Township of Tehkummah
May 18, 2026 - Special Meeting of Council - 03:00 PM

1 Meeting Called To Order

2 Approval of the Agenda

THAT the agenda be adopted as circulated.

3 Special Business

3.1 Closed Session

3.1.1 Move Into Closed Session

THAT Council for the Corporation of the Township of Tehkummah does hereby move into Closed session at ____ p.m. in accordance with section 239(2)(b), (d), (e), (f) and (k) of the *Municipal Act, 2001*, and Section 3.3 of the Township's *Procedure By-law 2019-011*, to:

1. Receive confidential health information about a municipal employee and a plan for continued administrative services;
2. Consider changes to the Public Works Superintendent Employment Contract; and
3. Receive an update regarding the Court Application under the *Municipal Conflict of Interest Act* concerning Mayor Deforge.

3.1.2 Return to Open Session

THAT Council for the Corporation of the Township of Tehkummah does hereby move back into open session at ____ p.m. and report that _____.

3.2 Municipal Office Hours

THAT the Municipal Office hours be permanently changed so that the office is open to the public on Tuesdays and Thursdays from 10:00 a.m. to 3:00 p.m., as part of Council's efforts to reduce administrative staffing costs while continuing to provide reasonable and consistent public access to municipal services.

3.3 Use of Municipal Facilities/Land Policy Discussion

THAT Council authorize the use of municipal lands and facilities by individuals, groups, and organizations undertaking non-profit, charitable, recreational, cultural, educational, or other community-benefit activities, subject to availability and municipal approval;
AND THAT municipal staff be directed to develop the necessary application forms, agreements, policies, and procedures to ensure such use is administered in compliance with applicable laws, insurance requirements, and recognized best practices in risk management and public safety;
AND FURTHER THAT the proposed policy and related documents be presented to Council for consideration at the next regular Council meeting.

3.4 Concession 2 and 10th Sideroad Bridges - Engineers Report re: flooding damage

THAT Council receives the report from Matt Kirby of Tulloch Engineering regarding the Concession 2 bridge and hereby directs _____

26-0906 Ltr mk Township of Tehkummah Bridge #2 and Bridge #3 - Emergency Flooding Inspections May 11, 2026

4 Confirmation of Proceedings

THAT By-Law _____ being a bylaw to confirm proceedings of Council at their Specail Meeting of May 18, be read and adopted.

Bylaw 2026-12

5 Adjournment

May 11, 2026
26-0906

Township of Tehkummah
456 Highway 542A
Tehkummah, Ontario
P0P 2C0

Attn: Mr. Andrew Wood – Roads Superintendent (sent via email: roads@tehkummah.ca)

Re: Emergency Flooding Review of 2nd Concession Road Bridge (Bridge #2) & 20th Side Road Bridge (Bridge #3)

Dear Mr. Woods,

At the request of the Municipality, TULLOCH Engineering (TULLOCH) was requested to attend to the two above-mentioned bridge sites within the Townships road network to review general conditions post flooding and provide comments and/or recommendations for re-opening of each of the bridges.

As a result of substantial flooding this spring, the Ministry of Natural Resources (MNRF) had been attempting to lower the levels of the water in Lake Manitou. The volume of water being released from the upstream dam sites caused the water levels to breach the normal channel/riverbanks and cause widespread flooding. The water elevations were high enough to overtop the bridge decks and the roadway approaches each of the bridges. Due to the extremely highwater levels and out of public safety the roadways were closed to traffic by the Township until the water had receded and an engineering inspection could be arranged. Furthermore, to relieve the water pressure on the 2nd Concession Road Bridge, a relief channel was cut into the gravel roadway at the east approach to allow more water to bypass the bridge site.

The two subject bridges are located on a low volume roadway with a limited number of permanent residents beyond each of the bridge sites. Each bridge is currently load limited, which has caused the Township to modify how they had removed snow this past winter. Due to the imposed load limits, the Township has been sub-contracting the snow removal across the bridges and beyond to a smaller 5-tonne truck/plow or tractor with a blower.

TULLOCH attended the bridge sites on April 29, 2026, to complete a visual inspection and help understand if there was any significant damage to the bridges, if any remediation or repairs were feasible and/or if the bridges could be potentially re-opened to the public. Mr. Andrew Wood (Roads Superintendent) and Mr. Steve Wood (Deputy Mayor and Councilor) were present at the time of our inspection. This report outlines our general observations and provides recommendations for repairs, re-opening and emergency plan options for each of the bridge sites.

Background Information

2nd Concession Road Bridge (Bridge #2) is a two span – laminated timber deck bridge with an estimated 150mm of gravel cover over top of the wooden deck. The bridge has seven (7) steel beams which are continuous over the pier for the full length of the bridge. The steel beams are supported on stone block masonry abutments/pier. The bridge measures 9.75m long and is 5.4m wide, with a wooden curb/wood post and steel flex beam barrier across the bridge. This bridge would be considered a wide single lane bridge due to its overall width. Based on observations from the 2024 OSIM inspections, the bridge was to have a 10-tonne load posting initiated at the bridge in the fall of 2024. The load posting was triggered due to observed poor conditions of the steel beams and the stone abutment walls/pier. The load limit was determined by means of a structural load evaluation with details of the bridge beams at that time.

In the late summer/fall of 2025, the Township was approached to allow heavier vehicles to cross the bridge for means of residential construction at the permanent resident to the west of the 20th Concession bridge site. The Township at the time declined to allow the passage of overweight vehicles and so the construction/delivery companies took it upon themselves to install a temporary steel bridge superstructure over top of the bridge. There is some uncertainty as to whether overloaded construction and/or delivery vehicles had crossed over the 2nd Concession Road Bridge. The temporary steel bridge superstructure was placed directly overtop of the bridge, but it is unknown if any clearance were installed and maintained between the temporary steel structure and the existing bridge deck. It was also unknown as to where exactly the temporary structure was supported on either end (i.e. beyond the bridge abutments or directly on top of the bridge at the current supports) Otherwise, the vehicular loadings from the temporary steel superstructure may have induced extra loads down onto the wooden deck and supporting steel beams potentially creating an overload scenario. There were concerns regarding the bridge conditions prior to the winter of 2025/2026, and the Township in agreement with TULLOCH Engineering, decided to lower the load posting for the 2nd Concession Road Bridge further to 5-tonnes and no major vehicles outside of pickups trucks were to cross the bridge until it could be re-assessed in the spring of 2026.

20th Concession Road Bridge (Bridge #3) is a two span – exposed laminated timber deck bridge with seven (7) steel continuous girders for the full length of the bridge. The bridge measures 12.2m long and is 5.9m wide, with a wooden curb/wood post and steel flex beam barrier across the bridge. This bridge would be considered a wide single lane bridge due to its overall width. Based on observations from the 2024 OSIM inspections, the bridge was also to have a 10-tonne

load posting on the bridge. The load posting was triggered due to observed poor conditions of the steel beams and the stone abutment walls/pier.

Observations – 2nd Concession Road Bridge (Bridge No. 2)

The following observations were made during our inspection of the bridge/site:

1. The water level was extremely high at the time of the inspection. The water level was touching the underside of the bridge beams and had very high velocities. The velocities were creating white water riffles at the outlet of the bridge heading south.
2. There was evidence that the water had overtopped the bridge deck elevation, based on flow patterns in the gravel across the bridge deck.
3. There was a relief channel dug out in the east approach to the bridge. The water level has subsided since the relief channel was cut in the roadway and no water was passing through the relief channel in the roadway.
4. There are significant washouts at both corners of the bridge at the east abutment. The washouts measured approximately 1.2m x 1.2m x 0.69m deep. The wooden ballast walls have been damaged and were partially intact. The loss of the ballast walls from the end of the bridge has further allowed the gravel material to be pulled into watercourse, especially when the velocities of the water being so high.
5. A full-length cavity behind the ballast wall across the roadway width at the east abutment was observed. Soil arching was the only thing preventing a full-width trench from developing along the east end of the bridge deck.
6. The ballast wall at the east end was partially intact and there were areas where the wooden ballast wall was missing. The wood was severely decayed and removed in an area to help further our review of the bridge deck and beam conditions.
7. There were several beams showing severe corrosion, flaking with section loss and some entire loss of the lower web at the bearings.
8. The 3rd beam from the north at the east abutment bearing is deflecting immediately into the span of the bridge. This was the identified beam having the worst conditions from the 2024 OSIM report.
9. There is debris still caught under the bridge and around the upstream end of the middle pier.
10. The water depth did not allow us to review the conditions of the lower portions of the pier. It was noted that the pier on the upstream end had a void in it previously and no repairs were completed since the 2024 OSIM report.

Recommendations for Repair Options and Temporary Access at 2nd Concession Road Bridge (Bridge No. 2)

Based on the observations made above, this bridge needs to remain closed to traffic until localized steel repairs, new ballast wall and voids in the approaches are repaired. A partial lane shift could be imposed to help alleviate loading onto the beam showing the worst overall conditions. These repairs would be necessary to gain use of this bridge even at emergency levels and those should be limited to small pickup truck/horse and buggy at the largest due to the general steel conditions and inability to review the foundations and pier conditions due to the extremely high-water levels. When water levels allow, any wood debris caught on the bridge/pier should be removed to facilitate maximum flow under the bridge.

TULLOCH is presenting some repair options/considerations that can be reviewed by Township Council and decide how they would prefer to move forward.

Option 1 – Leave the bridge closed and do minimal repairs to the roadway (until permanent replacement or repairs can be completed). Cost estimated at less than $5,000 + HST

The full-time residents immediately west of the bridge and others should not attempt to use this bridge for anything short of foot traffic until the washouts and cavities along the ends of the bridge have been repaired. This includes construction of a new ballast wall and backfilling of any voids along the east end of the bridge. If more than pedestrian foot traffic is required, then steel repairs would be necessary at the bearings along the east abutment and potentially other locations once water levels have receded to allow review of the west abutment. The landowner currently can access their lands using the 20th Side Road north of the Manitou River.

Option 2 – Attempt to regain use of the bridge for Emergency only. Very limited Repairs and Partial Lane shift to the south side of the bridge. Cost Estimated at $15,000 - 20,000 + HST

The relief channel in east approach can be replaced and infilled under the following stipulations, and this is only to allow passage of a vehicle in the case of an emergency:

a. As part of an emergency reopening of the structure, the bridge would need to have a temporary railing installed to narrow the bridge width to a targeted 3m travel lane by shifting the travel lane to the south edge of the bridge. This would help alleviate any loadings onto the most severely deteriorated beam (3rd from the north edge of the bridge), as well as the previously identified void in the center pier foundation (OSIM 2024). It could not be confirmed if this void has been aggravated or conditions worsened because of the flooding and high flows under the bridge.

b. Repairs to the ends of the bridge beams at the east bearing locations is required.

c. Reinstatement of a new ballast wall at the ends of the bridge beams to retain granular materials on the approaches.

d. The temporary railing along the north edge of the reduced travel lane could be wood in nature and ballasted to sit on top of the bridge deck. This temporary lane shift barrier should not be easily moved or modified.

e. Repairs to the south railing system would need to be completed. Replace all severely decayed or missing railing posts and re-attach the steel flex beam.

f. The bridge would need to have additional signage installed to reduce the speed limit to 10km/hr and further reduce the load limit to 3 tonnes.

The estimated cost with repairs to regain emergency access across the bridge per the above is $15,000 – $20,000 + HST. This would keep the bridge at a reduced load posting and a reduced roadway width as a short-term solution to regain emergency/general access. This planned option should only be considered short term, and the bridge would require further repairs/upgrades or replacement within 1 year.

Option 3 – Installation of a steel superstructure above the existing bridge (for temporary duration). Cost $350,000 + HST

Install a new steel superstructure which spans the entire length of the bridge and roughly another 3m beyond the existing bridge abutments to alleviate extra pressures on the rock wall abutments. It is estimated that a temporary steel superstore would need to be 15m in overall length. The superstructure would need to be positioned on a temporary sill mat/log on the existing gravel roadway, and each approach would need to be adjusted by raising the elevations of the approaches to gain 0.8m of overall rise plus the sill log depth or clearance above the existing bridge deck. Rental of a temporary steel superstructure could be an option, or purchase of a steel superstructure with the intended use to reinstall the superstructure on a permanent foundation solution and removals of the existing bridge/deck/steel railings etc. could be completed later. Rental of the bridge superstructure (excluding any trucking, estimated at $5,000 and initial installation fees) could cost approximately $12,000-15,000 + HST per month. The initial installation cost and site upgrades and new railings could cost another $50,000 + HST above the rental cost.

Purchasing of a bridge superstructure and completion of temporary sill logs and approach upgrades is estimated to cost $350,000 + HST. This would alleviate any load posting at the bridge site and get full access to the residences on the other side of the bridge. The planned duration for this sort of repair should be 3-5 years until the permanent replacement solution can be planned and completed.

Option 4 – Permanent Partial Repairs to the Bridge Beams and Bridge Deck, including Mortar/concrete repairs to the abutments/piers. Cost estimated at $125,000 + HST

This option would require the water to recede sufficiently to access under the bridge to allow review and development of engineering repair plans. These repairs would require at a minimum:

a. Bearing stiffeners to be installed at the bearing points of all beams

b. Installing new 'C' channels or sister beams beside the severely deteriorated beam(s).

c. Partial replacement of the bridge deck would allow better access for any steel repairs and provide a longer extended service life of the bridge. Including the repairs/replacement of the bridge guiderail systems.

d. Repairs to the stone wall abutments and center pier. This would include forming and pouring replacement concrete/grout to fix any voids or missing points of the stone walls.

The estimates cost for completion of option 4, is estimated at $125,000 + HST and this would come with the uncertainty that the bridge may still require a partial load posting, unless sufficient steel repairs/upgrades can be planned to be completed to reinstate the capacity of the bridge to the loadings from a CL-625-ONT design truck. These isolated partial repairs could be completed to regain service (at load reduction) and extend the service life of the bridge for another 5-10 years.

Option 5 – Full replacement of the bridge structure. Cost estimated at $500,000 - $600,000.

This would require full removal of the existing bridge, potential foundation removals, installation of new permanent concrete foundations which would bear on exposed limestone bedrock. The full replacement would be subject to a Municipal Class Environmental Assessment including consulting with regulating agencies (MNRF, DFO, MECP, etc.) while planning the replacement and obtaining approvals/work permits.

The cost estimated for a full replacement would be $500,000 to $600,000 + HST including engineering and contract administration services. This option would start over the service life of the structure and be planned on resetting another service life window of the bridge. Although bridges are to be designed for 75 years as per the Canadian Highway Bridge Design Code, it can be excepted that after 25-30 years of service the bridge may require some sort of rehabilitation works.

Observations - 20th Side Road Bridge (Bridge No. 3)

The following observations were made during our inspection of the 20th Sde Road Bridge:

1. The Township had road closed signs and barricades installed at the intersection of 20th Side Road and the 2nd Concession Road.
2. The water had over topped the roadway and submerged the bridge. The was evidence that supported there was once flowing water over the bridge deck and at the south approach by the washing of gravel /debris downstream in a westerly direction. There was wood debris located on the upstream shoulders of the roadway.
3. A missing load limit sign was noted on the southeast corner of the bridge.
4. The guiderail on the upstream side of the bridge was leaning out away from the bridge.
5. The bridge has good bearing at the abutments and the pier.
6. There was debris/wood caught on the upstream nosing of the central pier.
7. There didn't appear to be any lateral movement of the bridge based on the position of the basement plates under the exterior beams and positioning of the bridge at the concrete/stone wingwalls.

Recommendations and Reopening of the 20th Side Road Bridge (Bridge No. 3)

TULLOCH would make the following recommendations based on the observations:

1. Re-opening the bridge (leaving the load limit at the previous 10-tonne posting) can be allowed now that water is not overtopping the bridge deck.
2. Reinstall the missing/fallen load posting and hazard sign on the south approach.
3. Clean off the bridge deck of excess sand, gravel or wood debris.
4. The leaning of the guiderail is likely from snow plowing efforts and not a result of the flooding. The railing post could be straightened as part of general bridge maintenance.
5. Clean the upstream ends of the bridge pier and/or abutment wingwalls/footings of any wood debris.
6. Once water has subsided to regular levels, a further review of the foundations and the steel beams for any other conditions that could not be inspected.

Closure

Presented herein are the findings of a limited visual inspection of the 2nd Concession Road (Bridge No. 2) and the 20th Side Road Bridge (Bridge No. 3) following severe flooding in the spring of 2026 which caused the water levels to completely submerge the bridges. This report also outlines our recommendations on potential repair options to remedy the current situations.

The 2nd Concession Road bridge in its current condition shall remain closed until either the partial repair(s) are completed, a temporary superstructure is installed over top of the current bridge, or the entire bridge is replaced (subject to an Environmental Class EA). The 20th Side Road Bridge can be re-opened to vehicular traffic at the current 10-tonne load rating. Both bridges shall be re-inspected as part of the regular OSIM inspection program unless repairs and/or replacements are completed prior to the summer/fall of 2026.

TULLOCH would ask that the Township continue to monitor these bridges as the water levels subside and notify TULLOCH immediately if any conditions change or something new developed which were not identified during our April 2026 inspection.

Trusting the information contained herein is adequate for your review and action. If you have questions regarding the information presented or wish to discuss anything, feel free to contact TULLOCH at your convenience.

Sincerely yours,

Draft

Matt Kirby, P. Eng,
Project Manager

2nd Concession Road Bridge (Bridge No. 2) Photographs

Photograph 1: Looking north upstream of the bridge site. Water backwater is pushing up into the trees along the roadway.

Photograph 2: Looking east along roadway towards the intersection of 2nd Concession Road and the 20th Side Road. Wood debris on the roadway, and gravel displacement indicating water had over topped the roadway. Relief channel cut into the roadway by the Township still in place.

Photograph 3: North elevation – water level was up to the underside of the bridge beams. Washouts in the north and south quadrants of the east abutment.

Photograph 4: South elevation – showing high water velocities at downstream end of the bridge.

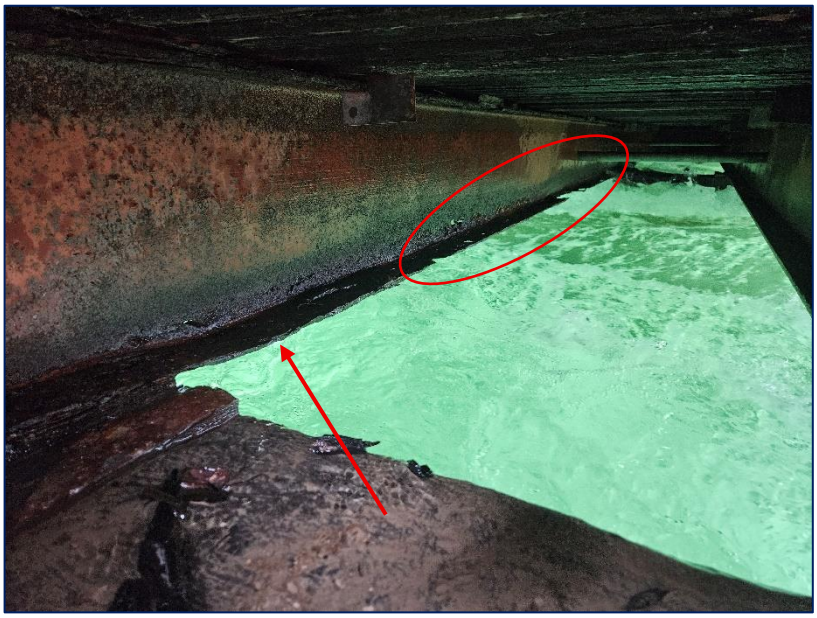
Photograph 5: Looking east across the structure, washouts at the north and south corners of the bridge.

Photograph 6: Typical washout at the east end of the bridge. Voids within the gravel backfill and loss of wooden ballast wall at the ends of the steel beams.

Photograph 7: Looking south along the east abutment/ballast wall at void within the granular backfill. Voids below the wood lagging exist

Photograph 8: Severe corrosion and perforation through the lower web at the bearing location on the east abutment. Multiple locations along the east abutment were noted, upon removal of the semi intact ballast wall.

Photograph 9: 3rd Beam from the North at the East Abutment. Very poor condition, with severe corrosion and major section loss of flanges and lower web.



Photograph 10: 3rd Beam from the North at the East Abutment. Very poor condition with deflection of the bottom beam flange at the abutment and large section loss of flanges out at midspan.

Photograph 11: Looking west at the central pier between the 1st and 2nd beams from the north edge of the bridge at the east abutment.

Photograph 12: Looking west from the east abutment along the south exterior beam at the central pier. Steel bracing rods and deck clips are intact.

Photograph 13: Missing Guiderail Post on the south Railing system.

Photograph 14: Looking downstream of bridge site. Water levels have exceeded the normal channel/banks and are pushing into the bush lines along the river.

20th Side Road Bridge (Bridge No. 2) Photographs

Photograph 15: Looking north towards the structure with wood debris along the roadway and gravel disturbances across the roadway indicating the road was once under water.

Photograph 16: Looking north across the structure. Gravel on the deck surface has been washed downstream (westerly) indicating extremely high-water levels that overtopped the bridge deck surface.

Photograph 17: Looking south across the structure.

Photograph 18: Looking upstream. Water levels have exceeded the normal channel/banks and are pushing into the bush lines along the river.

Photograph 19: Looking downstream towards bridge No. 2 (beyond the barn). Water levels have exceeded the normal channel/banks and are pushing into the bush lines along the river.

Photograph 20: West elevation with water approximately 16” (400mm) below the underside of the steel beams.

Photograph 21: West elevation with high flow velocities from under the bridge.

Photograph 22: Looking down at the west end of the bearing timber of the central pier. No visual indications of any lateral displacement or movements of the bridge at the center pier.

Photograph 23: View of the south abutment bearing timber and contact at the stone/rock wingwall. No signs of any movement of the bridge relative to the abutments.

Photograph 24: Looking west along the north abutment at the bearing timber and bearing of the steel beams onto the abutment. Good contact remains with no signs of movements.

THE CORPORATION OF THE
TOWNSHIP OF TEHKUMMAH

BYLAW NUMBER 2026-011
BEING A BYLAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Legal Authority

Scope of Powers
Section 8(1) of the *Municipal Act*¸ 2001, S.O. 2001, c.25, ("*Municipal Act*") as amended, provides that the powers of a municipality shall be interpreted broadly so as to confer broad authority on municipalities to enable them to govern their affairs as they consider appropriate, and to enhance their ability to respond to municipal issues.

Powers of a Natural Person
Section 9 of the *Municipal Act* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act.

Powers Exercised by Council
Section 5 (1) of the *Municipal Act* provides that the powers of a municipality shall be exercised by its Council

Powers Exercised by By-law
Section 5(3) of the *Municipal Act* provides that a municipal power, including a municipality's capacity, rights, powers and privileges under section 9, shall be exercised by bylaw unless the municipality is specifically authorized to do otherwise.

Preamble
Council for the Corporation of the Township of Tehkummah ("Council") acknowledges that many of the decisions it makes during a meeting of Council, regular, special, or otherwise, are done by resolution. Section 5 (3) of the *Municipal Act* requires that Council exercise their powers by Bylaw.

Council further acknowledges that the passing of resolutions is more expedient than adopting Bylaws for each decision.

Decision
Council of the Corporation of the Township of Tehkummah decides it in the best interest of the Corporation to confirm its decisions by way of Confirmatory Bylaw.

Direction

NOW THEREFORE the Council of the Corporation of the Township of Tehkummah directs as follows:

1. The Confirmatory Period of this By-Law shall be for the Special Council Meeting of May 18, 2026.

2. All By-Laws passed by the Council of the Corporation of the Township of Tehkummah during the period mentioned in Section 1 are hereby ratified and confirmed.

3. All resolutions passed by the Council of the Corporation of the Township of Tehkummah during the period mentioned in Section 1 are hereby ratified and confirmed.

4. All other proceedings, decisions, and directives of the Council of the Corporation of the Township of Tehkummah during the period mentioned in Section 1 are hereby ratified and confirmed.

5. This Bylaw takes effect on the day of its final passing.

Read and adopted by Resolution 2026-077 this 18th day of May 2026.

_____ _____

Mayor Clerk