 m

Constructed Circa 1925
(98 years old)

Load Posting: 20/21/27
tonnes

Estimated Remaining
Service Life < 5 Years

OLD SHILOH ROAD

A **Collector Road** within the
Town Official Plan

Posted Speed = 60 km/hr

Average Recorded Speed =
56 km/hr

Part of the Town's Active
Transportation Plan's
Proposed Cycling Network

Road Width = 6.0 m

CANADIAN HIGHWAY BRIDGE DESIGN CODE

Design Life of New Bridge = 75 years

Design Traffic Volumes = Consider a
minimum of 10-year growth

MTO ROADWAY GEOMETRIC DESIGN STANDARDS

Bridges should be designed to match
the geometric requirements of the
roadway.

Minimum acceptable bridge deck
roadway width for two-way traffic is
8.5 m, excluding pedestrian sidewalks
and cycling lanes



CURRENT SINGLE LANE BRIDGE GUIDELINES

Width: 4.0 to 4.9 m

Design Volume & Design Speed:
<= 200 AADT & <= 60 km/hr **OR**
201 to 400 AADT & <= 40 km/hr