

**THE TOWNSHIP OF HAMILTON  
CAMBORNE BRIDGE ENVIRONMENTAL ASSESSMENT  
NOTICE OF STUDY COMMENCEMENT**

The Township of Hamilton is reviewing options to establish a preferred plan of action for Camborne Bridge which was closed to vehicular traffic in July of 2010 due to its deteriorated condition. Camborne Bridge was constructed in 1934 and is located on Albert's Alley in the village of Camborne. Prior to its closure, the bridge connected Burnham Street North (County Road 18) to Jibb Road and served both local vehicular and pedestrian traffic in the area. The study is being conducted as a Schedule B project in accordance with the Municipal Class Environmental Assessment process, which is an approved process under the Environmental Assessment Act (September 2007).

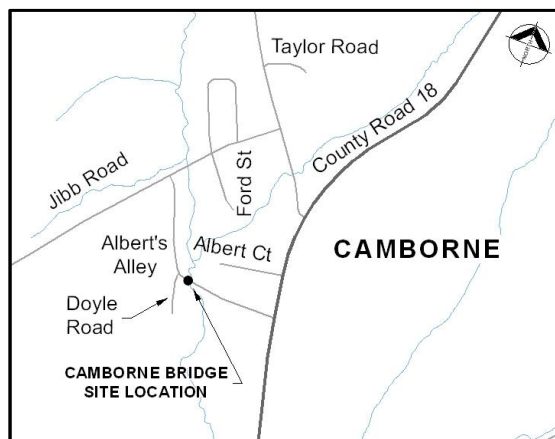
Several preliminary alternatives regarding the future of the bridge, including potential for replacement, rehabilitation or decommissioning, will be presented to Council and members of the public at a regular meeting of Council to be held at 7:30 pm on April 12, 2011 in the Township of Hamilton Council chamber at the Municipal office located at 8285 Majestic Hills Drive.

Public input and comments are invited for incorporation into the planning and design of this project. Subject to comments received, the Township will proceed to further evaluate the proposed alternatives and their various potential impacts. Upon completion of the Study, a Project File will be prepared for the project and be made available for public review.

For further information or to become involved in the project, please contact the Township or Consultant project manager at the addresses below.

**Township of Hamilton:**  
**Ms. Betty McIntosh**  
**CAO/Deputy Clerk/Treasurer**  
Township of Hamilton Municipal Office  
8285 Majestic Hills Drive  
P. O. Box 1060  
Cobourg, ON  
K9A 4W5  
Telephone: (905) 342-2810 Ext. 111

**For Inquiries:**  
**Mr. Will McCrae, P.Eng.**  
**Manager, Cobourg Office**  
AECOM  
513 Division Street  
Cobourg, Ontario  
K9A 5G6  
Telephone: (905) 372-2121 Ext. 244



March 11, 2011

[REDACTED]  
Bell Canada  
115 Walton Street  
PORT HOPE, Ontario L1A 1N4

Dear Ms. Evans:

**Project No: 111843-9**

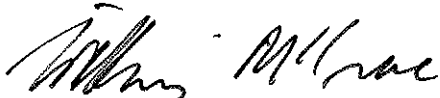
**Regarding: Class Environmental Assessment for Camborne Bridge, Township of Hamilton**

The Township of Hamilton has initiated a Class Environmental Assessment study to establish a preferred plan of action for Camborne Bridge which was closed to vehicular traffic in July of 2010 due to its deteriorated condition. The study is being conducted as a Schedule B project in accordance with the Municipal Class Environmental Assessment process, which is an approved process under the Environmental Assessment Act (September 2007).

As part of the process, public consultation will be carried out to provide the public, interested groups and government agencies with opportunities to ask questions, submit comments, identify issues and provide relevant information to the project team. The first opportunity for public input will be held at a regular meeting of Hamilton Township Council at 7:30 pm on April 12, 2011, in the Township of Hamilton Council chamber at the Municipal office located at 8285 Majestic Hills Drive.

AECOM is assisting the Township in the review of potential alternatives. If you have any comments or concerns regarding this project, or wish to be kept on the mailing list for future notifications, please contact Will McCrae, Project Manager, at 905-372-2121 (ext. 244) or by email at will.mccrae@aecom.com. If your agency has no interest in this project and wishes to be removed from our contact list, please notify the undersigned.

Sincerely,  
**AECOM Canada Ltd.**



Will McCrae, P. Eng.  
Manager, Cobourg Office  
will.mccrae@aecom.com

WM:ju  
Encl. Camborne Bridge Notice of Study Commencement  
cc: Doug Murray, CET – Director of Public Works, Hamilton Township

**TOWNSHIP OF HAMILTON**

**CAMBORNE BRIDGE**

**CLASS 'B' ENVIRONMENTAL ASSESSMENT**

**AGENCY CONTACT LIST**

<b>Name</b>	<b>Phone Number</b>	<b>Address</b>
Bell Canada [REDACTED]		115 Walton Street Port Hope, ON L1A 1N4
Department of Fisheries and Oceans [REDACTED]	705-750-0269	Peterborough District Unit 102, 501 Towerhill Road Peterborough, ON K9H 7S3
Union Gas [REDACTED]	613-968-6789, ext. 212	127 Enterprise Drive Belleville, ON K8N 5B5
Ganaraska Conservation Authority, [REDACTED]	905-885-8173	2216 County Road 28 Port Hope, ON L1A 3W4
Ministry of Aboriginal Affairs	416-326-4740	160 Bloor Street East, 4 <sup>th</sup> Floor Toronto, ON M7A 2E6
Ministry of Culture [REDACTED]	705-755-2624	300 Water Street, South Tower, 2 <sup>nd</sup> Floor Peterborough, ON K9J 8M5 Kendra.Adema@ontario.ca
Ontario Ministry of the Environment— Peterborough District Office	1-800-558-0595	300 Water Street, Robinson Place Peterborough, ON K9J 8M5
Ministry of the Environment— Environmental Assessment and Approvals Branch	1-800-461-6290	Ministry of the Environment 2 St. Clair Ave W, Floor 12A Toronto, ON M4V 1L5
Transport Canada Navigable Waters Protection Program—Ontario Region	1-866-821-6631	Transport Canada, Marine Office 100 S Front Street, 1st Floor Sarnia, ON N7T 2M4
Transport Canada—Toronto Regional Office	416-973-9820 General Inquiries	4900 Yonge Street, Suite 400 Toronto, ON M2N 6A5
Ministry of Natural Resources	705-755-2001	300 Water Street Peterborough, ON K9J 8M5
Department of Indian and Northern Affairs—Ontario Region	1-800-567-9604	25 St. Clair Avenue East, 8 <sup>th</sup> Floor Toronto, ON M4T 1M2
Mississaugas of Scugog Island [REDACTED]	905-985-3337	22521 Island Road Port Perry, ON L9L 1B6
Ontario Federation of Anglers and Hunters	705-748-6324	P.O. Box 2800, 4601 Guthrie Drive Peterborough, ON K9J 8L5
Township of Hamilton Heritage Committee [REDACTED]	905-342-2983	c/o The Corporation of the Township of Hamilton P.O. Box 1060 Cobourg, ON K9A 4W5
PVNC Catholic District School Board [REDACTED]	1-800-461-8009 Ext. 245	1355 Lansdowne Street West Peterborough, ON K9J 7M3
Kawartha Pine Ridge District School Board	705-742-9773	1994 Fisher Drive Peterborough, ON K9J 7A1

Name	Phone Number	Address
Alderville First Nation [REDACTED]	905-352-2011	11696 2 <sup>nd</sup> Line Road P.O. Box 46 Alderville, ON K0K 2X0
Hiawatha First Nation [REDACTED]	705-295-4421	123 Paudash Street, R. R. #2 Keene, ON K0L 2G0
Association of Iroquois and Allied Indians [REDACTED] Intergovernmental Affairs	519-434-2761	387 Princess Avenue London, ON N6B 2A7
Mohawks of the Bay of Quinte [REDACTED]	613-396-3424, ext. 121	13 Old York Road, R. R. #1 Deseronto, ON K0K 1X0
Curve Lake First Nation [REDACTED]	705-657-8045	General Delivery Curve Lake, ON K0L 1R0
Chippewas of Georgina Island [REDACTED]	705-437-1337	R. R. #2, P.O. Box 12 Sutton West, ON L0E 1R0
Indians Nipissing First Nation Anishinabek Nation/Union of Ontario	705-497-9127	P.O. Box 711 North Bay, ON P1B 8J8
Northumberland County Emergency Medical Services	1-800-354-7050 ext. 2305	555 Courthouse Road Cobourg, ON K9A 5J6
Northumberland O.P.P.—Cobourg Office [REDACTED]	905-372-5421	P.O. Box 8 Cobourg, ON K9A 4J9
Baltimore Fire Department [REDACTED]	905-372-9891	2598 Van Luven Road Baltimore, ON K0K 1C0

Recommended federal contacts added subsequent to original notification based on response from Ministry of Aboriginal Affairs		
<div>██████████</div> Claims Analyst, Ontario Team Specific Claims Branch Indian and Northern Affairs Canada	819-953-4667	1310-10 Wellington Street Gatineau, QC K1A 0H4
<div>██████████</div> Manager Assessment and Historical Research Indian and Northern Affairs Canada	819-997-8155	10 Wellington Street Gatineau, QC K1A 0H4
<div>██████████████████</div> Litigation Team Leader for Ontario Litigation Management and Resolutions Branch Indian and Northern Affairs Canada	819-994-1947	10 Wellington Street Gatineau, QC K1A 0H4

# Camborne Bridge

## Alternatives and Options



THE CORPORATION  
OF THE  
TOWNSHIP OF HAMILTON

**AECOM**

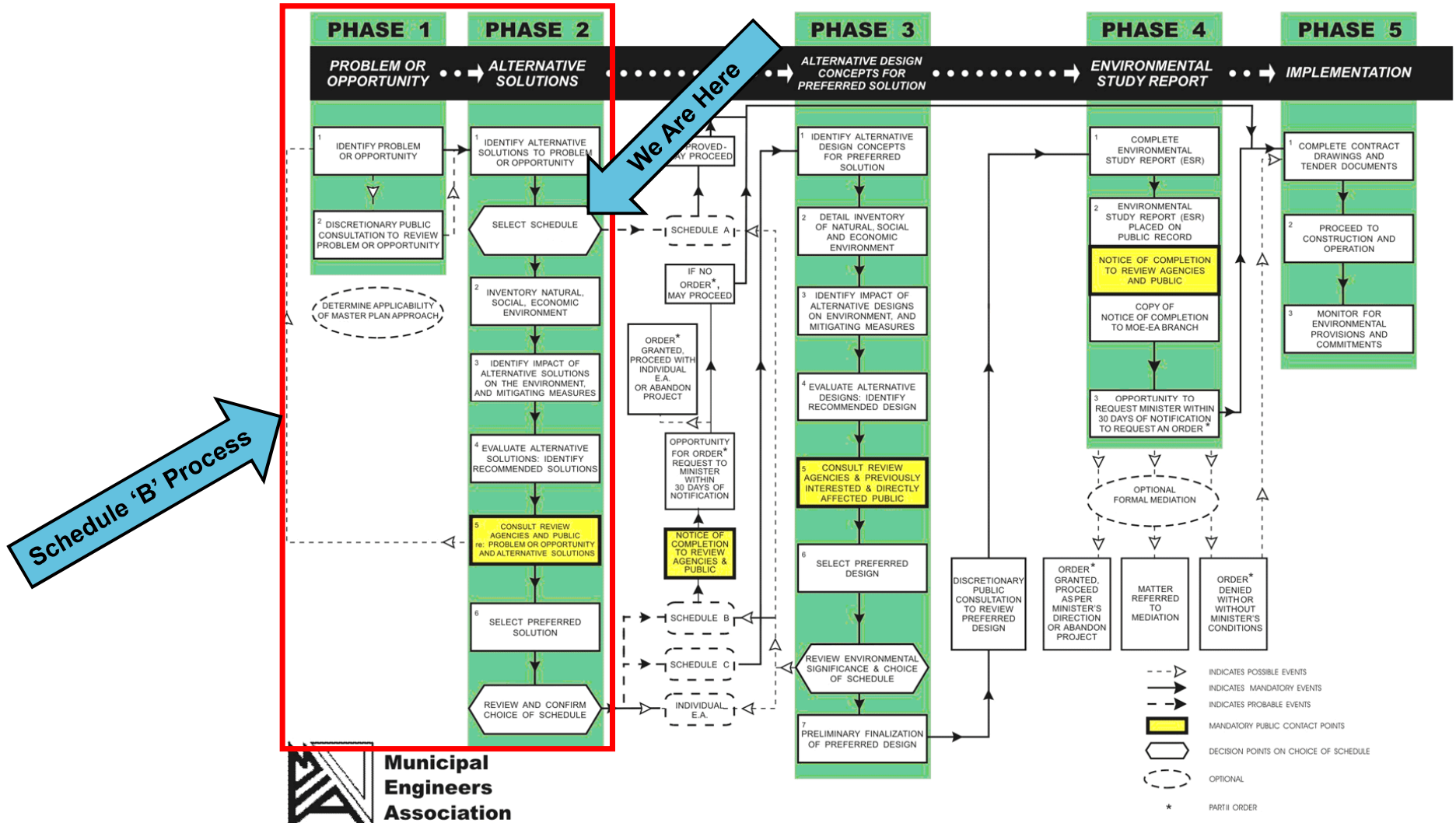
## Background

- Originally constructed in 1934. No major upgrades or rehabilitation since that time.
- Historically posted for reduced loads due to limitations of the original design relative to modern vehicle weights.
- Closed July 2010 due to deteriorated condition impacting the bridge's ability to safely carry vehicular loads.
- Estimated remaining service life of 5± years as a pedestrian bridge before demolition would be required.
- Services primarily local traffic: vehicular (prior to closure) and pedestrian.



# Municipal Environmental Assessment Process

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA





## Purpose of this Presentation

- To provide a summary of the problems associated with the existing bridge.
- Outline alternatives and options.
- Provide a preliminary comparison of the alternatives.
- Solicit input and feedback from interested stakeholders.



## Problem/Opportunity Statement

- **Problem:** Structurally Camborne Bridge has deteriorated to a point where it can no longer carry vehicular traffic as originally designed.
- **Problem:** There are some functional deficiencies mainly related to width.
- **Opportunity:** Implement a solution that meets the community's current needs and possibly addresses existing functional deficiencies.



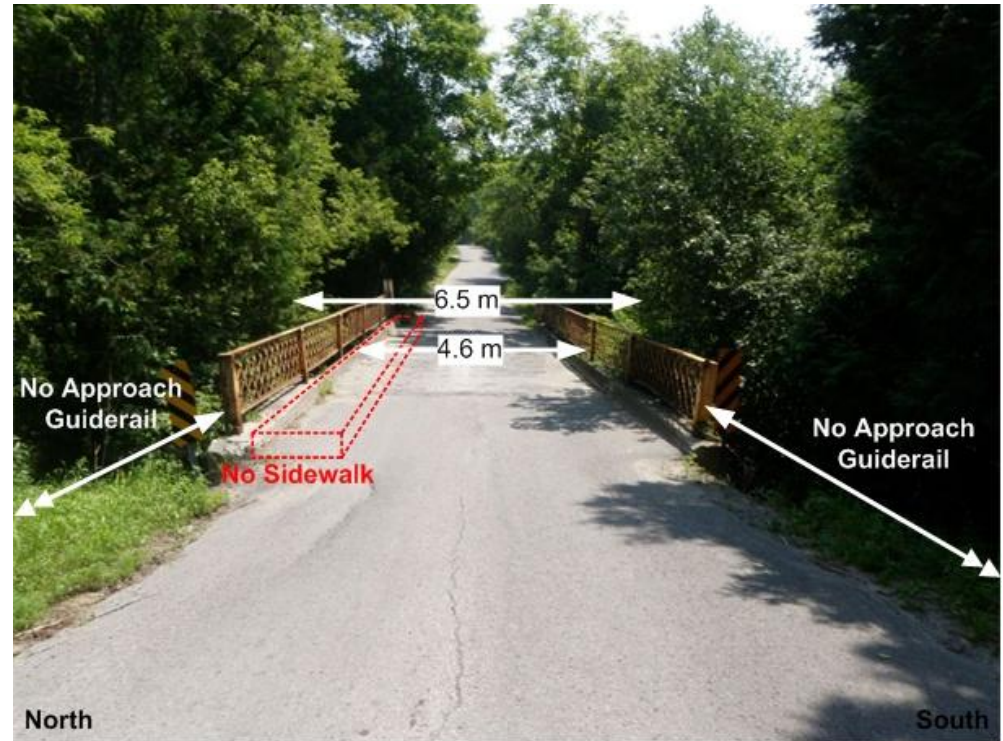
## Existing Bridge: Structural Issues

- Key Load Carrying Issues
  - Loss of Cross Section on Flange of South Girder
  - Deterioration of Bearing Seats on Concrete Abutments
- Advanced Deterioration of Other Components:
  - Concrete Deck
  - Steel Lattice Handrails
  - Steel Superstructure Components (floor beams, stringers, etc.)



## Existing Bridge: Functional Issues

- Narrow Deck Width
  - 4.6m existing width
  - 6.5m current standard (two-way traffic)
- Load Posted
- Original Design did not Incorporate Traffic Protection (Guiderail)
- No Sidewalk



# 1. Do Nothing

- Leave barricades in place to block vehicular traffic.
- Continue to monitor structural condition.
- Conduct further study at such a time that demolition of the bridge is deemed necessary.





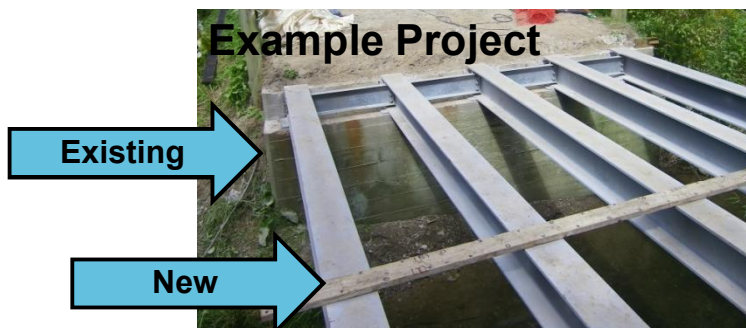
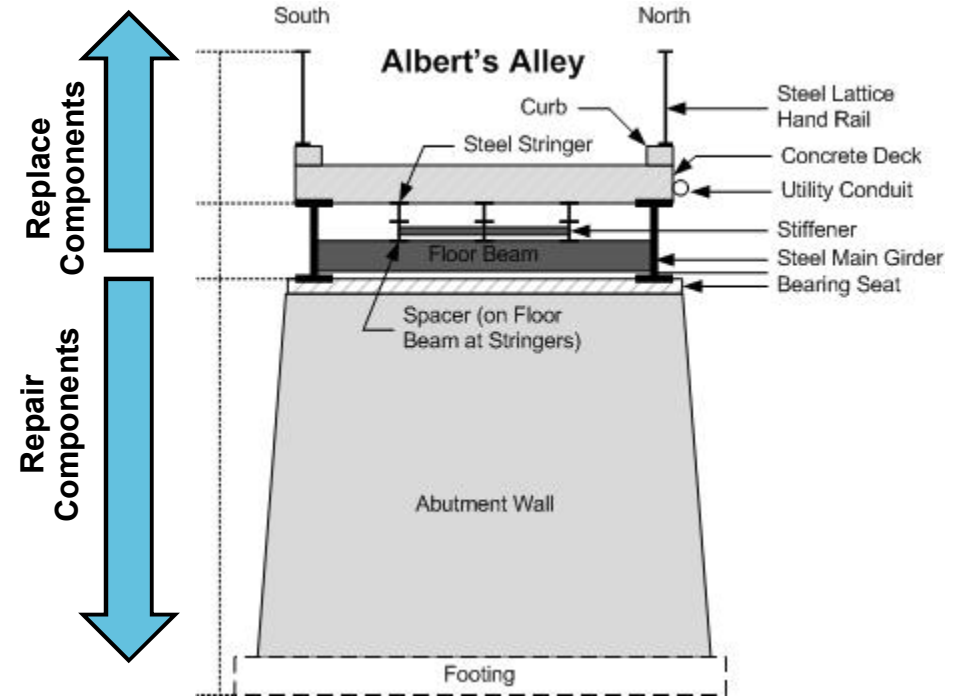
## 2. Removal of Existing Bridge

- Demolition of existing bridge.
- Re-grading of former approaches to establish appropriate slopes.
- “Dead-end” Albert’s Alley on either side.

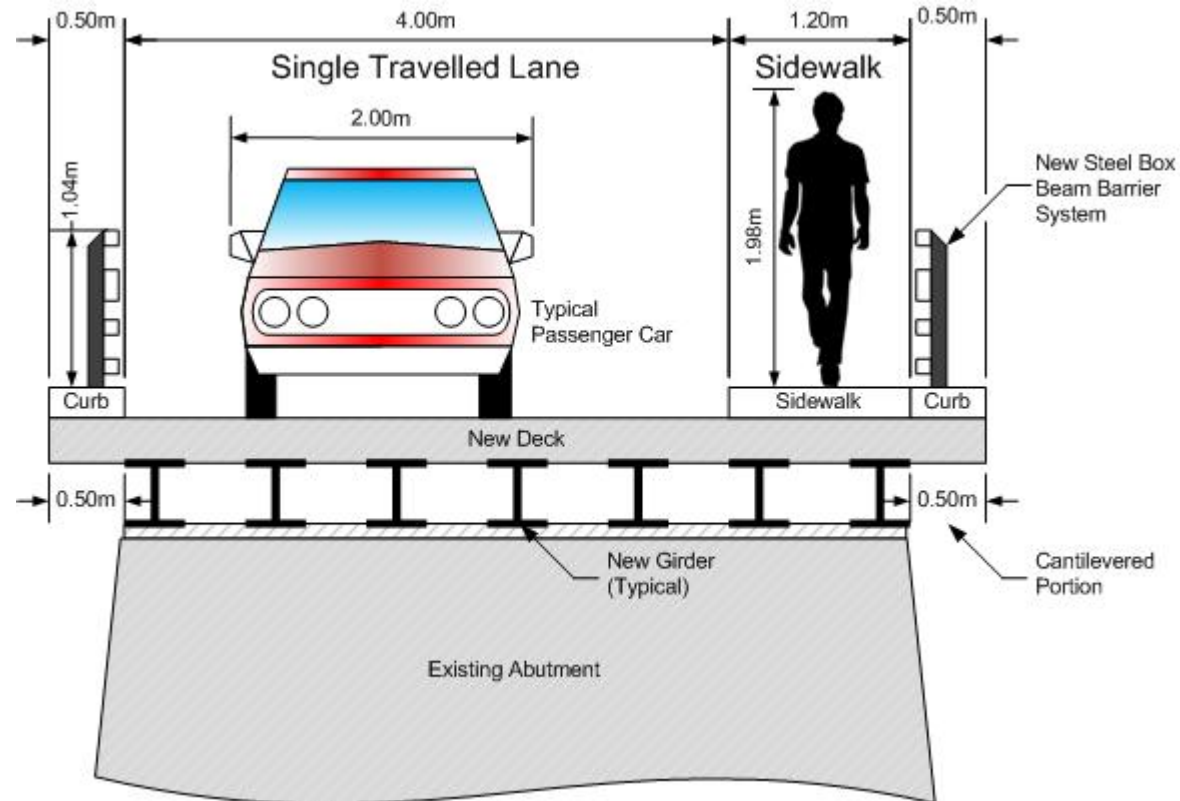


### 3. Rehabilitate Existing Bridge for Vehicular Traffic

- Remove existing deck and super structure.
- Patch repair concrete abutment walls and wingwalls.
- Rehab. bearing seats.
- New steel girder super-structure, concrete deck and hand rails.
- Install approach guiderail.



### 3. Rehabilitated Cross-Section (One Lane)





## 4. Replace with New Structure

- Remove existing bridge.
- Construct new, wider structure:
  - Steel Bridge Plate
  - Frame or Slab Bridge
  - Culvert
- New 6.5m wide road over bridge.
- Provide sidewalk on one side.



**Box Culvert:**  
**Cornish Hollow Road**



**CSP Culvert:**  
**Jibb Road**



**Bridge Plate: Danforth Road**

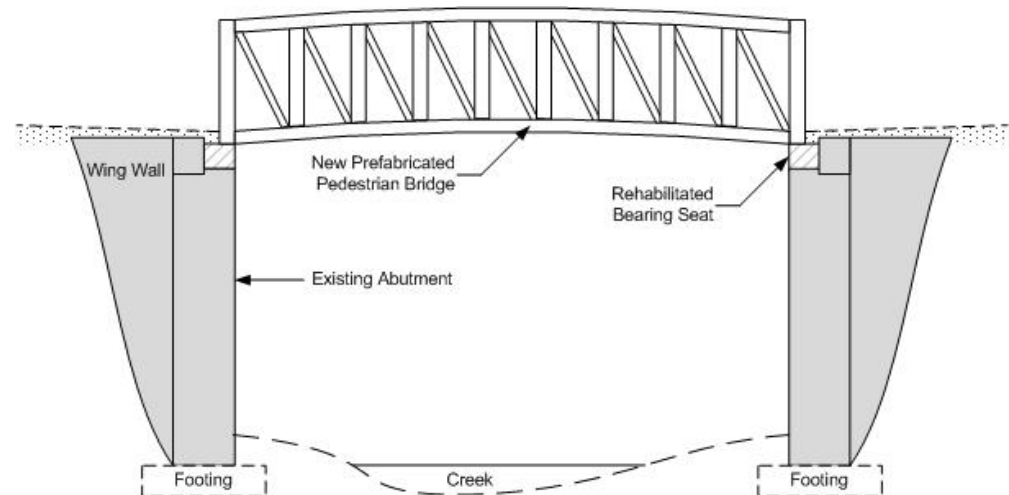


## 5. Replace with New Pedestrian Bridge

- Remove existing deck and superstructure.
- Patch repair concrete abutment walls and wing walls.
- Rehab. bearing seats.
- Place prefabricated pedestrian bridge on existing abutments.
- “Dead-end” Albert’s Alley on either side.



Example Photos



## 5. Plan View of Pedestrian Configuration



## Preliminary Comparison of Alternatives

Alternative	Do Nothing	Remove Bridge	Pedestrian Bridge	Rehab. Bridge	New Structure
Capital Cost Range	Nil, But Future Cost Differed	\$125,000 \$150,000 Low	\$200,000 \$250,000 Medium	\$375,000 \$425,000 High	\$700,000 \$800,000 Higher
Ownership Costs	TBD	None	Medium 50yr Life +	High 50yr life	Higher 75yr life
Vehicular Traffic Connectivity	Provides None	Provides None	Provides None	Improved Partially	Improved Two-way Flow
Accommodate Pedestrian Traffic	High (short-term)	Low	High	Medium	Medium
Disruption of Natural Environment	None (short-term)	Medium	Low	Low	Higher



**To remain informed please provide your name and contact information on the register provided.**

**To provide detailed comments and feedback this evening or at a later date please fill out a comment sheet and return it to the Municipal offices as noted.**

**We would appreciate receiving your initial comments by April 29, 2011.**

**Please help yourself to a hand out copy of this presentation.**

**Questions**



**Thank You!**



# **TOWNSHIP OF HAMILTON COMMITTEE OF THE WHOLE**

## **Minutes – April 12, 2011 - 7:30 pm.**

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Members present: Mayor Lovshin, Deputy Mayor Hie  
Councillors Cole, Davison and Woods

Staff present: Betty McIntosh, CAO; Kate Surerus, Clerk  
Doug Murray, Director Public Works

Media present:

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**7:30 p.m.        AECOM**  
Will McCrae  
Dan Campbell

RE: Camborne Bridge Alternatives and Options

Mayor Lovshin welcomed everyone to the meeting, introduced members of Council, staff and AECOM staff.

Mayor Lovshin outlined the meeting process and requested that those person wishing to speak to provide their name and address to the Clerk for the record.

Will McCrae of AECOM presented a slide presentation outlining:

- The environmental assessment process.
- The structural and functional issues associated with the bridge.
- Five alternative options for addressing the current issues:
  - do nothing,
  - removal of the existing bridge,
  - replacement with a pedestrian bridge,
  - rehabilitation of the existing bridge and
  - replacement of the bridge with a new two-lane bridge.
- Preliminary comparison of the alternatives.

Members of the public were invited to speak to the presentation and are recorded as follows:

# **TOWNSHIP OF HAMILTON COMMITTEE OF THE WHOLE**

## **Minutes – April 12, 2011 - 7:30 pm.**

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### **Brent Tapscott (8117 Jibb Road)**

- Noted that in the 1970's Jibb Road was realigned and extended to Kennedy Road to alleviate traffic on Albert's Alley (then Ski Club Road).
- Indicated that prior to closure of the bridge traffic on Albert's Alley was not entirely local. In addition to residents of Albert's Alley and pedestrians, other traffic would use Albert's Alley as a more direct route between Jibb Road and Burnham Street (County Road 18).
- Noted that the full length of Albert's Alley is constructed to a lower standard with a narrow pavement width and "blind spots".
- Noted that the designated settlement boundary in Camborne provides for potential development of lands to the west of Albert's Alley (extending to Harding/Lacey Road). Development of these lands would lead to increased local traffic. Consideration of how this traffic might be accommodated should be a consideration
- Expressed that safety is a paramount consideration and if the bridge is re-opened to vehicular traffic, the entire length of Albert's Alley should be upgraded.

### **Warren Culham (3507 Albert's Alley)**

- Prior to the bridge closure there was significant traffic on Albert's Alley that was not immediately local to the area.
- A number of cars have left the road on the west approach to the bridge and entered into the ditch abutting the Doyle's property (3363 Doyle Road).
- There are drainage issues in the area of the bridge.
- Prefers a pedestrian bridge solution that accommodates people walking and riding bikes and preserves the usefulness of the existing pedestrian walkway between Albert Court and Albert's Alley.

### **Glen Chamberlain (3444 Albert's Alley)**

- Concerned about increased traffic with regard to the playground and daycare located on Albert's Alley.

### **Ewart Timlin (3450 Albert's Alley)**

- Indicated that Albert's Alley is an "alley" or "lane" and is not appropriate for higher volumes of through traffic.
  - There are safety conflicts between higher volumes of traffic and the use of the playground at the Old Camborne Schoolhouse.
  - The sight lines for turning onto Burnham Street North from Albert's Alley are not good.
- Expressed a preference for a pedestrian bridge type solution.
- Expressed his satisfaction with the way the Township Public Works staff have managed snow removal and waste pick-up has been managed by the County with the temporary road closure at the bridge.

# **TOWNSHIP OF HAMILTON COMMITTEE OF THE WHOLE**

## **Minutes – April 12, 2011 - 7:30 pm.**

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### **Mary Hoselton (3507 Albert's Alley)**

- There has been a major change in Albert's Alley since the bridge was closed in 2010. The increased length of travel to reach Burnham Street is offset by the improved safety on the road for local pedestrian traffic.
- The visual appearance of the temporary solution involving concrete barricades is understandable on a temporary basis, but less than ideal.
- Snow removal in the winter of 2011 was well done, but there are challenges accessing either end of the bridge due to snow banks.
- If the bridge is reopened it is important to take steps to control the volume and speed of traffic on Albert's Alley with appropriate signage, etc.

### **Don Emond (3422 Burnham Street North)**

- Has not yet formed an opinion for a preferred option.
- Expressed that if the bridge remains closed to vehicular traffic with "dead-ends" on either side, the potential for littering, illegal dumping and loitering becomes an issue for the community. The "dead-end" area could become an "eye-sore" with negative impacts on local property values.
- Inquired about the potential to incorporate street lighting in the area to provide illumination and address some of the potential safety and security issues already noted.
- If the bridge remains closed and is divided into two sections would one portion need to be renamed to ensure clarity for emergency response personnel?  
Suggested the potential to rename the entire western section Doyle Road.

### **Melissa Harding (3522 Albert's Alley)**

- If the new two-lane bridge option were selected it would create a more comfortable environment for drivers on Albert's Alley leading to an increase in the volume of traffic on Albert's Alley.
- If there were sidewalks over a new or rehabilitated bridge would it potentially be extended along Albert's Alley to the east?

### **Don Sandercock (3429 Albert's Alley)**

- If a new bridge is constructed for vehicular traffic, consideration should be given to improving the intersection at Albert's Alley and Burnham Street for safety reasons. (It was noted that this would be an upper-tier County Road improvement.)

### **Carol Doyle (3363 Doyle Road)**

- Indicated that she felt it was important to do something. Agreed that this winter's snow-clearing and waste pick-up was well done and that lighting should be addressed regarding potential safety and security issues already noted.
- Due to vehicles leaving the road and entering her property in the past, felt that her property was the most impacted by issues with speeding.



# **TOWNSHIP OF HAMILTON COMMITTEE OF THE WHOLE**

## **Minutes – April 12, 2011 - 7:30 pm.**

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### **Deputy Mayor Hie**

- Asked if a covered bridge of some form could be considered to help address some of the snow removal issues in the future.
- Doug Murray indicated the following:
  - Ploughing snow was an issue this year due to the temporary nature of barricades and lack of formal turn-around areas.
  - If a pedestrian bridge were selected there would be some planning required to ensure appropriate snow removal equipment were in place.
  - For several reasons he would have an issue supporting a covered bridge (i.e. maintenance/unintended uses, etc.).

### **Councillor Woods**

- Indicated that the Crime Prevention Through Environmental Design (CPTED) program could provide a Public Safety Assessment of the area through the OPP, which would provide some input on what could be done to address safety concerns that might be associated with certain options.

### **Councillor Cole**

- Asked for clarification regarding which options included provision for a two-lane bridge and what if any allowance was made in costing for road works beyond the bridge.
- Will McCrae confirmed that Option 5 (Replacement of the Existing Bridge with a New Structure) would be for a structure wide enough to accommodate two lanes of traffic and that the \$700,000 to \$800,000 estimated cost only accounts for road work immediately adjacent to the bridge. Upgrading the entire length of Albert's Alley would be an additional cost.

### **Councillor Davidson**

- Expressed appreciation for the public input that was provided.

### **Deputy Mayor Hie**

- Asked for clarification regarding the bridge's current safety for pedestrians.
- Will McCrae indicated that it was deemed safe for pedestrian traffic by an AECOM structural engineer at the time of the last inspection.

### **Don Emond**

- Inquired about the schedule for finalizing the EA/decision-making process.
- Mayor Lovshin indicated it would be Council's intention to present a preferred alternative in the fall for final public input in preparation for consideration including the necessary works in the 2012 municipal budget.

### **Brent Tapscott**

- Indicated that he felt that the general opinion of the members of the public that were in attendance was for replacement of the existing bridge with a pedestrian bridge with appropriate provisions for illumination.

### **Mary Hoselton**

- Commented that Canada Post mailboxes generate traffic in the vicinity and suggested that they be moved.

Mayor Lovshin thanked everyone for attending and sharing their comments.

The meeting concluded at 8:34 pm.

[REDACTED]  
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115 Walton Street  
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Peterborough District  
Unit 102, 501 Towerhill Road  
PETERBOROUGH, Ontario K9H 7S3

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Union Gas  
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4900 Yonge Street, Suite 400  
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Ministry of Natural Resources  
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Mississaugas of Scugog Island  
22521 Island Road  
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Baltimore Fire Department  
2598 Van Luven Road  
BALTIMORE, Ontario K0K 1C0

[REDACTED]  
Association of Iroquois and Allied Indians  
387 Princess Avenue  
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[REDACTED]  
Specific Claims Branch, Indian and Northern  
Affairs Canada  
1310-10 Wellington Street  
GATINEAU, QC K1A 0H4

[REDACTED]  
Mohawks of the Bay of Quinte  
13 Old York Road, R.R. #1  
DESERONTO, Ontario K0K 1X0

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Indian and Northern Affairs Canada  
10 Wellington Street  
GATINEAU, QC K1A 0H4

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Curve Lake First Nation  
General Delivery  
CURVE LAKE, Ontario K0L 1R0

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Litigation Management and Resolutions Branch,  
Indian and Northern Affairs Canada  
10 Wellington Street  
GATINEAU, QC K1A 0H4

[REDACTED]  
Chippewas of Georgina Island  
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SUTTON WEST, Ontario L0E 1R0

[REDACTED]  
Ministry of Tourism and Culture, Culture  
Services Unit, Programs and Services Branch  
401 Bay Street, Suite 1700  
TORONTO, Ontario M7A 0A7

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NORTH BAY, Ontario P1B 8J8

[REDACTED]  
Northumberland County Emergency Medical  
Services  
555 Courthouse Road  
COBOURG, Ontario K9A 5J6



# Camborne Bridge

## Options Review & Preferred Alternative

October 18, 2011



THE CORPORATION  
OF THE  
TOWNSHIP OF HAMILTON

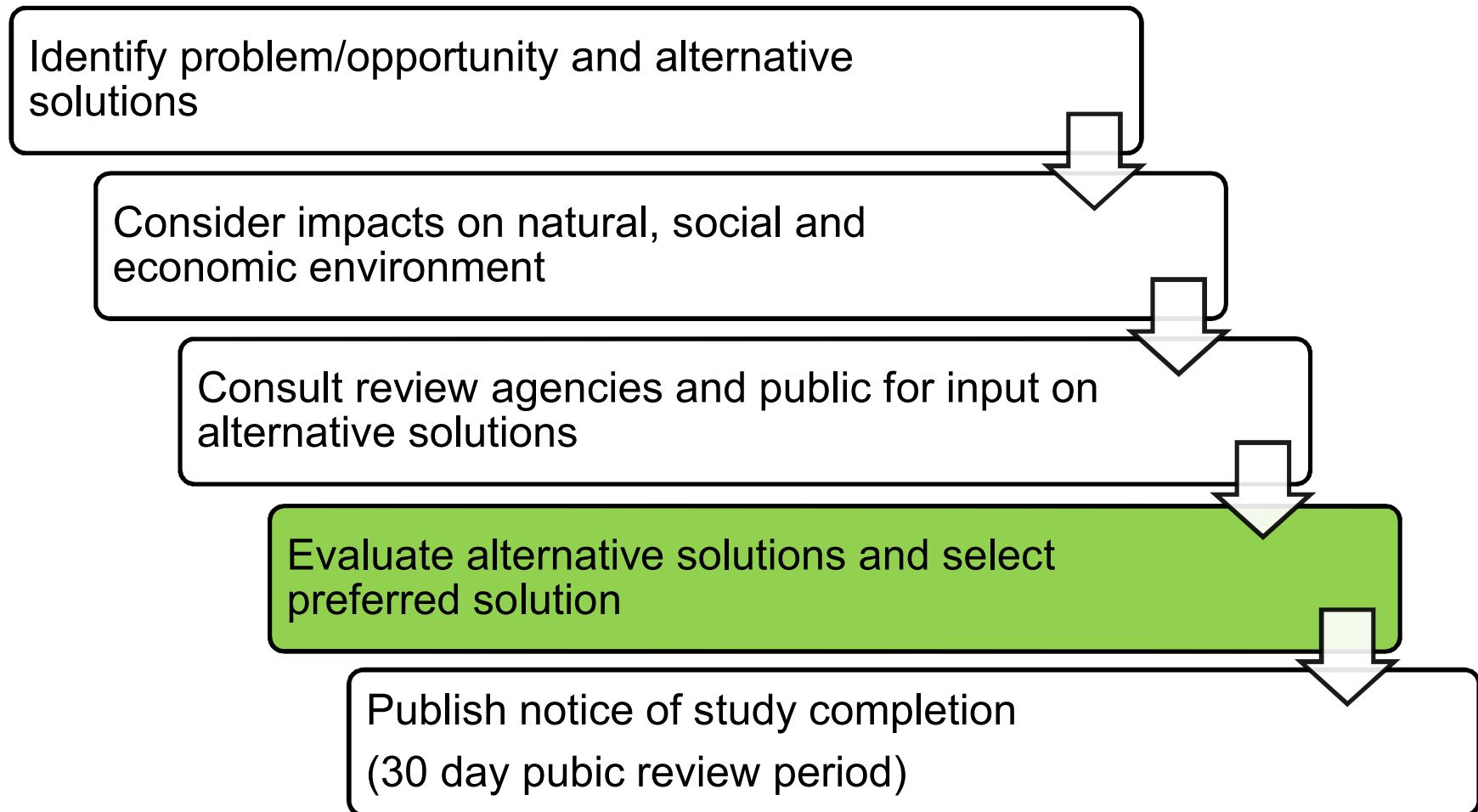
**AECOM**

# Presentation Outline

- Overview of the environmental assessment process
- Review of alternatives and major positives/negatives
- Preferred alternative and rationale



# Municipal Class Environmental Assessment Process: Where are we?





# Alternative Solutions: Review



# 1. Do Nothing

- Leave barricades in place
- Continue to monitor structural condition (every two months)
- Conduct further study when demolition becomes necessary
- Low capital cost (initially)
- Ongoing monitoring required
- Eventual replacement with further EA work required





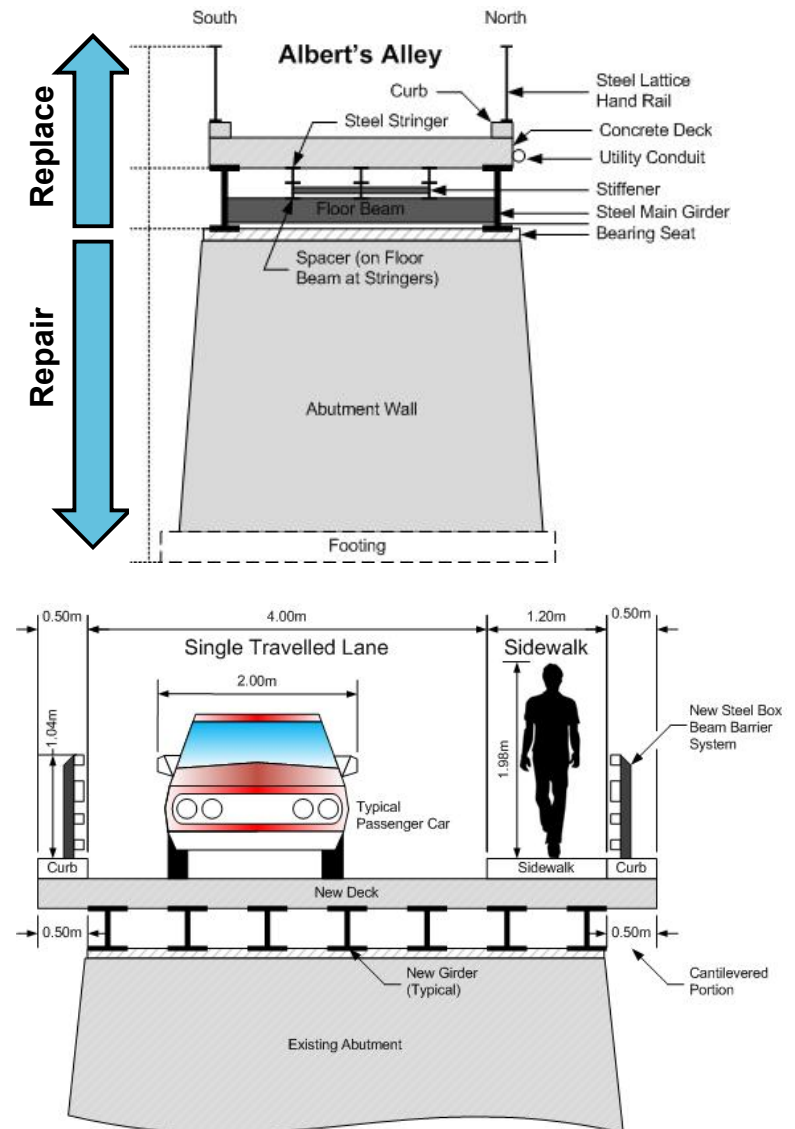
## 2. Removal of Existing Bridge

- Remove existing bridge
- Re-grade former approaches to establish appropriate slopes
- “Dead-end” Albert’s Alley on either side
- Low capital and ongoing cost
- No through traffic on Albert’s Alley
- Eliminates pedestrian/ cyclist linkage



### 3. Rehabilitate Existing Bridge for Vehicular Traffic

- Remove existing deck and superstructure
- Repair abutments and wingwalls & rehabilitate bearing seats
- Install new steel girder superstructure and approach guiderail
- Higher range of capital and ongoing cost
- Does not eliminate through traffic from Albert's Alley
- Provides pedestrian/cycling linkage



## 4. Replace with New Structure

- Remove existing bridge
- Install new structure
- Construct new 6.5-metre road over bridge with sidewalk on one side
- Highest capital and ongoing cost
- Does not eliminate through traffic from Albert's Alley
- Greatest impact on natural environment
- Provides pedestrian/cycling linkage



**Box Culvert:**  
Cornish Hollow Road



**CSP Culvert:**  
Jibb Road

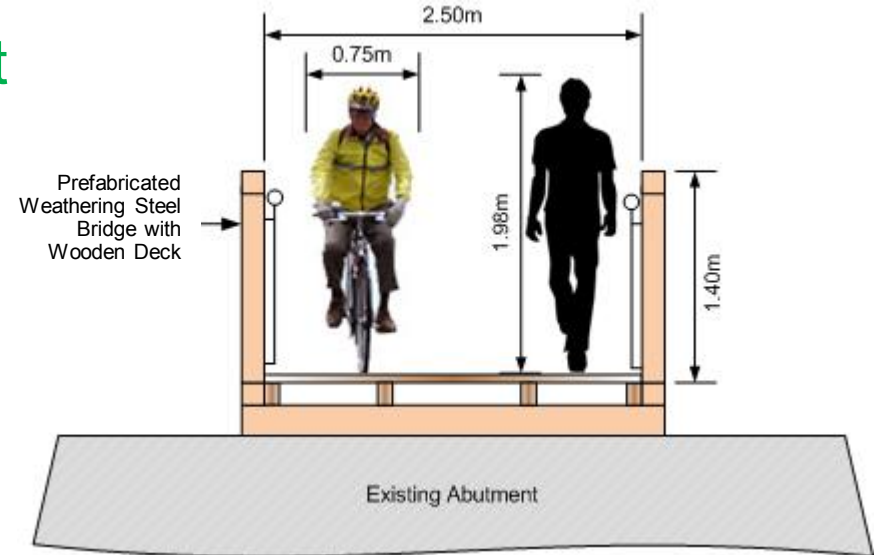
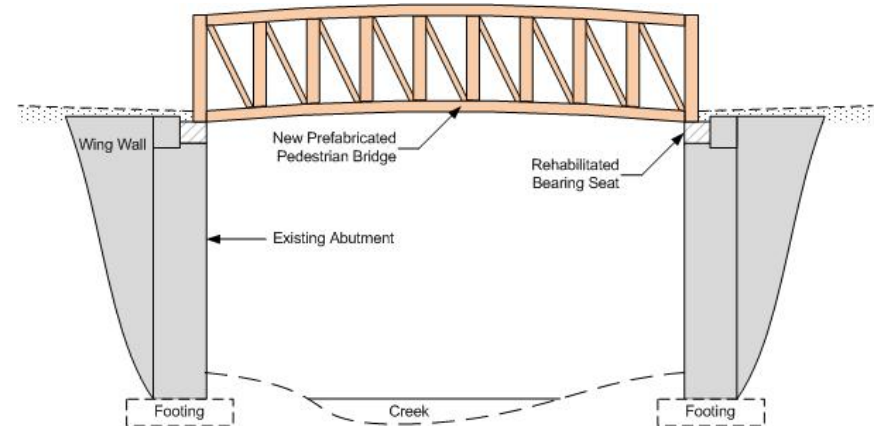


**Bridge Plate:** Danforth Road



## 5. Replace with New Pedestrian Bridge

- Remove existing deck and superstructure
- Repair abutments and wingwalls & rehabilitate bearing seats
- Install prefabricated pedestrian bridge and “dead-end” vehicular traffic
- Medium capital and ongoing cost
- Provides pedestrian/cycling linkage
- No through traffic on Albert's Alley
- Minimal impact on natural environment





## Preferred Alternative: New Pedestrian Bridge



- Only alternative that satisfies both key community objectives:
  - eliminate through traffic and increase safety
  - preserve a pedestrian linkage along Albert's Alley
- Possible to mitigate negative impacts
- Mid-range costs

## Pedestrian Bridge Alternative: Key Rationale

- Medium capital and ongoing costs
- Positive impact on community environment
  - continued elimination of through traffic on Albert's Alley
  - inherent traffic calming along the length of Albert's Alley
- Provides a pedestrian linkage
  - Albert's Alley remains usable as part of a network of local walking/cycling routes
  - new bridge has less potential for pedestrian/vehicular conflict
- Low construction/natural environment impact due to use of existing approaches and abutments



# Mitigation of Potential Negative Impacts

- Dead-end roadway issues
  - Formalized turning-circle and hammerhead turn-around for vehicles
  - Maintenance of pedestrian traffic, potentially augmented by lighting to discourage illegal dumping and other activities
- Increased traffic on Jibb Road & Kennedy Road
  - Creation of a drop-off/pick-up parking area at Camborne Public School – already completed
  - Additional traffic easily accommodated, no issues to date during bridge closure
- Winter maintenance
  - Snow removal on a pedestrian bridge will be more complex



**Questions ?**

**Thank You!**

**THE CORPORATION OF THE TOWNSHIP OF HAMILTON  
REGULAR COUNCIL MEETING MINUTES  
OCTOBER 18, 2011 at 1:00 P.M.**

---

Members present: Mayor Mark Lovshin; Deputy Mayor Isobel Hie;  
Councillor Donna Cole; Councillor John Davison;  
Councillor Gary Woods

Staff present: Bill Winegard, Interim CAO; Kate Surerus, Clerk;  
Doug Murray, Director Public Works; Fran Aird, Acting  
Treasurer; Jamie Moore, Manager Parks & Recreation

**I. Call To Order**

Mayor Lovshin called the meeting to order at 1:14 pm followed by the Lord's Prayer.

**II. The Lord's Prayer**

**III. Approval Of Agenda**

Section V. Delegation: Heasman/Lafave unable to attend.

2011-463

Moved by Deputy Mayor Hie, seconded by Councillor Davison

THAT the agenda, as amended, be approved.

CARRIED.

**IV. Declarations Of Pecuniary Interest And The General Nature Thereof**

There were no declarations of pecuniary interest.

**V. Delegation/presentation**

Presentation: County of Northumberland

Re: Update – County Road No 2 EA

- Peter Nielsen - Northumberland County - Manager, Project Engineering
- Denise Marshall - Northumberland County - Project Engineer
- Anthony Reitmeier - HDR Corporation - Senior Project Manager
- Guinevere Ngau - HDR Corporation - Transportation Engineer

Following PIC #1 - Phase 3 of the EA process examined alternative designs of implementing the preferred solution which involves:

- Addition of a centre two way left turn lane to facilitate turning movements on and off of County Road 2
- The provision of an off-road multi-use trail in the rural section of the study area
- The provision of on-road bike lanes or a multi-use trail in the urban section of the study area
- Roundabouts as traffic calming and gateway features into Port Hope/Hamilton Township and Hamilton Township/Cobourg.

The second PIC will be held October 25, 2011.

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Delegation: ~~Heasman/Lafave~~ **Deferred to November 01.**  
Re: ~~Albert's Alley artesian well drainage~~

**THE CORPORATION OF THE TOWNSHIP OF HAMILTON**  
**REGULAR COUNCIL MEETING MINUTES**  
**OCTOBER 18, 2011 - 1:00 P.M.**

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**VI. Reports From Department Heads**

Health & Safety Tracking Table (updated October 6, 2011)

2011-464

Moved by Councillor Davison, seconded by Councillor Cole

THAT the Health & Safety Tracking Table (updated October 6, 2011) be received for information.

CARRIED.

---

Report # BRC 2011- 01                      Jamey Moore

Re: Snow removal – Baltimore Recreation Centre Walking trail

2011-465

Moved by Deputy Mayor Hie, seconded by Councillor Davison

THAT report # BRC 2011- 01 regarding a request for snow removal of the Walking Trail at the Baltimore Recreation Centre be received and further that the information provided by staff be referred to the 2012 Budget deliberations and further that the trails will be maintained in 2011 and continue to 2012 budget deliberations wherein this item will be discussed.

CARRIED.

---

Report # CD 2011 – 18                      Kate Surerus

Re: ATV parking on municipal roadways

2011-466

Moved by Councillor Woods, seconded by Councillor Davison

THAT report # CD 2011-18 regarding ATV parking on municipal roadways be received and further that Council defer consideration of a by-law to prohibit parking

on municipal land unless and until the 2012 budget provides adequate funds to initiate and effect the enforcement of the proposed by-law and further that a copy of this resolution and the report be forwarded to the Police Services Board.

CARRIED.

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Report #T 2011-08                      Fran Aird

Re: Confirmation of financial commitment – Harwood Parklands reserve

2011-467

Moved by Deputy Mayor Hie, seconded by Councillor Cole

THAT report # T 2011-08 regarding confirmation of financial commitment of \$10,000 to a Harwood Parklands reserve account be received and further that consideration of a commitment to the Harwood Parklands Reserve be referred to 2012 Budget deliberations to ensure that funds are available and the construction of the proposed pavilion at the Harwood Waterfront has been given the proper review by staff, committees and agencies.

CARRIED.

---

Report #T 2011-09                      Fran Aird

Re: Quarterly Budget to Actuals report

2011-468

Moved by Councillor Cole, seconded by Councillor Woods

THAT report # T 2011-09 regarding Quarterly Budget to Actuals report be received and that Council receives the quarterly variance reports to assist in the monitoring of

**THE CORPORATION OF THE TOWNSHIP OF HAMILTON**  
**REGULAR COUNCIL MEETING MINUTES**  
**OCTOBER 18, 2011 - 1:00 P.M.**

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expenses and revenues of the municipality and receive details and information on special circumstances/issues that could result in deficits or surpluses at year end.  
CARRIED.

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Report # PW 2011-28                      Doug Murray  
Re: Service requests summary

2011-469

Moved by Councillor Davison, seconded by Councillor Woods  
THAT report # PW 2011-28 regarding service requests summary be received for information.  
CARRIED.

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Report # PW 2011-29                      Doug Murray  
Re: Albert's Alley Bridge matrix  
Dan Campbell of AECOM presented the Bridge Matrix to members of Council

2011-470

Moved by Councillor Davison, seconded by Deputy Mayor Hie  
THAT report # PW 2011-29 regarding Albert's Alley Bridge matrix be received and the preferred option and costing information be referred to the 2012 budget deliberations.  
CARRIED.

---

Report # CAO 2011-12                      Bill Winegard  
Re: Albert's Alley artesian well drainage

2011-471

Moved by Deputy Mayor Hie, seconded by Councillor Cole  
THAT report # CAO 2011-12 regarding Albert's Alley artesian well drainage be deferred to the November 01, 2011 Council meeting as the affected homeowners were unable to attend this meeting.  
CARRIED.

---

Report # CAO 2011-13/HR 2011-08                      Bill Winegard/Beth Thompson  
Re: Municipal Vehicle Usage Policy

2011-472

Moved by Deputy Mayor Hie, seconded by Councillor Davison  
THAT report # CAO 2011-13/HR 2011-08 regarding Municipal Vehicle Usage Policy be received and further that Council approve Human Resource Policy 3.B.100 as amended and that staff bring forward a By-law to effect the amendments as presented with the report.

Moved by Deputy Mayor Hie, seconded by Councillor Davison  
That the above noted motion be withdrawn and that further information be brought forward to Council prior to consideration of the proposed policy.  
CARRIED.

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Report #CAO 2011-11                      Bill Winegard  
Re: Council Laptop Computer Policy

**THE CORPORATION OF THE TOWNSHIP OF HAMILTON**  
**REGULAR COUNCIL MEETING MINUTES**  
**OCTOBER 18, 2011 - 1:00 P.M.**

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2011-473

Moved by Deputy Mayor Hie, seconded by Councillor Cole  
THAT report # CAO 2011-11 regarding Council Laptop Computer Policy be received  
and further that Council approve the policy as presented concerning laptop  
computers issued to members of Council and that staff bring forward a By-law to  
effect the policy as presented with the report.

Councillor Cole requested a recorded vote on this matter.

Councillor Woods – Yeh

Councillor Cole – Neh

Mayor Lovshin – Yeh

Deputy Mayor Hie – Yeh

Councillor Davison – Yeh

CARRIED.

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Report #CAO 2011-09                      Bill Winegard  
Re: CAO Recruitment process

2011-474

Moved by Councillor Davison, seconded by Councillor Cole  
THAT report # CAO 2011-09 regarding CAO search and proposed process be  
received and further that Council approve the timetable as amended and the  
process for a CAO search.  
CARRIED.

**VII. Adoption Of Previous Minutes**

Minutes of Council meeting dated October 04, 2011.

2011-475

Moved by Deputy Mayor Hie, seconded by Councillor Davison  
THAT the minutes of Council meeting dated October 04, 2011 be adopted.  
CARRIED.

**VIII. Business Arising From Previous Minutes**

Council Directive Tracking Table – updated October 07, 2011.

2011-476

Moved by Councillor Davison, seconded by Deputy Mayor Hie  
THAT the Council Directive Tracking Table, updated October 07, 2011 be received  
for information.  
CARRIED.

**IX. Committee Reports**

Fire Co-ordinating meeting minutes dated August 15, 2011

2011-477

Moved by Deputy Mayor Hie, seconded by Councillor Davison  
THAT the Fire Co-ordinating meeting minutes dated August 15, 2011 be adopted.  
CARRIED.

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**THE CORPORATION OF THE TOWNSHIP OF HAMILTON**  
**REGULAR COUNCIL MEETING MINUTES**  
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Hamilton Township Police Services Board meeting minutes dated July 21, 2011

2011-478

Moved by Councillor Woods, seconded by Deputy Mayor Hie

THAT the Hamilton Township Police Services Board meeting minutes dated July 21, 2011 be adopted.

CARRIED.

**X. Communication (Action)**

Report #CAO 2011-10

Bill Winegard

Re: Baltimore United Church request to waive rental fees

2011-479

Moved by Councillor Davison, seconded by Deputy Mayor Hie

THAT the request from Mr. Gordon Sherwin of the Baltimore United Church to have rental fees waived for their annual fundraising dinner at the Baltimore Community Centre and report # CAO 2011-10 be received and further that Council **approve** the addition of a policy for a "rental fee reduction of 25% for any church or other religious institution located in the Township for the purpose of one fundraising event per year at any of the township community centres" to the "Free Facility Usage Policy as criterion # 10, that staff bring forward a By-law to affect the policy amendment and that the reduction be made available to the Baltimore United Church for the October 26 event.

CARRIED.

**XI. Communication (Receive)**

1. Rick Norlock News release  
Re: Fisher's book: True Patriot Love
2. Rick Norlock congratulates Rob Milligan
3. OGRA nominations
4. MADD Canada – campaign against beer and wine at local convenience stores
5. Community Works news letter/fact sheet
6. OPP news release – road safety
7. AMO breaking news – Canada-EU economic and trade agreement update
8. Rick Norlock news release – new executive assistant
9. Rick Norlock news release - announcement accessibility funding

2011-480

Moved by Councillor Davison, seconded by Councillor Woods

THAT the communication as listed be received.

CARRIED.

**XII. By-laws**

None at this time.

**XIII. New Business**

Letter from Royal Canadian Legion

Re: Invitation to annual Veterans dinner – November 5

Remembrance Day service – November 11

Cold Springs Cenotaph Remembrance Day service – November 11

**THE CORPORATION OF THE TOWNSHIP OF HAMILTON**  
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**XIV. Municipal Business From Councillors**

Councillor Cole: request to post GRCA budget (preliminary) to Council agenda when received by staff.

Councillor Woods: Thank MPP Lou Rinaldi for his service to Hamilton Township during his active role in Northumberland Quinte West.

Mayor Lovshin: Volunteer Appreciation dinner- Councillor Cole will say grace.  
Appeal to Order to Muzzle hearing date – November 8 at 10 am

Councillor Woods declared a conflict with the appeal hearing as he is chair of the Animal Control Board.

**XV. Questions From The Press**

Volunteer appreciation event.

Harwood Pavilion financial commitment.

CAO hiring process.

Order to Muzzle

**XVI. In Camera (if required)**

Section 239(2)(b) of the Municipal Act – personal matters about an identifiable individual, including municipal or local board employees.

Re: Bill 168

2011-481

Moved by Councillor Cole, seconded by Deputy Mayor Hie

THAT Council adjourn to a closed session to discuss matters pertaining to Section 239(2)(b) of the Municipal Act – personal matters about an identifiable individual, including municipal or local board employees.

Re: Bill 168

CARRIED.

There was no report from the In Camera Session.

**XVII. Adjournment**

2011-482

Moved by Deputy Mayor Hie, seconded by Councillor Cole

THAT the meeting be adjourned at 3:40 pm

CARRIED.

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Mark Lovshin, **Mayor**

---

K. Surerus, **Clerk**

July 11, 2011

Doug Murray, C.E.T.  
Director of Public Works  
Hamilton Township  
8285 Majestic Hills Drive  
P. O. Box 1060  
Cobourg, Ontario K9A 4W5

Dear Mr. Murray:

**Project No: 111843-9**

**Regarding: Status Summary  
Camborne Bridge Options Review and Public Presentation**

## **1. Background**

The evaluation of alternatives for the future management of Camborne Bridge has been undertaken in keeping with the requirements of a Schedule 'B' project under the Municipal Class Environmental Assessment (EA) Process. In this regard, at the completion of the preliminary planning and consultation activities currently being undertaken by AECOM, the Township will be able to finalize planning and design work without the need to revisit earlier stages to address EA requirements.

## **2. Public Consultation**

Five alternative options for the management of Camborne bridge were identified and presented to Council and the public at a regular Committee of the Whole (COW) meeting held on April 12<sup>th</sup>, 2011, in the Hamilton Township office council chamber. The five presented options included

1. do nothing
2. removal of the existing bridge
3. rehabilitation of the existing bridge for vehicular traffic
4. replacement of the bridge with a new two-lane bridge
5. replacement with a pedestrian bridge

At the meeting, the public expressed the greatest general interest in option 5, replacement of the existing bridge with a pedestrian bridge. A brief summary of the rationale provided by members of the public in support of the pedestrian bridge option includes:

- safety concerns over potential increased traffic on Albert's Alley that may arise from future development in the area, should a bridge accommodating vehicular traffic be provided, specifically with regard to local residents and the playground and daycare located on Albert's Alley;
- the need for and expense of upgrading of the adjacent road network, should a bridge be provided to allow vehicular traffic;
- concern over potential increase in non-local vehicular through-traffic, should a bridge be reconstructed to allow vehicular traffic;
- the ability of a pedestrian bridge to mitigate all of the above-mentioned traffic concerns while still providing a connection for residents to walk along the full length of Albert's Alley;

Members of the public also identified a number issues and considerations associated with practical implementation of the pedestrian bridge option. A brief summary includes:

- the need for proper illumination, should the pedestrian bridge be constructed;
- taking measures to minimize the potential for illegal dumping and other undesirable activities in the creek valley when vehicular through-traffic is eliminated.
- ensuring that township staff will be able to efficiently remove snow during the winter months;
- the possibility of moving Canada Post mailboxes currently located on Albert's Ally to another location to further diminish vehicle traffic in the area.

Further comment was received subsequent to the April 12<sup>th</sup> COW meeting from Brent and Virginia Tapscott as well as Ewart and Bonnie Timlin that reiterated most of the traffic-related and safety issues and concerns listed above and specified a preference for the construction of a pedestrian bridge on Albert's Alley. Beyond the above-noted correspondence no additional comments were received after the meeting.

### **3. Agency Consultation**

Review and approval agencies have also been engaged to provide input and comment through circulation of:

- a notice of study commencement and invitation to attend the April 12, 2011, COW meeting (circulated March 11, 2011); and
- copies of the April 12, 2011, presentation and associated meeting minutes.

A complete list of the agencies included in the circulation is enclosed. To date, responses have been received from the following agencies:

- |                           |                                  |
|---------------------------|----------------------------------|
| • Alderville First Nation | • Transport Canada (Navigable)   |
| • Hiawatha First Nation   | • Ministry of Aboriginal Affairs |

All responses have indicated that the project is considered to be minor in nature with limited potential impacts. In this regard, responding agencies have asked to be kept apprised of the project's status and none have expressed a preference for, or objection to, any of the proposed alternatives.

#### **4. Completion of the EA Process**

With the public consultation aspect of the project largely complete, the Township is in a position to complete a final evaluation of the alternatives that considers the public input as one component of the evaluation criteria. A preferred alternative can then be selected and notice of completion documenting the preferred alternative published. Following the publication of the notice of completion the preferred alternative can be advanced to detailed design provided there are no issues raised by agencies or members of the public during the mandatory 30-day review period that follows the publication.

For a Schedule 'B' project a formal report is not required to finalize the Municipal Class EA process. However, a project file documenting the evaluation process and public consultation activities must be made available for review by any interested members of the public during the 30-day review period.

It is AECOM's recommendation that a comprehensive evaluation matrix be prepared to assist in the final evaluation of alternatives and form the core of the project file that would be available for public review. We would be pleased to assist you in preparing a final evaluation matrix that reflects the public and agency input received to date.

Sincerely,  
**AECOM Canada Ltd.**



Dan Campbell, B.A.  
Project Manager, Community Infrastructure  
dan.campbell@aecom.com

DC:ju  
Encl. April 12, 2011 Alternatives Presentation, April 12, 2011 Meeting Minutes, Agency Circulation List  
cc: none

October 5, 2011

Mr. Doug Murray, C.E.T.  
Director of Public Works  
Township of Hamilton  
8285 Majestic Hills Drive  
P. O. Box 1060 Cobourg, ON  
K9A 4W5

Dear Mr. Murray:

**Project No: 111843-09**

**Regarding: Camborne Bridge Planning Review  
Comparison of Alternatives**

## **1. Introduction**

Enclosed, please find a matrix-type comparison of the five (5) identified alternative solutions for the management of Camborne Bridge on Albert's Alley which was closed to vehicular traffic in July of 2010 due to deteriorated condition. The alternatives are listed below and briefly summarized in the enclosed comparison matrix. A copy of the April 12, 2011, presentation which provides further detail regarding each alternative is also enclosed.

- Alternative 1: Do Nothing – Discussed in Detail in Section 3
- Alternative 2: Remove Existing Bridge
- Alternative 3: Rehabilitate Existing Bridge for Single-Lane Vehicular Traffic + Sidewalk
- Alternative 4: Replace with New Structure for Two-Lane Vehicular Traffic Including Sidewalk
- Alternative 5: Replace with Pedestrian Bridge on Existing Abutments

## **2. Background**

In keeping with the Schedule 'B' Municipal Class Environmental Assessment planning process being followed for this project, the comparison of alternative solutions outlines the potential positive and negative impacts that each alternative may have on the broadly defined environment including:

- transportation system operation at a local and network level
- natural environment
- social/community environment
- cultural/heritage
- capital and operating cost considerations



The comparison of alternatives is presented in a matrix format to allow the Township to compare each alternative in the process of selecting a preferred alternative. The comparison reflects the public input relative to issues and community values received at and subsequent to the April 12, 2011, public information centre, input received from responding review agencies and technical details reviewed by AECOM.

### **3. The 'Do Nothing' Alternative**

It is noted that the 'Do Nothing' Alternative must be considered in the context of the bridge's continued deterioration. The ongoing deterioration of the south girder will eventually lead to a need to close the bridge to pedestrian traffic. As discussed, subsequent to a follow-up site investigation completed by AECOM in July of 2011 regarding the deterioration of the girder flange over the winter of 2010/2011, one of the following should be done under 'Do Nothing'

- Initiate a program to monitor the girder condition through regular inspections completed every two (2) months until the condition is such that closure to all traffic is recommended, likely at a point in the next 12 to 24 months.
- Re-arrange signage and barricades to close the bridge to pedestrian traffic in the fall of 2011.

Ultimately, the deterioration of the girder will limit the existing bridge's lifespan to a maximum of approximately 5–10 years even with the application of no live loads (pedestrian or vehicular).

In this regard, the 'Do Nothing' alternative is only viable over the short-term and not truly 'Do Nothing' as it does require that certain minimal actions be undertaken in the near future.

### **4. Preferred Alternative**

Considering both technical detail and input received from members of the public, Alternative 5, involving the construction of a prefabricated pedestrian bridge on the existing abutments, is considered to be the preferred alternative. Alternative 5 is preferred as it is the only alternative that satisfies both of the community's primary objectives associated with the elimination of 'cut-through' traffic from Albert's Alley and the maintenance of a pedestrian link along Albert's Alley.

#### **4.1 Summary of Positive Impacts**

Alternative 5 provides a combination of positive benefits, which are unique to the pedestrian bridge alternative. This is largely due to the fact that construction of a pedestrian bridge is the only alternative that preserves a linkage over the Cobourg Creek while diverting cut-through vehicular traffic away from Albert's Alley, which are key community objectives. A summary of positive impacts is provided below with reference to other alternatives, where applicable.

- The elimination of 'cut-through' traffic travelling between Jibb Road and Burnham Street allows Albert's Alley to function in a truly local capacity with a number of resultant benefits related to the reduction in traffic volume and the reduction in potential for traffic to operate at higher speeds. These include:
  - A more pedestrian-friendly environment with less potential for conflict between vehicular and pedestrian traffic.

- Reduced exposure of vehicular traffic to issues associated with the less-than-desirable existing geometric conditions on Albert's Alley, which include narrow road widths, sharp curves on vertical grades and poor sightlines at the intersection of Albert's Alley and Burnham Street.
- Provides a pedestrian link that allows use of Albert's Alley as part of a larger network of walking and cycling opportunities that exist on local roads within Camborne—Alternative 5 is the only alternative that provides a pedestrian link while also maintaining the benefits associated with the elimination of cut-through traffic.
- Preserves direct pedestrian access to the Old Camborne School playground for residents located west of Cobourg Creek.
- Has minimal impact on the natural environment as no 'in-water works' are required and the existing bridge abutments and road bed can be used to accommodate the new pedestrian bridge and approaching trails without disturbing existing natural areas. In this regard, the alternative has similar or lesser impacts than all other alternatives, except the short-term 'Do Nothing' alternative.
- Has minimal potential to impact any cultural and heritage resources that may exist in the area as most works will be limited to previously disturbed areas within the road right-of-way.
- Has mid-range capital cost when compared to other alternatives. In this regard, the pedestrian bridge solution can be implemented with less capital investment than an alternative that involves a road bridge and moderately more investment than the bridge removal alternative that provides no pedestrian linkage benefits. Additionally, ongoing operating and repair costs associated with maintenance and, ultimately, renewal of a simple pedestrian bridge will be less than those associated with larger and more substantial road bridges designed for vehicular traffic.

## 4.2 **Summary of Negative Impacts**

As with all alternatives, Alternative 5, involving the construction of a pedestrian bridge, has several potential negative impacts. Fortunately, most impacts are minor in nature or can be easily mitigated.

- Dead-end road conditions may complicate certain traffic operations and may lead to an increase in illegal dumping and/or other undesirable activities:
  - The provision of a turning circle at the west end of the bridge and a 'hammer-head' type turn-around at the east end of the bridge will accommodate the relatively small volume of vehicular traffic that may inadvertently approach the bridge
  - The detour length around the bridge results in only a minor increase in travel time for residents of Albert's Alley travelling to Burnham Street from the portion west of the bridge.
  - The maintenance of pedestrian traffic through the area will help to mitigate illegal dumping and other undesirable activities to a greater extent than a typical dead-end type configuration. The potential exists to extend illumination (at extra cost) to the location of the pedestrian bridge to further mitigate against potential illegal dumping issues.

- Any increase in traffic on Jibb Road and Kennedy Road will be minor and well within the reserve capacity of both roads. Furthermore, the construction of the pick-up/drop-off parking area at Camborne Public School has eliminated the major potential source for issues on both roadways. Previously, residents had identified safety concerns relative to the use of the shoulder of Kennedy Road as a student pick-up/drop-off area. There have been no obvious traffic operation issues on the local road network since the bridge's closure in 2010.
- Snow removal will be somewhat more complex. However, the close proximity to the Public Works garage should allow for a variety of viable approaches to be developed.

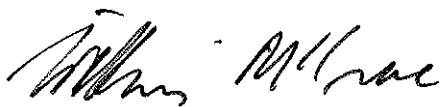
## **5. Next Steps**

To finalize the Schedule 'B' Environmental Assessment and proceed to implement the preferred alternative it is recommended that the following steps be followed.

1. Present preferred alternative, as detailed herein, to Municipal Council on October 18, 2011.
2. If Council accepts the preferred alternative, publish and circulate a notice of completion documenting the preferred alternative to review agencies. Make copies of the project file available to the public for public review for the mandatory 30-day period.
3. If there are no irresolvable concerns raised by the public during the review period, and if sufficient budget is approved by Council, advance the preferred alternative to detailed design and ultimately to construction.

Should you have any questions or concerns or wish to discuss further please do not hesitate to contact the undersigned.

Sincerely,  
**AECOM Canada Ltd.**



Will McCrae, P.Eng.  
Associate Vice-President, East District, Water

WMc:dec  
Encl. Comparison Matrix of Planning Alternatives  
April 12, 2011 Public Meeting Presentation

## CAMBORNE BRIDGE COMPARISON MATRIX OF PLANNING ALTERNATIVES

Screening Criteria	Do Nothing: Existing Bridge Closed to Vehicular Traffic (1)	Remove Existing Bridge (2)	Rehabilitate Existing Bridge: Single Lane with Sidewalk (3)	Replace with New Structure: Two-Lane Vehicular (4)	Replace with New Structure: Pedestrian Bridge (5)
<b>Transportation</b>					
Road Network	<ul style="list-style-type: none"> <li>✓ Through-traffic wishing to use Albert's Alley diverted to Jibb Road eliminating "cut-through" traffic, in keeping with local classification of Albert's Alley.</li> <li>✗ Continued minor reduction in vehicular circulation options within Camborne.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Through-traffic wishing to use Albert's Alley diverted to Jibb Road eliminating "cut-through" traffic, in keeping with local classification of Albert's Alley.</li> <li>✗ Minor reduction in vehicular circulation options within Camborne.</li> </ul>	<ul style="list-style-type: none"> <li>✗ "Cut-through" traffic can use Albert's Alley which will increase volume.</li> <li>✗ Additional traffic on Albert's Alley is not ideal due to less-than-ideal geometry: curves, road width, bridge width and sightlines at Burnham Street.</li> <li>✓ Improved circulation options within Camborne, but very little benefit to overall road network.</li> </ul>	<ul style="list-style-type: none"> <li>✗ "Cut-through" traffic can use Albert's Alley.</li> <li>✗ Additional traffic on Albert's Alley is not ideal due to less-than-ideal geometry: curves, road width, bridge width and sight lines at Burnham Street.</li> <li>✓ Improved circulation options within Camborne, but very little benefit to overall road network.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Through-traffic wishing to use Albert's Alley diverted to Jibb Road eliminating "cut-through" traffic, in keeping with local classification of Albert's Alley.</li> <li>✗ Continued minor reduction in vehicular circulation options within Camborne.</li> </ul>
Local Traffic Operation	<ul style="list-style-type: none"> <li>✓ Only local traffic operating on Albert's Alley, in keeping with its geometry and classification.</li> <li>✗ Slightly increased travel time for local residents west of the bridge to reach Burnham Street.</li> <li>✗ No formalized "turning circle" type arrangements at dead ends.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Only local traffic operating on Albert's Alley, in keeping with its geometry and classification.</li> <li>✗ Slightly increased travel time for local residents west of the bridge to reach Burnham Street.</li> <li>✓ Turning circle at west end of the bridge and hammer-head turn at east end of the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Local traffic and through-traffic operating on Albert's Alley.</li> <li>✓ Formalized single lane bridge will have some traffic-calming impact with potential for reduced traffic speeds and volumes.</li> <li>✗ Potential for vehicular traffic conflicts due to narrow bridge. Signage required to minimize potential.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Local traffic and through-traffic operating on Albert's Alley.</li> <li>✗ Wider structure will have no impact on traffic calming.</li> <li>✓ Wider structure will eliminate the potential for vehicular traffic conflicts due to the narrow bridge.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Albert's Alley receiving only lower volumes of local traffic operating at lower speeds.</li> <li>✗ Slightly increased travel time for local residents west of the Bridge to reach Burnham Street.</li> <li>✓ Turning circle at west end of the bridge and hammer-head turn at east end of the bridge.</li> </ul>
Pedestrian & Cyclist Traffic	<ul style="list-style-type: none"> <li>✓ Pedestrian/cycling link on Albert's Alley in the short term. Subject to future deterioration of the bridge.</li> <li>✓ Pedestrian safety increased by reduced traffic exposure</li> <li>✗ Snow removal is not possible with informal closure, thus limiting pedestrian travel over the bridge in the winter.</li> </ul>	<ul style="list-style-type: none"> <li>✗ No pedestrian/cycling link on Albert's Alley over the Creek.</li> <li>✓ Pedestrian safety increased by reduced traffic exposure.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Pedestrian/cycling link on Albert's Alley with sidewalk on road bridge</li> <li>✗ Pedestrians on Albert's Alley exposed to additional traffic potentially travelling at higher speeds.</li> <li>✓ Sidewalk on bridge reduces potential for conflicts between vehicles and pedestrians at the bridge compared to existing potential.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Pedestrian/cycling link on Albert's Alley with sidewalk on road bridge.</li> <li>✗ Pedestrians on Albert's Alley exposed to additional traffic, potentially travelling at higher speeds.</li> <li>✓ Wider structure with sidewalk reduces potential for conflicts between vehicles and pedestrians at the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Pedestrian/cycling link on Albert's Alley with dedicated bridge.</li> <li>✓ Elimination of through-traffic reduces the potential for conflicts between vehicles and pedestrians along Albert's Alley.</li> <li>✓ No potential for pedestrian vehicular conflict at the bridge.</li> </ul>
<b>Natural Environment</b>					
Aquatic Environment (Cobourg Creek – Cold Water Classification)	<ul style="list-style-type: none"> <li>✓ None in the short term, impacts deferred.</li> <li>✗ Potential for a varied range of impacts in the future depending on alternative selected.</li> </ul>	<ul style="list-style-type: none"> <li>✓ No in-water works required.</li> <li>✓ Exposure of watercourse to winter control sand and salt is eliminated.</li> </ul>	<ul style="list-style-type: none"> <li>✓ No in-water works required.</li> <li>✗ Continued exposure of watercourse to winter control sand and salt.</li> </ul>	<ul style="list-style-type: none"> <li>✗ In-water works required to establish footings/foundations for new structure and remove existing footings. Mitigating measures required.</li> <li>✗ Continued exposure of watercourse to winter control sand and salt.</li> </ul>	<ul style="list-style-type: none"> <li>✓ No in-water works required.</li> <li>✓ Exposure of watercourse to winter control sand and salt is eliminated.</li> </ul>
Terrestrial Environment	<ul style="list-style-type: none"> <li>✓ None in the short term, impacts deferred.</li> <li>✗ Potential for a varied range of impacts in the future depending on alternative selected.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Construction disruption within entire ROW width.</li> <li>✓ New habitat areas created in the road ROW after restoration of the former bridge site and approaches.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Construction disruption confined to existing roadway.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Construction disturbance will extend beyond ROW.</li> <li>✗ Some habitat abutting the existing road lost permanently due to wider structure and road foot print. Evaluation during detail design required.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Construction disruption confined to existing roadway with some minor impact on cleared grass area near walkway.</li> </ul>

**CAMBORNE BRIDGE**  
**COMPARISON MATRIX OF PLANNING ALTERNATIVES**

Screening Criteria	Do Nothing: Existing Bridge Closed to Vehicular Traffic (1)	Remove Existing Bridge (2)	Rehabilitate Existing Bridge: Single Lane with Sidewalk (3)	Replace with New Structure: Two-Lane Vehicular (4)	Replace with New Structure: Pedestrian Bridge (5)
<b>Social/Community Environment</b>					
Does the alternative help achieve community objectives expressed at the public meeting?					
• Provision of a pedestrian link along Albert's Alley	✓ Yes – Short-term	✗ No	✓ Yes	✓ Yes	✓ Yes
• Elimination of “cut-through” and associated issues (speed/volume)	✓ Yes – Short-term	✓ Yes	✗ No	✗ No	✓ Yes
• Less traffic at playground/daycare location	✓ Yes – Short-term	✓ Yes	✗ No	✗ No	✓ Yes
• Prevention of loitering and illegal dumping associated with dead-end roads	✗ No – Measures such as lighting and enforcement could be implemented to mitigate help potential issues.	✗ No – Measures such as lighting and enforcement would potentially help.	✓ Yes	✓ Yes	✗ No – Measures such as lighting and enforcement would potentially help, as will ongoing pedestrian use.
<b>Cultural Environment</b>					
Impact to heritage resources or First Nation considerations	✓ No known heritage or cultural concerns identified through consultation. ✓ No concerns identified through First Nations contact. ✓ No disturbance of the site over the short term.	✓ No known heritage or cultural concerns identified through consultation. ✓ No concerns identified through First Nations contact. ✓ Disturbed area limited to existing road embankment fill.	✓ No known heritage or cultural concerns identified through consultation. ✓ No concerns identified through First Nations contact. ✓ No disturbance of previously undisturbed ground required.	✓ No known heritage or cultural concerns identified through consultation. ✓ No concerns identified through First Nations contact. ✗ Excavation of previously undisturbed soil with potential for archaeological concerns. Investigation required during detailed design.	✓ No known heritage or cultural concerns identified through consultation. ✓ No concerns identified through First Nations contact ✓ No disturbance of previously undisturbed ground required.
<b>Cost, Useful Life and Ownership Considerations</b>					
Capital Cost of Constructing Alternative	• Deferred, EA process repetition required	• \$125,000 to \$150,000	• \$375,000 to \$425,000	• \$700,000 to \$800,000	• \$200,000 to \$250,000
Useful Life of Alternative	• 2-5 years	• Not Applicable	• 50 years – on existing abutments	• 75 years	• 50 years – on existing abutments
Ongoing Maint. and Repair Costs	• Low: Inspections Required	• None	• High	• Highest	• Medium
Other Operational Considerations	• Will Require Ongoing Inspection to Monitor South Girder	• Possibly some need for Removal of III			• Winter maintenance. May require additional equipment.
<b>Summary</b>					
	• Low short-term capital costs • Short-term positive impact on social environment due to continued elimination of through-traffic and inherent traffic calming • Positive community impacts partially offset due to uncertainty of final solution • No immediate construction/natural environment impact and minimal future impact • Eventually further deterioration of the bridge will require repetition of parts of the EA process to select an alternative long-term solution	• Low capital and ongoing costs • Positive impact on community environment due to continued elimination of through-traffic and inherent traffic calming • Eliminates pedestrian/cyclist access • Construction/natural environment impact will occur, but can be mitigated.	• High capital and ongoing costs • Negative impact on community environment due to re-introduction of through-traffic and elimination of inherent traffic calming • Addresses existing vehicular/pedestrian/cyclist safety concerns at the bridge, but re-introduces higher traffic volume on Albert's Alley. • Low construction/natural environment impact due to use of existing approaches and abutments	• Highest capital and ongoing costs • Negative impact on social environment due to re-introduction of through-traffic and elimination of inherent traffic calming • Addresses existing vehicular pedestrian/cyclist safety concerns at the bridge, but re-introduces higher traffic volume on Albert's Alley. • Highest construction/natural environment impact • Would likely require the completion of additional road works along Albert's Alley, at extra cost to the value presented, to realize full benefit.	• Medium capital and ongoing costs • Positive impact on social environment due to continued elimination of through-traffic and inherent traffic calming • Fully address existing and future pedestrian/cyclist safety concerns through provision of lighting and continued elimination of through-traffic and inherent traffic calming • Low construction/natural environment impact due to use of existing approaches and abutments

January 16, 2013

Mr. Doug Murray, C.E.T.  
Director of Public Works  
Township of Hamilton  
8285 Majestic Hills Drive  
P. O. Box 1060 Cobourg, ON  
K9A 4W5

Dear Mr. Murray

**Project No: 111843-09**

**Regarding: Camborne Bridge Municipal Class Environmental Assessment Study  
Notice of Completion and Implementation Considerations**

## **1. Background**

Further to previous correspondence dated October 5, 2011 and the presentation made to members of Hamilton Township Council and interested members of the public on October 18, 2011 this letter summarizes an approach for proceeding to finalize the Municipal Class Environmental Assessment (MCEA) study process for the Camborne Bridge on Albert's Alley.

As previously identified, the preferred alternative is Alternative 5, which is illustrated below and was summarized as follows in Section 4 of our previous correspondence (referenced above):

*Considering both technical detail and input received from members of the public, Alternative 5, involving the construction of a prefabricated pedestrian bridge on the existing abutments, is considered to be the preferred alternative. Alternative 5 is preferred as it is the only alternative that satisfies both of the community's primary objectives associated with the elimination of 'cut-through' traffic from Albert's Alley and the maintenance of a pedestrian link along Albert's Alley.*



**Figure 1 – Preferred Alternative (Alt 5) Conceptual Illustration**



Ongoing monitoring of the key components of Camborne Bridge has been completed at regular intervals. Monitoring reports have documented progressive deterioration and it is anticipated that a recommendation to close the bridge to all traffic, including pedestrians, will have to be provided in the first half of 2013. Of primary concern is a critical location on the south girder where the following conditions exist in close proximity along one vertical axis:

- the bottom flange of the girder continues to deteriorate with growing perforations through the flange
- the web between the flanges exhibits progressively worse surface flaking, which is indicative of underlying deterioration that cannot be fully assessed without further disturbing the girder
- a hole exists through the top of the web immediately adjacent to the top flange

**Figure 2 – Critical Location on South Girder**



Thus it is prudent to plan to proactively implement the preferred alternative from the MCEA study in order to be well positioned to mitigate risk exposure. If implementation Stage 1 of the preferred alternative (see below) is deferred beyond mid-2013 then the Township should plan to install sufficient temporary fencing to block pedestrian access to the structure to mitigate risks in that fashion.

## 2. Potential for Staged Implementation

It is our understanding that due to financial limitations the Township wishes to consider proceeding with the implementation of the preferred alternative in a staged fashion. The construction works necessary for implementation can be staged as detailed in the table below.

**Table 1: Potential Staging Plan**

Stage	Purpose & Scope of Work	Timing	Estimated Cost (2013 dollars)
1	Address the continued deterioration of the bridge and proactively manage risk/potential public safety issues by completing the following works: <ul style="list-style-type: none"> <li>Removing the existing bridge deck and super structure (girders, etc.).</li> <li>Installing temporary fencing on the abutments.</li> <li>Relocate utility cables attached to the north deck fascia.</li> <li>Construct turning areas and install dead end barricades.</li> </ul>	2013	\$71,000
2	Provide pedestrian linkage and complete all aspects of the project as detailed under Alternative 5 by: <ul style="list-style-type: none"> <li>Rehabilitating substructure components including: abutments, wingwalls and bearing seats.</li> <li>Installing new bearings and prefabricated pedestrian structure on the rehabilitated abutments.</li> <li>Complete erosion control works at each quadrant as necessary.</li> <li>Construct pedestrian trail.</li> </ul>	As Funding Permits	\$210,000

## 3. Next Steps

If Municipal Council wishes to adopt the preferred alternative as summarized herein and as detailed in the enclosed documentation the following steps will be necessary to complete the Municipal Class EA process and proceed to implementation.

1. Publish and circulate a notice of completion documenting the preferred alternative to review agencies. Make copies of the project file available to the public for public review for the mandatory 30 calendar day period.

2. If no irresolvable concerns are raised by the public during the review period, and if sufficient budget is approved by Council, advance the preferred alternative to detailed design and ultimately to construction in a staged fashion as follows:

**Stage 1 – Removals**

- a. Prepare design drawings and specifications for Stage 1
- b. Obtain necessary permits (i.e. GRCA) to implement Stage 1
- c. Tender and award contract for Stage 1
- d. Complete construction works

**Stage 2 – New Pedestrian Bridge**

- e. Prepare design drawings and specifications for Stage 2
- f. Obtain necessary permits to implement Stage 2
- g. Tender Stage 2 and award contract
- h. Complete construction works associated with Stage 2

It is noted that if the project is not implemented within ten (10) years of filing of the Notice of Completion the Township will be required to review the planning process to confirm that the project and the associated mitigating measures remain appropriate. The review process must be documented in the project file and a Revised Notice of Completion issued for a mandatory 30 calendar day review period. As with the original notice of completion review period the public shall have the right to request a Part II Order during the Revised Notice of Completion review period.

## **4. Mitigating Measures**

Should the Township proceed with implementation, staged or otherwise, of the preferred alternative the following mitigating measures should be implemented as part of the detailed design and construction processes:

- In consultation with emergency services consider the need to rename one of the two distinct parts of Alberts Alley in a fashion that is consistent with the approach for naming other discontinuous roadways in the Township.
- Monitor the area in the vicinity of the bridge for signs of illegal dumping and consider installation of street lighting, signage or enforcement actions as necessary to control illegal dumping. Given the relatively populated nature of Albert's Alley relative to other dead-end roadways in Township and its location within the community of Camborne, this location would likely be less vulnerable to illegal dumping practices.
- Consult with Ganaraska Region Conservation Authority (GRCA) and obtain applicable GRCA permits during the detailed design process for each stage to ensure that design details and specifications adequately address the potential impacts of construction on the local natural environment. It is anticipated that all impacts can be mitigated by following normal best practices, including:

- Sedimentation control measures during construction including silt fences and check dams to control mobilized sediments and the use of erosion control blankets and other measures to prevent the mobilization of sediment on disturbed slopes.
  - The installation of appropriate debris containment systems and platforms to prevent the entry of deleterious materials into watercourses.
  - Construction fencing and other forms of delineation to prevent construction impacts on existing trees and vegetation beyond the necessary limits of construction operations.
  - The use of appropriate materials (i.e. armour stone, river stone and gabion stone) to prevent further erosion at each quadrant of the bridge.
- To mitigate any potential impact to archeological resources all works should be limited to the previously disturbed and graded areas. This involves confining works to the existing approach roadway embankments and works for the eastern turning area to the cleared and graded area adjacent to the existing walkway.

## 5. Closure

For your reference we have enclosed copies of the following documentation for your reference:

1. October 5, 2011 letter report and accompanying decision making matrix documenting rational for selection of the preferred alternative.
2. October 18, 2011 summarizing the study process and the preferred alternative.
3. Draft Notice of Completion.

Should you require further detail please do not hesitate to contact the undersigned.

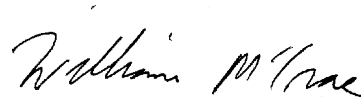
Sincerely,  
**AECOM Canada Ltd.**



Dan Campbell, BA (Geography)  
Project Manager

DEC:dec  
Encl.

cc Dennis Baxter, AECOM Whitby



Will McCrae, P.Eng.  
Associate Vice-President, East District, Water