

PUBLIC INFORMATION CENTRE

LYN CREEK BRIDGE REPLACEMENT



**Municipal Class Environmental Assessment
March 26, 2026**

WELCOME

Welcome to the Public Information Centre for the replacement of the Lyn Creek Bridge within the United Counties of Leeds and Grenville.

The purpose of this Public Information Centre is:

- To introduce the project and explain the Municipal Class Environmental Assessment (MCEA) process.
- To summarize the study area and existing conditions at the Lyn Creek Bridge location.
- To describe the alternative solutions to address the deteriorated structure condition.
- Identify the preliminary preferred solution and gather feedback.

Members of the United Counties of Leeds and Grenville and their consultant, Ainley Group, are working as a team on this project and are available to discuss the project with you.

Project details and information about the process and findings are presented on display boards. Please review the information and feel free to ask any questions you may have.

You are encouraged to fill out a comment sheet.

PROJECT LOCATION PLAN



STUDY PURPOSE & BACKGROUND

- The Lyn Creek Bridge is a single span bridge originally constructed in 1920, and was modified in 2000 with extensions added to both ends in conjunction with storm sewer work.
- The bridge span averages 3.85 m, and has an overall structure length of 18.0 m. including the barrier walls and it has an overall pavement width of approximately 14.9 m.
- During a 2017 structural inspection several defects of main structural elements were noted including:
 - Medium to severe spalls on the interior bridge soffit
 - Areas of severe spalling, delamination, and honeycombing of the north and south abutments.
 - Wingwalls in poor condition with severe spalling and delamination.



STUDY PURPOSE & BACKGROUND (Continued)

- The structure has never had a major rehabilitation completed.
- The existing structure is immediately adjacent to a failing limestone masonry retaining wall which runs in a west to east direction along the north side of the watercourse.
- Residential properties are located immediately adjacent to the watercourse on the south side of the watercourse.



PROBLEM AND OPPORTUNITY STATEMENT

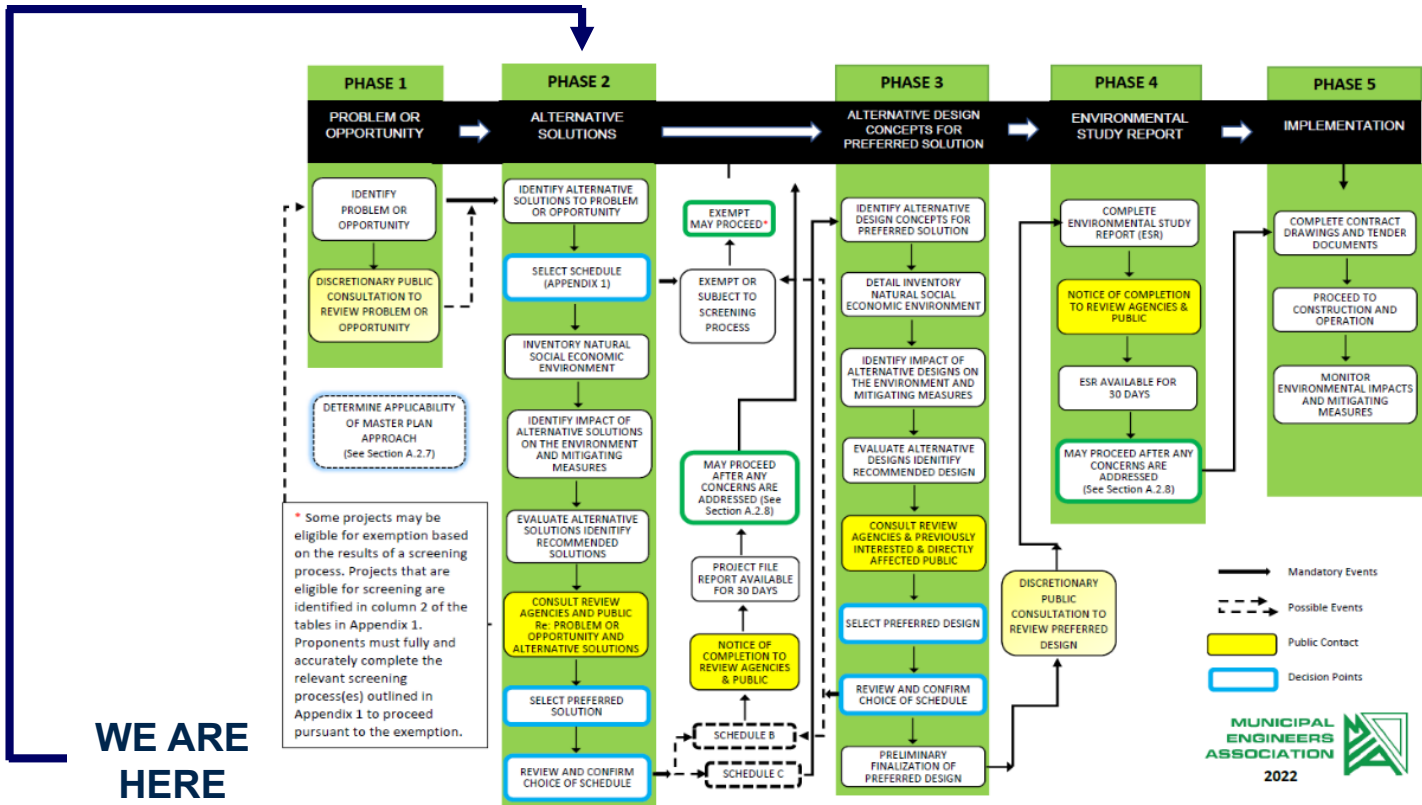
Problem Statement

- The Lyn Creek Bridge has reached the end of its design service life, has observed structural defects, and does not meet current standards. As such, the Counties has indicated that replacement is warranted.

Opportunity Statement

- Replacement of the Lyn Creek Bridge (and associated retaining wall) will provide improved safety conditions on County Road 27 given the deteriorated condition of the structure.

MUNICIPAL CLASS EA PROCESS



The Lyn Creek Bridge Replacement is being planned as a **Schedule 'B'** project based on the nature of work including a wider replacement structure.

CONSULTATION – WHO ARE WE ENGAGING?

- Notice of Public Information Centre

- Mailed to regulatory agencies and Indigenous Communities with potential interest in the project.
- Mailed to emergency services, local school boards, and student transportation services.
- Distributed to residents in proximity to the structure location in the Village of Lyn.
- Published in local newspaper(s).
- Posted on the United Counties of Leeds and Grenville social media.

The purpose of the PIC is to present and review the alternative solutions, including the preferred solution, with members of the public and stakeholders.

- Notice of Study Completion / Posting of Project File Report

- To be published in local newspapers and on the United Counties of Leeds and Grenville website.
- Posting will identify 30-day review period of Project File Report and locations where documentation will be made available at the end of the MCEA process.

EXISTING CONDITIONS



Photo 1 – West Side of Structure



Photo 2 – East Side of Structure



Photo 3 – Retaining wall(s) – West Side

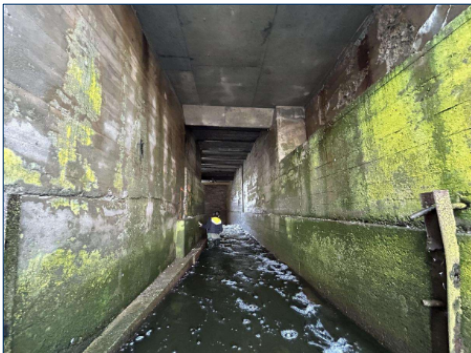


Photo 4 – Barrel looking Upstream
(West)



Photo 5 – Barrel looking Downstream
(East)



Photo 6 – Looking upstream (West)

SUPPORTING STUDIES FOR THE PROJECT



Traffic Considerations

County Road 27 is a two-lane undivided road, with an average annual daily traffic (AADT) volume of approximately 1455 vehicles.

Based on the location of Lyn Creek bridge, staged construction with one lane of traffic remaining open during the entire length of construction is the preferred traffic management approach, as full road closure during the construction would result in a lengthy detour of approximately 9.35 km.



Archaeology Study

Stage 1 and 2 archaeological assessments were completed for the bridge and retaining wall location. No artifacts were encountered during the field investigation program, and the area was noted to be heavily disturbed. No additional archaeology studies were deemed to be required, and the project was recommended for clearance.

SUPPORTING STUDIES FOR THE PROJECT



Natural Environment

Lyn Creek is interpreted to provide direct, cool-water, fish habitat both upstream and downstream of the bridge. A steep gradient and a remnant concrete weir are located immediately upstream of the bridge and adjacent to the retaining wall.

As part of the natural heritage review, an assessment for potential for Species at Risk was also completed. Mitigation measures will be included in the structure design to limit potential impacts to natural heritage features, and a permit from the Conservation Authority will be obtained prior to any works.



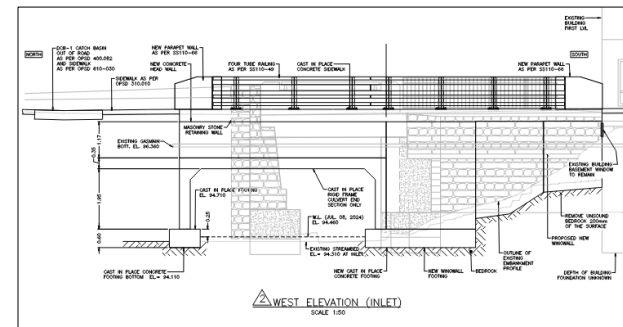
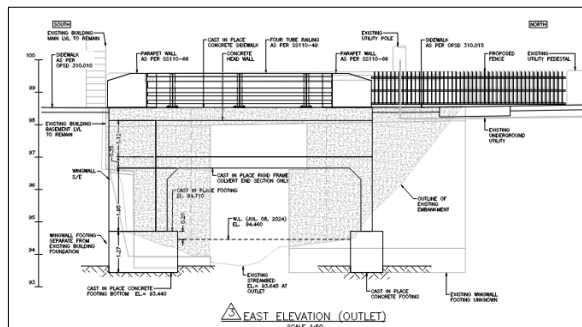
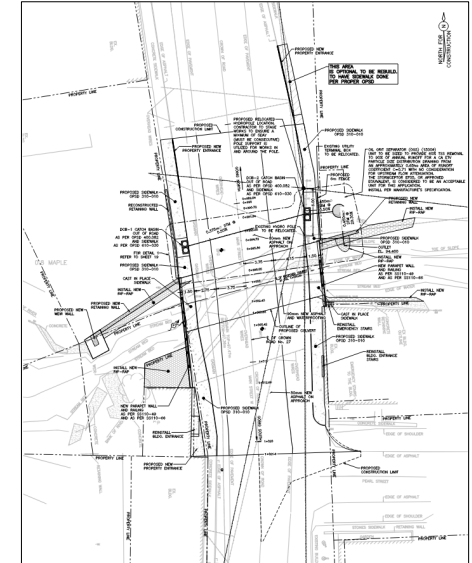
Built Heritage Study

A Cultural Heritage Evaluation Report and Heritage Impact Assessment were completed for the Lyn Creek Bridge and adjacent features. The existing structure is identified as having limited cultural heritage value of interest. Based on this assessment, a Heritage Impact Assessment (HIA) to address the removal and reconstruction of the bridge is not required.

ALTERNATIVE SOLUTIONS

Alternative 2 - Replacement of the bridge with a culvert

- A new culvert will be constructed to span over the existing structure.
- Similar to Alternative 1, culvert walls constructed at approximately 1.5 m to the outside of the existing, with a new clear span of 6.0 m.
- The existing structure used to maintain the Creek flow during construction. No need for a temporary flow passage system and associated excavation and environmental disturbance.
- Two Stage Construction, consisting of construction of rigid frame open footing culvert elements installed on cast-in-place concrete footings.



SUMMARY OF EVALUATION OF ALTERNATIVE SOLUTIONS

Criterion	Option 1: Structure Replacement with a Bridge	Option 2: Structure Replacement with a Culvert
Approach	Bridge replacement	Bridge replacement
Replacement Structure Type	Bridge with cast in place abutments and precast deck slab.	Culvert with precast rigid frame open footing units on cast in place footings.
Main Work Required	<ul style="list-style-type: none"> ▪ Construction of cast in place footings and cast in place abutment walls. ▪ Installation of precast deck slabs and placing distribution slab. ▪ Construction of wing walls or retaining walls. Construction of approach slabs. ▪ Construction of concrete sidewalks with barriers. ▪ Waterproofing the deck and placing asphalt on the deck and approach slabs. 	<ul style="list-style-type: none"> ▪ Construction of cast in place footings. ▪ Installing precast rigid frame open footing culvert units. ▪ Construction of similar units, but cast in place for the north and south ends of the culvert to address the skew angle of the bridge. ▪ Construct head walls and wing walls. Backfill. ▪ Construct concrete sidewalks and barrier walls. ▪ Install asphalt pavement.
Future maintenance	Normal - deck top, barrier walls, abutment walls and wing walls (retaining walls).	Light – barrier walls, barrel, wing walls (retaining walls).

SUMMARY OF EVALUATION OF ALTERNATIVE SOLUTIONS

Criterion	Option 1: Structure Replacement with a bridge	Option 2: Structure Replacement with a Culvert
Expected Service Life of Structure	75 years	75 years
Estimated Construction Duration	14 months	12 months
Estimated Construction Cost	\$1.5M	\$1.3M

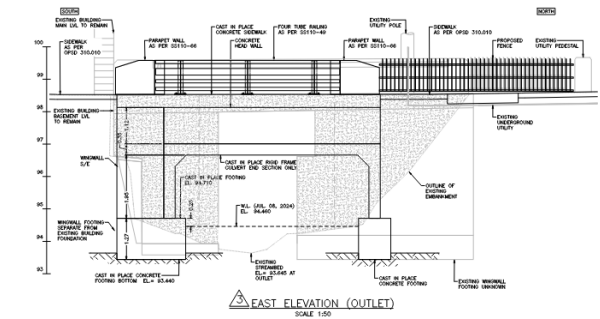
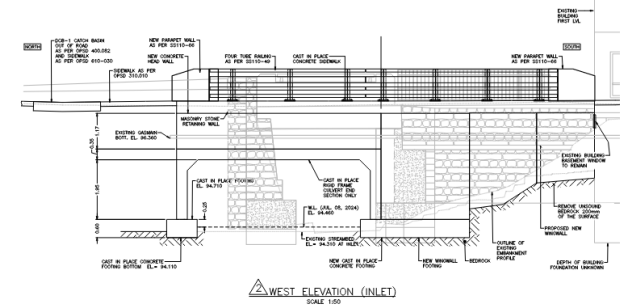
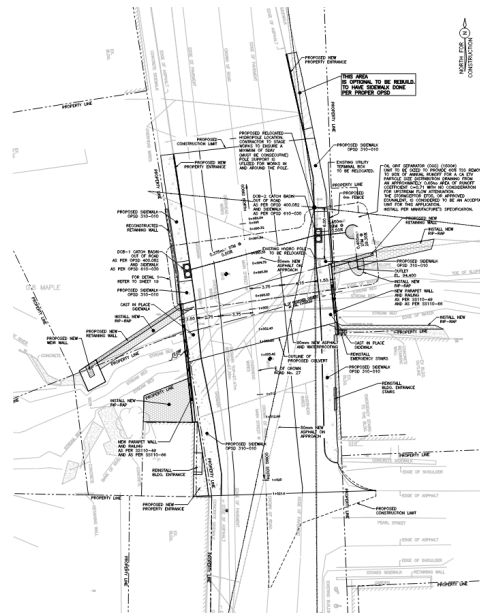
The majority of the bridge replacement is anticipated to be completed over the course of one construction season, with 2 lanes of traffic reinstated prior to seasonal shutdown. Remaining works for ancillary features such as sidewalks or retaining walls, may be required the following year, pending on construction timing.

PRELIMINARY PREFERRED SOLUTION

Alternative 2 - Replacement of the existing bridge with a precast rigid frame open footing culvert

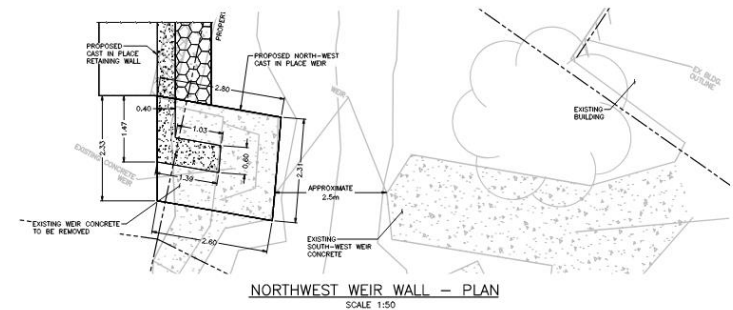
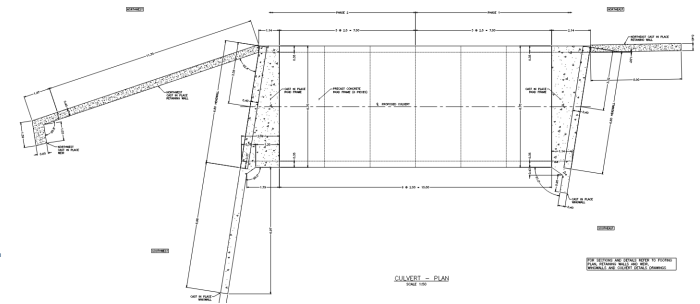
Design Features / Selection Rationale:

- Lower cost
- Shorter construction duration, and associated impacts to traffic
- Lower maintenance needs
- High durability and meets 75-year design life standard
- Less complex management of flow during construction
- Utility / traffic / environmental impacts equivalent to other replacement option.



ADDITIONAL CONSIDERATIONS

- Removal and replacement of the existing limestone masonry retaining wall at the northwest corner of the structure, and new retaining wall at northeast corner is to be included with the bridge replacement.
 - Wall has suffered from years of degradation due to stream flow and aging, and is now in a state of disrepair.
 - Wall to be replaced with a reinforced concrete retaining wall.
- The existing weir upstream will be reconstructed to existing parameters to ensure no change to watercourse flows.
- Shoreline protection (rip-rap) to be included along the watercourse both upstream and downstream to protect adjacent properties, and retaining wall features.
- Utility relocation will be required in advance of the structure replacement.



SUMMARY AND NEXT STEPS

Next Steps:

Upon completion of the Public Information Centre, the following steps will be taken:

- Receive and review any comments received from this Public Information Centre.
- Review the preferred design concept in consideration of natural, socio-economic, cultural, and transportation environments.
- Confirm the preliminary preferred alternative.
- Publish the Notice of Completion in local newspapers and on the Counties' website identifying the completion of the Project File Report and the associated 30-day review period.

COMMENTS

Comments and information regarding the proposed project are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. The collection of comments and information will be conducted in accordance with the *Freedom of Information and protection of Privacy Act*. Comment will be maintained on file for use during the Study and may be included in the Study documentation. With the exception of personal information, all comments will become part of the public record.

If you wish to comment or have any questions, please fill out a comment sheet or provide written comments to the contacts below no later than **April 10, 2026**.

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Thank you for joining us today!