

Sylvan Glen Bridge Replacement

Public Information Centre Summary Report

Prepared For:
Municipality of Port Hope

April 2023

Public Information Centre

Summary Report

for

Sylvan Glen Bridge Replacement - Engineering Design

Municipality of Port Hope

Prepared by Ainley Group

April 2023

Prepared By:



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1.0 THE STUDY

The Municipality of Port Hope has retained Ainley Graham & Associates Limited (Ainley Group) to fulfill the requirements of the Municipal Class Environmental Assessment process for the replacement of the Sylvan Glen Bridge between 4th Line and Dale Road in the Municipality of Port Hope. The scope of the project includes the full replacement of the bridge. The site location is shown in **Figure 1**.

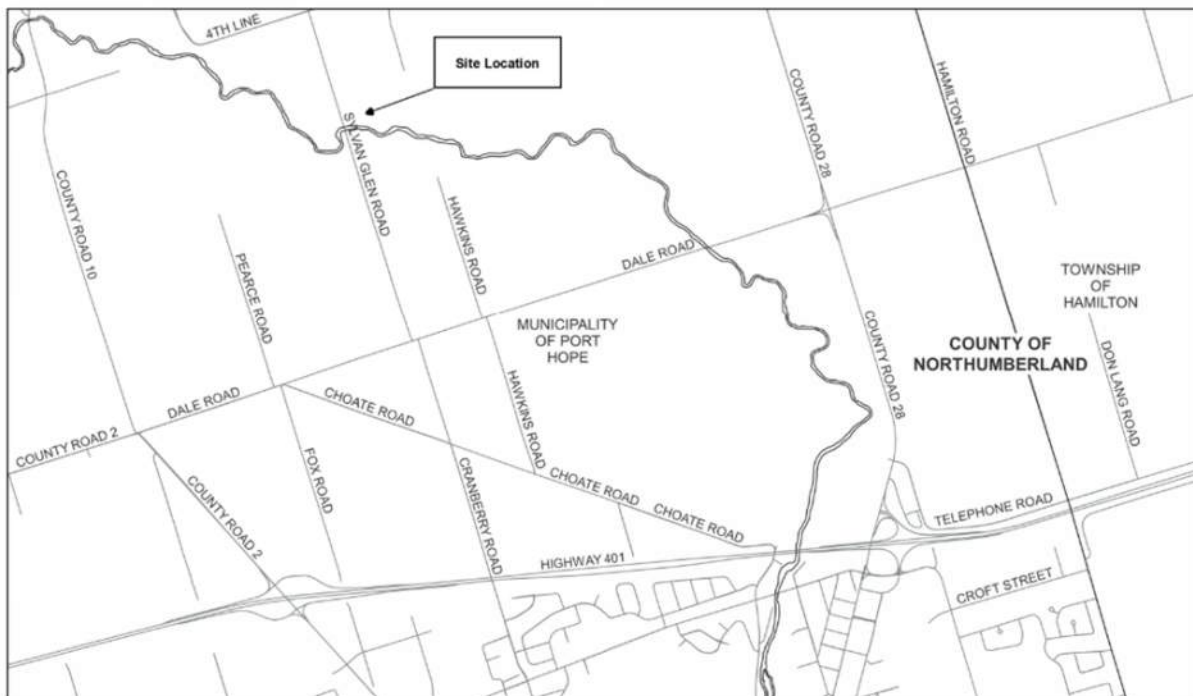


Figure 1 - Key Map

2.0 THE PROCESS

The proposed replacement of the Sylvan Glen Bridge is classified as a Schedule 'B' undertaking in accordance with the Municipal Class Environmental Assessment (MCEA). Public consultation is an important part of the MCEA process. In accordance with the MCEA, a Public Information Centre (PIC) was hosted in order to provide project information to the public, present the preferred alternative, and to provide an opportunity for the public to discuss and provide further comments on the project.

This summary focuses on the results of the PIC that was held on Thursday, January 26, 2023 in the Council Chambers of the Municipality of Port Hope Town Hall at 56 Queen Street in Port Hope, Ontario.

2.1 Public and External Agency Notification

A Notice of the Public Information Centre was emailed and mailed on January 10, 2023 to external agencies, Indigenous groups, and stakeholders, providing the date and location of the PIC. A copy of the Notice of the Public Information Centre is provided in **Appendix A**.

2.2 Purpose of the Public Information Centre

The Public Information Centre was held on January 26, 2023 in an effort to summarize the Municipal Class Environmental Assessment, the schedule applicable to this project (Schedule 'B'), consultation methods, supporting studies, alternative solutions, preferred alternative and next steps. Included were opportunities for the public to discuss and provide further comments on the replacement of the Sylvan Glen Bridge. Contact information for representatives from the Municipality of Port Hope and Ainley Group (consulting engineers) were provided with the posted information to allow questions to be submitted and answered.

The event was held from 6:30 PM to 8:30 PM and followed a drop-in style format where individuals referenced the display panels at their own leisure. Display materials were also posted on the Municipality of Port Hope website.

Members of the public and agencies were invited to review the display boards presenting the proposed information that included the following:

- Introduction to the PIC
- Project Location
- Purpose and Background
- Problem and Opportunity Statement
- Municipal Class EA Process
- Consultation and Methods of Communication
- Supporting Studies
- Preliminary Assessment Criteria for Alternative Solutions
- Alternative Solutions
- Summary of Evaluation of Alternative Solutions
- Preferred Solution
- Detour Route
- Summary and Next Steps
- Opportunities to Comment

A comment sheet was made available to all attendees, and the information panels were posted to the Municipal website for public review where online comment forms were also available. Interested members were given the option to provide comments by email, fax, mail, or on-line form with comments being requested by February 16, 2022.

The display boards provided at the PIC are included in **Appendix B**.

2.3 Public / Agency Responses

A total of nine (9) individuals signed-in to the event. Four (4) individuals and one (1) agency completed online comment forms before the PIC and thirteen (13) individuals, two (2) agencies and one (1) County completed online comments forms after the PIC.

2.4 Summary of Comments Received Before the PIC

Three (4) individuals and one (1) agency provided comments before the PIC via email. The general comments / associated responses are provided below:

- Respondent expressed their interest and concerns regarding Natural Heritage features.
- Respondent within the agriculture sector expressed concern with the design of the bridge and parked cars that could potentially limit passage with large machinery.
- Two respondents inquired if material was available for review before the PIC.
- Communication via email was initiated by MECP to inquire about project notices.

A complete summary of all comments received before the PIC is provided in **Table 1**. A copy of the comments received before the PIC is provided in **Appendix C**.

2.5 Summary of Comments Received During or After the PIC

Eleven (11) individuals provided comments via on-line comment form during or after the PIC, while two (2) individuals and two (2) agencies provided comments via email. General comments / associated responses are provided below:

- Respondent provided information regarding the reconstruction of the County Road 2/10/74 intersection in Welcome in 2024 and requested Sylvan Bridge reconstruction detour details if construction is scheduled for 2024.
- Respondent was in agreement with the preferred Alternative #1 that better preserved the heritage elements in the appearance of the bridge.
- Respondent inquired if passage by foot across the bridge would be maintained during construction.

- Communication via email was initiated by Bell after receipt of the Notice of PIC email to discuss the management of existing infrastructure in the area of the bridge, such as copper pedestals located both north and south of the bridge.
- Respondent was in agreement with the concrete alternative but was concerned with public safety with a wider bridge.
- Respondent was interested in keeping the bridge to one lane in to maintain public safety.
- Respondent was concerned with public safety with a wider bridge.
- Respondent was interested in keeping the bridge at a similar size, but to include a pedestrian lane if widened to maintain public safety while using local natural features.
- Respondent was interested in a wider bridge with a pedestrian walkway on both sides of bridge.
- Respondent expressed interest in maintaining bridge size and decorative features while including a pedestrian lane or traffic calming feature to protect users on the natural area.
- Respondent was interested in a concrete bridge with a pedestrian / cycle walkway.
- Respondent was in agreement with Alternative 1, concrete bridge.
- Respondent wanted to inform parties of farm equipment that required access to field gates located both north and south of bridge.
- Respondent was in agreement with a concrete bridge but with safe passage for pedestrians.
- Respondent expressed an interest in a walkway for safe passage by pedestrians.
- A member of ECCC requested information regarding relocation of an ECCC hydrometric station

A complete summary of all comments received during or after the PIC is provided in **Table 2**. A copy of the comments received during or after the PIC is provided in **Appendix D**.

2.6 Freedom of Information and Privacy Act

With the exception of personal information, the above-noted comments will be maintained as a public database and kept on file for use during the study. Unless otherwise requested, the comments may be included in the Study documentation that is made available for public review.

Tables

Table 1: Comments Received Before PIC			
No.	Public / Agency	Comment Summary / Concerns	Response
1.	Public	Respondent noted that they have not been able to see any of the options but would like to mention that they are a farmer in the area that has fields between Dale road and the 4th line and they regularly use Sylvan Glen with farm equipment to get from field to field. The new bridge will need to be able to hold heavy weight possibly be wider as there are many cars parked along the side which is very frustrating. The height of the bridge rails should remain the same so that large equipment can still clear when a wide load is going through. The respondent stated that they had filled out the survey for the bridge assessment at Sylvan Glen but forgot to include to please omit any river clearances and keep the bridge level with the existing road and not put a hump in the bridge as navigation is already challenging. To detour around by either taking County Road 10 to the 4th and steering through the narrow road or taking the extremely busy Highway 28 is not feasible.	Requirements for agricultural machinery will be reviewed as part of alternatives assessment. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. Railing heights are anticipated to be maintained with the new structure.
2.	MECP	Respondent stated they recently received the Notice of Public Information Centre. They asked to review Indigenous communities included as part of the consultation for the Sylvan Glen Bridge replacement.	The list of Indigenous communities included as part of the consultation for the Sylvan Glen Bridge replacement was provided for review. Modifications to the Indigenous contact list were completed per follow up recommendations provided by MECP with the addition of three (3) communities.
3.	Local Field Naturalist Group	Respondent acknowledged receipt of the Notice of the PIC to their community organization and expressed concerns regarding natural heritage interests in and around Northumberland County. They stated that their interests in the project were mainly new invasives control and improving existing invasive conditions, maintaining and improving the wildlife passageways, enhancement of the water corridor for fish species, run-off control and stabilization of the banks with appropriate erosion controls, and appropriate planting of native species.	Natural heritage features will be reviewed as part of the alternatives assessment. Mitigation measures to protect the natural environment will be implemented during construction and will include (but not be limited to) timing windows, erosion and sediment measures, pre-construction and routine sweeps for wildlife, and other measures as developed. Vegetation removal will be minimized to the extent possible during construction.

4.	Public	Respondent inquired as to the location of the link to the study to become better informed before the PIC. They expressed a desire to review material before the PIC.	Respondent was informed that as part of the Municipal Class Environmental Assessment process, the Municipality is required to present the alternative solutions and information to the public, receive feedback, and respond to questions and/or concerns. After this step is completed, the preferred solution can move forward and the report can be finalized. Tendering and construction can then follow. Response was provided indicating that project information would be available on the myporthope.ca website for review.
5.	Public	Respondent inquired if the study referenced in this notice is published and if so, where it can be found?	Respondent was informed that the public information centre was scheduled for January 26, 2023 at the Town Hall and that they would have display boards and staff (municipal and consultant) would be on hand to answer any questions people had about the project. Following the public meeting all the materials will be posted on the myporthope.ca webpage.

Table 2: Comments Received During or After PIC			
No.	Public / Agency	Comment Summary / Concerns	Response
1.	Public	The respondent thought the presentation was well done and they agree with the consultants that the current bridge should be replaced by a Precast Box Beam bridge. They stated that the look is similar to the present bridge and takes the heritage elements into consideration. The bridge is a focal point for those who live in the area and for those who visit. From a heritage perspective it is important to maintain the character of the bridge which has been in existence for over 100 years.	All alternatives will be reviewed in consideration of the problem statement, as well as potential impacts to the cultural heritage environment. Cultural heritage elements of the existing structure will be included as part of the assessment, and efforts will be made to incorporate into the final design where feasible.
2.	Local Hiking Club	The respondent stated that the Ganaraska Hiking Trail passes over the Sylvan Glen Road bridge and inquired if foot traffic over the bridge would be maintained during the construction period, and if not, they would have to edit their on-line mapping to redirect hikers along a detour route. They stated that they would appreciate being informed of the construction schedule as soon as possible so that we may update their trail guide information.	The structure is anticipate to be replaced via full road closure, and foot traffic will not be viable at the location during construction. Efforts will be made to provide advance notice of the structure replacement scheduling and timing.
3.	Northumberland County	Respondent stated that the Northumberland County is planning to reconstruct the County Road 2/10/74 intersection in Welcome in 2024. The County does not see any issues if the Sylvan Glen Bridge is being replaced in 2023. They requested notice if the project is delayed until 2024, to inform the County of the detour route details.	Pending funding and approvals, it is the intention of the Municipality of Port Hope to complete the Sylvan Glen Bridge replacement in 2023. A detour route will be developed as part of detailed design.
4.	Bell	Respondent stated that looking at their records, Bell has copper pedestals both north and south of the bridge; however, there is no infrastructure within the bridge deck or crossing under the creek. Depending on the scope of work, there may be no Bell in conflict or impacting this project.	Noted. An offer to install conduits for Bell infrastructure was made; however, Bell informed that these were currently not necessary and that they would revisit if future developments were to arise.
5.	Public	Respondent stated they are in agreement with the concrete alternative as it is similar to the original, but expressed concern if the bridge were to increase in size, it may lead to development of a truck route	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate

		and faster driving habits, putting the public at risk.	future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. Railing heights are anticipated to be maintained with the new structure.
6.	Public	Respondent expressed interest in keeping the bridge as one lane with a separate pedestrian walk to keep traffic speeds lower and protect local users of the natural features.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. Railing heights are anticipated to be maintained with the new structure.
7.	Public	Respondent expressed concern about an increase in width and potential for truck use and more dangerous traffic.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. Railing heights are anticipated to be maintained with the new structure.
8.	Public	Respondent expressed interest in the bridge remaining similar in size and if it were to be widened, a pedestrian lane should be included. They stated it would be a mistake to develop for truck use as it would reduce the aesthetics and safety of a natural area used by many people.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. There is an additional 1.0 m outside of each of the travelled lanes on the bridge deck structure that has been incorporated into the design. The wider bridge deck provides a larger area for access on both sides of the bridge.

9.	Public	Respondent expressed interest in a wider concrete bridge with a pedestrian walkway on each side.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. There is an additional 1.0 m outside of each of the travelled lanes on the bridge deck structure that has been incorporated into the design. The wider bridge deck provides a larger area for access on both sides of the bridge.
10.	Local Architectural Conservancy Group	Respondent expressed interest in maintaining the bridge's size and decorative elements and natural aesthetics of the general area. They expressed concern with potential heavier traffic with a wider bridge and the safety of pedestrians, anglers and cyclists who regularly frequent the natural area. They expressed interest in including a separate pedestrian lane, or some traffic calming feature.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. A separated pedestrian lane is not feasible to minimize the footprint of the structure; however, there is an additional 1.0 m outside of each of the travelled lanes on the bridge deck structure that has been incorporated into the design. The wider bridge deck provides a larger area for access on both sides of the bridge.
11.	Public	Respondent expressed interest in a concrete bridge that blends in with the surroundings, including a separated lane for the safety of pedestrians and cyclists.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. A separated pedestrian lane is not feasible to minimize the footprint of the structure; however, there is an additional 1.0 m outside of each of the travelled lanes on the bridge deck

			structure that has been incorporated into the design. The wider bridge deck provides a larger area for access on both sides of the bridge.
12.	Public	Respondents expressed preference for Alternative 1, concrete bridge.	Noted All alternatives will be reviewed in consideration of the problem statement. The selection of the preferred alternative will be documented in the Project File Report that will be available for a 30-day public review period.
13.	Public	Respondent wanted to inform parties that farm equipment requires access to land via existing gates north and south of the river, and presumably, over the bridge itself.	Requirements for agricultural machinery / access will be reviewed as part of alternatives assessment. Access needs will be reviewed, including the potential for temporary / permanent entrance relocations to facilitate easier access to adjacent lands in consideration of the final selected bridge design.
14.	ECCC	Respondent requested additional information regarding the bridge design and plans for relocation of the existing ECCC hydrometric station located adjacent to the bridge and river.	Detailed design information to be provided as it is prepared.
15.	Public	Respondent expressed a preference for the concrete bridge but with safe passage for pedestrians.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. A separated pedestrian lane is not feasible to minimize the footprint of the structure; however, there is an additional 1.0 m outside of each of the travelled lanes on the bridge deck structure that has been incorporated into the design. The wider bridge deck provides a larger area for access on both sides of the bridge
16.	Public	Respondent expressed a strong interest in walkway for the safety of hikers and anglers.	All alternatives will be reviewed in consideration of the problem statement. The replacement structure alternatives are being evaluated to accommodate future traffic volumes and to a standard

			to match the adjacent 2 lane Sylvan Glen Road. The roadway profile will be reviewed as part of detail design and will be established for smooth entry and exit transitions from the structure. A separated pedestrian lane is not feasible to minimize the footprint of the structure; however, there is an additional 1.0 m outside of each of the travelled lanes on the bridge deck structure that has been incorporated into the design. The wider bridge deck provides a larger area for access on both sides of the bridge
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Appendix A

Notice of Public Information Centre

January XX, 2023

File No. 22549-1

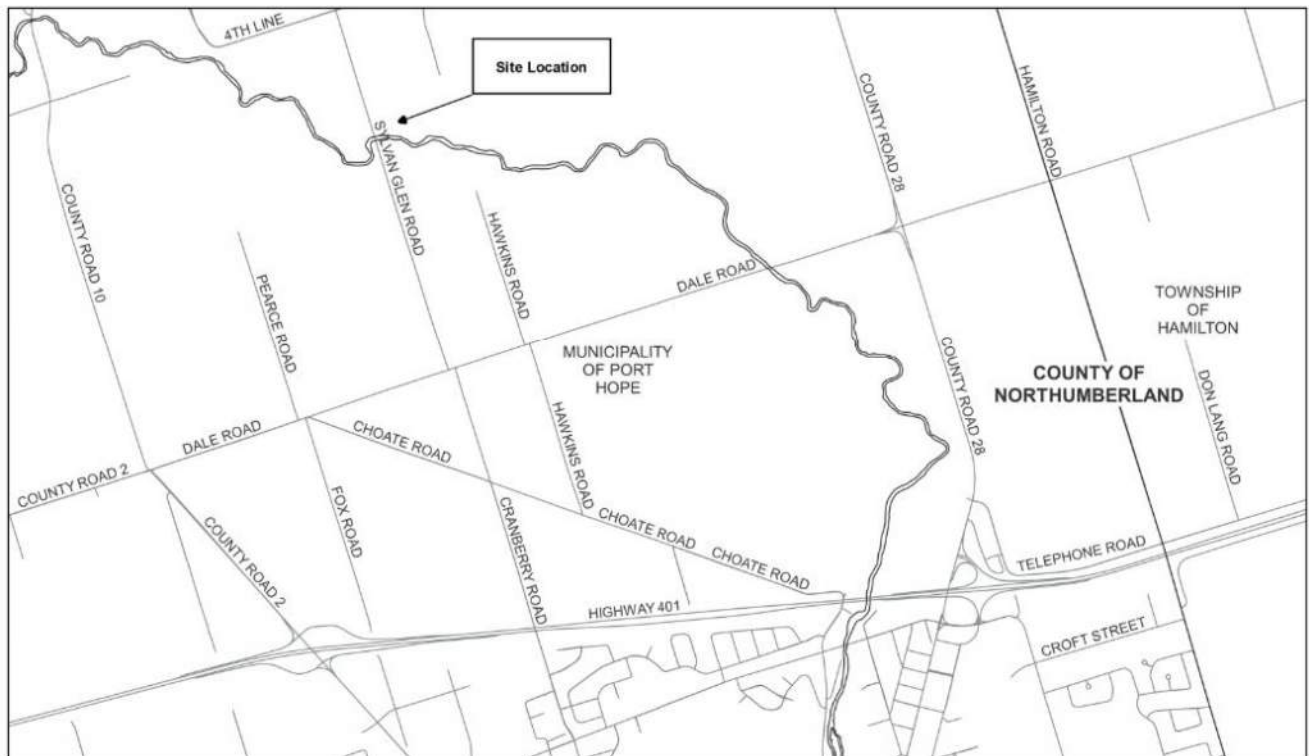
AGENCY
ADDRESS
ADDRESS
ADDRESS

Attn: AGENCY

**Re: Notice of Public information Centre (PIC)
Replacement of the Sylvan Glen Bridge, Municipality of Port Hope
Municipal Class Environmental Assessment**

To AGENCY:

The Corporation of the Municipality of Port Hope has retained Ainley Group to complete the Municipal Class Environmental Assessment (MCEA) process for the replacement of the Sylvan Glen Bridge. The Sylvan Glen Bridge is located on Sylvan Glen Road approximately 0.7 km south of 4th Line Road at the Ganaraska River. The study limits are shown on the key map below.



The Process

The design activities for replacement of the Sylvan Glen Bridge are being completed as a Schedule 'B' undertaking in accordance with the MCEA, which applies to municipal infrastructure projects including roads, bridges, water, and wastewater projects.

The MCEA study will evaluate alternatives for the replacement in consideration of traffic volumes, utilities, drainage, property impacts, and natural, built/heritage, and socio-economic environments. At the end of the study, a recommended preferred alternative will be identified for the replacement of the Sylvan Glen Bridge.

Public and agency consultation is an important component of the MCEA process. Public and agency input are invited for incorporation into the planning and design of the project. A Public Information Centre (PIC) will be held on **Thursday, January 26, 2023 from 6:30 pm to 8:30 pm at Council Chambers – Town Hall, 56 Queen Street, Port Hope**, to provide additional information, answer questions regarding the project, identify the nature of the work, and solicit feedback and comments.

The PIC will consist of a drop-in type format with displays showing alternative solutions and the preliminary recommended plan for bridge improvements. Information and materials from the PIC will also be available on www.myporthope.ca. Staff from the Municipality and the Project Lead Consultant will be on hand to answer any questions. Subject to comments received and the receipt of necessary approvals, the Municipality of Port Hope intends to proceed with the planning, design, and construction of this project.

Upon completion of the MCEA process, a Project File will be compiled to document the study process including any potential impacts on the study area, and corresponding mitigation measures. A copy of this report will be placed on public record for review by the public and other agencies.

Comments

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. You are encouraged to provide written comments or to contact the Municipality of Port Hope or the Project Lead Consultant if you have any questions or concerns regarding this project.

If you are interested in providing comments or receiving further information on this project, please contact the following individuals:

Ms. Lois-Ann Hayes, P.Eng.

Consultant Project Manager
Ainley Group
1-50 Grant Timmins Drive,
Kingston, Ontario
K7M 8N2

Phone: (343) 266-0002 ext. 204
Fax: (343) 266-0028
Email: lois-ann.hayes@ainleygroup.com

Mr. Mike van den Broek

Manager, Engineering
Municipality of Port Hope
284 Victoria Street North
Port Hope, Ontario
L1A 3V8

Phone: (905) 885-8760 ext. 4105
Fax: (905) 885-7698
Email: MvandenBroek@porthope.ca

These comments will be maintained on file for use during the study in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any accommodation requirements in order to participate in this project please contact one of the project team members listed above.

Yours truly,

AINLEY GRAHAM & ASSOCIATES LIMITED

A handwritten signature in dark ink, appearing to read 'SR', is positioned above the printed name of Scott Reynolds.

Scott Reynolds, B.Sc.(Env), EP
Consultant Environmental Planner

cc: Lois-Ann Hayes, P.Eng., Consultant Project Manager – Ainley Group
Mike van den Broek, Manager, Engineering – Municipality of Port Hope

Appendix B

Public Information Centre Display Boards

PUBLIC INFORMATION CENTRE

SYLVAN GLEN BRIDGE REPLACEMENT



**Municipal Class Environmental Assessment
January 26, 2023**

WELCOME

Welcome to the Public Information Centre for the replacement of the Sylvan Glen Bridge.

The purpose of this Public Information Centre is:

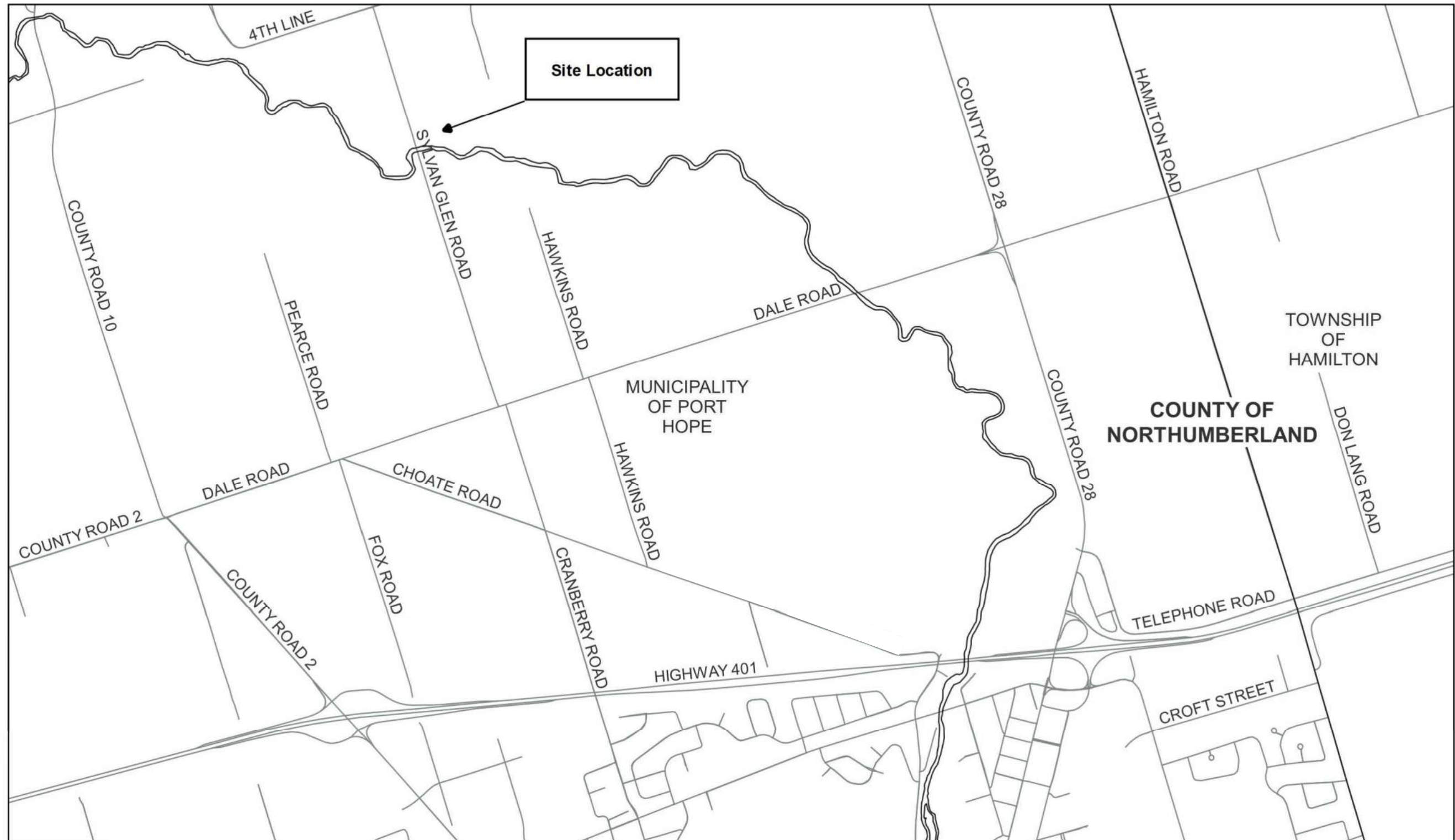
- To introduce the project and explain the Municipal Class Environmental Assessment (MCEA) process.
- To summarize the study area and existing conditions at the Sylvan Glen Bridge location.
- To describe the alternative solutions to address the deteriorated structure condition.
- To provide an opportunity for the public to discuss and provide comments on the alternative solutions.

Members of the Municipality of Port Hope and their consultant, Ainley Group, are working as a team to complete the MCEA process 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

Study Purpose

The purpose of this Class Environmental Assessment is to identify the preferred solution to address the deteriorated condition of the Sylvan Glen Bridge and prepare a preliminary and detail design for the preferred solution.

Study Background

The Sylvan Glen Bridge is located on Sylvan Glen Road between Dale Road and the 4th Concession, within the Municipality of Port Hope. The original bridge was constructed in 1921 with an additional 7.3 m length span added at a later date. The existing bridge has two spans, an overall bridge length of 22.1 m, and is currently conveying traffic through one and a half lanes (5.6 m width).



A detailed inspection of the structure conducted in 2021 determined that the structure was no longer capable to withstand the load of the standard CL-625 ONT Design Truck. As a result, 9/15/23 tonne load limit signs were posted on each of the approaches to the bridge.

PROBLEM AND OPPORTUNITY STATEMENT

Problem Statement

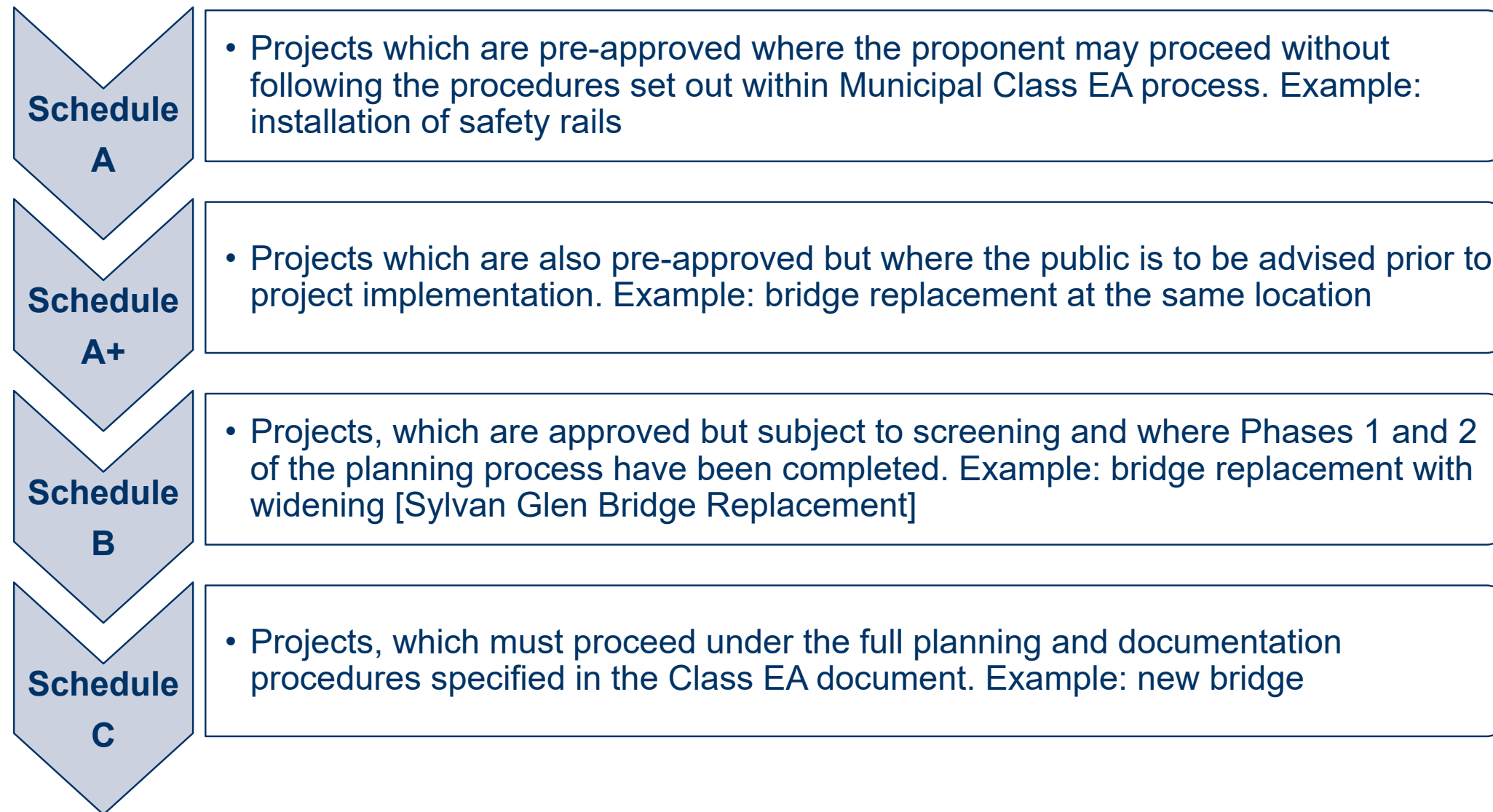
The existing condition of the Sylvan Glen Bridge is such that it has reached the end of its design service life and replacement is warranted.

Opportunity Statement

Replacement of the bridge would provide improved safety conditions on Sylvan Glen Road for the crossing of the Ganaraska River given the deteriorated condition of the structure.

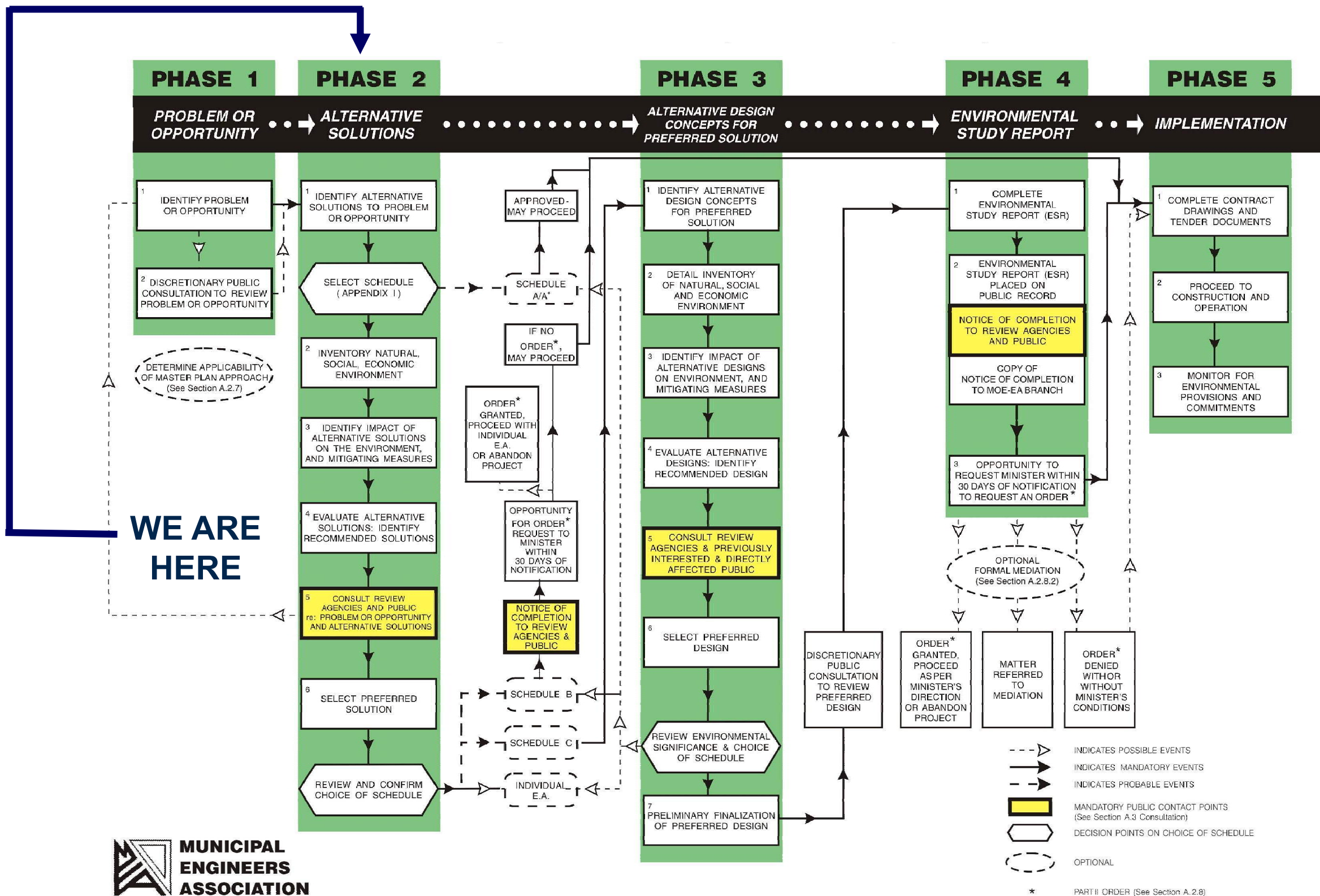
MUNICIPAL CLASS EA PROCESS

Four types of projects to which the Class EA applies are:



The Sylvan Glen Bridge replacement Class EA is being planned as a **Schedule 'B'** project based on the nature of work including a wider replacement structure.

MUNICIPAL CLASS EA PROCESS



CONSULTATION - METHODS OF COMMUNICATION

- Notice of Public Information Centre

- Mailed to regulatory agencies and Indigenous Groups with potential interest in the project.
- Mailed to emergency services, local school boards, and student transportation services.
- Mailed to residents in proximity to Sylvan Glen Road between Dale Road and the 4th Concession.
- Published in local newspaper(s).
- Posted on the Municipality of Port Hope website.

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 Municipality of Port Hope 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.

SUPPORTING STUDIES FOR THE PROJECT

Traffic Considerations



Sylvan Glen Road is a two-lane rural collector road, with an average annual daily traffic (AADT) volume of approximately 819 vehicles. The Sylvan Glen Bridge currently conveys only one and a half lanes of traffic.

Given the current one and a half lane configuration, full road closure over the duration of construction is anticipated to be required. A proposed detour route is presented on a later slide.

Archaeology Study



A Stage 1 and 2 archaeological assessment was carried out for the bridge location. The results of the field program will be documented in a formal report which is forth coming; however, no artifacts were encountered during the field investigation program.

SUPPORTING STUDIES FOR THE PROJECT

Natural Environment



The Ganaraska River is known for fish spawning / migration, including both Rainbow Trout in the Spring and Salmon in the fall, and is avidly used by local anglers.

Fish habitat was a key component (amongst other facets) of seasonal inventories of natural heritage features completed within the study limits. Pool features at the existing bridge were observed to be used as a staging area for migrating Salmon during field investigations in the fall of 2022, providing important habitat.

These features have been identified to remain as existing in the final bridge design. Mitigation measures will be implemented to limit potential impacts to adjacent natural heritage features, and a permit from the Conservation Authority will be obtained prior to any works.



Migrating Salmon – Photo taken by
Ainley Group at Sylvan Glen Bridge on
September 1, 2022

SUPPORTING STUDIES FOR THE PROJECT

Built Heritage Study



A Cultural Heritage Evaluation Report and Heritage Impact Assessment were completed for the Sylvan Glen Bridge. The existing structure is recognized as having heritage value, due to its design, its history and local associations, and its contextual value in the landscape. It is understood, however, that due to the structural condition, as well as current uses and safety requirements, retention of the bridge is not feasible.

The Municipality of Port Hope is currently reviewing options available to commemorate the existing structure. The options being considered are:

- Incorporating heritage elements into the new bridge design, subject to the requirements of the Ontario Bridge Code.
- Documentation and reporting of the heritage features and the current bridge design for historical reference.
- Development and installation of a plaque / information board within the adjacent Sylvan Glen Conservation Area (or other location as appropriate).



Chamfered post and railing

PRELIMINARY ASSESSMENT CRITERIA FOR ALTERNATIVE SOLUTIONS

Natural Environment

- ❖ Fish Habitat / Watercourse
- ❖ Terrestrial Environment
- ❖ Species at Risk

Socio-Economic Environment

- ❖ Accessibility during Construction
- ❖ Property Impacts
- ❖ Compatibility with Land Use

Cultural Environment

- ❖ Indigenous Group Interests
- ❖ Built Heritage / Cultural Landscape
- ❖ Archaeological Resources

Transportation Environment

- ❖ Construction Delays
- ❖ Roadway Safety
- ❖ Traffic Operations / Performance
- ❖ Noise

Costs

- ❖ Capital (Construction)
- ❖ Utility / Stream Gauge Relocation
- ❖ Property
- ❖ Operation and Maintenance

ALTERNATIVE SOLUTIONS

Alternative 1 - Replacement using Semi-integral Bridge with Prestressed Precast Box Beams

- Replacement alternative represents construction of a 24.0 m long single span structure with semi-integral abutments and prestressed precast box beams.
 - Bridge superstructure to consist of reinforced concrete deck supported by prestressed precast box beams and barrier walls.
 - Open steel railing system per the Ontario Bridge Code to which will provide viewshed opportunities through the open railing system.



Semi-integral Bridge Example

ALTERNATIVE SOLUTIONS

Alternative 2 - Replacement with Prefabricated Modular Steel Panel Bridge

- Replacement alternative represents construction of a 24.3 m long single span steel truss bridge on reinforced concrete abutments and shallow foundation.
 - Bridge superstructure is assembled of modular steel truss bridge elements.
 - Bridge deck consists of steel grating system with asphalt pavement on top of it and a steel railing system.



Modular Steel Panel Bridge Example

SUMMARY OF EVALUATION OF ALTERNATIVE SOLUTIONS

Replacement with Semi-integral Bridge with Prestressed Precast Box Beams

- The structure will provide a 75-year design service life. It would take approximately 10 – 15 weeks to construct the bridge, and 12 weeks to fabricate.
- Cost estimate for Alternative #1 is \$1,800,000.
- Similar appearance elements to existing bridge with respect to heritage considerations and setting in the landscape.
- This bridge design has minimum maintenance requirements, is durable, and is anticipated to have a long operational life.
- Anticipated traffic control would require full roadway closure.

Replacement with Prefabricated Modular Steel Panel Bridge

- The structure will provide a 75-year design service life. It would take approximately 6 - 8 weeks to construct the bridge, and 8 - 10 weeks to fabricate.
- Appearance is largely different than existing bridge structure.
- Maintenance costs are higher and lower durability is anticipated.
- Requires raising of Sylvan Glen road profile to achieve required vertical clearance.
- Cost estimate for Alternative #2 is \$1,650,000.
- Anticipated traffic control would require full roadway closure.

* Note Alternatives 1 and 2 are generally comparable with consideration to natural and socio-economic environments, and property impacts.

PREFERRED SOLUTION

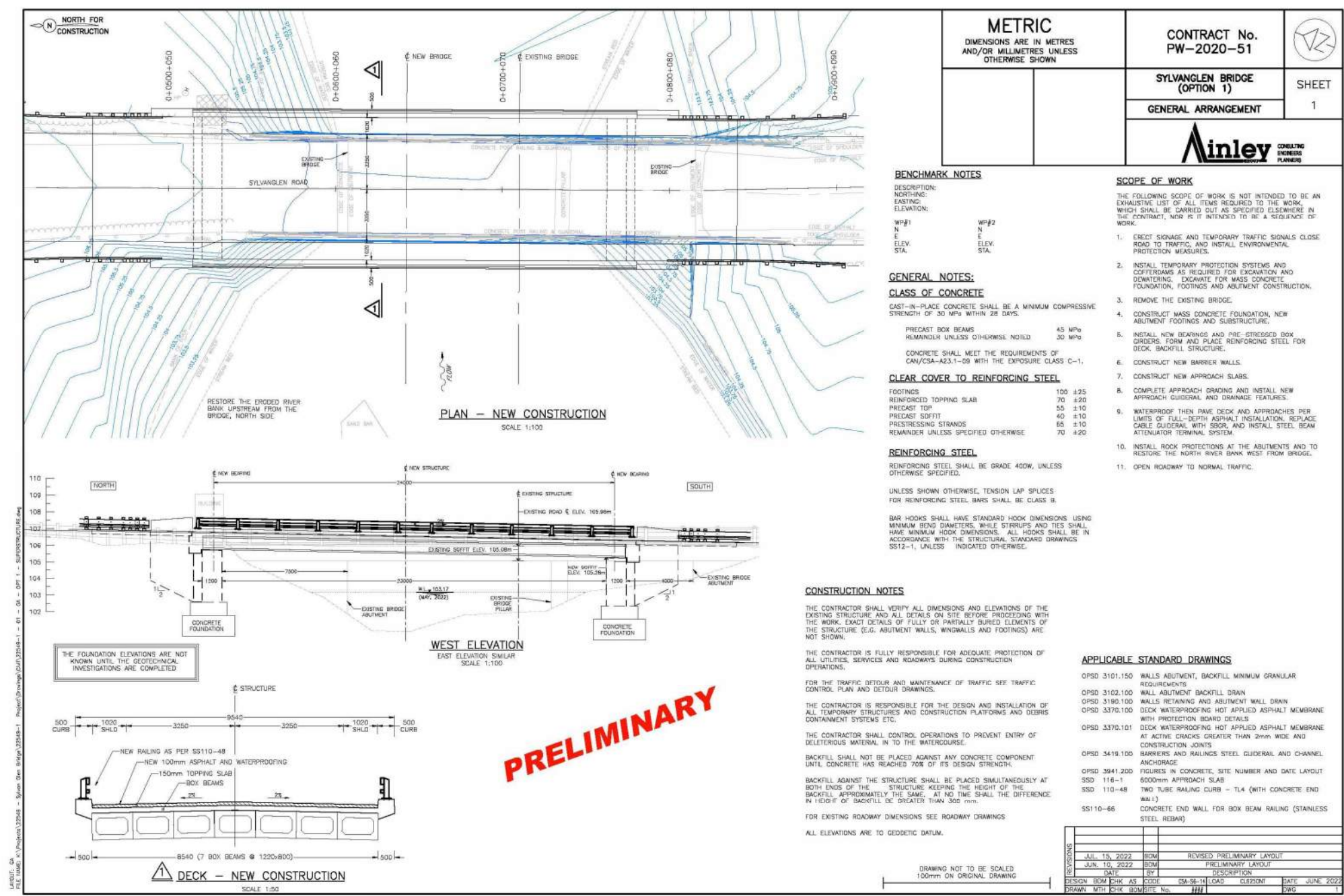
The preferred solution to address to the problem statement is:

Alternative 1 - Replacement using Semi-integral Bridge with Prestressed Precast Box Beams

Design Features / Selection Rationale:

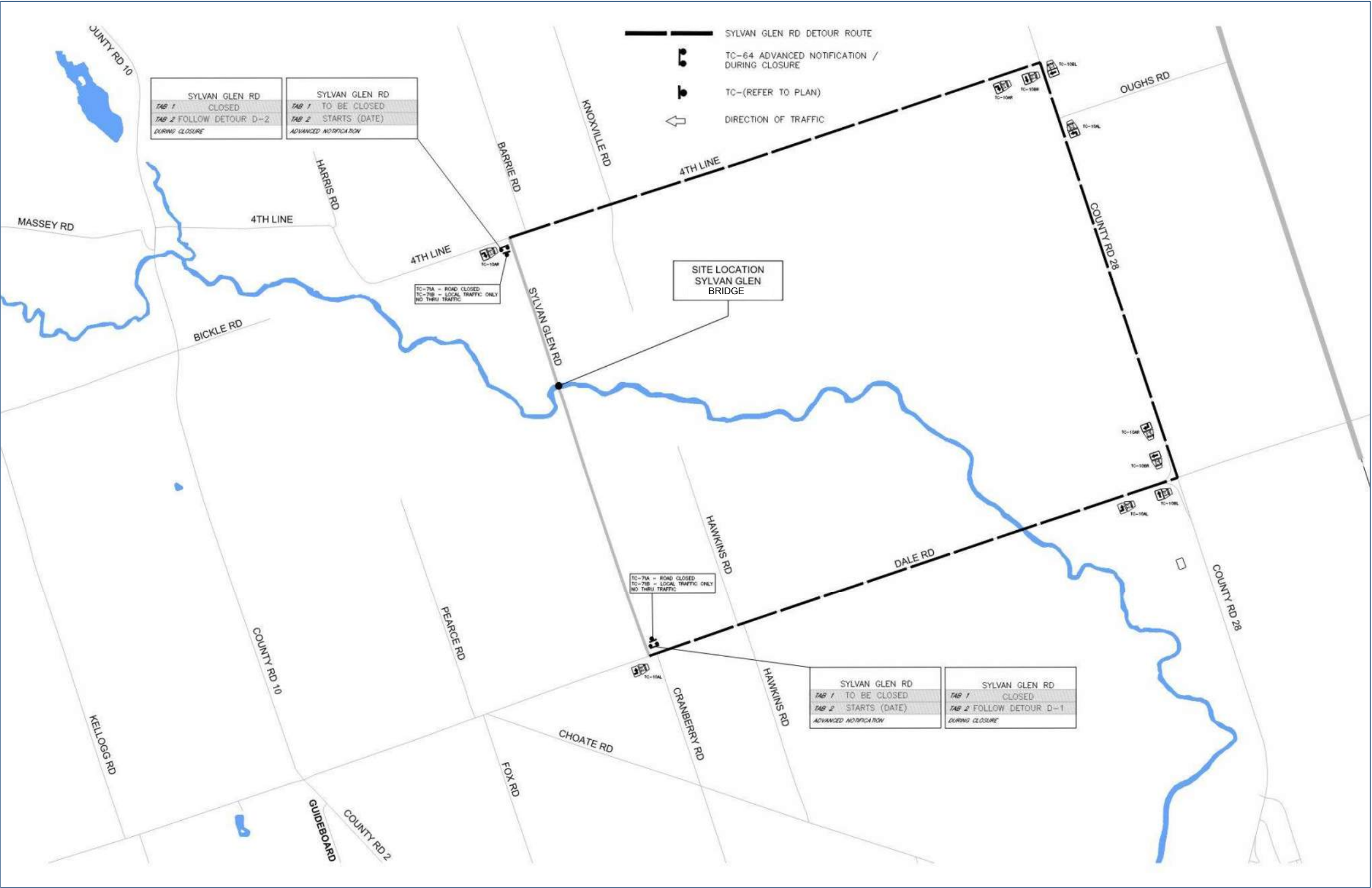
- Replacement of the structure using semi-integral abutments with prestressed precast box beams complies with current design standards and limits impacts during construction.
- Bridge will be widened to 2-lanes to accommodate current and future traffic volumes on Sylvan Glen Road.
- The new structure will provide a 75-year design service life, will be more durable, and will have reduced maintenance over the lifespan of the bridge.
- Reasonable construction duration (approximately 10 – 15 weeks), and generally comparable construction cost (\$1.8 Million).
- Sylvan Glen Road to be closed during construction for the duration of construction (detour route provided on following slides).
- Provides for a more similar appearance to the existing structure in consideration of heritage elements. Provides comparable impacts to natural and socio-economic environments, and property requirements.
- Bank stabilization requirements will be evaluated within the vicinity of the structure during the detail design.

PREFERRED SOLUTION – SEMI-INTEGRAL BRIDGE WITH PRESTRESSED PRECAST BOX BEAMS



Alternative #1 - Replacement using Semi-integral Bridge with Prestressed Precast Box Beams

**PRELIMINARY DETOUR ROUTE DURING
CONSTRUCTION**



SUMMARY AND NEXT STEPS

Next Steps:

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

- Review any comments received.
- Review the preferred design concept in consideration of natural, socio-economic, cultural, and transportation environments.
- Confirm the preferred alternative.
- Publish the Notice of Completion in local newspapers and on the Municipality's 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*. Comments 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 **February 16, 2023.**

Ms. Lois-Ann Hayes P. Eng.

Ainley Group
Project Director

Phone: (343)-266-0002 ext. 204

E-mail: lois-ann.hayes@ainleygroup.com

Mike van den Broek

Manager, Engineering
Municipality of Port Hope

Phone: (905) 885-8760 Ext. 4105

E-mail: MvandenBroek@porthope.ca

Thank you for your participation in this public meeting.

Appendix C

Comments Received Before the PIC

Scott Reynolds

From: My Port Hope <notifications@engagementhq.com>
Sent: January 18, 2023 9:54 AM
To: Mike van den Broek
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

Could you please advise where the link to the study is? It would be nice to review the study so unnecessary questions are not asked. Thank you

Scott Reynolds

From: Lois-Ann Hayes
Sent: January 24, 2023 1:51 PM
To:
Cc: Scott Reynolds
Subject: RE: Port Hope/Sylvan Glen Bridge

Hi

Thank you for reaching out. We will see you at the meeting Thursday night.

Regards,

Lois-Ann L. Hayes, P.Eng.
Vice President & Branch Manager



Our interest in the project are mainly : new invasives control and improving existing invasive conditions, maintaining and improving the wildlife passageways, enhancement of the water corridor for fish species, run-off control and stabilization of the banks with appropriate erosion controls, appropriate planting of native species. These are areas where elaboration might be helpful. The engineering design work is comprehensive as one would expect. If you have any questions or there are more specific comment areas regarding the Sylvan Glen Bridge work contemplated, please feel to call. I intend to be at the open house. Thank you, for the opportunity to discuss the project.

[REDACTED]

President

Willow Beach Field Naturalists



[REDACTED]

[REDACTED]

[REDACTED]

www.willowbeachfieldnaturalists

Scott Reynolds

From: My Port Hope <notifications@engagementhq.com>
Sent: January 17, 2023 7:47 PM
To: Mike van den Broek
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

Can the study referenced in this notice be published and if it is published where can it be found?

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: January 18, 2023 10:44 AM
To: [REDACTED]
Subject: RE: Sylvan Glen Bridge

Hi [REDACTED],

As part of the Municipal Class Environmental Assessment process, we are required to present the alternative solutions and information to the public, receive feedback, and respond to questions and/or concerns.

After this step is completed, the preferred solution can move forward and the report can be finalized. Tendering and construction can then follow.

In this regard, the final report/study is not yet complete.

Our consultant is currently finalizing all the materials for the PIC next week. We will also provide this information on the myporthope.ca website when we receive it.

I hope this helps.

Thank you,

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105

e. mvandenbroek@porthope.ca | porthope.ca



Sent: January 18, 2023 10:22 AM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Re: Sylvan Glen Bridge

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks for the quick response. But could you please explain why you would not post the information in advance so residents could review and compile questions that are relevant to the project? Asking people to stand around and review a series of display boards may work for some but my preference would be to review the complete study and attend the public meeting prepared to address any concerns.

Thank you

On Wed., Jan. 18, 2023, 10:05 a.m. Mike van den Broek, <MvandenBroek@porthope.ca> wrote:

Good Morning [REDACTED] and thank you for your email.

The public information centre is scheduled for next Thursday January 26, 2023, at the Town Hall. We will have display boards and staff (municipal and consultant) on hand to answer any questions you may have about the project.

Following the public meeting we will then post all the materials on the myporthope.ca webpage. I apologize for any confusion this may have caused you. Also, I encourage you to attend the public meeting.

Please do not hesitate to contact me should you require further clarification and/or have any questions.

Thank you,

Mike van den Broek

Manager, Engineering

Municipality of Port Hope

Works and Engineering

Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105

e. mvandenbroek@porthope.ca | porthope.ca



Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: January 18, 2023 8:08 AM
To: [REDACTED]
Subject: Sylvan Road Bridge

Good Morning [REDACTED] and thank you for your email.

The public information centre is scheduled for next Thursday January 26, 2023 at the Town Hall. We will have display boards and staff (municipal and consultant) on hand to answer any questions you may have about the project.

Following the public meeting we will then post all the materials on the myporthope.ca webpage. I apologize for any confusion this may have caused you. Also, I encourage you to attend the public meeting.

Please do not hesitate to contact me should you require further clarification and/or have any questions.

Thank you,

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105

e. mvandenbroek@porthope.ca | porthope.ca



Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: January 31, 2023 8:49 AM
To: Lois-Ann Hayes; Scott Reynolds
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



ifications@engagementhq.com>

Sent: January 18, 2023 10:42 AM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

I have not been able to see any of the options but I would like to mention as a farmer in the area that has fields between Dale road and the 4th line who regularly use Sylvan Glen with farm equipment to get from field to field. The new bridge will need to be able to hold heavy weight possibly be wider as there are many cars parked along the side

which is very frustrating. Have you ever had to make the choice reverse with a wagon or 2 up a hill to turn around or run into a parked car? It's not fun The height of the bridge rails should remain the same so that large equipment can still clear when a wide load is going through.

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: January 31, 2023 8:49 AM
To: Scott Reynolds; Lois-Ann Hayes
Subject: FW: Sylvan Glen study

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



el_vandorp@hotmail.com>

Sent: January 18, 2023 12:02 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Sylvan Glen study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mike

I had filled out the survey for the bridge assessment at Sylvan Glen but I forgot to include to please omit any river clearances and keep the bridge level with the existing road and not put a hump in the bridge its already a nightmare navigating the illegally parked cars with a tractor pulling a wagon so to add a hump is so much work. To detour around by either taking city rd 10 to the 4th and steering through the winding narrow road or taking the extremely busy city 28 is not feasible.

Thank you

██████████

Sent from my Bell Samsung device over Canada's largest network.

Appendix D

Comments Received During or After the PIC

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 6, 2023 8:00 AM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

fyi

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



Sent: February 5, 2023 2:45 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

Amongst the distinctive traffic structures in Port Hope is this century-old bridge with its concrete balustrades. This is a special spot, made quieter from traffic that must slow down because of the bridge's narrow dimensions and the

enduring attraction of this area of the river. Heavy truck traffic has been banned on this secondary road that is only one-concession long, and the route is marked as a bicycle route, one that is frequently used. There are several reasons for particular attention to this location: • the vistas of the winding river (in a location of gentle flow) that differ to east and west; • the attraction of the physical structure with its railings both for passers-by and for anglers; • the public area to the west from this juncture of the Conservation Authority that is immediately visible on the river's south bank; • and, of course, the bridge's proximity to the Harris Trail, a gem created by Bill Harris, his wife Penny, and friends, that is now a very popular walk for residents and tourists alike. The bridge itself is clearly deteriorating. It is not surprising that engineering studies have ruled that it can no longer service today's traffic. However, these sturdy concrete bridges of the early 1920's, well-built for their day, are now rare - only a few have been preserved. Yet, those that remain deserve notice and are a reminder of the quantum change in political and social planning that occurred in Ontario immediately following WW1. A modern replacement with no nod to these echoes and presence is simply not appropriate. ACO Port Hope therefore prefers the concrete replacement bridge over the steel alternative and hopes that the planned decorative elements will carefully replicate those from the original bridge. We are concerned, however, for the safety of the pedestrians, anglers and cyclists who often visit the bridge and the beautiful surrounding area. Traffic will no longer be slowed by a narrow bridge, and we expect that the truck ban will not be continued. Perhaps the creation of a curb-protected pedestrian zone on the bridge might be considered or at least some form of traffic calming on the approaches to the bridge from either side. We hope that the Municipality will ensure that the new bridge will replicate the original as closely as possible and that the safety of the many visitors to this well-loved area will be given due consideration.

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 10, 2023 1:22 PM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

fyi

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



Sent: February 10, 2023 1:15 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

With the use of the fishermen near and on the bridge and trekkers on the hiking trail, I think that it is imperative that there should be a pedestrian walkway on the side of the bridge.

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 4, 2023 8:14 AM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Sylvan Glen Bridge Replacement

FYI

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



Sent: February 3, 2023 7:59 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Sylvan Glen Bridge Replacement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. van den Broek,

We would strongly agree that Alternative 1 (the concrete bridge) is by far the better proposal.

[REDACTED]
[REDACTED]

Port Hope
Sent from [Mail](#) for Windows

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 10, 2023 1:23 PM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Sylvan Glen Bridge

fyi

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca

-----Original Message-----

From: [REDACTED]
Sent: February 10, 2023 1:22 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Sylvan Glen Bridge

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mike,

We spoke at the presentation in the town hall.

I could not get the survey form to come up when trying to access it. Hope others have had better luck.

We both preferred the concrete bridge with its side balustrades that will provide both a gesture to its predecessor, and a degree of safety for those dropping a fishing line into the stream, rather than climbing down onto private property.

However, it is important that the bridge be widened - by even just one metre - to create safe passage for pedestrian traffic from one river bank to the other. Such traffic is sure to increase as the nature trails attract greater traffic. Perhaps a raised sidewalk with a yellow painted curb.

THANKS FOR CHATTING WITH ME,

[REDACTED]

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 4, 2023 8:14 AM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

FYI

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



Sent: February 3, 2023 6:54 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

There are only two houses on this road. Over a two year period I was at one house there renovating it so I know this bridge well. There is a lot of pedestrian crossing of the bridge during fishing season and summer time due to trails,

swimming and nearby conservation area. So a partition separate walkway would be nice. It is presently single lane keeping it that way will slow traffic down through the area.

Scott Reynolds

From: Lois-Ann Hayes
Sent: February 8, 2023 1:59 PM
To: Boris Mihov; Scott Reynolds
Subject: FW: Sylvan Glen Bridge Ganaraska River

FYI

Regards,

Lois-Ann L. Hayes, P.Eng.
Vice President & Branch Manager



Tel: (343) 266-0002 Ext. 204

Cell: (613) 242-7527

lois-ann.hayes@ainleygroup.com

****Please note that we are beginning to transition our primary email addresses to a new format. While my previous address will continue to work, we ask that you please update your address book with my new email address: lois-ann.hayes@ainleygroup.com****

WWW.AINLEYGROUP.COM

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Ainley Group is committed to providing accessible customer service. Please inform us if you require this information in an alternative format or require communication supports.

From: DeVries,Tim (ECCC) <Tim.DeVries@ec.gc.ca>
Sent: February 8, 2023 10:38 AM
To: mvandenbroek@porthope.ca; Lois-Ann Hayes <lois-ann.hayes@ainleygroup.com>
Cc: Beaton,Crystal (ECCC) <Crystal.Beaton@ec.gc.ca>; Turnbull,Brian (ECCC) <Brian.Turnbull@ec.gc.ca>; Hayward,Jennifer (ECCC) <Jennifer.Hayward@ec.gc.ca>; Hartman,Erin (ECCC) <Erin.Hartman@ec.gc.ca>; Cory Harris <charris@grca.on.ca>; Warren Coulter <WCoulter@porthope.ca>
Subject: Sylvan Glen Bridge Ganaraska River

Hi Mike and Lois-Ann,

We have had the opportunity to review the preliminary information that your team prepared and presented as part of your recent Public Information Centre.

As you are aware, Environment and Climate Change Canada operates a hydrometric monitoring station at this bridge location. The data is used by the local Conservation Authority for a variety of purposes, and is also made available to

the public in near real time via our website. This station was rebuilt by ECCC in 2018 in consultation with the Town of Port Hope. For our program this reconstruction was a relatively significant investment.

We appreciated being able to participate in the site meeting held last June for your bridge replacement project, where we were able to share the purpose and function of the station and discuss some options for its future.

The recent PIC materials make no mention of the station, other than a note that the costs for the project include the stream gauge relocation. Perhaps this level of detail is appropriate for this stage of the project, however given that you are proposing to move forward to design of the identified preferred solution we would like to ensure that the hydrometric station has been considered in this preferred solution and understand a little more on how and/or when the station will be addressed:

- What opportunities have been reviewed to keep the gauge in its current location? As was shared and viewed by your team at the site visit, the hydrometric station has a large diameter stilling well beneath the equipment shelter that extends below the base of the creek. There are also horizontal pipes that extend from the base of the well into the watercourse.
- If it must be relocated it would be preferred from our perspective that the station stay in the same corner of the bridge structure (northwest) with intakes extending into the same pool. Should property limits be considered at this stage to ensure adequate room and to advise any affected landowners? Are there other location options you would like to review with us?
- We would expect that any relocation would include a replication of the current station configuration. It is likely that the equipment shelter could be reused however please confirm feasibility of doing so. Please also confirm that the costs of any relocation or other work required on the hydrometric station resulting from the bridge project would be included as part of the bridge contract and costs covered by the municipality.
- Please advise of any information you require from ECCC at this or any future stages in order to complete the design and specification work.
- Please advise of anticipated construction timing and duration. The project team will need to coordinate with ECCC on a temporary gauging station location for the construction period.
- We would be interested in understanding the location of the bank repairs noted in the presentation.

Thanks for your consideration. We look forward to continued collaboration on this project.

Tim DeVries, M.Eng., P.Eng.

Senior Water Resources Engineer, Hydrometric Operations East
National Hydrological Services
Environment and Climate Change Canada / Government of Canada
867 Lakeshore Road, Burlington, ON L7S 1A1
tim.devries@ec.gc.ca / Cell: 905-220-9732



Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 4, 2023 12:22 PM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

fyi

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



Sent: February 4, 2023 11:00 AM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

A wider concrete bridge with a pedestrian walkway on each side

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 4, 2023 10:56 AM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

FYI

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



Sent: February 4, 2023 9:23 AM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

When I first came to Port Hope we went on picnics to Sylvan Glen. It felt like we were going on holiday. Spending time listening to the bubbling water, navigating the mud down to the edge, watching wildlife, fish, and the pebbles change

colour and enjoying the quiet; this is why we went time and again. I would strongly suggest the new bridge replicate the present bridge in look and agree that if it is widened that a section be build for pedestrians. It would be big mistake to allow trucks to go over the new bridge. We have to put up with heavy, noisy trucks everywhere and there are too few places where we can go to relax in a rural area that is quiet, where we can hear the sounds of streams, rivers, forest, and life in the wild. It is an inexpensive way to have a holiday in the middle of the day!

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: January 31, 2023 8:07 AM
To: Lois-Ann Hayes; Scott Reynolds; Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



ifications@engagementhq.com>

Sent: January 30, 2023 4:34 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

Northumberland County is planning to reconstruct the County Road 2/10/74 intersection in Welcome in 2024. The County does not see any issues if the Sylvan Glen Bridge is being replaced in 2023. Although if the project is delayed until 2024, please consult the County when determining a detour route. Thanks!

Scott Reynolds

From: Lois-Ann Hayes
Sent: February 7, 2023 10:04 AM
To: Scott Reynolds; Mike van den Broek
Cc: Boris Mihov
Subject: FW: Sylvan Glen Bridge Replacement 2023

FYI - message received this morning from the adjacent land owner.

Regards,

Lois-Ann L. Hayes, P.Eng.
Vice President & Branch Manager

Tel: (343) 266-0002 Ext. 204
Cell: (613) 242-7527
lois-ann.hayes@ainleygroup.com

****Please note that we are beginning to transition our primary email addresses to a new format. While my previous address will continue to work, we ask that you please update your address book with my new email address: lois-ann.hayes@ainleygroup.com****

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Ainley Group is committed to providing accessible customer service. Please inform us if you require this information in an alternative format or require communication supports.

-----Original Message-----

From: [REDACTED]
Sent: February 7, 2023 9:52 AM
To: Lois-Ann Hayes <lois-ann.hayes@ainleygroup.com>
Subject: Sylvan Glen Bridge Replacement 2023

My concerns:

The person who rents my farm property needs access via a gate north of the river. It is not possible to take tractors or other equipment from the north fields because it is too steep. There will be cattle there. We are not allowed to take tractors across the river according to federal legislation. A green gate is located north of the river which he uses when required.

Access will be required also south of the river but that entrance gate can be moved a bit further south along the fence line.

Please contact me if you have further questions.

Thank You
[REDACTED]

Sent from my iPad

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: January 29, 2023 6:06 PM
To: Warren Coulter; Lois-Ann Hayes; Scott Reynolds
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

Mike van den Broek
Manager, Engineering
Municipality of Port Hope

Works and Engineering
Joint Operations Center: 284 Victoria Street North

t. 905.885.2431 x.4105
e. mvandenbroek@porthope.ca | porthope.ca



ifications@engagementhq.com>

Sent: January 29, 2023 3:21 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

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Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

Email: [REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

I thought the presentation was well done and I agree with the consultants that the current bridge should be replaced by a Precast Box Beam bridge. The look is similar to the present bridge and takes the heritage elements into consideration.

The bridge is a focal point for those who live in the area and for those who visit. From a heritage perspective it is important to maintain the character of the bridge which has been in existence for over 100 years.

Joint Operations Center: 284 Victoria Street North

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Sent: January 30, 2023 9:42 PM

To: Mike van den Broek <MvandenBroek@porthope.ca>

Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

The Ganaraska Hiking Trail passes over the Sylvan Glen Road bridge. Would it be possible for foot traffic to pass over the bridge during the construction period? If not, we will need to edit our on-line mapping to redirect hikers along a detour route. We would appreciate being informed of your construction schedule as soon as possible so that we may update our trail guide information.

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 7, 2023 8:16 AM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

fyi

Mike van den Broek
Manager, Engineering
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ifications@engagementhq.com>

Sent: February 6, 2023 5:04 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

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Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

My family and I have enjoyed the beauty of the Sylvan Glen area many times. While it is important to replace aging infrastructure, it is also important to have the improvements blend into the existing landscape. A concrete replacement

would accomplish this task. In constructing this bridge, it would also be imperative that the safety of the people using the area are safe from traffic as it speeds across the bridge. Having a separated, protected bicycle/walking lane parallel to the traffic would help to prevent conflicts with vehicles and pedestrians.

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 5, 2023 9:35 AM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

fyi

Mike van den Broek
Manager, Engineering
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Sent: February 4, 2023 1:13 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

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Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

One of the joys of the Sylvan Glen area is the narrow bridge! We go to that area frequently to walk and watch the water and there is hardly ever any traffic. Frequently we are the only ones there. The most I have experienced is 2 other cars.

So, the bridge does not need to be widened. What is the purpose? How much traffic does the road actually get? There are so few houses on that section. It functions just fine right now. Forcing people to slow down and be aware is a good thing. How many accidents have happened during the 100 years the bridge has been there? Not many I bet. Widening and allowing for increased speed and large trucks will definitely increase the possibility of traffic accidents! What is it about replacement that says the bridge needs to be any different from how it is now? Really, you have to rethink your mindset that bigger and wider is better. In what way, truly?

Scott Reynolds

From: Mike van den Broek <MvandenBroek@porthope.ca>
Sent: February 4, 2023 8:17 AM
To: Scott Reynolds; Lois-Ann Hayes
Cc: Warren Coulter
Subject: FW: Anonymous User completed Sylvan Glen Bridge Comment Form

FYI

Mike van den Broek
Manager, Engineering
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Sent: February 3, 2023 9:57 PM
To: Mike van den Broek <MvandenBroek@porthope.ca>
Subject: Anonymous User completed Sylvan Glen Bridge Comment Form

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Anonymous User just submitted the form Sylvan Glen Bridge Comment Form with the responses below.

Name:

[REDACTED]

Contact Information:

[REDACTED]

Please provide your comments and questions regarding the Sylvan Glen Bridge Replacement Project

I am thrilled that council eyes and actions are on the Sylvan Bridge. Replacement of the Bridge needs to be taken seriously. Two specific items comes ro mind. #1.I feel that given the original design was completed in concrete, the

replacement should be built in the same fashion along with the artistic nuances. #2. Furthermore, safety in our community is a very important factor and intended usage needs to be identified and designed appropriately. I personally see this bridge as an opportunity for transportation for walkers and automobiles. I do not see this bridge in any way to be used by trucks. Truck transport was never the intended recipient of the Sylvan Glen Bridge. Nor was it the intention of providing a roadway where vehicles can recklessly speed and put the public at risk. These potential accidents will happen if the bridge is made too wide. We as a community must ensure that the design has the elements of Port Hope. Which is as a quiet community that prides itself on quaintness and restoration of historical structures. In other words no need to introduce the bridge as a truck route. Our municipality is being over run with huge trucks that come sweeping down small narrow streets because google maps navigates their options. Its created dangerous street negotiations with having some trucks backing up and damaging trees and other property.. i know and see this first hand.. Thank you for giving me the opportunity to communicate my thoughts
