

ANDREWSVILLE BRIDGE

SUMMARY OF EVENTS FROM 2005 TO 2022

Definitions:

LC= Lanark County

PW= Public Works

LCPW= Lanark County Public Works

LCC= Lanark County Council

LCPWC= Lanark County Public Works Committee

UCLG= United County of Leeds & Grenville

UCLGC= United County of Leeds & Grenville Council

2005

- In 2005, McCormick Rankin Corporation (MRC) was retained by LCPW to inspect multiple bridges and provide recommendations, which included the Andrewsville Bridge.
- The resulting Investigation and Recommended Rehabilitation Report recommended (**Appendix A**):
 - Replacing the asphalt overlaid wood deck; upgrading the bridge and approach railings; and repairing the substructure,
 - Completing a structural evaluation of the trusses to confirm their condition and estimate their remaining service life, and
 - Completing immediate repairs to the stringers at the west abutment.

2006

- Parks Canada was consulted with regarding the proposed options in the rehabilitation report and commented that they would not contribute to the remedial work on the bridge as the bridge was not required for them to access their facilities (**Appendix B**).

2007

- In January of 2007, LCPW presented the Investigation and Rehabilitation report to LCC, outlining the below 5 options and recommending a Public Information Centre (PIC) be held to seek the public's input on the future of the bridge (**Appendix B**):
 - Option 1. Do nothing,
 - Option 2. Deck Replacement and Substructure repairs, \$85K
 - Option 3. Option 2, plus replace bridge railing, \$400K
 - Option 4. Replace existing structure with a single lane bridge, \$850K
 - Option 5. Replace existing structure with a two-lane bridge, \$1.65M
- The LCPWC adopted the motion to proceed with a PIC and to present the results in June 2007.
- In March of 2007, a Structural Evaluation Report (**Appendix B**) was completed that recommended the rehabilitation of the bridge to extend the service life for 10-15 years or close the bridge to vehicular traffic. The report also confirmed the need for the 5-tonne load posting.
- On May 17, 2007, a PIC was held at the Merrickville Community Hall to seek public input on the future of the Andrewsville Bridge.
 - Thirty-six (36) members of the public registered at the PIC and thirty-three (33) written comments were received within two weeks of the event.

- The results of the PIC indicate that the users of the Andrewsville Bridge are overwhelmingly in favour of repairing the structure.
- Prior to proceeding with a rehabilitation strategy, a Cultural Heritage Evaluation Report (CHER) was required (**Appendix B**).
 - The (CHER) was submitted on July 9th, 2007 to the Ministry of Culture (MOC).
 - The CHER concluded that “the historical value of the bridge itself is minimal and that any historical value is associated with the nearby Rideau Canal”.
 - the MOC responded, advising that “sympathetic modifications” (minor repairs to ensure public safety) to the structure would be permitted if they did not alter the character of the structure. The MOC has also indicated that major modifications or the replacement or relocation of the structure cannot proceed until a heritage impact assessment is completed by a qualified heritage consultant.
- LCPWC passed a motion at its meeting held on October 3, 2007 (**Appendix B**) to proceed with Option 2 in the following year (2008), which included a deck replacement and substructure repairs, to extend the life of the structure for 5 years, at which point further decisions on future of the bridge are to be made.
- The UNESCO designation of the Rideau Canal, as a World Heritage Site in 2007, was a factor in LCC’s decision to forgo a long-term plan for the bridge. There was also an expectation that a future Federal/Provincial grant program could be used to offset the costs to rehabilitate or to replace the bridge.

2008

- A Contract was awarded to Lischer Construction Inc. for \$85,864.00 to complete the work: Wooden deck and curb replacement; and repairs to the stringers, bearing seats and ballast walls (**Appendix C**).

2012

- In January of 2012, LCPW presented to the LCPWC (**Appendix D**), recommending LCC render a decision on the future of the bridge before a failure and abrupt closure is required, which included 5 options:
 - Option 1. Do nothing.
 - Option 2. Rehabilitate the bridge.
 - Option 3. Replace the bridge.
 - Option 4. Close the bridge to vehicular traffic now.
 - Option 5. Close the bridge to vehicular traffic when the bridge reaches the end of its service life.
- The Director of LCPW recommended an evaluation of the bridge be completed to determine its remaining service life, and to close the bridge to vehicles and remain open for pedestrians only when the bridge reaches its end of life.
- LCC approved proceeding with the evaluation and deferred the decision to close the bridge.
- The evaluation was completed in March of 2012 (**Appendix D**) and recommended \$50,000 of repairs during the summer of 2012 to keep the bridge open and noted

“that there is significant risk to the County continuing to operate the Andrewsville Bridge”.

- On May 4th, 2012, at the request of Parks Canada, the Andrewsville Bridge was closed to vehicular traffic when a loaded transport truck illegally used the crossing, damaging the adjacent Parks Canada swing bridge at Nicholson’s Lock, and necessitating the closure of both bridges, to effect repairs. Although there was no visible damage to the Andrewsville Bridge, Lanark County hired MRC to inspect the bridge.
- MRC’s Emergency Inspection of the Andrewsville Bridge on May 9th, 2012 (**Appendix D**) identified evidence of distress in some of the truss members, which was not there in March 2012. The report concluded that the bridge can remain serviceable at the existing 5-tonne load limit, but a load trespass may result in failure.
- The Wardens, the Chairs of the Public Works Committees, the CAOs and the Engineers for the two Counties met in Merrickville on May 22nd, 2012, to review the Consultant’s recommendations. In the interests of public safety and fiscal prudence, the Meeting Participants agreed that a Joint Report, recommending the closure of the Andrewsville Bridge, to vehicular traffic, should be presented to both Councils as soon as possible. The Participants also agreed that notwithstanding the anticipated reopening of the Parks Canada swing bridge, at Nicholson’s Lock, that the Andrewsville Bridge should remain closed to vehicular traffic, pending the completion of the required Environmental Assessment Process and Public Consultation. The Participants further agreed that a Public Meeting should be held, in August, at the Montague Township Municipal Office.
- The joint report recommending permanent closure of the bridge was presented to the LCPWC on June 6, 2012 (**Appendix D**), and the Committee approved the motion (PW-2012-052) to proceed with spending the \$50K that was required to repair the bridge to extend its service life and to explore full replacement with anticipated potential future funding from the government. This motion was later deferred by LCC at their meeting on June 27, 2012, and defeated at their meeting on September 26, 2012.
- UCLGC decided to defer the decision to close the bridge at its meeting on June 21, 2012 until after a PIC is completed, and that the bridge remains temporarily closed until a decision is made.
- LCC at its meeting on June 27, 2012 (**Appendix D**), decided to defer the decision on the future of the Andrewsville Bridge until Lanark County and the United Counties of Leeds and Grenville have hosted a joint Public Consultation meeting, which was scheduled for August 30th, 2012 at the Rosedale Hall in Montague Township, and that the bridge remain temporarily closed until a final decision is made.
- The PIC was held at the Rosedale Hall, in Montague Township, from 5 to 7 pm, on August 30th, 2012. About 130 members of the public attended. The Public Consultation began with a 30 minute Presentation by Bill Bohne (**Appendix D**), the Consulting Engineer from McCormick Rankin Corporation, who has been assigned to this Project since 2005.
 - Bill Bohne’s presentation included updated pricing for each alternative as follows:
 - \$50,000 every ten years if the bridge is closed to vehicular traffic.

- \$50,000 - 100,000 for minor repairs to reopen the bridge, with additional expenditures of the same amount every 3 to 5 years.
 - \$2 million for a major rehabilitation, including strengthening the structure to accommodate 10 tonne loads. The feasibility, scope and cost of the rehabilitation could change if the structure receives a "Heritage" Designation.
 - \$3 to \$3.5 million to replace the bridge. The feasibility, scope and cost of the replacement could change if the structure receives a "Heritage" Designation.
- Members of the public were overwhelmingly in favour of reopening the Bridge, as soon as it was safe to do so, and maintaining the crossing, at Andrews ville, in the future.
- LCPW presented the results of the PIC and updated pricing to the LCPWC on September 19, 2012 (**Appendix D**).
- A recorded vote took place at the September 26, 2012 LCC meeting (**Appendix D**) regarding the motion to proceed with a the \$50,000 investment for each County, required to repair the bridge and was defeated
- At their October 24th, 2012, Meeting, LCC tasked LCPW to determine the process to close the Andrews ville Bridge to vehicular traffic, which was presented to the LCPW committee on November 7.
- The following motions were passed at the November 7, 2012 LCPW Committee Meeting (**Appendix D**):
 - **Motion #PW-2012-104**

"**THAT**, the Council of Lanark County agree to the following position in regards to the Andrews ville Bridge;

THAT, Lanark County agrees to provide a maximum of \$50,000, to be matched by funding from the United Counties of Leeds and Grenville over four years to allow traffic under five tonnes in weight on the Andrews ville Bridge; and

THAT, funding be sought outside the levy for replacement of the Andrews ville Bridge including Provincial and Federal Governments, Parks Canada and other agencies as well as community fundraising; and

THAT, in the event of a lack of non-levy funding to support the bridge, that further deterioration beyond Lanark County's contribution of \$50,000 over four years for a total of \$100,000 invested by the two counties, that Lanark County shall recommend reconsideration of options by Lanark County and the United Counties of Leeds and Grenville."

○ **Motion #PW-2012-105**

"**THAT**, if adequate funding for the Andrews ville Bridge is not obtained over the five years, that the bridge be closed."

- LCPWC approved a motion to proceed with the repairs to the Andrewsville bridge in 2013, giving the CAO authority to award a contract being less than or equal to \$100,000 at its meeting on December 5, 2012 (**Appendix D**), which was adopted by LCC at its meeting on December 19, 2012.

2013

- Tender for repairs to the bridge (**Appendix E**) including the installation of overhead height restriction barriers was advertised in early January and closed on January 31, 2013, with Crains Construction being the low bidder, in the amount of \$47,200.
 - 2.5m height restriction barriers were selected to prevent tandem trucks and larger vehicles from crossing while allowing regular pickup trucks.
 - Repair costs totalled \$65,109, which included engineering and contract supervision.
 - Repairs were completed on February 28, 2013.
- The bridge was opened to vehicular traffic in March 2013.

2015

- Bi-annual inspection (**Appendix F**) completed by Jewel Engineering included recommendations to rehabilitate the bridge within 5 years. Due to high water levels, inspection of the floor beams underneath the structure was limited.

2016

- To renew the dialogue on the condition and future of the Andrewsville Bridge, report PW-13-2016 (**Appendix G**) was present to LCPWC on April 27, 2016.
 - The report included a letter of advice from Keystone Bridge Management recommending immediately replacing the stringers at the extreme west end to maintain the 5-tonne load limit and completing an enhanced inspection using waders and ladders to confirm the condition of the remaining floor system.
 - The replacement of the west stringers could be accommodated using the balance of the committed funds from 2012.
 - The report also provided the following options:
 - Option 1 (recommended): Lanark and Leeds Grenville each contribute an additional \$60K on top of the original \$50K committed back in 2012 over a twelve year period commencing Nov 2016 to allow traffic to continue to use the bridge under a load limit of 5-tonnes.
 - Option 2: no further commitment of money made and close the bridge when further repairs are required in the future.
 - Option 3: repairs required approved and completed on a case-by-case basis.
 - Option 4: The Counties download the bridge to the two local Municipalities.
 - The LCPWC selected Option 1, contingent upon the agreement by Leeds & Grenville committee, each contributing an additional \$60K over the next 12 years, which was also passed by LCC later that night.
 - UCLGC passed a motion at its meeting on July 5, 2016 to match the \$60K investment over the next 12 years (**Appendix G**).

- Contract PW-C-58-2016 (**Appendix G**) for the replacement of the west stringers was awarded to Willis Kerr for \$36,347 on July 19, 2016 with work being completed in early August.
- Keystone Bridge Management provided the enhanced wading inspection report to the County of Lanark in August 2016 (**Appendix G**).
 - The report recommended closing the bridge to traffic over the winter so that de-icing salts no longer contaminate the steel floor system.
 - The report also recommended painting the floor beams and bottom chords of the trusses.

2017

- Bi-annual inspection completed by Keystone Bridge Management (**Appendix H**) noted perforations in the east stringers and severe decay in the timber curbs. The inspection recommended closing the bridge during the winter months.

2018

- Keystone Bridge Management completed another enhanced wading inspection on August 9, 2018 (**Appendix I**).
 - The report recommended closing the bridge to traffic on an annual basis, from Dec 1 to March 31 to prevent de-icing salts from being tracked onto the bridge and further deteriorating the steel structure.
 - The report also recommended replacing the timber deck and stringers on the east approach and the timber curb on the entire bridge.
- LCPW presented the findings of the enhanced inspect to the LCPWC on September 26, 2018 (**Appendix I**).
 - A By-law was passed (2018-41) (**Appendix I**) approving recommendation to close the bridge to traffic on an annual basis from December 1st to March 31st to prolong the lifespan of the bridge.
 - Authorization was provided to proceed with the work on the east span and timber curbs.
- Contract C-63-2018 (**Appendix I**) was awarded to DW Building Restoration Services in the amount of \$66,286 to replace the timber deck and stringers on the east span and curbs on the entire structure.
 - Work was completed during the winter closure, completing in 2019.

2019

- Keystone Bridge Management completed another regular bi-annual inspection and did not find any more required repairs (**Appendix J**).

2021

- Updated enhanced wading inspection completed on July 5, 2021 (**Appendix K**) by Keystone Bridge Management services.
 - Results of the inspection included the following:
 - 2 large perforations in the webs of main girders discovered. The structural steel continues to deteriorate despite the winter months closure.
 - A structural evaluation was completed to ensure the 5-tonne load posting was adequate, which it was.

- The report recommended closing the bridge within 5 years.
 - The report also recommended completing an EA assessment to investigate future options of the bridge.
- LCPW presented the results of the inspection to the LCPWC on August 25, 2021 (**Appendix K**).
 - The reports detailed the balance of remaining funds that were allocated in 2012 and 2016 to keep the bridge open until 2028 was only \$11,217 total.
 - The report presented the following options:
 - Option 1: Complete a Municipal Class Environmental Assessment to investigate the preferred future option of the bridge
 - Option 2: Work within existing allocated funds, conducting yearly inspections until the inspection recommends closing the bridge to traffic
 - Option 3: Proceed with closing the bridge.
 - The LCPWC agreed to proceed with Option 1 using Public Works existing Engineering budget.
- Contract C-58-2021 was awarded to Jewel Engineering for \$39,945 on December 3, 2021, to complete the EA Assessment.

2022

- Notice of Study commencement issued on April 13, 2022 (**Appendix L**).
- Notice of Public Consultation issued on November 1, 2022 (**Appendix L**).
 - Public Consultation in the form of a virtual public consultation centre (PCC) was available on the County of Lanark's website for comment until December 2, 2022.