PUBLIC INFORMATION CENTRE

OUTLET BRIDGE REHABILITATION

April 23, 2026
6:00 pm to 8:00 pm

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Ainley GROUP CONSULTING ENGINEERS PLANNERS

WELCOME

Welcome to the Public Information Centre for the rehabilitation of Outlet Bridge within the County of Prince Edward.

The purpose of this Public Information Centre is:

- To summarize the study area and existing conditions at Outlet Bridge
- To describe the proposed solution to address the deteriorated structure condition.
- To outline the planned traffic control plan for the duration of construction.

Members of the County of Prince Edward 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.

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STUDY PURPOSE & BACKGROUND

- Outlet Bridge is a three span structure originally constructed in 1958.
- The three span structure is a continuous thick concrete deck slab supported on reinforced concrete abutments and two piers.
- The structure has a total deck length of 25.7 m with an asphalt wearing surface, and overall width of 9.8m. It carries 1 lane of traffic each direction running west and east.
- The OSIM report dated July 2022, noted several defects on the superstructure and concrete defects on the abutment walls.

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STUDY PURPOSE & BACKGROUND (Continued)

An Enhanced OSIM inspection completed in 2024 highlighted the following structural deficiencies:

- Medium to severe raveling and light wheel track rutting and settlement on approach wearing surfaces
- Medium unsealed cracks, medium raveling and wheel track rutting throughout the deck wearing surface.
- Absence of standard sawcut groove at expansion joints, causing wide irregular transverse cracks above the joints at both deck ends.
- Delamination and spalling on concrete deck top estimated to exceed 50 m^2.
- Medium to severe cracking, delamination, spalling and scaling on soffit and fascia.
- Medium to severe corrosion on all eight deck drains.
- Narrow to wide cracks, severe scaling and disintegration on wingwalls.
- Medium to severe erosion and loss of slope protection observed at all four embankments.

PROPOSED REHABILITATION

Structural Rehabilitation with New Traffic Barrier

Design Features

- Concrete patch repair to structure and pier shafts
- New waterproofing and asphalt overlay
- New approach slabs
- Bridge barrier system replacement

Proposed Bridge Barrier System

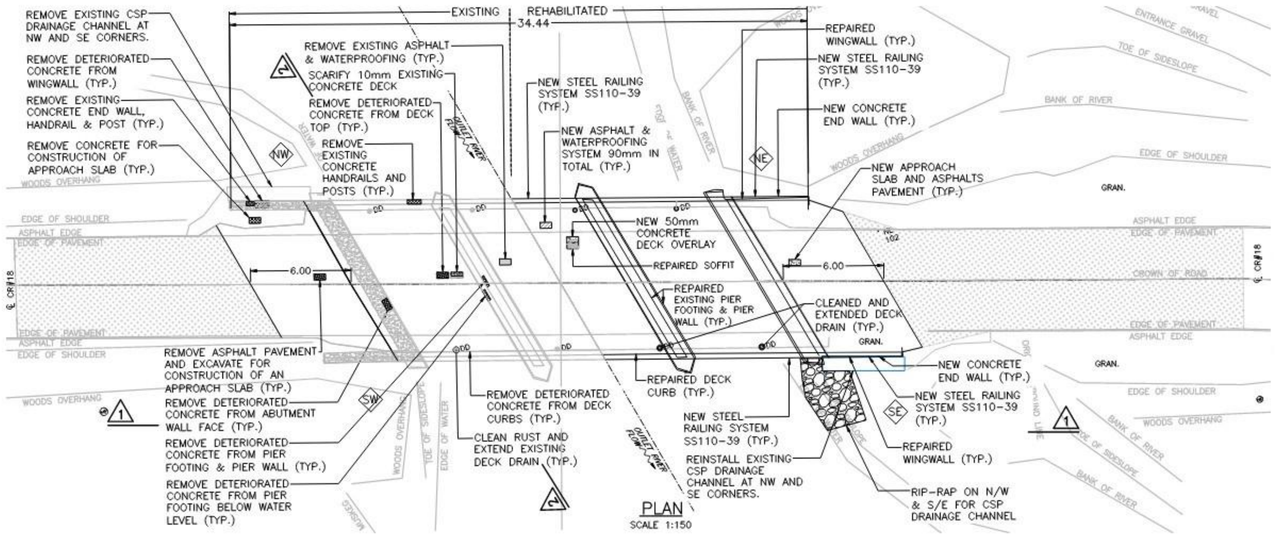
- Steel tube railing system designed for vehicular traffic

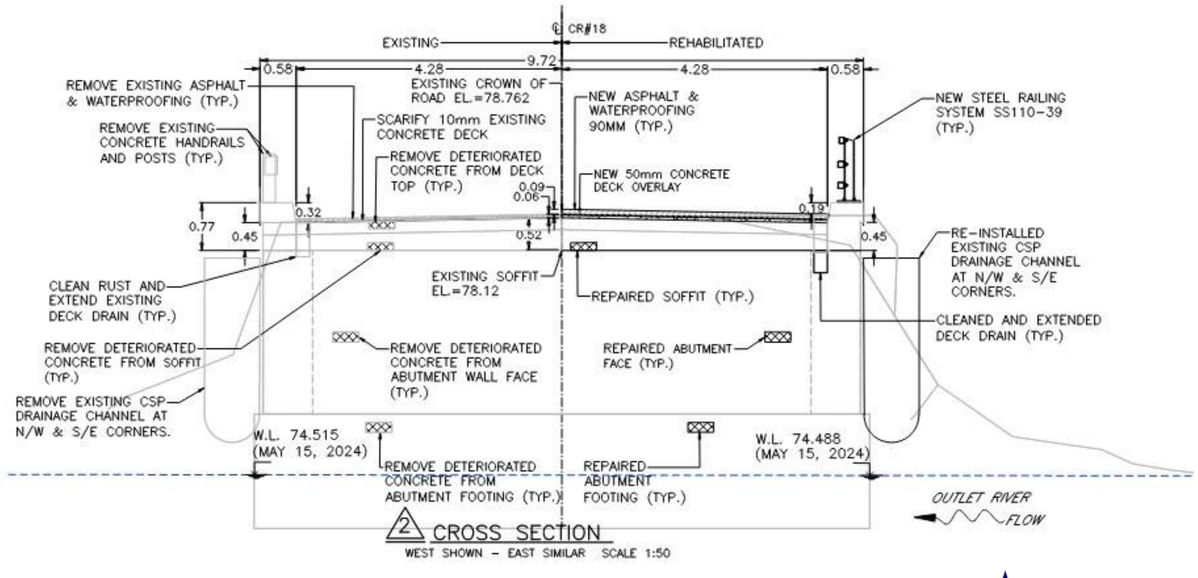
Expected Service Life

- 25-30 years

Estimated Construction Duration

- 24 weeks





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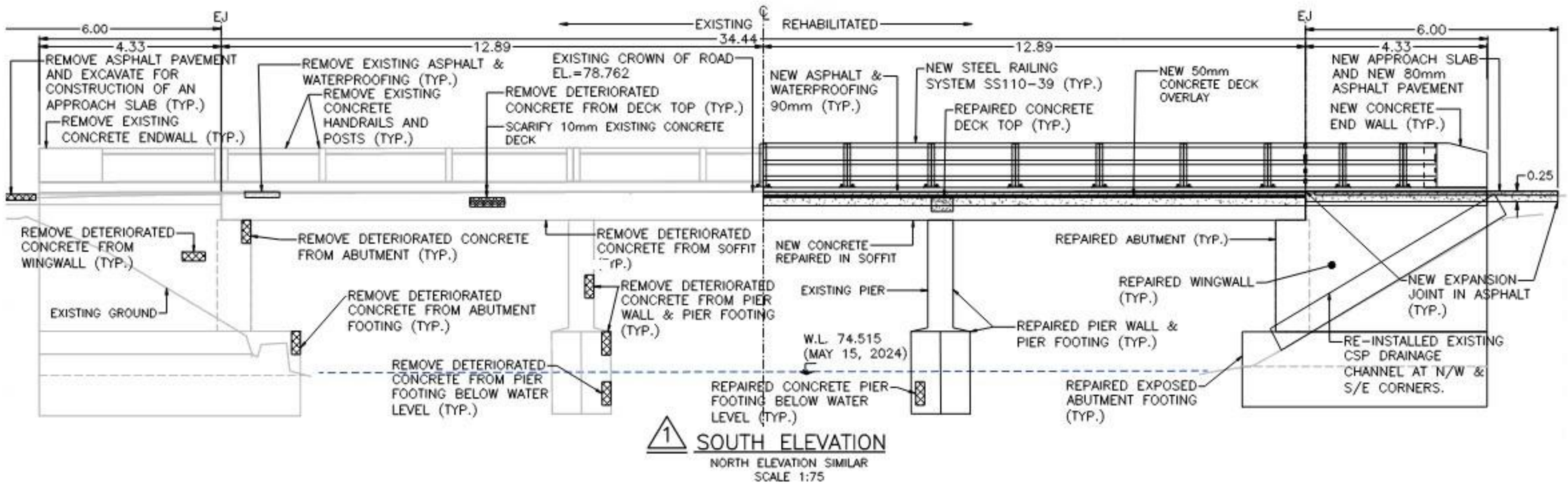
PROPOSED REHABILITATION

Structural Rehabilitation with New Traffic Barrier



1 SOUTH ELEVATION

NORTH ELEVATION SIMILAR

SCALE 1:75

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PROPOSED TRAFFIC STAGING / ACCESS

- Two stage construction with a single lane closure and one lane of traffic remaining open for the duration of construction. A minimum lane width of 3.375 m will be maintained during construction, and the duration of each temporary lane closure is anticipated to be 8-10 weeks.

- Stage 1: South lane to remain open while work on the north side is completed. Temporary concrete barrier to be installed and traffic to be controlled via portable temporary traffic signals.

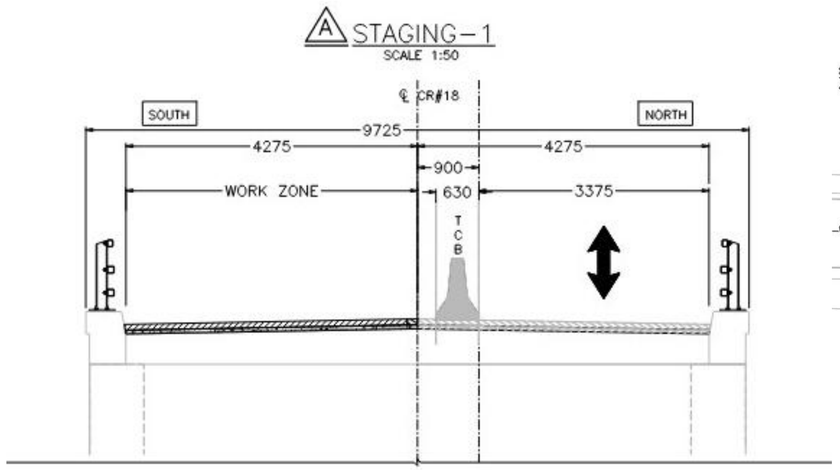
- Stage 2: North lane to be opened while remaining work on the south side is completed. Temporary concrete barrier to be installed and traffic to be controlled via portable temporary traffic signals.

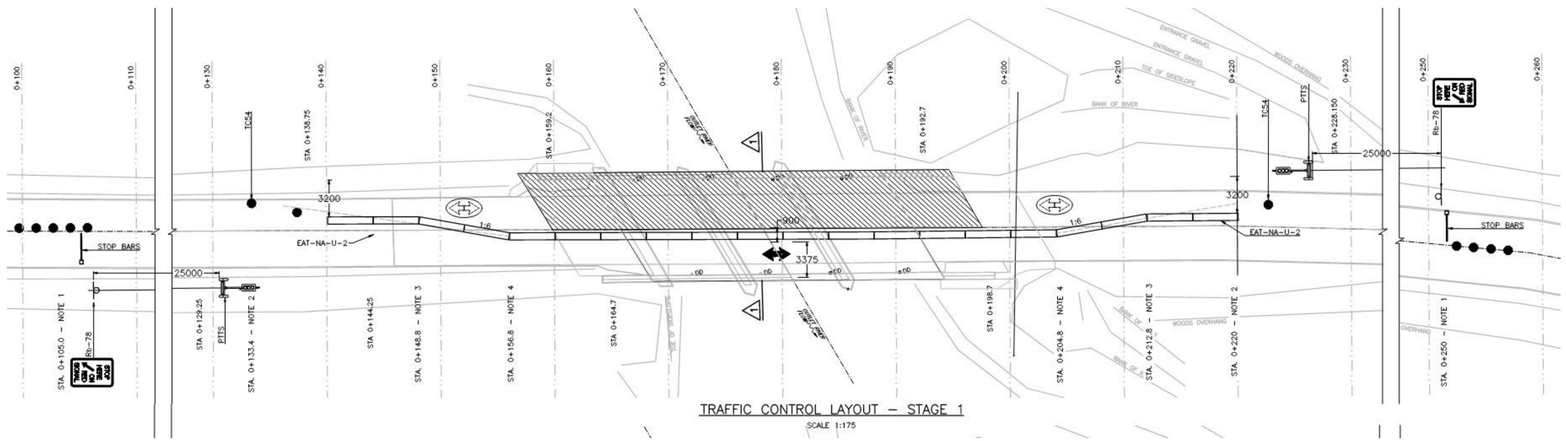
- The contractor will also be required to maintain safe passage through the construction zone for watercraft in accordance with Transport Canada requirements / approvals.

- All work will be completed in accordance with local noise by-laws, and night works are not anticipated.

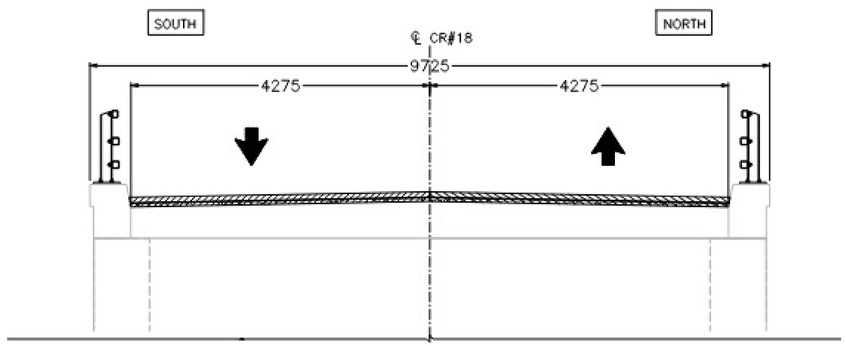
PROPOSED TRAFFIC STAGING

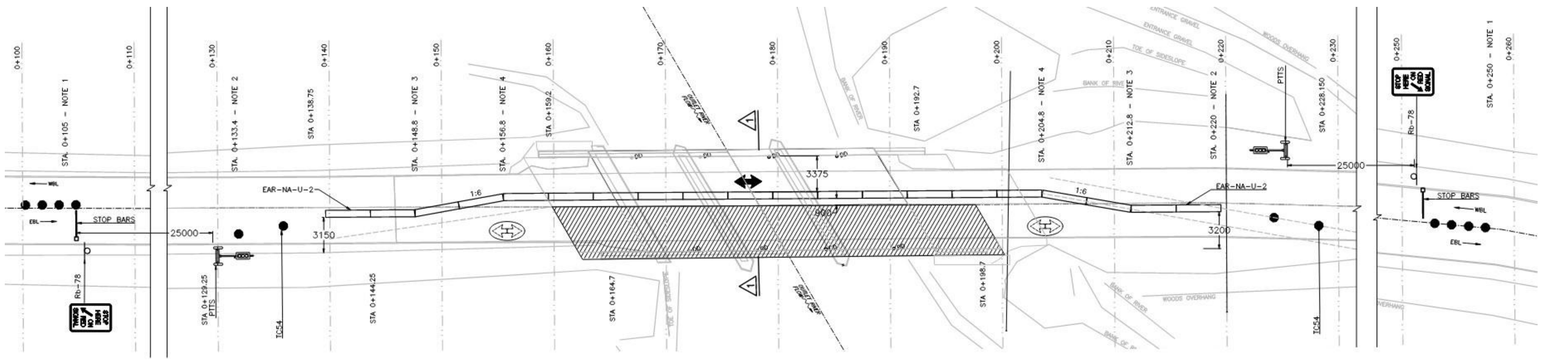
STAGE 1





STAGE 2





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QUESTIONS

Thank you for joining us today!

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