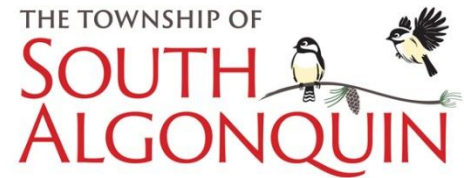


# STAFF REPORT

**Meeting Date:** December 18th, 2024

**Agency:** Township of South Algonquin

**Staff Contact:** Steven Ronholm



**Agenda Title:** HWY 60 Bridge Replacements in Madawaska (Opeongo & Madawaska River)

**Agenda Action:** HWY 60 Bridge Replacements in Madawaska (Opeongo & Madawaska River)

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## Background

MTO in consultation with HDR Incorporated (consultant) are currently in the process of preliminary design stages for the future replacement of the Opeongo & Madawaska River Bridge Structures on HWY 60 in Madawaska Ontario.

## Analysis / Alternatives

MTO in consultation with HDR Incorporated (Consultant) analyzed different alternatives for either rehabilitation or full replacement of the existing Opeongo & Madawaska River Bridge Structures on HWY 60 in Madawaska Ontario and determined that full replacement would be the most feasible (cost effective) option.

With the full replacement option of both structures determined to be most feasible, MTO in consultation with HDR Incorporated came up with 8 different replacement options for each structure location which are outlined below:

The following replacement strategies were considered for each bridge:

- Alternative 1N / 1S – Replace on a new alignment
- Alternative 2N / 2S – Replace on the existing alignment with a temporary detour
- Alternative 3N / 3S – Staged replacement
- Alternative 4N / 4S – Lateral slide

Out of each replacement alternative outlined above realignment of HWY 60 and full replacement of each structure to the north of the existing structure at each bridge location was preferred because of the following reasons:

- Fewer impacts to existing businesses
- Smaller ‘footprint’ impacts to the watercourses associated with causeway widening compared with alternatives to the south
- Avoids potential conflict with pre-1942 bridge (Madawaska River Bridge only)
- Lower construction cost compared with alternatives to the south

## **Impact Summary**

Council, Staff & residents of South Algonquin were invited to an open house held by MTO & HDR Incorporated that was held on Wednesday November 13<sup>th</sup> at the Madawaska Community Complex (M&L Hall). A large gathering of council members, staff and residents were present for the open house and were very vocal and voiced their concerns during the meeting. Their comments were all taken in by MTO & HDR Incorporated who said they would be reviewed and discussed in future consultations with the Township of South Algonquin.

The preliminary impacts & concerns brought forth during the open house with the current preferred preliminary design option of shifting the existing road alignment & structures to the north are outlined below:

- Major potential impacts to the JR Booth Park location including but not limited to the following:
  - Potential long-term duration closure or limitations on the park
  - Reduction in space of the existing parking lot at JR Booth Park (where will residents who access the park be allowed to park passenger vehicles during construction)
  - Access Point off HWY 60 to existing park is now being proposed as new access point for construction staging area, therefore where will residents be able to access the park while construction is in progress
  - Major future permanent reduction in space / area of the existing park
  - Safety Concerns for residents in the park if construction staging area not properly secured during construction
  - Potential Damage to existing park landscaping, access points, facilities. Will the park be reinstated to existing conditions following construction?
- Shifting existing road alignment to the north at both bridge locations results in an overall tighter radius (sharper) corner road design on HWY 60 which is more unsafe and could result in more frequent accidents in the future once final construction has been completed
- Limited space at the proposed staging areas on the north side of HWY 60 at the Madawaska River Bridge location to properly store construction materials, equipment, portable comfort stations, generators, site trailers during construction
- Future reinstatement of existing landscaping, access points, infrastructure at each bridge location & park should be provided as part of the final design
- Long-term Construction staging plan & timeline not yet determined for when & how causeway & bridge construction will occur
- Councilor Sandra Collins proposed a potential walking path / bridge be installed from existing railway line north of the existing Madawaska River Bridge to the north side of the existing JR Booth Park as a potential permanent or temporary solution for an access point for residents to access the park during and following construction stages of the new Madawaska River Bridge over HWY 60
- Councilor Joe Florent voiced many concerns about the proposed design of shifting the new road alignment and structures to the north side of the existing structures. These comments included but not limited to the following:
  - Safety concerns, including the sharper curve / radius in road design on HWY 60
  - Reduction of Space to JR Booth Park (temporarily & permanently)
  - Major Impacts to JR Booth Park (during and after construction)
  - Environmental Impacts
  - Logistics

## **Attachments**

- Slideshow Presentation entitled “*Preliminary Design and Environmental Assessment for the Replacement of the Madawaska & Opeongo River Bridges, Highway 60*”