Township of Centre Wellington

Bridge and Transportation Network Study

Bridges 21-WG, 29-WG & 30-WG

Public Open House #2 (Nov 3, 2025)
Comment Summary

Summary of Open House

- Open house held on November 3, 2025, at the Centre Wellington Community Sportsplex
- Project Team was on site to answer questions and provide additional information
- 29 attendees signed in, 6 comment sheets were submitted at the POH
- Virtual Presentation was also available online for review
- Additional comments were received via email during the comment period

Key Themes in Comments

- Economic and business impacts from closures
- Environmental and engineering considerations
- Safety and traffic concerns of re-opening bridges
- Community and recreational use
- Bridge prioritization and recommendations
- Comments regarding opinions on preliminary preferred solution

General Comments

- Bridge closures and restrictions have led to increased travel distances and higher costs for residents, farmers and businesses
  - These comments have been addressed in the Preliminary Preferred Solution through the Traffic Impact Analysis, which included review of increased travel time and distances for cross community travel, travel for slow moving vehicles (farm equipment) and local community travel. The Township introduced an additional evaluation criteria ("Business Related Transportation Benefit") to the Economic Environment in the Evaluation Matrix following Public Open House #2. This additional criteria has not influenced the Preliminary Preferred Solution.
- Questioned if cost of removal has been properly assessed and if there might be unforeseen expenses associated with a bridge removal
  - Costs for removals have been estimated based on current industry pricing and have previously been within the overall capital costs evaluated as part of the Preliminary Preferred Solution.
- The analysis was based on pre-closure traffic volumes but should have considered future forecasted volumes
  - Pre-closure traffic data was inflated to current day estimated traffic volumes for comparable values of all bridge sites. Future forecasted volume increases are considered to be minor given that these areas are not considered as development / growth areas based on the Township's Master Plans.

General Comments

- Suggestions include keeping 30-WG closed, re-opening 29-WG as a pedestrian-only bridge and re-opening all three bridges.
  - These alternatives were considered as part of the evaluation of alternatives previously completed
- Some community members have adapted to alternate routes and appreciate the recreational opportunities created by the bridge closures.
  - This was previously captured in the 'Community Preference' criteria based on information gathered during the first Public Open House.
- Closure has resulted in accidents due to necessity of detours with farm equipment on narrower, less safe roads
  - The alternative routes for detours considering the avoidance of Wellington Roads (i.e. using Local Roads) were reviewed and noted to provide a comparable road platform to Sideroad 15. The Township may consider improvements to Local Roads as part of future capital improvements.

General Comments

- Sideroad 15 has been historically used as a through-road as an alternative route to Wellington Road 19 for access to businesses north of Fergus. Closure of the bridges has resulted in traffic using Sideroad 20 as an alternative and is resulting in increased wear on the roads.
  - Sideroads 15 and 20 are considered as Local Roads in accordance with the Township's Transportation Master Plan. Local Roads are designed with the primary function of providing land access. Collector and Arterial Roads such as Wellington Road 19 are designed for the primary function of traffic movement and shall be used accordingly. This identification of traffic versus land access roads, as determined through the Township's Transportation Master Plan helps provide a balance between the road needs of the community and the financial implications of designing, constructing and maintaining the overall road network within the Township. The analysis of this Study is aligned with the Township's Transportation Master Plan. However, the Township continues to review the state of their road network and required improvements through re-occurring Roads Needs Studies, which may consider future needs related to the implemented solution of this study.
- Opening of Bridges 30-WG and 29-WG would provide an East-West Corridor along Sideroad 15 and would benefit businesses.
  - The benefits to vehicular travelling of opening 29-WG and 30-WG together have been included in the Traffic Impact Assessment study and included for when evaluating the preferred alternative.

Comments on Bridge 29-WG

- Reopening 29-WG would provide significant benefits of reduced travel time, fuel costs, and improved corridor access for local business and farmers
  - This has been accounted for in the analysis through the Traffic Impact Study
- Suggestion to improve the sightlines on 29-WG
  - These details will be addressed during the Detailed Design phase; however, this study has been based on minor realignment to improve sightlines assuming reduced regulatory speed limits on the bridge approaches

Comments on Bridge 29-WG

- Support for making 29-WG a priority to re-open
  - All additional responses regarding preferences will be included in updates to the 'Community Preference' criteria
- Concern expressed that a center pier at 29-WG is problematic due to the scour and environmental effect on the river with suggestion to consider single span bridge
  - Single span options were considered in the structure type evaluation; however, the site-specific hydraulic characteristics at Bridge 29-WG requires that the superstructure depth be minimized (by providing a two-span structure) to prevent risks of flooding upstream during the Regulatory flood event.

Comments on Bridge 21-WG

- Questioning priority of 21-WG over 29-WG noting 29-WG would provide greater benefits
  - As outlined in the presentation, Bridge 29-WG is noted to be of higher priority for replacement than 21-WG
- Suggestion to close 21-WG to traffic and re-open as a pedestrian bridge only
  - The Evaluation of Alternatives identified that re-opening of Bridge 21-WG provides significant enough benefit to open to full traffic.
- Suggestion that re-opening 21-WG along with 29-WG would provide the greatest benefit to the community.
  - This is the Preliminary Preferred Alternative, as outlined in the presentation

Comments on Bridge 30-WG

- Multiple comments noted the 30-WG bridge closure has created a valued recreation space for the community
  - This preference was identified by some members of the public during the first Public Open House and have been included for in the analysis and recommendation for proposed closure of Bridge 30-WG
- The 15 Sideroad is used by horseback riders, cyclists, walkers, hikers, nature seekers and children regularly
  - This was noted during the first Public Open House and included for in the analysis and preliminary preferred alternative recommendation
- Re-opening the bridge will put recreation users at greater risk, request to keep 30-WG bridge closed
  - Proposed replacement structure (if recommended) would provide additional width shoulders for improved safety over existing conditions

Comments on Bridge 30-WG

- 30-WG bridge has been closed so long residents have adapted to alternative routes
  - Noted; however, this has been negated from the analysis as the duration of current conditions is not considered to be relevant in determining the preferred alternative.
- It is unfortunate that the analysis presented did not show the alternative of Bridge 30 WG as the only reopened bridge
  - An evaluation of opening Bridge 30-WG only was included in the analysis, but was not shown in the presentation due to it being the lowest scoring alternative for opening a single bridge. The analysis of this alternative will be shown in the Project File Report
- Preferences of closure noted by a small group should not be the basis of a decision for closure
  - Community Preference is only one small aspect of the overall criteria.

The display boards, a narrated slideshow and all project updates will be available on the Township's project webpage:

www.connectcw.ca/CW-3Bridge-Study

If you have any questions, please contact the study team:

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