

F.5 Online Public Information Centre 3



**ONLINE PUBLIC
INFORMATION CENTRE 3
INDIGENOUS
CONSULTATION
SUMMARY REPORT**
Highway 6 Little Current Swing
Bridge Study

GWP 5268-14-00



Prepared for:

Ministry of Transportation
Northeastern Region

Prepared by:

Stantec Consulting Ltd.

June 2021

Online Public Information Centre 3 Indigenous Consultation Summary Report
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

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1.0 Introduction

An Online Public Information Centre (PIC) was held to present the Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario, the study area of which is shown in **Figure 1** below. This was the third PIC for this study.

Figure 1: Key Plan



In light of the COVID-19 pandemic and associated physical distancing requirements for the foreseeable future, PIC 3 was held in an online format. A recorded presentation and comment form were provided on the study website as part of the online PIC.

The following Indigenous communities/organizations were contacted as part of the Online PIC 3 consultation process:

- Aundeck-Omni Kaning First Nation
- M'Chigeeng First Nation
- Sheguiandah First Nation
- Sheshegwaning First Nation
- Whitefish River First Nation
- Wiikwemkoong Unceded Territory
- Zhiibaahaasing First Nation
- United Chiefs and Councils of Mnidoo Mnising

With the exception of the United Chiefs and Councils of Mnidoo Mnising, all Indigenous communities were contacted leading up to the Online PIC 3 within the months of February/March 2021 to confirm the best approach for notification and presentation format for each community. The feedback through this initial outreach indicated that while most community members would be comfortable accessing the presentation online, some would require hardcopy materials to be made available for viewing at their local community administrative office due to limited internet/computer access. Additionally, it was noted by the representative from the Wiikwemkoong Unceded Territory that some members would have difficulty reading/listening to the presentation in English, and highly recommended that a translated version be provided in the local Anishnaabemowin language.

2.0 Purpose

The purpose of Online PIC 3 was to provide the public, stakeholders and Indigenous Communities with an opportunity to review and gather feedback on the evaluation of alignment and structure alternatives, the Preliminary Preferred Plan and associated potential impacts and preliminary proposed mitigation measures.

3.0 Location, Date, and Time

As mentioned previously, PIC 3 was held online and consisted of a recorded presentation that was hosted on the study website (www.swingbridgestudy.ca) beginning on March 30, 2021 with a comment period running through until April 30, 2021. While the comment form has now closed, the Online PIC 3 presentation remains active on the study website for continued public review. For those unable to access the materials online, hardcopies of the presentation, transcript and comment forms were provided in both English and Anishnaabemowin via courier to the administrative office of each Indigenous community within the study area.

4.0 Notification

A formal cover letter and Notice of Online PIC 3 was issued to the Chief of each of the following Indigenous communities, along with informal coordination with a representative from each community/organization on Thursday, March 18, 2021 via mail and email:

- Aundeck-Omni Kaning First Nation
- M'Chigeeng First Nation
- Sheguiandah First Nation
- Sheshegwaning First Nation
- Whitefish River First Nation
- Wiikwemkoong Unceded Territory
- Zhiibaahaasing First Nation
- United Chiefs and Councils of Mnidoo Mnising

The cover letter and Notice of Online PIC 3 provided information about the PIC, including its purpose, the date and time that the presentation would become available on the study website, as well as a reminder that arrangements had been made to have a hardcopy presentation package couriered to each Indigenous community's administrative office in the coming weeks.

The United Chiefs and Councils of Mnidoo Mnising received a slightly altered cover letter including information about the PIC such as its purpose, date and time the presentation would become available on the website, as well as offering to provide hardcopy materials of the Online PIC 3 presentation, if requested.

The hardcopy package was couriered to each of the Indigenous communities on April 1, 2021 and included the following:

- Five (5) Hardcopies of the Online PIC 3 Presentation Slides (in English)
- Five (5) Hardcopies of the Online PIC 3 Transcript (in both English and Anishnaabemowin)
- Twenty (20) Hardcopies of the Online PIC 3 Comment Form (in both English and Anishnaabemowin)
- Five (5) Hardcopies of an Online PIC 3 Poster tailored to each Indigenous community (in English)

To ensure that community members were aware of the upcoming online PIC, the tailored posters were also provided electronically on March 26, 2021 to each Indigenous community representative. Arrangements were made in advance with each of the community representatives to post the notification of the PIC within their respective community newsletters, websites, social media pages and to be posted locally in high traffic areas within the community. The posters also noted that hardcopy materials would be available at the administrative office should anyone not have access to view the presentation online and included the contact information of the community representative.

Comments regarding the Online PIC presentation, including those made on the provided hardcopies of the comment form, were requested to be submitted by April 30, 2021.

Copies of the cover letters, notification and posters are provided in **Appendix A**.

5.0 Reference Materials and Handouts

The following displays were presented at the PIC:

- Title Slide
- How to use this presentation
- Welcome
- Study Purpose
- Study Process
- Study Phases
- Study Area Location Plan

- Study Background: Phase 1 – Transportation Needs Assessment
- Study Background: Phase 2 – Planning Phase
- What have we heard?
- Cultural Heritage – The Little Current Swing Bridge
- Heritage Bridge Conservation Options Assessment
- Existing Environment
- Evaluation Process
- Preliminary Evaluation of Alternatives
- Evaluation Summary
- Value Engineering Study
- Preferred Plan (two slides)
- Heritage Impact Assessment
- Environmental Impacts and Mitigation
- Next Steps

The PIC displays are included in **Appendix B**.

6.0 Format

As noted, due to the COVID-19 pandemic, the PIC was hosted online via the study website www.swingbridgestudy.ca. Online PIC 3 was provided as a recorded presentation with presentation slides in English. However, to ensure all community members were provided with equal accessibility to the presentation, viewers were given the option to select versions of the presentation's audio and transcript in both English and Anishnaabemowin.

To solicit and gather feedback on the presentation and study, community members were encouraged to complete the online comment form, which was available in both English and Anishnaabemowin, through a link to Survey Monkey or provided PDF copy, or directly to the project team via email or telephone. Online PIC 3 participants were encouraged to submit their comments by April 30, 2021.

As mentioned previously, hardcopies of the transcript, displays and comment forms were also delivered to each Indigenous community via courier for those unable to access the online format, in both English and Anishnaabemowin.

The information available as part of the online PIC, including a copy of the online presentation, transcripts and comment form are provided in **Appendix B**.

7.0 Comments Received

Each Indigenous community was contacted multiple times via telephone and/or email to ensure that they received the couriered hardcopy presentation package, as well as to confirm if any comments had been submitted through the hardcopy comment forms. At the time of issuing this summary report, each of the

community representatives reported that they had not received any comments concerning the study during the Online PIC 3 review period, with the exception of Sheshegwaning and Zhiibaahaasing First Nations, who had not responded to the follow up outreach activities.

8.0 Next Steps

Following this Online Public Information Centre 3, the project team will continue to review and consider all feedback received and respond to any questions, as necessary. The project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures.

This was the third and final PIC for this study. A Transportation Environmental Study Report (TESR) will be prepared to document the study and the Recommended Plan following which, the Notice of Study Completion will be issued and the TESR will be available for a 30-day public review period.

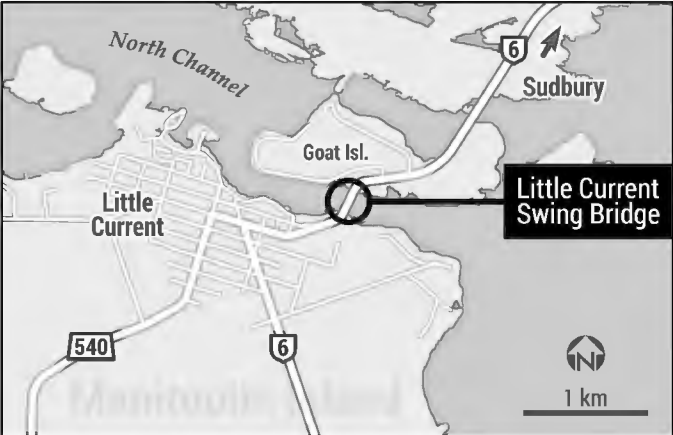
Any concerns brought to the attention of the project team will be responded to and an attempt to reach a resolution will be made.

Appendix A: Notification, Cover Letters & Posters



NOTICE OF ONLINE PUBLIC INFORMATION CENTRE 3
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.



THE PROCESS

This study is a “Group A” project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TERS public review period.

ONLINE PUBLIC INFORMATION CENTRE 3

Two Public Information Centres (PICs) have been held to date to present and gather feedback at key points in this Study. PIC 1 was held in August 2018 to present the transportation needs assessment, existing study area conditions, and alternatives to the undertaking. PIC 2 was held in July 2019 to present alignment and structure type alternatives, the evaluation process and preliminary assessment of the heritage conservation options for the existing bridge.

The third and final PIC has been scheduled to provide an opportunity for you to review the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. **The PIC will be available for your review on the study website at www.swingbridgestudy.ca on Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

COMMENTS

You are encouraged to participate in the study and to provide comments to the study team. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 3 materials provided on the study website, please contact one of the following study team members:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	Ms. Melissa Delfino, P.Eng. Senior Project Engineer Ministry of Transportation Northeastern Region Tel: (705) 497-6807 or (705) 491-7756 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca
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Please visit the project website, www.swingbridgestudy.ca, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:12 PM
To: corbierep@aokfn.com
Cc: Peter Nahwegahbow; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_AOK_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley

Senior Environmental Planner

Direct: 905 415-6401

Direct: 647 588-7112

Diana.Addley@stantec.com



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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Patsy Corbiere
Aundeck-Omni-Kaning First Nation
Administrative Office
13 Hill Street, R.R. #1, Comp 21
Little Current, ON P0P 1K0

Dear Chief Corbiere,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media platforms, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hard copies of the presentation, transcript and comment form will be couriered to the band office to the attention of Peter Nahwegahbow.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Design with community in mind

March 18, 2021
Chief Patsy Corbiere
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

- c. P. Nahwegahbow – Aundeck-Omni-Kaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 10:50 AM
To: Peter Nahwegahbow
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_AOK_poster_20210315.docx; 1086_PIC3_AOK_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 9, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Peter Nahwegahbow
Aundeck Omni Kaning First Nation, Administrative Office
13 Hill Street, R.R. 1, Comp 21
Little Current, ON P0P 1K0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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ONLINE PUBLIC INFORMATION CENTRE 3

Aundeck Omni Kaning First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Peter Nahwegahbow (705-368-2228) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.



Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Peter Nahwegahbow	From:	Jenn Robinson
Company:	Aundeck Omni Kaning First Nation, Administrative Office	<input type="checkbox"/>	For Your Information
Address:	13 Hill Street, R.R. 1, Comp 21 Little Current, ON P0P 1K0	<input type="checkbox"/>	For Your Approval
Phone:	705-368-2228	<input type="checkbox"/>	For Your Review
Date:	April 1, 2021	<input checked="" type="checkbox"/>	As Requested
Delivery:	Courier		

Reference: Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3
Hardcopy Materials

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our phone conversation on February 9, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

A handwritten signature in blue ink, appearing to read 'J. Robinson'.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind



Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:09 PM
To: chief@mchigeeng.ca
Cc: Marlene Debassige; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_MChigeeng_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com



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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Ogimaa Kwe (Chief) Linda Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation, ON P0P 1G0

Dear Ogimaa Kwe (Chief) Debassige,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hard copies of the presentation, transcript and comment form will be couriered to the administration office to the attention of Marlene Debassige.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Design with community in mind

March 18, 2021
Ogimaa Kwe (Chief)Linda Debassige
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

- c. M. Debassige – M'Chigeeng First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 10:55 AM
To: marlened@mchigeeng.ca
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_MChigeeng_poster_20210315.docx; 1086_PIC3_MChigeeng_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 9, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Marlene Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation, ON P0P 1G0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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ONLINE PUBLIC INFORMATION CENTRE 3

M'Chigeeng First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Marlene Debassige (705-377-5362) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.



Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Marlene Debassige	From:	Jenn Robinson
Company:	M'Chigeeng First Nation	<input type="checkbox"/>	For Your Information
Address:	53 Highway 551, P.O. Box 333 M'Chigeeng First Nation, ON P0P 1G0	<input type="checkbox"/>	For Your Approval
Phone:	705-377-5362	<input type="checkbox"/>	For Your Review
Date:	April 1, 2021	<input checked="" type="checkbox"/>	As Requested
Delivery:	Courier		

Reference: Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3
Hardcopy Materials

Attachment:

Copies	Description
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5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
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Kind Regards,

Stantec Consulting Ltd.

A handwritten signature in blue ink, appearing to read 'J. Robinson'.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind



Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:06 PM
To: andrew.aguonie@sheguiandahfn.ca
Cc: crystal.madahbee@sheguiandahfn.ca; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Sheguiandah_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.



Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Andrew Aguonie
Sheguiandah First Nation
142 Ogemah Miikan, P.O. Box 101
Sheguiandah, ON P0P 1W0

Dear Chief Aguonie,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, a hard copy of the presentation, transcript and comment form will be couriered to the band office to the attention of Crystal Madahbee.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Design with community in mind

March 18, 2021
Chief Andrew Aguonie
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

- c. C. Madahbee - Sheguiandah First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 10:59 AM
To: community.engagement@sheguiandahfn.ca
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_Sheguiandah_poster_20210315.docx; 1086_PIC3_Sheguiandah_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 8, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Crystal Madahbee
Sheguiandah First Nation
142 Ogemah Milkan Road, P.O. Box 101
Sheguiandah, ON P0P 1W0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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ONLINE PUBLIC INFORMATION CENTRE 3

Sheguiandah First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Crystal Madahbee (705-368-2781) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.



Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Crystal Madahbee	From:	Jenn Robinson
Company:	Sheguiandah First Nation	<input type="checkbox"/>	For Your Information
Address:	142 Ogema Miikan Road, P.O. Box 101 Sheguiandah, ON P0P 1W0	<input type="checkbox"/>	For Your Approval
Phone:	705-368-2781	<input type="checkbox"/>	For Your Review
Date:	April 1, 2021	<input checked="" type="checkbox"/>	As Requested
Delivery:	Courier		

Reference: Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3
Hardcopy Materials

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our phone conversation on February 8, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

A handwritten signature in blue ink, appearing to read 'J. Robinson'.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind



Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:03 PM
To: dean@sheshegwaning.org
Cc: jessica@sheshegwaning.org; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Sheshegwaning_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com



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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road, P.O. Box 1
Sheshegwaning, ON P0P 1X0

Dear Chief Roy,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hard copies of the presentation, transcript and comment form will be couriered to the band office to the attention of Jessica Sampson.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Design with community in mind

March 18, 2021
Chief Dean Roy
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

- c. J. Sampson - Sheshegwaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 11:05 AM
To: jessica@sheshegwaning.org
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_Sheshegwaning_poster_20210315.docx; 1086_PIC3_Sheshegwaning_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 9, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Jessica Sampson
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning, ON P0P 1X0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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ONLINE PUBLIC INFORMATION CENTRE 3

Sheshegwaning First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Jessica Sampson (705-283-3292) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.



Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Jessica Sampson	From:	Jenn Robinson
Company:	Sheshegwaning First Nation	<input type="checkbox"/>	For Your Information
Address:	1079A Sheshegwaning Road, Sheshegwaning, ON P0P 1X0	<input type="checkbox"/>	For Your Approval
Phone:	705-283-3292	<input type="checkbox"/>	For Your Review
Date:	April 1, 2021	<input checked="" type="checkbox"/>	As Requested
Delivery:	Courier		

Reference: Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3
Hardcopy Materials

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our phone conversation on February 9, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

A handwritten signature in blue ink, appearing to read 'J. Robinson'.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind



Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 8:59 PM
To: chief@whitefishriver.ca
Cc: gforrest@whitefishriver.ca; stephenm@whitefishriver.ca; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Whitefish_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com



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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Franklin Paibomsai (Shining Turtle)
Whitefish River First Nation
46 Bay of Islands Road, P.O. Box A
Birch Island, ON P0P 1A0

Dear Chief Shining Turtle,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

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To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hard copies of the presentation, transcript and comment form will be couriered to the administration office to the attention of Stephen McGregor.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Design with community in mind

March 18, 2021
Chief Franklin Paibomsai (Shining Turtle)
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

- c. G. Forrest, S. McGregor – Whitefish River First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Thursday, March 18, 2021 10:00 AM
To: Sandy Jacko; Stephen McGregor
Cc: Addley, Diana
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach
Attachments: 1086_PIC3_Whitefish_poster_20210315.docx; 1086_PIC3_Whitefish_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sandy,

As discussed, attached is the Highway 6 Little Current Swing Bridge EA Study Public Information Centre (PIC) 3 poster.

Please feel free to use this poster and the information within to notify your community members through your social media pages. Hard copies of the poster, along with hard copies of the PIC presentation itself, will be couriered to the band office within the coming week.

Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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From: Sandy Jacko <sandyj@whitefishriver.ca>
Sent: Thursday, February 18, 2021 6:44 PM
To: Robinson, Jennifer <Jennifer.Robinson@stantec.com>; Stephen McGregor <stephenm@whitefishriver.ca>
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hi Jenn,

Our community newsletter is on hiatus at the moment. However, the poster can be posted at various public locations in the community (ie. post office, band office, health centre). And WRFN has a social media page for upcoming events, activities and information sessions. For the social media, all posts have to be approved, so it should be submitted 2 weeks prior the information session in order to get it posted the week of the event.

I hope that answers your question.

Sandy Jacko
Manager
Whitefish River First Nation

From: Robinson, Jennifer [<mailto:Jennifer.Robinson@stantec.com>]
Sent: February-18-21 3:53 PM
To: Stephen McGregor
Cc: Sandy Jacko
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hi Stephen,

Just wanted to confirm, does your community have a monthly newsletter that the poster or PIC info could be included in as well?

If so, when would you require inputs by for it to appear in your April newsletter?

Thank you!

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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From: Robinson, Jennifer
Sent: Wednesday, February 10, 2021 1:35 PM
To: Stephen McGregor <stephenm@whitefishriver.ca>
Cc: Addley, Diana <Diana.Addley@stantec.com>; Sandy Jacko <sandyj@whitefishriver.ca>
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hi Stephen,

Thanks so much for your quick reply, this information is greatly appreciated!

We'll take these inputs into consideration when planning for PIC 3 and provide you with our final approach within the coming weeks.

Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



From: Stephen McGregor <stephenm@whitefishriver.ca>
Sent: Monday, February 8, 2021 10:54 AM
To: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Cc: Addley, Diana <Diana.Addley@stantec.com>; Sandy Jacko <sandyj@whitefishriver.ca>
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Good morning Jennifer, I'm encouraged to see correspondence from your team as this project is of interest to our community. I see our community members that have displayed an interest in this study are more receptive to hard copy information as opposed to social media. Having said that I think that it would be best if I post notifications on the few public places where notifications are displayed and community members frequent on how they can access information along with my contact information. Regarding Notification Distribution I think that providing links on our community social media page is helpful but the Poster option with the relevant media information included so that we can at least notify community members when this PIC is more applicable to us. Option #1 is an ideal option for community members, but I'm also interested in Option #2 in my role as Consultation Coordinator for the community. Whenever you are ready to send information posters you can send them to me and I will post them up as soon as possible.

Thanks for reaching out to our community.

Regards,

Stephen McGregor
Consultation Coordinator
WHITEFISH RIVER FIRST NATION

From: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Sent: Thursday, February 4, 2021 8:24 PM
To: Stephen McGregor <stephenm@whitefishriver.ca>
Cc: Addley, Diana <Diana.Addley@stantec.com>
Subject: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hello,

The Ministry of Transportation Ontario (MTO) is currently planning for the third Public Information Centre (PIC) for the Highway 6 Little Current Swing Bridge Class Environmental Assessment study, which is tentatively scheduled for the end of March 2021.

In light of COVID-19 and associated physical distancing requirements, PIC 3 will be held online via the study website (<http://swingbridgestudy.ca/>) for a 1 month period and include a pre-recorded presentation and an online survey through which to provide feedback. The presentation platform to be used will encourage interaction throughout the presentation, allowing users to pause the presentation, fast forward to sections of the presentation that interests them most and/or rewind to review information in more detail. The text of each narrated presentation slide will be offered as part of the online PIC to provide both a visual and audio experience, and to help to ensure that accessibility needs are accommodated.

Prior to moving forward with the notification process, we would like to confirm the most effective approach to notify and present information about this study to your community and would appreciate your input on the following:

Notification Distribution

Could you please suggest the best method(s) for notification distribution to ensure that the Notice of PIC 3 is spread efficiently amongst your community members? For example:

- Providing text/links to post on your community website or social media pages

- Providing the notice/PIC information to include within your local monthly newsletter that is delivered to members
- Providing you with posters that may be posted around your community, informing members of the study and how to access the PIC 3 presentation
- Other, etc.

Alternative Viewing Methods

The following are two options that could be used to help accommodate community members that may not have access to the internet, but would like to review the information presented at PIC 3. Please let us know if your community wishes to participate in one or more of the following alternative viewing methods:

- Option #1 – Hard copies of the following can be couriered to the Band office for community members to review and submit comments through:
 - A copy of the online PIC 3 presentation (including a copy of both the displays and the narrative script)
 - Copies of comment forms, which we would request to be scanned and emailed back to us for recording
- Option #2 – A follow-up online Q&A session could be hosted by MTO/Stantec, in which members would visit the Band office to post questions in a live/virtual format

We appreciate you taking the time to provide your suggestions. Please do not hesitate to contact us should you have any questions or wish to discuss further over the phone.

Kind Regards,

Jenn Robinson

Environmental Planner, Transportation GTA
 OSEC, Markham Office
 Jennifer.Robinson@stantec.com
 Stantec
 300W-675 Cochrane Drive
 Markham ON L3R 0B8



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ONLINE PUBLIC INFORMATION CENTRE 3

Whitefish River First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Stephen McGregor (705-285-4335) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.



Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6
165001086.

To:	Stephen McGregor	From:	Jenn Robinson
Company:	Whitefish River First Nation	<input type="checkbox"/>	For Your Information
Address:	46 Bay of Islands Road, P.O. Box A Birch Island, ON P0P 1A0	<input type="checkbox"/>	For Your Approval
Phone:	705-285-4335	<input type="checkbox"/>	For Your Review
Date:	April 1, 2021	<input checked="" type="checkbox"/>	As Requested
Delivery:	Courier		

Reference: Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3
Hardcopy Materials

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our email correspondence on February 8, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 8:53 PM
To: dukepeltier@wiikwemkoong.ca
Cc: sandrawabegijig@wiikwemkoong.ca; kevin.wassegijig@wiikwemkoong.ca; Kayla Jackson; mandyrichard@wiikwemkoong.ca; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Wiikwemkoong_20210308.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.



Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong, ON P0P 2J0

Dear Chief Peltier,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website, social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hardcopies of the presentation, transcript and comment form will be couriered to the band office to the attention of Kayla Jackson and Mandy Richard.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Design with community in mind

March 18, 2021
Chief Duke Peltier
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

c. S. Wabegijig, K. Wassegijig, K. Jackson, M. Richard – Wiikwemkoong Unceded Territory
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Design with community in mind

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 11:12 AM
To: Mandy Richard
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_Wiikwemkoong_poster_20210315.docx; 1086_PIC3_Wiikwemkoong_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 18, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Mandy Richard
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wiikwemikong, ON P0P 2J0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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ONLINE PUBLIC INFORMATION CENTRE 3

Wiikwemkoong Unceded Territory

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

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The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Kayla Jackson (705-859-3122) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.





Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6
165001086.

To:	Mandy Richard	From:	Jenn Robinson
Company:	Wiikwemkoong Unceded Territory	<input type="checkbox"/>	For Your Information
Address:	19A Complex Drive, P.O. Box 112 Wiikwemikong, ON P0P 2J0	<input type="checkbox"/>	For Your Approval
Phone:	705-859-3122	<input type="checkbox"/>	For Your Review
Date:	April 1, 2021	<input checked="" type="checkbox"/>	As Requested
Delivery:	Courier		

Reference: Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3
Hardcopy Materials

Attachment:

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Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:13 PM
To: bobbisue@zhiibaahaasing.org
Subject: FW: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Zhiibaahaasing_20210318.pdf

From: Addley, Diana
Sent: Thursday, March 18, 2021 8:50 PM
To: chiefkells50@gmail.com
Cc: Bobbi Sue Kells-Riberdy <bobbisue.kells.riberdy.zfn@gmail.com>; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com



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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road, P.O. Box 1
Zhiibaahaasing, ON P0P 1X0

Dear Chief Sagon Kells,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

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To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community website, social media platforms, and through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hardcopies of the presentation, transcript and comment form will be couriered to the band office to the attention of Bobbisue Kells-Riberdy.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Design with community in mind

March 18, 2021
Chief Irene Sagon Kells
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

c. B. Kells-Riberdy – Zhiibaahaasing First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Design with community in mind

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Monday, March 29, 2021 4:07 PM
To: Bobbisue Kells-Riberdy
Cc: Addley, Diana
Subject: RE: Highway 6 Little Current Swing Bridge Online PIC 3 Poster

Good Afternoon,

The Online PIC 3 presentation will be hosted on the study website (www.swingbridgestudy.ca) for a month long period (March 30th to April 30th). Participants have the option to submit their comments through the following three methods:

- Online through the comment forms on the study website;
- By emailing their questions/comments directly to the study team (ProjectTeam@swingbridgestudy.ca);
- Using the hardcopy comment forms that will be couriered to your office later this week. We ask that any hardcopy comment forms be scanned and emailed back to the study team for review.

Thank you!

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



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From: Bobbisue Kells-Riberdy <bobbisue@zhiibaahaasing.org>
Sent: Monday, March 29, 2021 10:22 AM
To: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Cc: Addley, Diana <Diana.Addley@stantec.com>
Subject: Re: Highway 6 Little Current Swing Bridge Online PIC 3 Poster

Received, thank you.

Address is correct.

So my community members will go online during that week and complete the forms. Is that correct?

Bobbisue Kells-Riberdy
Band Manager

On Fri, 26 Mar 2021 at 11:15, Robinson, Jennifer <Jennifer.Robinson@stantec.com> wrote:

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our email correspondence on March 3, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Bobbisue Kells-Riberdy

Zhiibaahaasing First Nation

36 Sagon Road, P.O. Box 1

Zhiibaahaasing, ON P0P 1Y0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson

Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com

Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8



ONLINE PUBLIC INFORMATION CENTRE 3

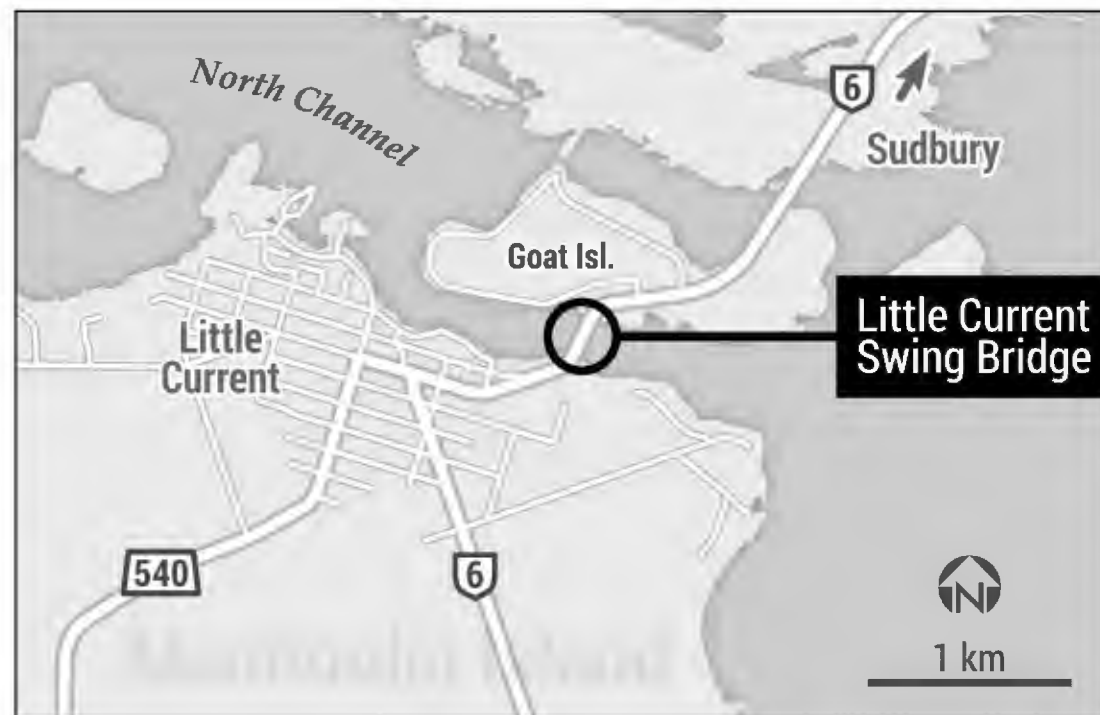
Zhiibaahaasing First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

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The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Bobbisue Kells-Riberdy (705-283-3963) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:01 PM
To: Hazel Recollet
Cc: ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_UCCMM_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com



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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Ms. Hazel Recollect, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551, P.O. Box 275
M'Chigeeng, ON P0P 1G0

Dear Ms. Recollect,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

A hardcopy of the presentation, narrative script and comment form can be couriered to your office, if desired. Please note that letter notification of online PIC 3 has also been provided to the Chiefs of the United Chiefs and Councils of Mnidoo Mnising member First Nations.

Should you have any comments, questions, or concerns, or wish to schedule a virtual meeting with the study team discuss anything in more detail, please do not hesitate to contact me.

Design with community in mind

March 18, 2021
Ms. Hazel Recollect, Chief Executive Officer
Page 2 of 2

Reference: Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment Notice of Online Public Information Centre 3

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Design with community in mind

Swing Bridge Study - Online PIC 3

1.1 Dagoobizowin Mazinchigan PIC 3

Appendix B: Online Public Information Centre Materials



Aanii kinowiiya, miigwech bi-wijiigeyin maanda wii-skooniwitameng Wewebijiwang
Dakamii-aazhigan; weweni-anii-miiyaa-waazhi-minoseg, miinwaa aapichi-
gezhinaakiba, memdige gwa gaataayiing.

1.2 Waawzhi nokaazoyin maanda mazinaatesijigewin



Bagadoonsag waa-nokaazoyin wii-maachtaayin, “Shift” maagabish. Miinwaa “?” manjigwapii. Giishpin giigido nokaazowaans nokaazoyin, zhooshkibijigen wii-waabimad mazinichigan. Giishpin mazinaazowaans nokaazoyin, bagadoonh nokaazan wii-waabimadwaa aankoonsijigaansag.

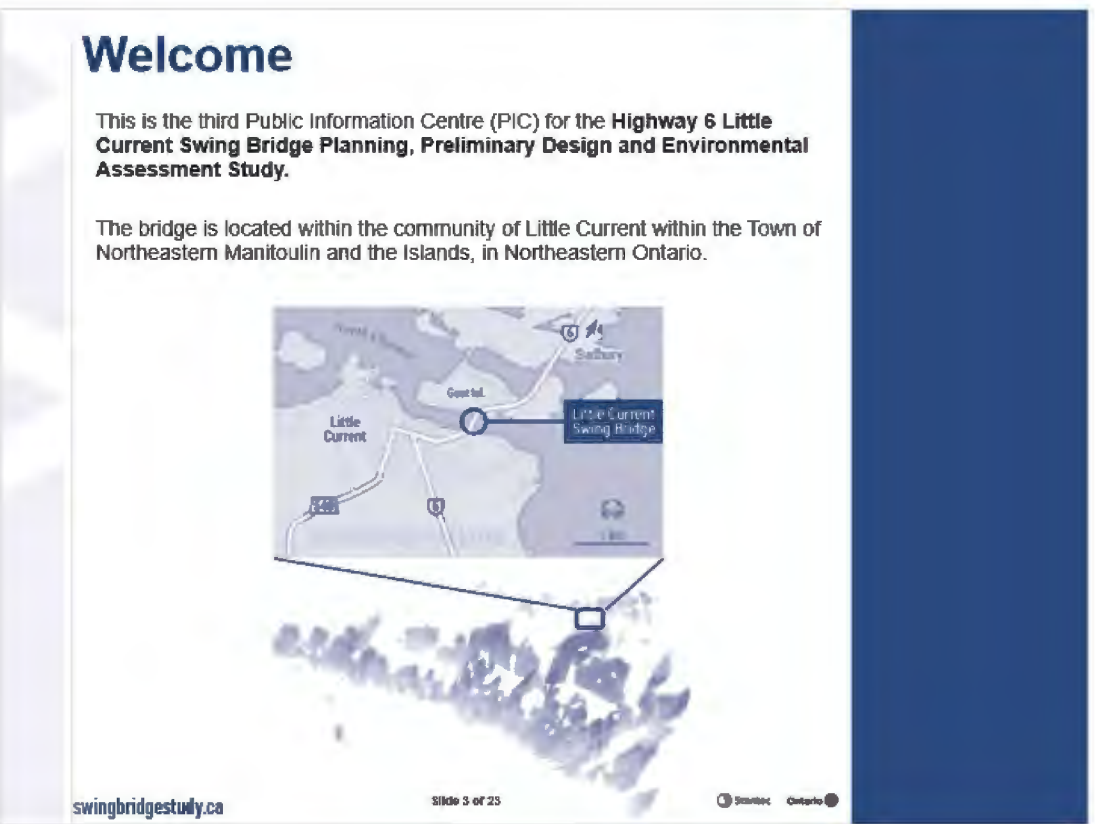
Mazinaatesijigewin waanaagidoogaadeg debaajimo-aankinoosijigaansan:

- **Aakinooschigan:** Waanoondaman temigad mazinaatesijigewning. Giishpin waa-noondaman yaanswan, mazinaatesijigewin naagidoon, debaajimowin bagadoonh nokaazong. Giishpin wii-nsaakonaman maage wii-gibaakoman aakinooschigan, nswi maagibichiganag nokaazo shpiming mezinaazojig.
- **Mazinaatesijigewining Etemigag:** Njidowaansan maamwin mazinaatesijigewining etemigag. Gdaa - nookaazon maanda wii-baskaabiyyin.
- **Menobidag nokaazowinan:** Maampii temigadoon mazinaatesijigewin nokaazowinan.
- **Zaagijiing:** Maaba bagadoonh wda-shkwanaan epiiskaayin miinwaa wii-gibaakwaman mazinaatesijigewin.
- **Waa-piitawe’eg:** Mazinaatesijigewning ge-noondaman. Nisakobidoon bazinshewnan miinwaa nokaazon bagadoonh wii-mino-piitawe’eg waa-

- noondaman.
- **Wdamnon/Nigaabidoon-kesh:** Nokaazo maaba bagadoonh wii-daminoyin maage kesh wii - nigaabidooyin mezinaateseg.
 - **Ezhinkaadegaansag:** Maaba bagadoonh nokaazon wii-nisakonaman Ezhinkaadegaansan.
 - **Epiiskaayin maagabijigan:** Wii-waabidaman epiiskaayin waabimadwaa mazinchigaansag.
 - **Aanji- wekwaaj:** Wii-aanji maachtaayin aapichi niigan aanji-wekwaaj.
 - **Maagabijiganag kino-biwaad:** Miizhinda ji-nisaakobinad kino maagabijiganag waa- nokaazoyin weweni-wii-daakeyin waa-nizhaayin.
 - **W’gii-miyaayin miinwaa waa-zhaayin:** Gwanda bagadoonsag nokaazan wii-maajiiyin maage wii-baskaabiyyin mazinaatesijiganing.

Niibina maampii biwaag aanke maagibijiganag wii-waabimadiwaa k’chi-mazinichiganag miinwaa ekinoomaageng nokaazowinan. G’da-gibaakwaan wii-baskaabiyyin mazinaatesijiganing maagobinad zheshkaa-bagadoonh. Zhiitaayin maagabiish miinwaa bagadoonh, maagabish wii-aabijitaayin; maage gwanda bagadoonsag (Ctrl Alt Period).

1.3 Wiikigewin



Maanda mazinaatesijigewin ga-miinigwan kino-dibaamdazowin gaataayeng waa-zhinaagwag, (Class EA) ezhinikaadeg. Kino-gegoo maampii ezhinaagwag wda-temigag pii miinwaa wii-ginwaabidaman mazinaatesijigewining.

www.swingbridgestudy.ca

Mii maanda zhaazhi nsing miinwaa shkwaach msiwe-kendimaawziwin maanda skooniwi-njindowin wii-miigiweng. Nji-gwa COVID-19 miinwaa meyaapii wii-yaayeng wiindimaageganan maanda PIC da-waabijigaade mazinaatesijigewining.

1.4 Waanaabidag skooniwi-njindowin

Study Purpose

The purpose of this study is to identify a recommended plan which will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

The purpose of this online Public Information Centre is to present and gather your feedback on:

- The study background and information presented to date
- What we have heard from you
- The preliminary findings of investigations
- The evaluation of Planning Alternatives (corridor and structure alternatives)
- The Preliminary Preferred Plan and associated rationale
- Potential Impacts and preliminary proposed mitigation measures
- Next steps in the Class Environmental Assessment process

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Wwebijiwang temigad wweb-dakamiigan maage aazhigan, naangwa oodenaans Giiwedinong-shi-waase'aabang Manidooning miinwaa minisensan, Giiwedinong-shi-wasse'aabang Ontario.

Maanda Skooniwi-njiindowin wii-nda-nsidwaabidaan mkotaagosiwin aniish maanda dakamii-aazhigan miiyaa ge-zhinaakiba, mendige gwa waa-zhi-aangwamzhing miinwaa gezhi-nokiimigag megwe kchi-miikanaang.

Wii-mooshiginmeng kendimaawziwin miinwaa waa-naabidag maanda mazinaatesijigewin. megwe kendimaawziwin meneziyeng:

- Zhaazhi gaa-skooniwichigaadeg miinwaa kino waa-kendomeng.

- Kino zhaazhi gaa-wiindimaageng.
- Ekenjigaadeg shkwa- nda-kenjigeng.
- Kino-gegoo naakonigewin wgii-dabaadiishkoode. (waa-mizhaang miinwaa naakimachigewin).
- Washme nakonigewin menwenjigaadeg miinwaa megwaadiziwin temigad.
- Ginimaa kino-gezhiimigag miinwaa nshkintam ga-naakonigeng.
- Waashi-makwechigeng dabaabiishkoodeg gaataayeng waashinaagwag, Class Environmental Assessment ezhinakaadeg.

Geyaabi nokaazowinan tatenoon wii-shkwanman mazinaatesijiganing wii-giwaabidaman washme. Naabidoogan temigag giishpin gegoo wii-kidoyin. Miinwaa, takwebiigan temigag maampii enkiitameng mazinaatesijiganing.

1.5 Njindowin-eskooniwidomeng

Study Process

The Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study is being carried out under the requirements of the **Class Environmental Assessment for Provincial Transportation Facilities** (MTO, 2000), which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.


This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study.

Public Information Centre (PIC) 2 and the second round of Community Information Sharing Sessions (CISSs) were held in Summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review at the end of the study.

Class Environmental Assessment for Provincial Transportation Facilities

Approved under the EIA Act
Environmental Assessment Act / Loi sur l'évaluation environnementale
19 November 2019

Ministry of Transportation 

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Kino-gegoo maampii endawenjigaadeg miinwaa eskooniwidomeng (Class Environment Assessment for Provincial Transportation Facilities (2000) ezhinikaade, miinwaa Ontario Environmental Assessment Act ezhinikaadeg wgii-bagidinigaade wenenh-waa-aadoowiimigag naakimachigenan, miinwaa aaniish aapichi-waa-nikowaagwenh.

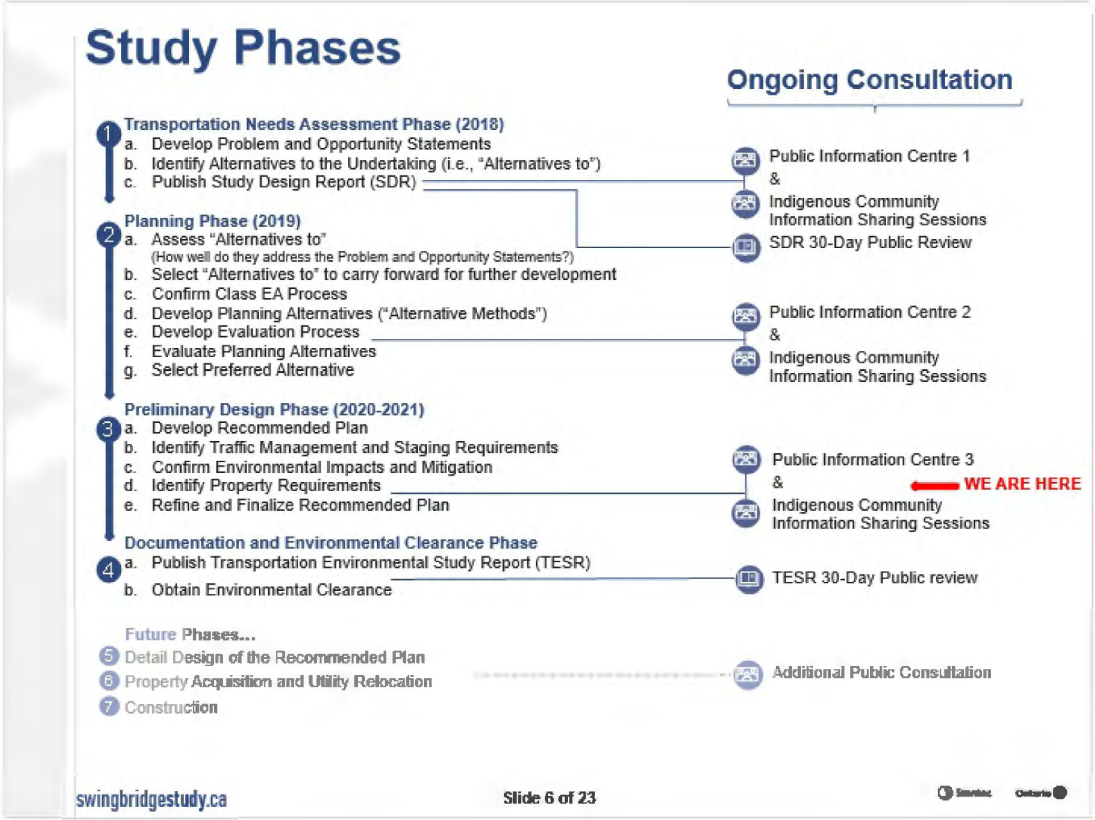
MTO Class Environmental Assessment (or Class) process ezhinakaadeg, wii-

bagidinigaade wii-k’chi-miikanaakeng naakonigewin, miinwaa naakimachige nokiitagewin. Eskooniwichigaade naagidoon Group ‘A’ process, ezhinikaadeg mooshkinebiigan aabideg Study Design Report da-zhinkaade wiiba skooniwichigeng wii-waabijigaadeg waa-zhinaagwag naakonigewin miinwaa wendigo-aapichi-miiyaa gaataayeng waa-zhinaagwag; miiwaa naakimachige nokiwin waa-zhinaagwag. The Study Design Report ezhinikaadeg wgii-giishchigaande Baashkaakodin Giizis 2018 jitemigag wii-waabidameng mazinaatesijiganing.

Mangwa, zhaazhi niizhing wgii-waabijigaade miinwaa megwe oodenaang kino-gwaji wgii- miigwem kendomaawzowin. Epiichi niibing miinwaa edagwaagig 2018, miinwaa eko-niizhing eniibing 2019. Wenda-enendamonenh ninda-nji mkotaagoziichiganan etemigag miinwaa waa-bi-kendimong geyaabi naanaagidenmoowin wda-daapinigaade.

Wi Transportation Environmental Study Report (or TESR) ezhinikaadeg w’da-zhiitaachigaade miinwaa w’da-miigwem ngo-giizis wii-aanji-waabijigaadeg jibwaa-shkwaa-skooniwichigaade maanda kendamaawziwin.

1.6 Skooniwi-Njindowin Waazhinaagwag



Wi Class EA ezhikaadeg kino-gegoo wii-waamdatoon waa-shi-miikanaakeng jibwaa-binaachigaadeg gaataayeng ezhinaagwag. Wi Class EA piichtaawin ezhinikaadeg,

niiwin temigadoon waazhinaagwag: Naakonigewin, Mazinbiigan, Waazhinagwag Mazinbiigan, miinwaa Naakimachigewin. Wi Class EA piichtaawin ezhinikaadeg da-noopinadaan ezhinikaadeg Transportation Needs Assessment piiskaawin miiyaa wii-kenjigaadeg menezing.

Maanda Transportation Needs Assessment ezhinikaadeg wgii-nokaazigaade wii-mkigaadeg wenda ge-maanaadsegiba miinwaa genishingba, miinwaa wenda bkan gegoo ji-waambijigaadegiba. Niwe shkintam Public Information Centre miinwaa Indigenous Community Information Sharing Sessions ezhinikaadegin wgii-mino-senoon maanda pii. Miidash miinwaa Ekinoomage-njindowin mazinigan wii-zhibiigaadeg; Study Design Report wgii-zhinkaade. Miidash maanda wgii-daakaadang Transportation Needs Assessment ezhinikaadeg, wenda miiyaa waa-skooniwichigaadeg, wii-waamjigaadeg wenesh ginimaa bkaan gezhichigengwaba, miinwaa wi Class EA piichtaawin waa-shi-minoseg, mkotaagosiwin giwe. Wi Study Design Report ezhinikaadeg temigad wii-waabidaman mazinaatesijiganing.

Maanda Naakonigwin piichtaawin miiyaa wii-ginwaabidaan nokiwin waa-zhi-giizhiitaang. Miinwaa wda-ke-dibaamjigaade wenenh bikaan gezhichigengwaba nsidwaabijigaadeg gegoo maanaadseg miinwaa wenjishing daapanigaadeg wii-maajiishkaang miinwaa wii-ke-dibaamda kweng. Gaataayeng waa-zhinaagwag miinwaa naakamachige nda-kenjigewin wda-tenoon maampii skooniwi-njindowining wii-aasigaabowitang dibaamjigewin, miinwaa wii-kendimong megwaa ezhinaagwag miinwaa ginimaa gezhinaagdagiba. Aanin maanda skooniwi-njindowin, nenh niish wgii-maajiishkaam waabimizhaang miinwaa naakimachigewin waa-zhinaagwag. Ekwa niishing maanda wgii-waabijigaade, Public Information Centre miinwaa Indigenous Community Information Sharing Sessions wgii-tenoon, wii-nsidowaabijigaadeg wenenh bkaan naakonigewin gezhinaakiba miinwaa wenenh dabaabiishkoojigan genookaazong. Mkotaagoziwin gaa-bagamshkaamigad wi pii miinwaa eshkwa maamiwi giigidong gii-aanji-waabijigaade miinwaa wgii-ke-maanaagidedimam epiichi skooniwichigaade ekinoomaage-njindowin.

Eshkwaa bigamshkaag mkotaagoziwin miinwaa dibaamdizowin, menwaabijigade naakonigwin maage naakimachigewin miiyaa mookidaaskaade, wii-nsidowaabimijigaade waa-zhiwebag gaataayeng miiwaa aaniish gezhichigengwaba. Maanda nsing miinwaa shkwaaach wiindimaagewin Public Information Centre ezhinikaadeg wii-temigad wii-mino-naakamachigewag, naakonige beshigenjigaandeg, miinwa wenda gezhichigengwaba.

Shkwaa-temigag Public Information Centre ezhinikaadeg, Beshigenjigaadeg Naakonigewin wda-mino-giishichigaade. Wi Transportation Environmental Study Report (TESR) ezhinikaadeg, wda-maawndoo-biiwaan mazinigan miinwaa, wda-maziniganikaade kino-wiia wii-waabidang ngo-giizis wda-zhisem. Pii TESR giishi-biigaadeg kendomaawzowin wda-temigad mazinaatesijiganing, miinwaa Manitoulin Expositor, Manitoulin Recorder, Sudbury Star geye, miinwaa wda-dagwa-te Email Mailor Mail ezhinikaade memdige gewek aapichi wii-waabidamwaad maanda kchi-

nokii-naakonigewin.

Skwaa-mazinigankaadeg TESR ezhinikaadeg miinwaa mkotaagoziwin biskaabiimigag, wda-zhiitaamigad kchi-nokii-naakonigewin wii-mino-daapanigaadeg gaataayeng. Gaataayeng wda-mino-waabidaan MTO wii-nokaazod pii EA minezing jibwaa miikwanaakeng miinwaa naakamachigeng.

Enso-maajishkaamigag maanda skooniwi-njindowin enso-tkookiing epiichtaang mino-naakonigewin miinwaa mino-wiindimaagewin kino-gegoo-weweni-ni-minose.

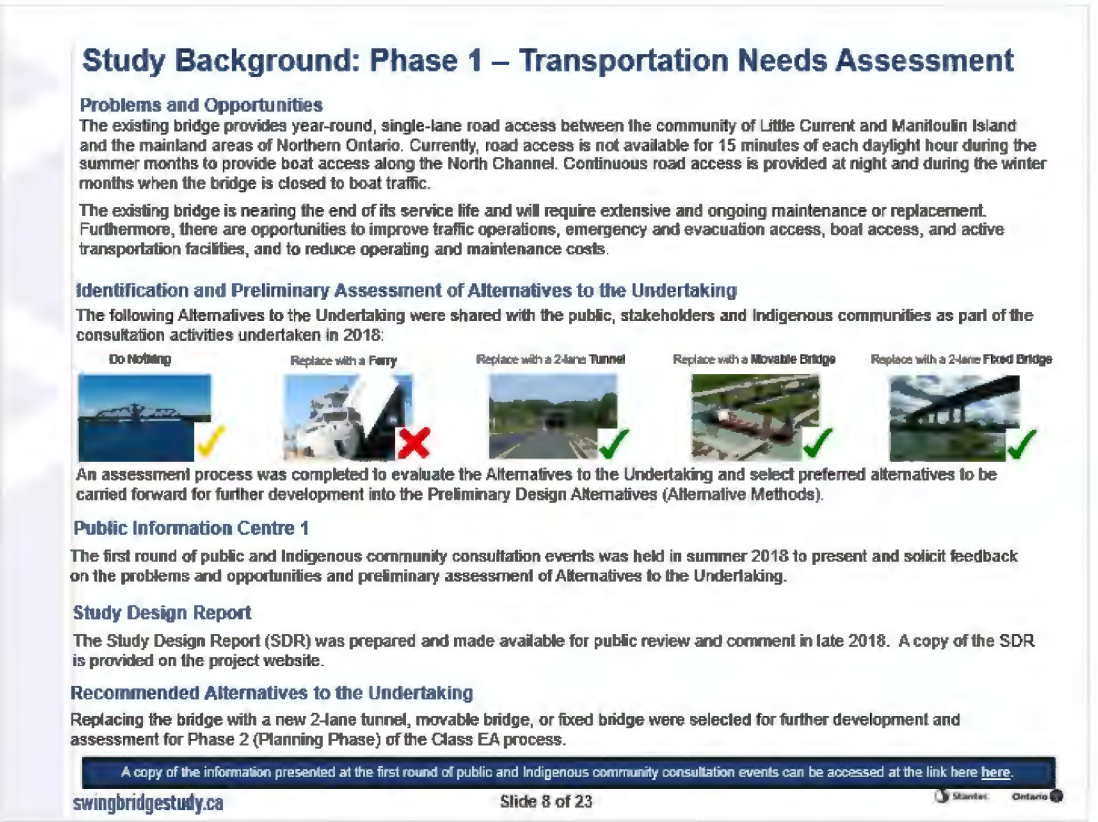
Ninda miiyaa mazinbiiganan miinwaa nakimachigewin wda-temigadoon waaso-naagach ngoding pii. Geyaabi megwe-giidowin wda-temigad pii miiyaa waa-zhinaagwag mazinbiigan, aniish waa-piiskaang gaawii-mshi wgii-bezhaakibiigaadesino.

1.7 Wii-temigad Skooniwi-ngindowin Naakonigewin



Maanda skooniwi-njindowin wewebijiwang wii-temigad. Kchi-miikan Ngowaasowi shiibaamigad wewebijiwang, miiwetigo maanda bezhigog miikan wiizhaang Maanidooning. Nshwaasok shi nswaak megwaaj daabaanag wgii-zhiibaashkaawag maanpii aazhiganing 2016 pii, washme niibing. Mii-maanda naakonigewin weweni genwaabijigaadeg. Mbe maagabish bagadoonh wii-waabimad k'chi-mazinchigan.

1.8 Skooniwi-ngindowin gaa-njiimigag-Aadoowaang Menezing Dabagan



Miiwetigo bezhig miikan bekimok wewebijiwang miinwaa Manidooning giowedinong nikeyeng wii-zhaang. Niibing mdaasowi-shi-naano-dabagaans-ke-gibaakoogaade enso-ngod-dabaganeg, jiimaan ke'esh wiike-dakambideg. Baamaa bidoong daabaanag wetigo zhiibaashkaawag.

Miizhigo wii-shkwaabideg kchi aazhigan. Miigo wiiba-aabideg wiji-naachigaadeg maage wda-aanjiimigad. Miinwaa washme, zhisemigad wii-mino-maajishkaamigag aadawa

daapinamwaad beshigendaagwag, wii-naagidoong niigaan miiyaa wi kchi mazinbiigan.


Pii wgii-giigidokeng megweng miinwaa Anishinaabe akiing shkintam eniibing 2018 piinash naangwa mkotaagosiwin niibina wgii-naanaagidenjigaade epichi naabiigaade Study Design Report ezhinikaadeg. Mii maanda gaa-zhiitaamigag miinwaa wii-waabijigaadeg 2018. Naagadoobiigaade maanda kchi-naakonige nokiwin mazinaatesijiganing.

Wene-ndaach waa-zhichigeng wgii-mino-daapinigaade wii-maajiishkaang eko-niizhing Phase 2 ezhinikaadeg, maanda Class EA piiskaawin wii-daapinaan wewebidangii-kaadeg aazhigan, ge-kchi-miikanaakaade aazigan, maage naamkaming miikan. Gaawii-geyaabi gegoo wgii-paamenjigaadesino.

1.9 Skooniwi-njindowin Ekendimeng 2 - Naakonigeng Eko-niizhing

Study Background: Phase 2 – Planning Phase

Planning Alternatives
Planning alternatives considered both corridor and structural alternatives. The following Planning Alternatives were considered as part of this study. Selected alternatives were removed from further evaluation as follows:




- 1 Movable Bridge
- 2 Movable Bridge
- 3 Movable Bridge
- 4 Movable Bridge
- 5 Fixed Bridge/Tunnel
- 6 Fixed Bridge/Tunnel
- 7 Fixed Bridge/Tunnel

Preliminary Assessment of Planning Alternatives
Alternatives 1, 3 and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs.


Public Information Centre 2
The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and preliminary assessment of heritage conservation options.

A copy of the information presented at the second round of public and Indigenous community consultation events can be accessed at the [link here](#).


Movable Bridge Alternatives



Fixed Bridge



Tunnel



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Maanda naakonigewin wgii-maajiishkaamigag eshkwaag-geshichigaade Tansportation Needs Assessment Phase - Wenda meneziyeng miiyaa aadawaakeyeng. Waa-mizhaang miinwaa waa-zhi-naakamachigeng wgii-maamwi naakonigem.

Maampii maziniganing, niizhwaaswi naakonigesan wgii-tenoon. Naakonigesan

bezhigh, nswi, miinwaa niizhwaaswi wgii-bagidnigaadenoon zaam besho oodenaang miinwaa waa-nangdeg. Niish miinwaa niiwin wgii-bagidnigaadenoon, naanan miinwaa ngodwaasowi wgii-shkwanigaadenoon wii-shki-aazhigankem maage naamkamig. Mazinchiganag shweyeng babid ga-waabidaan nooch aazhigan naakimachiganan shki-aazhigan miinwaa naamkamig wii-mizhaang.

Eko-niizhing megweying miinwaa Anishinaabe akiing wgii-bibaandakenjigeng miin-giizis 2019, niibina mkotaagosiwin, naabidoogewin, naakimachigewin naakonigewin wgii-ginwaabijigaade kino-gegoo gezhi-shkwanigaadegiba wi gete-aazhigan.

1.10 Bem-noodimaang?

What Have We Heard?

Tourism/Heritage
Swing Bridge should be maintained in some capacity as it is a symbol of Manitoulin Island/tourist attraction/historic meaning to the people

Aesthetics
Preserving and maintaining the view in Little Current is important to residents

Water
First Nations have a special relationship with the water. It is traditional territory and impacts should be avoided

Natural Environment
Residents noted that the natural environment around the existing bridge is important

Cost
Cost of the alternative is a factor. Some residents noted that the tunnel and maintaining the Swing Bridge options are too expensive

Access
Two lanes across the channel are required for the new structure. Safe boat passage through the channel is required

Fixed Bridge
Fixed bridge preferred by some due to uninterrupted flow of traffic for cars and boats alike. Fixed bridge will impact existing viewscape

Tunnel
Tunnel preferred by some due to uninterrupted flow of traffic for cars and boats alike. No snow removal issues due to the covered road, no impact to viewscape

Businesses
The new bridge or tunnel traffic should not by-pass the town as it will have a negative impact on the local businesses

Movable Bridge
Movable Bridge preferred by some due to the lower initial cost, closeness to the existing bridge, and does not have a major impact on the viewscape of the town

Majority of respondents prefer Alignment 2 and movable bridge options

Alignments 5 & 6 required for tunnel and fixed bridge alternatives incur significant property impacts



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Kino-wiia maampii kchi-minising, megweying miinwaa anishinaabeg zhaazhi wgii-wiidookaazog. Eko-niizhing wgii-giigidong, waa-maajiimigag aazhigan wgii-mino-nenjigaade; aanwe go aanin noonj bkaan wgii-kidowag.

Mkotaagoziwinan: Wii-niisho-bizowaad daabaanag, miinwaa jiimaan wii-mino-badegin; miiyaa-aazhiweyeng miikan wii-banaachtoon obomsewin oodenaang. Miinwaa Anishinaabe zhaazhi kina wgii-bi-nakaazon nibiish bimi-zhigiwang-wewebijiwang. Niibina mkotaagoziwin temigad waazhi-aangwaamzing gaataayeng waa-zhi-naagwag kino-mkotaagoziwin minomjigaade maampii skooniwi-njidowining niigan zhaadaa.

1.11 Bimaadizowin gaa-miingoyeng-wewebijiwang Aazhigan

Cultural Heritage - The Little Current Swing Bridge

- A Cultural Heritage Evaluation Report (CHER) was completed in 2019 to evaluate the existing bridge in accordance with O. Reg. 09/06, O. Reg. 10/06 and the Ontario Heritage Bridge Guidelines
- MTO has identified the existing bridge as a provincial heritage property of provincial significance.
- The existing bridge is the oldest and longest known example in the province.
- It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a landmark in the community that is physically, functionally, visually and historically linked to its surroundings.
- The Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (Guidelines) outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required.



Bridge Conservation Options	
1. Retention of existing bridge with no major modifications undertaken	5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design	6. Retain existing bridge as heritage monument for viewing purposes only
3. Retention of the existing bridge with sympathetic modification	7. Relocation of existing bridge to new location for continued or adaptive use
4. Retention of existing bridge with sympathetically designed new structure in proximity	8. Bridge removal and replacement with a sympathetically designed structure


2019 Cultural Heritage Evaluation Report

Ontario Heritage Act O. Reg. 09/06

Ontario Heritage Act O. Reg. 10/06

Ontario Heritage Act Part III.1, section 25.2

Conservation of Provincial Heritage Properties



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Miigweta maanda bezhig aazhigan temigag Ontario miinwaa emoonji-geteyiiwang.

Wi Cultural Heritage Evaluation Report (CHER) ezhinikaadeg wgii-dabage; mnido-giizis 2019 wgii-giishchigaande. Miinwaa bekish MTO wgii-nsidwaabidaan gaazhigan aapichi-ezhi-k'chi-twaa-endaagwag maanpii Ontario.

K'chi-zhoozhigo shkwade-daabaang wgii-dikamiiwag. Kino-gwa waazhi-ginwaabidaman kino-giiwenh gdibendaanaa.

Wi Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges mazinigan zhibiigaade waa-zhi-nsidwaabijigaade gegoo waa-zhi-shkwaniigaade miinwaa naakonigewin niigaan wiizhaang.

Ninda aanin shkwaniigeng naakonigenan:

1. Maanoo wda-temigag aazhigan.
2. Weweni aanji-naatoong aazhigan.
3. Maanoo wda-temigad-wda-naachigaade.
4. Maanoo wda-temigad bekish shkayii.
5. Maanoo wda-temigad gibaako daabaanag.
6. Maanoo wda-temigad wii-minodameng wetigo.

Swing Bridge Study - Online PIC 3

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7. Ga-aanjiwidoonaa aazhigan.
8. Bekaanag aazhigan ga-zhitoonaa naasaab wii-zhinaagwag.

Kino-maampii Ontario kchi-gimaakewin gwii-naagidoonaa waa'aach gwa MTO. Wi Standards and Guidelines for Conservation of Provincial Heritage Properties, miinwaa Ontario Heritage Act ezhinikaadegin aabideg gwii-naagidoonaa. Wi Standards and Guidelines yaawang, gegoo Ontario debendang, aabideg weweni gegoo shkwaa-bideg negaaj-da-migaade kidowag.

Miinwaa ngoding, aabideg Ministry of Heritage, Sport, Tourism miinwaa Cultural Industries, wii-zhaam. Mii-zhinda wii-gwedeng gegoo wii-migaadeg maage wii-biigibijigaadeg. Bagadoonh nokaazon niiseyeng wii-zhaayin: 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 miinwaa 10/06 miinwaa Part 111.1, section 25.2 Ontario Heritage Act, miinwaa ge Standards and Guidelines for Conservation of Provincial Heritage Properties ezhinikaadegin gdaa-ginwaabidaan.

1.12 Gaamiinigoyeng Aazhigan

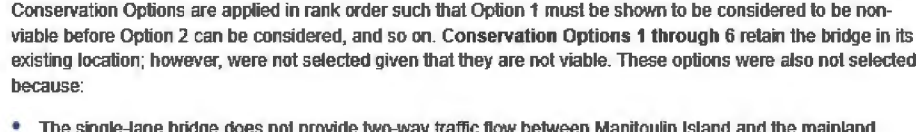
Heritage Bridge Conservation Options Assessment

Conservation Options are applied in rank order such that Option 1 must be shown to be considered to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:

- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the travelling public and goods movement
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7 (relocation of existing bridge to new location for continued or adaptive use) and Conservation Option 8 (bridge removal and replacement with a sympathetically designed structure) will be carried forward for further consideration during detail design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.



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Shkwaniigewin Naagidedamowin mii ninda naakonigewaansan gaa-dapinigaadesinog waa-zhinaagwag aazhigan:

- Ngoding maabiichigaade miikan gaawin ndawenjigadesino.

- Wenda-binaadad aazhigan miinwaa kino-gegoo wii-shpangide naachigaadeg. Goding gwa aabideg shkayii. Ginipse zhooniya.
- Wii-miikigaadeg niish aazhiganan aapichi pane da-mbangidenoon.
- Wenda shki-aazhigaansan besho wda-niiskaangidenoon.

Shkwanigeng niizhwaasog, aanjiwidoong gaazhigan wii-nokaazong miinwaa, miinwaa Shkwanigeng nshwaasog, migaadeg gete aazhigan, shkayii wda-zhichigaadeg miiyaa-ezhinaagwag, baamaa miinwaa ginimaa wda-da-kenjiaade miiyaa ge-zhi-mazin biiggaadegiba; baamaapii miinwaa wda-nda-kenjigaade epiichi ginomdameng shkwanigewin niizhwaasowi.

Miinwaa ngoding, zhaazhi Heritage Bridge Conservation Options Assessment wgii-mkaanaa'aa waa-zhi-moowaad aazhigan.

1.13 Gaataayeng megwaa Etemigad

Existing Environment

A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and help to identify potential impacts and preliminary mitigation measures. The key findings of these investigations are summarized as follows:

Fish and Fish Habitat

- The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
- Lake Sturgeon, a species at risk, may utilize habitat in the study area

Terrestrial Ecosystems

- High quality alvar and terrestrial species at risk habitat are present in the study area
- Ten species at risk and twelve species of conservation concern have the potential to occur in the study area

Cultural Heritage

- The North Channel and surrounding waters are traditional territory to the First Nations
- With the exception of the existing bridge, no cultural heritage resources were identified within the study area

Archaeology

- A Stage 1 Archaeological Assessment indicated that the lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area

Boating Survey

- A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
- Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (76% of users) and sailboats/sailboats with motors (19.8% of users)

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Niibina gaataayeng etemigad weweni wgii-nda-kenjigaade. Ninda aanin aabideg waa-aamgwaatooyeng:

- Niibina maampii giigoonig gibwaashkwag.
- Nime, aabideg wii-aangwaamchigaazo.
- Niibina mshkwade wesiinsag gewii mshinewag wii-nigwashkaawaad, miinwaa

ezaakiig.

- Washme mdaaswi ezaakiig miinwaa wesiinsag wiinigoshkaawag.
- Niibina geh maanda aki Anishinaabe wda-akiimiwaa.
- Mii wetigo aazhigan etemigad gaa-miinigoyeng.
- K'chi me'oozha nda-kendimowin Archaeological Assessment ezhinikaadeg wgii-nsidiwaabijigaade miinwaa wii-skooniwichigaade.
- Wii-kendameng minig miinwaa ekwaagin jiimaan; miinwaa aanish minig.
- Niibina jiimaanensan washme nokaazom piinash k'chi-jiimanan.

1.14 Waazhi-dabaabiishkoojigeng

Evaluation Process

A detailed evaluation of alternatives has been carried out to identify an improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

Identify Criteria
Evaluation Criteria are established through:

- Public Input
- Similar Projects
- Provincial Guidelines
- Existing Conditions

Weigh Criteria
Each criterion is assigned a weight factor that best reflects its relative importance

Evaluate Alternatives
The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the recommended plan

The highest scoring alternative

The recommended plan
The concluding step in the analysis is the selection of a recommended plan.

This process includes:

- Reviewing the results of the analysis and evaluation based on the specialist work and input received during the study
- Determining which criteria have the most influence on the outcome of the evaluation process
- Considering the sensitivity of the alternatives
- Considering public/stakeholder response to the evaluation process

Click the link [here](#) to view a large version of the chart

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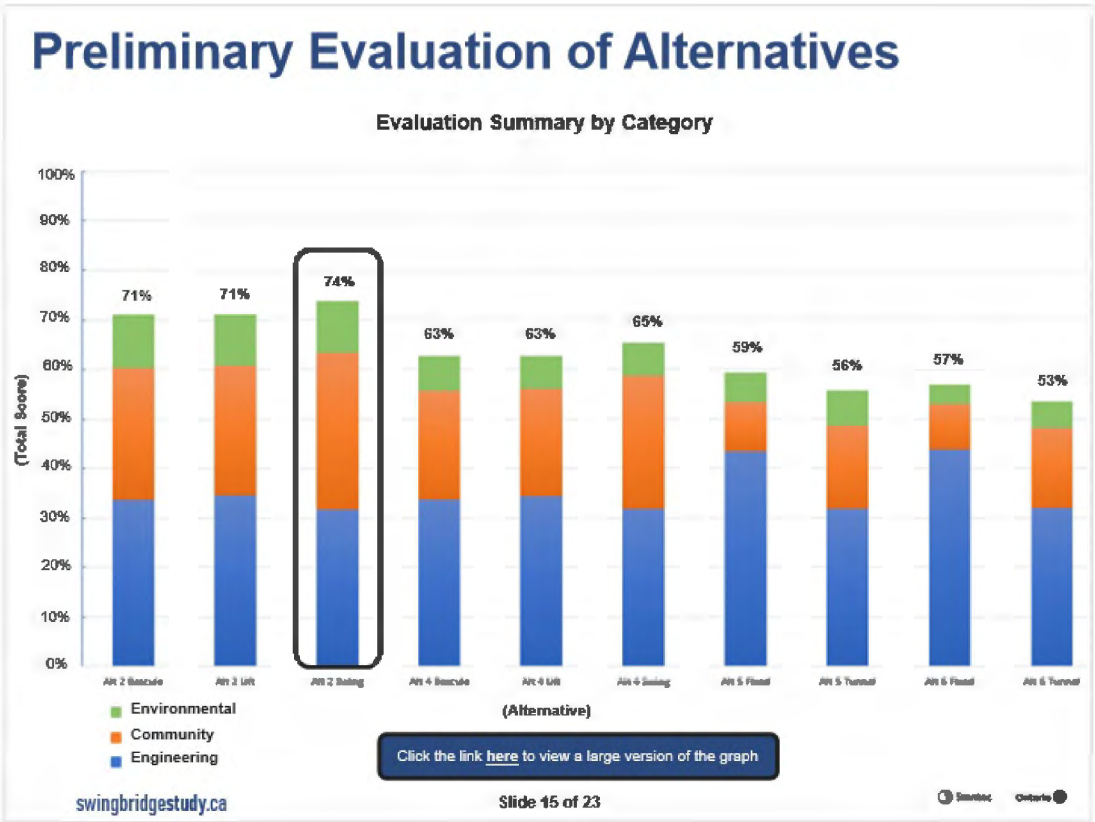
Niibina gegoo wgii-ginwaabijigaade wii-minoseg naakonigewin:

Waazhi-nokaazong zhooniya naakimchigewin, gaataayeng wii-ginaajiwang, wii-mino-tkamiing; miinwaa weweni wii-skooniwitameng maanda k'chi-zhigewin. Zhaazhi-gaabi-zhichigeng wgii-waabijigaade, niibinaching wgii-giigidom. Niishing mkotaagoziikewin wgii-ndanjigaade. Maanda wgii-kidowag: Aaniish miiyaa waazhi-naakimachigeng miinwaa aniish waa-nangideg; aniish minig daabaanaa, jiimaaman, miinwaa waazhi-ginaajiwang; aniish minig obomesiwin miinwaa zhoonyaa waa-minezing miinwaa; wda-temigad na aki wii-nakamigazing; miinwa aniish gaataayenh waazhi-binaadag maage maanaadseg; kino gego edigong-zhaakiig miinwaa

wesiinag.

Kino-gegoo waazhi-minoseg gaataayeng wgii-ginwaabijigaade, niibina mkotaagoziwin wgii-miigwem.

1.15 Ntami-Debaabiishkoode aanin Naakonigewaansan



Maaba bazinbiigan maampii mazinchiganing waabidowen epiitendaagweg naakonigewaansan. Wenda endagwenh wii-aabiji-taang wii-nakimachigeng megwe oodenaang, miinwaa waa-zhinaagwag gaataayeng-niigan naabing k’chi naakonigewin beshigenjigaadeg. Maagabiish bagadoonh niisaayeng mazinbiiganing wii-mdidod mazinchigan.

1.16 Maampii Waazhinaagwag Maami-Waabidameng

Evaluation Summary

Based on the findings of the Evaluation of Planning Alternatives, the **Through Truss Swing Bridge Structure on Alignment 2** is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- Maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- Construction cost is lower when compared to other alternatives
- Lowest impacts to existing residential properties
- Lowest impacts to noise sensitive areas
- No change to access to Little Current business areas
- Minimizes impacts to existing views from Little Current and the North Channel
- New sympathetically designed swing bridge will help maintain the character of the local and marine communities
- Lowest potential to impact wildlife habitat and Species at Risk
- Avoids impacts to the high quality Alvar community

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Kino-gegoo zhaazhi wgii-dibaa biishkode ship-naakamachigan aazhigan washme pshikenjigaade, Through Truss Swing Bridge ezhinikaadeg. Maanda naanaagidendamowin wgii-nokaazigaade:

- Wda-niisho-biziwag daadaanag.
- Kino-wiiyaa wda-tkamii.
- Miikaneteg wda-naagidoom.
- Kino-gegoo bemaanbiig wda-temigad.
- Naakimachigan washme wii-beniginde.
- Gaawiin besho wiiyaa wdaasii.
- Gaawiin gegoo waa-gizhiiyeg.
- Oodenaang wda-mzhaam.
- Miigwa naasaab waa-zhi-mino waabing.
- Jiimaanke daa’iigamigoon wda-mino-senoon.
- Miinwaa, waa-nigwaashkaajig wesiinyag wda-zhaabwiiwag, miinwaa we-zhaakiig.

Kinogwa aazhigan naakimachigan, miikanan, aazhigaansan, gaataayeng waazhinaagwa waamdowem maampii mazinchiganing.

1.17 Epiitendaagwag Naakimachigewin Skooniwi-Njindowin

Value Engineering Study

A Value Engineering (VE) study was held in May 2020 by a multidisciplinary team of specialists.

The purpose of this study was to review the preliminary recommended bridge type, and examine innovative ways to improve the project, constructability and reduce project risks.

Where possible, measures are developed that improve the performance of the structure while reducing costs.

67 ideas were generated at the VE study, one (Deck Truss Swing Bridge) of which was further reviewed and compared against the preliminary preferred bridge type (Through Truss Swing Bridge)

Deck Truss Swing Bridge

Through Truss Swing Bridge

Based on the findings of the comparative evaluation of these two swing bridge types, the **Through Truss Swing Bridge is preferred.**

The comparative evaluation summary of these swing bridge types can be accessed at the [link here](#).

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Nimebine-Giizis 2020, e k’chi-twaa-ezhigegig wgii waa-naakimachigaadeg waabdaanaa’aa, wii-naadimaagewaad, wenenh washme genizhingda miinwaa genangdegda. Niibina gegoo wgii-naanaagidenjigaade, jibwaa-maashiing.

Ngodwaasom-dano nendimonan wgii-biji-gaadenoon-naakimachigewin njiwaansan, Value Engineering Study ezhinikaadeg. Bezbig, Deck Truss Swing Bridge ezhinikaadeg wgii-minom-jigaade.

Shkintam, Through Truss Swing Bridge ezhinikaadeg wgii-mino-minaagwad. Zhibiiganag maampii mazintesjigaansing ga-waabdaanan gaazhigan.

Kino-gegoo shkwaa-dibaamjigaadeg, Through Truss Swing Bridge menwaabjigaade. Gaazhi-maandoobiigeng gdaa-waabidaanan aazhiganan mampii mazinaatesijigaansing.

1.18 Menwedaagwng Naakonigewin

Preferred Plan

Click [here](#) to view a larger version of the Preferred Plan

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Naa konigewin menwendaagwag waabdaan maampii mazinaazowining, Through Truss Swing Bridge ezhinikaadeg. Epigishmod nikeyeng, Corridor Alignment 2 yaawang, zhaazhoowach gwa ngodwaaswi k’chi-miikan enaabiig.

1.19 Menwedaagwng Naakonigewin

Preferred Plan

Video

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Simultac

Ontario

Zhaazhoownch waa-zhinaawag aazhigan maanda mazinchiganing nooj nikeyeng waa-naabiimigag. Shipming mzaamjigaadeg kino-wiyya weweni wda-mino-nokaazon aazhigan. Wii-magadeyaa-nenh niish daabaanag miinwaa jiimaan wda-miiksenoo.

Giishpin zhiseg, gete aazhigan biiwaabig wda-nokaazom; miiwaan Miinwaan Heritage Impact Assessment ezhinikaade miiwaa wda-ndakenjigaade mena wii-piitiginded aazhigan . Miiniwaa ngoding, egimaakegig aabideg weweni wii-gwejimaa wii-niisakibijigeng miinwaa wii-niisaakibijigeng miinwaa wii-zhigeng; MTO gewii aabideg weweni-wii-wiidookaazo.

1.20 Gaamiigoyeng Waadoodaagemigag Debaamdizowin

Heritage Impact Assessment

The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.

Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible.

The mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI.

MTO is required to seek MHSTCI Minister's Consent for the demolition or removal of the existing bridge prior to the completion of Preliminary Design and Class EA Study.

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Simultac

Ontario

Skooniwi-njindowin wgii-mkaan Provincial Property giwenh maanda aawan; miinwaa aaniish aki waa-piitendaagwag naagach maanda gaamiigoyeng.

Maanda wgii-kidowag

- Naasaab eshinaagwag aazhigan.
- Weweni giwendandaa biiwaabig, miinwaa mazinaazowinag.
- Zagaknandaa gete aazhigan.
- Weweni zagaknandaa gwaji-mino-waabijigaadeg.


1.21 Gaataayeng Waazhinaagwag miinwaa Wii-miikigaadeg

Environmental Impacts and Mitigation	
Potential Impact	Preliminary Proposed Mitigation Measures
Aquatic Environment <ul style="list-style-type: none">Species at Risk (Lake Sturgeon)Fish/Fish Habitat (warm, cool and cold-water species)	<ul style="list-style-type: none">In-water works will conform to the restricted activity windows for this area (i.e., between July 18 through August 31)Sediment and erosion control measures will be implemented to prevent sediments entering the waterbodyDebris will be prevented from entering the water during bridge removal and/or constructionAll works will be planned in consultation with the MNRF, UCCMM Tribal Council and Wiikwemkoong First Nation leadership
Terrestrial Environment <ul style="list-style-type: none">Loss of alvar habitat along the existing Highway 6 right-of-waySpecies at Risk and habitat along the existing Highway 6 right-of-way (i.e., Houghton's Goldenrod)Significant Wildlife Habitat / Habitat for Species of Conservation Concern (i.e., Common Nighthawk)Small area of woodland along the existing Highway 6 right-of-way	<ul style="list-style-type: none">Reduce encroachment into alvars, Species at Risk habitat and Significant Wildlife Habitat / Habitat for Species of Conservation ConcernAuthorize the project under the Endangered Species Act, 2007 including preparation of a mitigation plan to address adverse effects on Houghton's Goldenrod and its habitat; mitigation may include relocation of individual plants to outside the work area, assisted seed dispersal, localized removal of competitive plants, and monitoringAvoid vegetation removal during sensitive wildlife periods such as the breeding season for Common Nighthawk and migratory birds that are protected by the Migratory Birds Convention Act, 1994Manage introduction of invasive plant species by washing and visually inspecting all machinery prior to entry onto the site, and revegetating disturbed areas
Archaeology <ul style="list-style-type: none">Discovery of archaeology resources during construction	<ul style="list-style-type: none">Stage 1 and 2 Archaeological Assessments and a Marine Archaeological Overview Assessment was completed for the Preferred Plan areaWhile the discovery of archaeological resources is not expected, if archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the UCCMM Tribal Council and Wiikwemkoong First Nation leadership, as well as MHSTCI, will be contacted immediately
Air/Noise <ul style="list-style-type: none">Changes in noise/air quality associated with construction and/or operation of project	<ul style="list-style-type: none">An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess potential changes in local and regional air quality, and to determine if mitigation measures are requiredPotential changes in traffic noise associated with the Preferred Plan are currently being reviewed in accordance with Provincial guidelines to determine if measure are required to mitigate potential increases in traffic noise

Gaataayeng waazhinaagwag zhigeng aabideg wii-ginaajiwan. Aabideg giishpin ga-
aanji-nda-kenjigemii waa-zhichigeng; miinwaa maziniganan gwii-yaameng
maachtaawin.

Weweni waabam maaba mazinaazowin, giishpin giigoo wii-gwedeyin maage giigoo
wii-kidoyin, wii-dimoo bezhig maanda enkiitang.

1.22 Niigaan Tookiiyeng

Next Steps 	
<ul style="list-style-type: none">Review and consider feedback received following this online consultation eventConfirm the Recommended PlanComplete the Transportation Environmental Study Report (TESR)Issue Notice of Study Completion and file the TERS for a 30-day review period	

Kino-gegoo waa-kidoyin miinwaa gwedewin, nwii-ginwaabidaanaa. Nga-nda-
zhichigemi wii-naatoo'aan gegoo benaadag. TERS wda-zhiitaawag; ngo-giizis wii-
temigad maanda megwe-masinaatesijigewning.

1.23 Miigwech

Thank you for participating in this online Public Information Centre!

3 ways to provide your comments:

-  Fill out the survey following this presentation [Click here to fill out the survey](#)
-  Send an email to the ProjectTeam@swingbridgestudy.ca
-  Or, mail your comments to:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
Tel: 905-381-3227

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel: 1-705-491-7756
Toll Free: 1-800-461-9547

We would appreciate receiving your comments by April 30, 2021

 **Freedom of Information and Protection of Privacy**
Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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Kchi-miigwech kidowag Ontario Ministry of Transportation MTO wgii-bi-wiidokaazoyin. Giwiikomigoo wii-waabidaman PIC nakaazowinan maampii kchi-nokiiwin masinaatesijigan website ezhinikaade; miinwaa survey wiida-kaagen shkwaaseg maanda mesinaadeg.

Giishpin gegoo wii-giidoiyin maage wii-gwedeyin maampii ndabijigan Email yaawang:
ProjectTeam@SwingBridgeStudy.ca maage bi-giigidokan, ninda nooziwinan.

Bi-zhibiigen jibwaashkwaa-gizod Boopoogame-Giizis, April 30, 2021.

Miigwech; miiwaa

Was - Kidoyin

Nakanigeng, Mazinbiigaan, miinwa Aataayeng, Dibaamjigewin.
Kchi miikan Ngodwaaswi Wewebijiwang Aazhigan Skooniwi - njindowin

(GWP 5268-14-00)

Online Public Information Centre 3 – March 30 through April 30, 2021

Waa-kidoyin nga-naadimaaginaa. Wenesh ezaaktooyin. Maampii tkwe-biigen:

1. Gegoo na wii-kid maandag menweji-gaade naakonigwein? (Truss Swing Bridge Structure on alignment 2?)

2. Aniiish enendiman kinda mkotaakoziichiganag miigaadeg gete aazhigan, shkwaa - naakmachigaadeg shki-aazhigan?

Was - Kidoyin

Nakanigeng, Mazinbiigaan, miinwa Aataayeng, Dibaamjigewin.
Kchi miikan Ngodwaaswi Wewebjiwang Aazhigan Skooniwi - njindowin
(GWP 5268-14-00)

Online Public Information Centre 3 – March 30 through April 30, 2021

3. Gegoonagwii - kidmaage gwii-gwede?

Dkwe-biiganjibwa - shkwaa - gizod Boopoogame Giizis **(by April 30, 2021)** to:
Diana Addley
Senior Environmental Planner
Stantec Consulting Ltd.
Email: projectteam@swingbridgestudy.ca

Nooziwin Miinwaa enjibaayin (Giinogi)

Nooziwin: (Name)

Enjibaayin: (Mailing Address)

(please include postal code)

Tel:

Email:

F.6 Meetings



Wiikwemkoong Unceded Territory Meetings



Wiikwemkoong Unceded Territory – Meeting 1

Little Current Swing Bridge Study
Planning, Preliminary Design & Class Environmental Assessment
GWP 5268-14-00, Assignment Number 5016-E-0033, Stantec File 1650.01086

Date/Time:	August 8, 2018 / 1:30 PM	
Place:	Wiikwemkoong Unceded Territory Administration Building 19A Complex Drive Council Chambers	
Next Meeting:	TBD	
Attendees:	Ogimaa Duke Peltier Kevin Wassegijig Sandra Wabegijig	Wiikwemkoong Ogiimaa Wiikwemkoong Director of Operations Wiikwemkoong Senior Policy Analyst/Communications
	Melissa Delfino Marlo Johnson Jason Ranger	MTO Project Manager MTO Environment MTO Planning and Design
	Gregg Cooke Diana Addley	Stantec Project Manager Stantec Senior Environmental Planner
Absentees:	None	
Distribution:	All Attendees	

Item:	Action:
SWING BRIDGE	
1. Stantec presented an overview of the project background, including the preliminary problem and opportunities. It was noted that the existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance and replacement.	
2. Wiikwemenkoong represents the largest population on the island (i.e., 3,000 community members) and the bridge is the main means of transporting goods to its members. Wiikwemkoong would like to ensure that there is a plan in place should the bridge fail in the interim.	
3. MTO indicated that there is no Emergency Detour Plan in place at this time; however, this will be considered. Wiikwemkoong advised that Wiikwemkoong would like to be involved in coordinating an Emergency Detour Plan.	MTO
4. It was noted that a bridge condition assessment was recently completed in summer 2018. It was noted that MTO owns the swing bridge; however, contractors are retained to carry out maintenance activities.	
5. Wiikwemkoong asked if a copy of the bridge assessment report could be provided. MTO indicated that these types of reports are used for internal purposes; however, MTO will investigate the potential to provide a summary of the report once it has been completed.	MTO
6. It was noted that this study is intended to develop a long-range plan for the swing bridge, and that there was no imminent need to repair/replace the bridge at this time. It was further noted that MTO currently has funding approval to carry out this study; however, detail design and construction is not in the current plan.	

August 8, 2018

Wiikwemkoong Unceded Territory – Meeting 1
Page 2 of 3

Item:

ONTARIO HERITAGE BRIDGE LIST

- 7. Wiikwemkoong asked if the current designation of the bridge will present complications for project planning.
- 8. It was noted that the Ministry of Tourism, Culture and Sport requires proponents to investigate a series of conservation options to ensure appropriate mitigation is considered. It was further noted that a Cultural Heritage Evaluation Report is being completed for the swing bridge as part of this study.

COMMUNITY ENGAGEMENT

- 9. It was noted that Wiikwemkoong leadership is currently under election and is expected to take place August 18, 2018. It is expected that a presentation to Council would be appropriate following the election.
- 10. It was noted that Wiikwemkoong Council holds biweekly meetings on Monday evenings. Meetings typically commence at 6:30 pm, and occasionally 4:30 pm, depending on meeting agenda. September 10, 2018 was noted to be a potential date to meet with Council and discuss the project. Further meetings should be coordinated through Sandra Wabegijig.
- 11. It was noted that it is likely that one of the outcomes of the meeting with Council will be a recommendation to offer a Community Information Sharing Session (CISS) to the broader community.
- 12. Wiikwemkoong advised that it has a long history in the area, and that they have never relinquished rights to their lands. There is an outstanding claim against the Federal and Provincial government. Further information will be included as part of a formal letter response to MTO in follow up to today's meeting and for consideration in planning this project.
- 13. Wiikwemkoong advised that direct engagement with the community is being sought for this project. Wiikwemkoong suggested opportunities for Wiikwemkoong to participate in this project, including the potential for Wiikwemkoong to build a new bridge as part of a P3 undertaking.
- 14. It was further noted that several community members have expertise in different areas of interest and could be retained to participate or carry out certain studies or surveys. Wiikwemkoong community members have extensive experience in Species at Risk identification in the area and have worked with government agencies and several other consultants and contractors on other projects. Other areas of expertise were noted to include but not be limited to: terrestrial, aquatics, and land surveying.
- 15. It was noted that John Manitowabi, Lands Director for the Lands and Resources Department, coordinates project work. In the interim, an outline of the type of work that may be required as part of this project could be provided to KW, who would advise what services/areas of expertise are available.
- 16. MTO advised that Stantec was retained to undertake the project work, including specialist studies, but opportunities for participation will be reviewed and discussed amongst the project team. It was acknowledged that Wiikwemkoong's knowledge of and proximity to the study area would be a benefit to this study.
- 17. Wiikwemkoong indicated that the Wiikwemkoong webpage is currently being updated and communications are under review. There is potential to provide project links and/or postings on the community's website in the future.

Action:

Info

Stantec

Wiikwemkoong

Stantec and MTO

August 8, 2018

Wiikwemkoong Unceded Territory – Meeting 1
Page 3 of 3

The meeting adjourned at approximately 3:00 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.



Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner

Phone: 905-415-6401
diana.addley@stantec.com



L I T T L E C U R R E N T SWING BRIDGE STUDY

Wiikwemikoong Unceded Territory Meeting

August 8, 2018

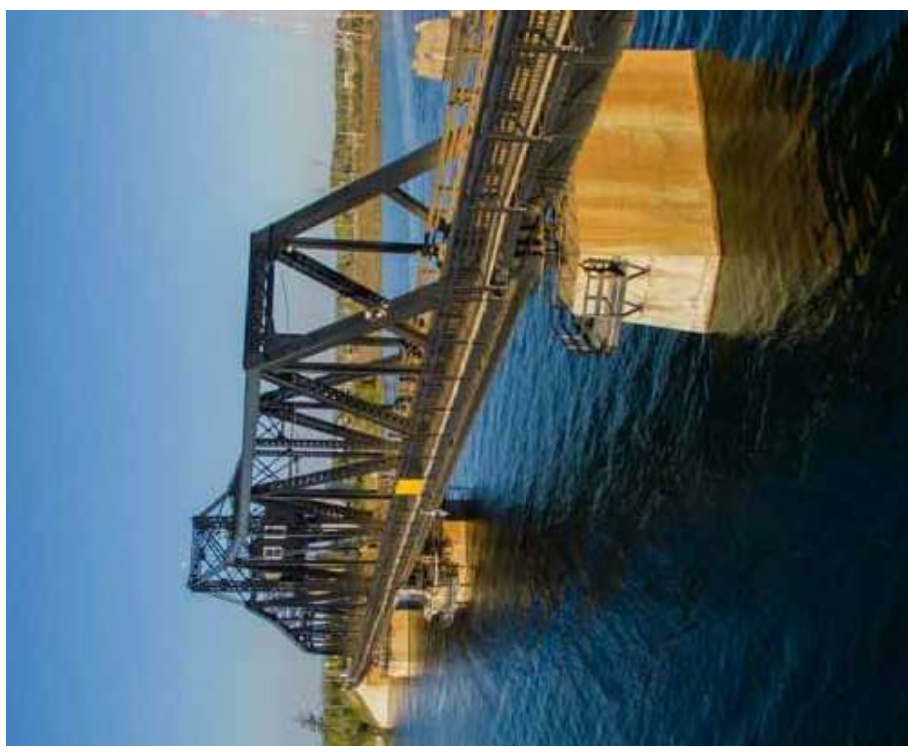


Meeting Purpose

- To introduce the study and project team
- To provide an overview of the study process
- To review and discuss the problems and opportunities
- To present and seek your input on the alternatives to the undertaking
- To review and seek your input on the study area environments
- To respond to your questions, and to discuss any issues, comments or concerns you may have
- To discuss ways to participate in the study

Study Purpose

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge
- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life
- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Study Process

This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)

This study falls within the scope of a Group “A” project, which includes major realignments of existing provincial highways; and new provincial ferryboat connections, docks and terminals

Study Phases

Transportation Needs Assessment Phase

- Develop Problem and Opportunity Statements
- Identify Alternatives to the Undertaking (“Alternatives to”)
↓ PIC 1 & CISS 1

Planning Phase

- Publish Study Design Report (SDR)
↓ 30-day Public Review
- Develop Planning Alternatives (“Alternative Methods”)
↓ PIC 2 & CISS 2
- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan
- Confirm Environmental Impacts and Mitigation
↓ PIC 3 & CISS 3

Study Phases

Documentation and Environmental Clearance

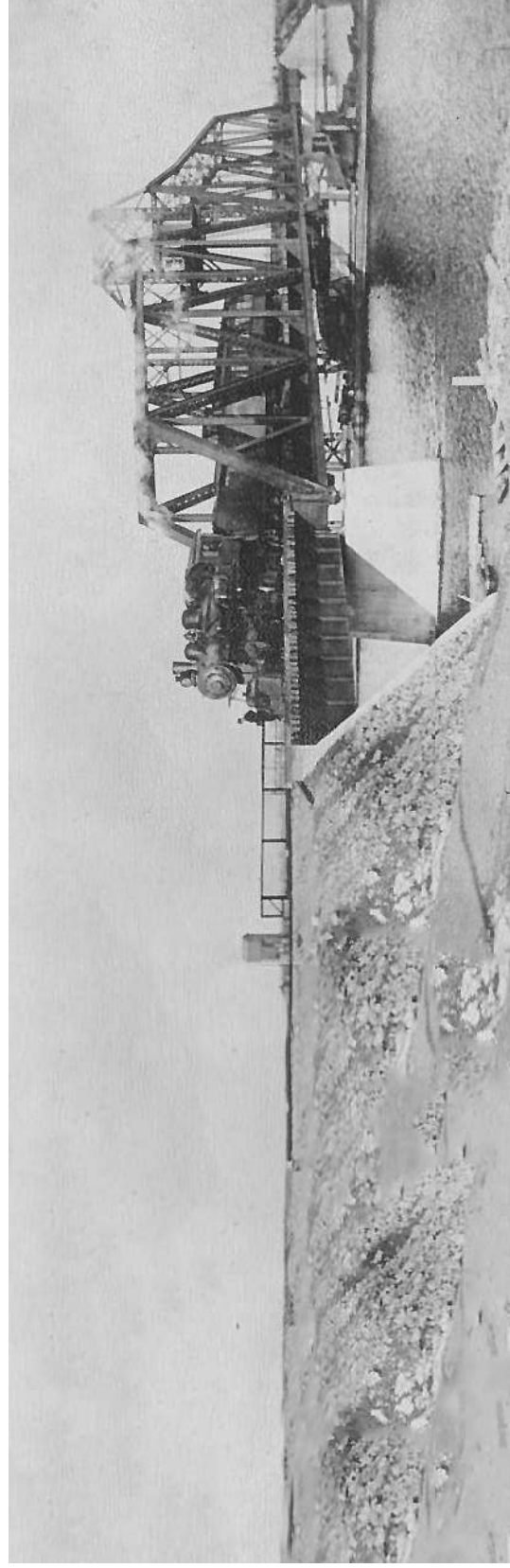
- Publish Transportation Environmental Study Report (TESR)
↓ 30-day Public Review
- Obtain Environmental Clearance

Future Phases

- Detail Design of the Recommended Plan
- Property Acquisition and Utility Relocation
- Construction

Background

- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
- Swing bridge includes two 56 m spans
- Modified in 1946 to allow motor vehicles
- Railway track removed in 1980
- Existing sidewalk on west side of bridge
- Listed on the Ontario Heritage Bridge List



Study Area



Problems and Opportunities

- The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland
- Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel
- The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement



There are opportunities to improve traffic operations and access for all users, reduce operating and maintenance costs, and improve reliability of the crossing.

Alternatives to the Undertaking

The Class EA process requires that all 'reasonable alternatives' be considered to address the identified problems.

This involves two levels of analysis:

1. **Alternatives to the Undertaking** considers a broad range of alternatives that could address the project needs
2. **Alternative Methods of Carrying Out the Undertaking** are studied once the best Alternative to the Undertaking is selected

Alternatives to the Undertaking

Do Nothing



Maintain the existing single-lane structure and provide ongoing maintenance and repairs to the structure, as required.

Replace with a Ferry



A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.

Replace with a 2-lane Tunnel



The tunnel will provide year-round vehicular access via a two-lane tunnel.

Replace with a Moveable Bridge



A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.

Replace with a 2-lane Fixed Bridge



A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.

Investigations



Engineering

- Traffic and safety
- Bridge
- Foundations
- Drainage & Hydrology
- Highway
- Electrical



Natural Environment

- Terrestrial Ecosystems
- Aquatic (Fish and Fish Habitat)
- Species at Risk



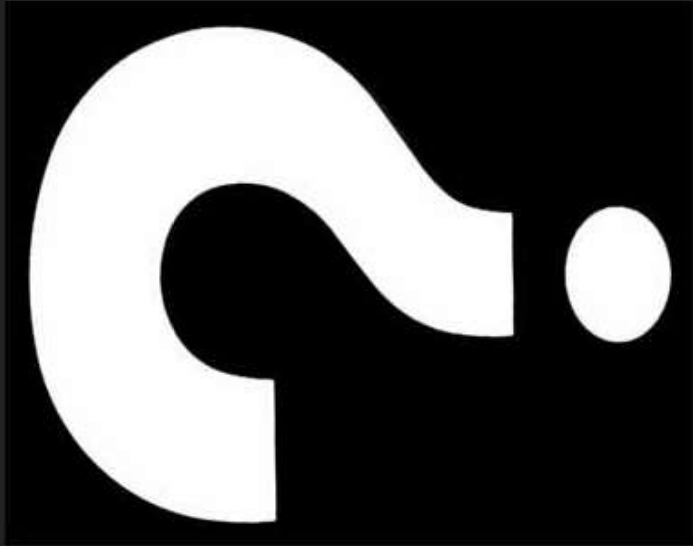
Socio-economic

- Heritage
- Archaeology
- Business Impact Assessment
- Noise
- Air Quality and Greenhouse Gas

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018
SDR 30-day Review	Fall 2018
PIC and CISS 2	July 2019
PIC and CISS 3	July 2020
TESR 30-day Review	September 2020

You are encouraged to share information and knowledge about the study area at this CISS, and at any time throughout the study.



Questions?

Project Team Members in Attendance	MTO Melissa Delfino Jane Haddow Stantec Gregg Cooke Diana Addley
Wiikwemkoong Unceded Territory Representatives in Attendance	Ogimaa Duke Peltier Kevin Wassegijig, Director of Operations Marilyn Jacko, Executive Administrative Assistant to Chief and Council Councillors Amy A Assinewai Bernadine A. Francis Brian Peltier Gladys Wakegijig John Dube Lawrence Enosse Lorraine A. Fox Marcia Trudeau-Bomberry Margret (Tish) Manitowabi Rachel Manitowabi Sylvia Recollet Tim Ominika
Displays	Attached.
Next Steps/Action items	MTO <ul style="list-style-type: none">Issue current Emergency Response Plan to Wiikwemkoong (Kevin Wassegijig)Engage Wiikwekoong in updated Emergency Response Plan development Stantec <ul style="list-style-type: none">Coordinate Community Information Sharing Session at Wiikwemkoong (September or October 2018)

Summary of Comments/Questions and Responses:

Question/Comment	Response
How are the opinions of the public and community being considered as part of this study	All comments and feedback received during the course of the study are reviewed and considered by members of the project team.
Has there been any consideration for costs associated with each of the alternatives?	Yes, these estimates were presented at a high level at the Public Information Centre and Community Information Sharing Sessions. It takes time and further investigation to determine costs, but based on a preliminary estimate, a moveable bridge is anticipated to

Question/Comment	Response
	cost approximately \$25M, a fixed bridge could be approximately \$50M to \$100 M, and the tunnel option could cost approximately \$250M to \$300M.
Is the appearance of the bridge being looked at as part of this study?	Yes, all feasible options are being evaluated as part of this initial phase, and the preliminary design is considered as part of the next phase.
I feel that the ‘Do Nothing’ alternative is not feasible, as the bridge is too old.	Agreed and noted.
However, what will happen to the bridge if it is removed? It is a key marketing tool for the island.	We will be exploring the next steps for the existing bridge as part of this study.
Have you reviewed other similar connections (i.e., between a mainland and island) worldwide?	At this early stage of the study, we haven’t investigated examples on a worldwide scale; however, that is a good suggestion.
The design of the new connection should be wide enough to accommodate large vehicles. Mobile homes are often transported on/off the island, so this should be considered.	The new connection will be a minimum of 2 lanes; however, that is something we will need to consider as we proceed with this study.
The ferry does not seem like a very good option. Traffic is very busy in this area.	Agreed and noted.
The schedule allows for a reasonable amount of time for consultation. What is the schedule for the bridge/project? This is our only means of travelling on and off the island.	The first stage of the project is to develop the recommended plan through this EA process. At this time, funding to implement a preferred option has not been approved.
What does the approval process for the bridge look like? Does it capture community processes?	Through the EA process, we are required to consider input from all members of the public, agencies, First Nations and stakeholders, etc., and respond to/address any issues and/or concerns. If there are any outstanding concerns at the time of the public review period (at the conclusion of the study), they can be ‘bumped up’, which is generally a process for elevating issues/concerns to the Minister of Environment, Conservation and Parks. The consultation plan for this study will be documented in the Study Design Report and available for review this fall (2018).
Is there a cost to islanders? Will there be tolls?	These are not being considered as part of this study; however, we are assuming that the recommended plan will not incur additional costs to users.
What is the difference between the PICs and CISSs? How do these events occur? Is it open to everyone?	Yes, these events are open to everyone. A PIC was held in Little Current on August 22, 2018, and CISSs were held in AOK and Sheshegwaning on August 23 and 24, 2018. The same information is shared at these events, and we are open to holding a CISS in this community.
There may be an opportunity to hold the CISS in our community at the same time as upcoming events we have planned. There is a ball tournament at the end of this month as well as the Whitefish Festival.	Noted. We will explore dates/times to hold a CISS event here. We understand in speaking with Kevin Wassegijig that there may be opportunities to advertise on Wiikwemkoong’s website, including embedding a link to the project website.

Question/Comment	Response
I'm interested in the feedback you received at the CISSs you've held to date?	We've received a broad range of feedback/interest in this project. So far, there seems to be an interest in the tunnel option.
How is the current bridge maintained?	Bridge inspections are undertaken by the MTO every 2 years as part of the maintenance program. An inspection was recently undertaken in summer 2018. It should be noted that there is no imminent need to repair the bridge.
If the bridge was replaced, would it be in the same location? How deep would a tunnel have to go?	If a tunnel or fixed bridge were selected, the new connection would have to be moved a fair distance to the east of its existing location. These options would require significant approaches and a larger area of land would be required to accommodate these structures. For this reason, it would be too challenging to construct a tunnel or fixed bridge in the same location. However, based on the information we have gathered to date, a tunnel would have to be constructed approximately 10 m below the bottom of the channel. Additional engineering work is required to confirm this estimate.
At our August 8, 2018 meeting, we asked if the MTO has a contingency plan in place if the bridge fails before it is replaced.	The MTO has a plan in place to continue movement of goods and services on and off the island. The roles and responsibilities of emergency services are also outlined in this plan. There is a specific group within MTO which maintains this plan, and they are in the process of updating this plan. A copy of the existing plan is available at NEMI Town Hall.
Note that Wiikwemkoong Unceded Territory have its own police service, emergency services, etc., and we want to be involved in the development of this plan, including consideration of communication channels. Can we receive a copy of the current Emergency Response Plan?	Noted. We will ensure to include you in the plan development. A copy of the current plan will also be provided to you.
The Chief reiterated that community members offer expertise in areas of natural environment, geology, and mapping, as well as the community's interest in bidding on contracts for this project, as they become available.	These areas of expertise and expression of interest was noted by the project team.



L I T T L E C U R R E N T
S W I N G B R I D G E S T U D Y

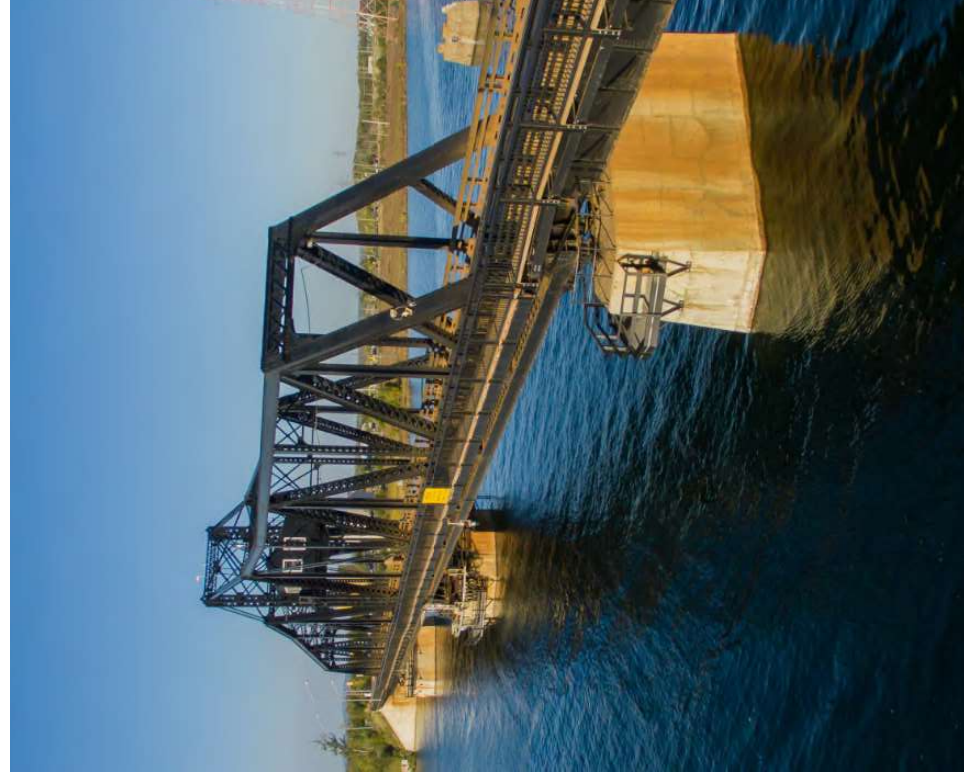
Wiikwemkoong Unceded Territory
Chief and Council Meeting
September 10, 2018

Purpose of Presentation

- To introduce the study and project team
- To provide an overview of the study process
- To review and discuss the problems and opportunities
- To present and seek your input on the alternatives to the undertaking
- To review and seek your input on the study area environments
- To respond to your questions, and to discuss any issues, comments or concerns you may have
- To discuss ways to participate in the study

Study Purpose

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge
- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life
- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing




Study Process

This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)

This study falls within the scope of a Group “A” project, which includes major realignments of existing provincial highways; and new provincial ferryboat connections, docks and terminals

Study Phases

Transportation Needs Assessment Phase

- Develop Problem and Opportunity Statements
- Identify Alternatives to the Undertaking (“Alternatives to”)  PIC 1 & CISS 1

Planning Phase

- Publish Study Design Report (SDR)  30-day Public Review
- Develop Planning Alternatives (“Alternative Methods”)  PIC 2 & CISS 2
- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan
- Confirm Environmental Impacts and Mitigation  PIC 3 & CISS 3

Study Phases

Documentation and Environmental Clearance

30-day
Public
Review

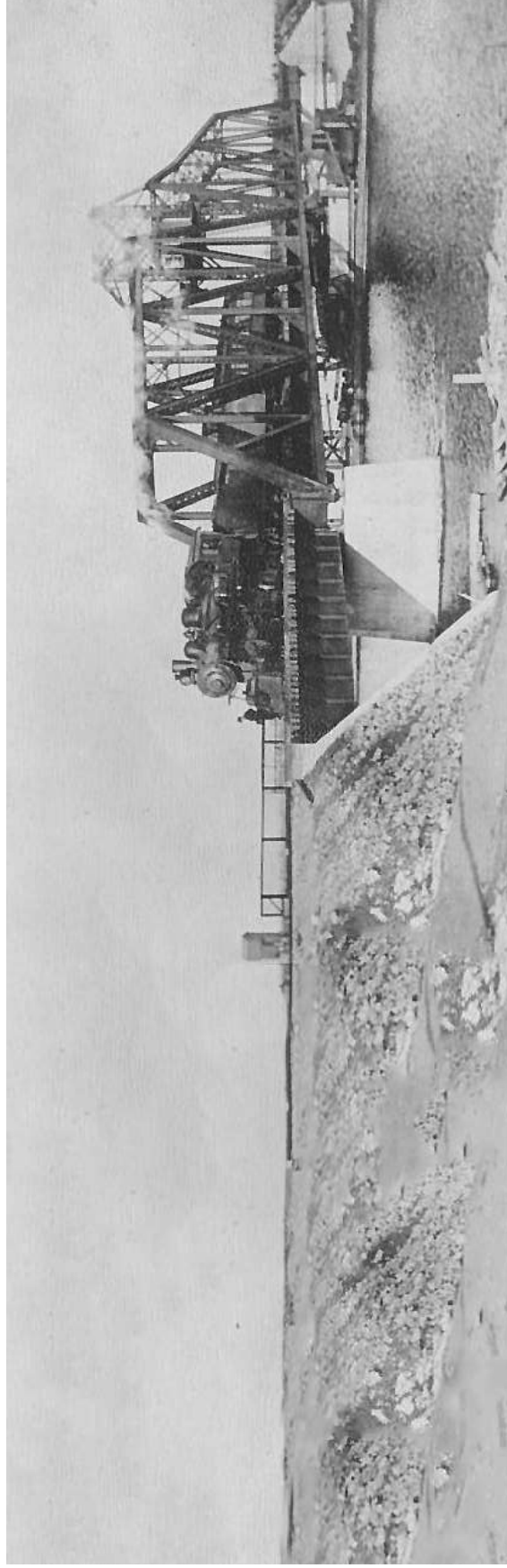
- Publish Transportation Environmental Study Report (TESR) →
- Obtain Environmental Clearance

Future Phases

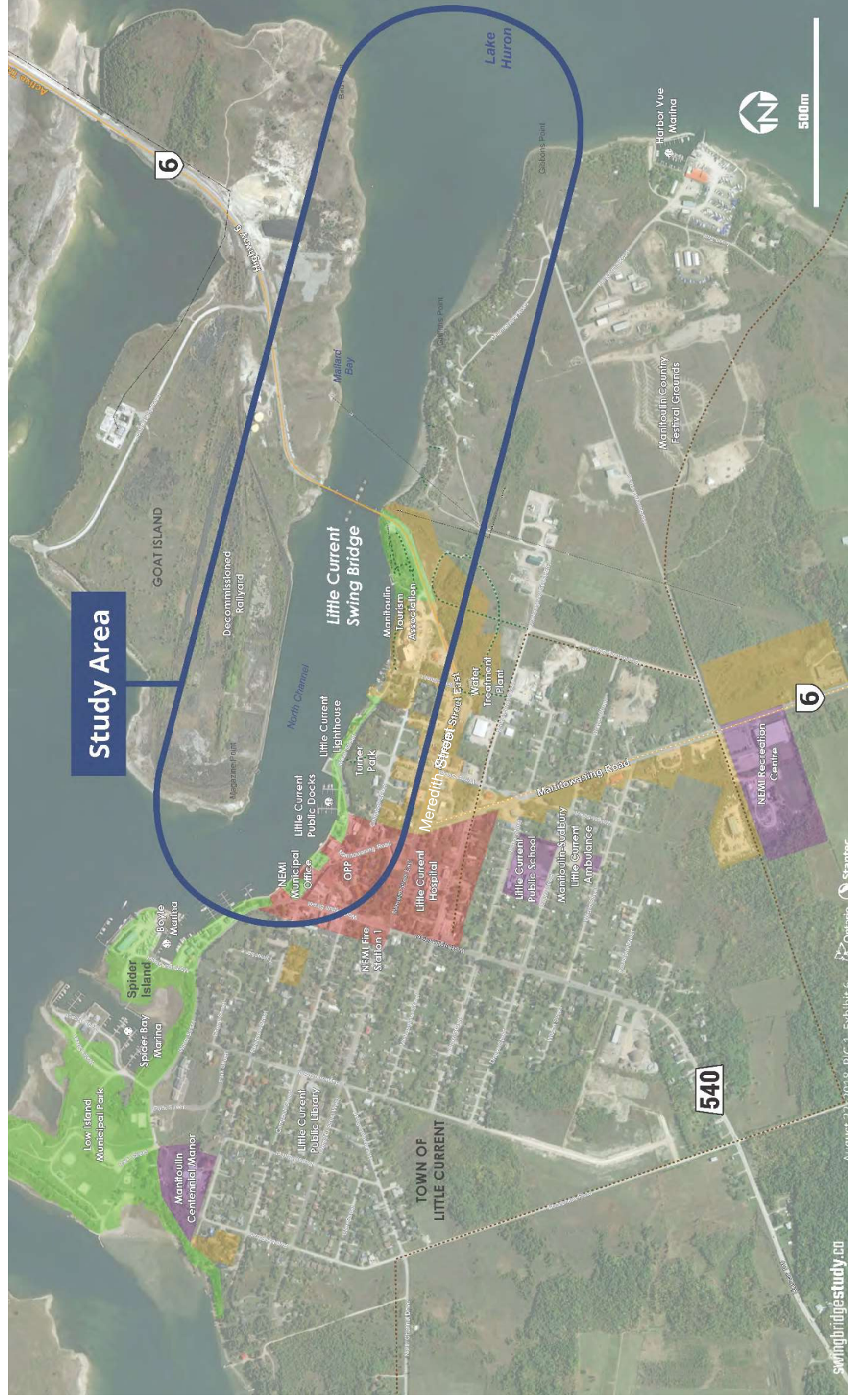
- Detail Design of the Recommended Plan
- Property Acquisition and Utility Relocation
- Construction

Background

- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
- Swing bridge includes two 56 m spans
- Modified in 1946 to allow motor vehicles
- Railway track removed in 1980
- Existing sidewalk on west side of bridge
- Listed on the Ontario Heritage Bridge List



Study Area



Problems and Opportunities

- The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland
- Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel
- The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement



There are opportunities to improve traffic operations and access for all users, reduce operating and maintenance costs, and improve reliability of the crossing.

Alternatives to the Undertaking

The Class EA process requires that all ‘reasonable alternatives’ be considered to address the identified problems.

This involves two levels of analysis:

1. **Alternatives to the Undertaking** considers a broad range of alternatives that could address the project needs
2. **Alternative Methods of Carrying Out the Undertaking** are studied once the best Alternative to the Undertaking is selected

Alternatives to the Undertaking



Do Nothing

Maintain the existing single-lane structure and provide ongoing maintenance and repairs to the structure, as required.



Replace with a Ferry

A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.



Replace with a 2-lane Tunnel

The tunnel will provide year-round vehicular access via a two-lane tunnel.



Replace with a Moveable Bridge

A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.



Replace with a 2-lane Fixed Bridge

A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.

Investigations



Engineering

- Traffic and safety
- Bridge
- Foundations
- Drainage & Hydrology
- Highway
- Electrical



Natural Environment

- Terrestrial Ecosystems
- Aquatic (Fish and Fish Habitat)
- Species at Risk



Socio-economic

- Heritage
- Archaeology
- Business Impact Assessment
- Noise
- Air Quality and Greenhouse Gas

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018
SDR 30-day Review	Fall 2018
PIC and CISS 2	July 2019
PIC and CISS 3	July 2020
TESR 30-day Review	September 2020

You are encouraged to share information and knowledge about the study area at any time throughout the study.

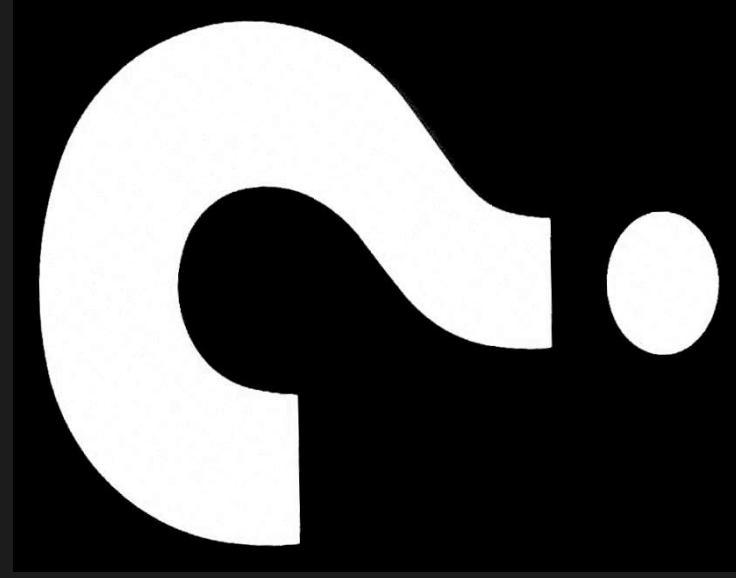
Information Sharing



- Project Website (www.swingbridgestudy.ca)
- Online survey and comment sheet
- Email account ProjectTeam@swingbridgestudy.ca
- Contact the project team:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200–835 Paramount Drive
Stoney Creek ON L8J 0B4
tel: 905-381-3227 (+0 collect)

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
tel: 705-497-6807
toll-free: 1-800-461-9547



Questions?

Project Team Members in Attendance	MTO Melissa Delfino Stantec Gregg Cooke Diana Addley
Whitefish River First Nation Representatives in Attendance	Art Jacko, Band Manage Stephen McGregor, Consultation Coordinator Keith Nahwegahbow, Economic Development Officer
Displays	Attached.
Next Steps/Action items	MTO <ul style="list-style-type: none">Review policies for financial support to First Nation involvement in project planning Stantec <ul style="list-style-type: none">Send electronic copy of presentation to Art Jacko for further review and internal discussion with Chief and Council

Summary of Comments/Questions and Responses:

Question/Comment	Response
Please send electronic copy of presentation for further review and consideration.	D.Addley will email the meeting presentation following this meeting. *Note – 2 hard copies of the presentation were provided at the meeting, and a digital copy of the presentation was subsequently email to attendees, including a link to the project website.
This initial meeting is introductory and should not be considered consultation with Whitefish River First Nation regarding this project. Once we have reviewed project information with Chief and Council, we will determine the extent of our First Nation's involvement moving forward.	Noted.
Chief and Council may issue a formal request for support to be involved in this project. This may include a request for resources to be provide for the community in relation to consultation.	Noted.
The next Chief and Council meeting is scheduled for November 6, 2018. It is recommended that follow up with Stephen McGregor be carried out to discuss the meeting and associated Chief and Council response.	Noted. D.Addley will contact S.McGregor via telephone after the November 6 Chief and Council meeting.



Whitefish River First Nation Meeting



L I T T L E C U R R E N T SWING BRIDGE STUDY

Whitefish River First Nation

October 24, 2018

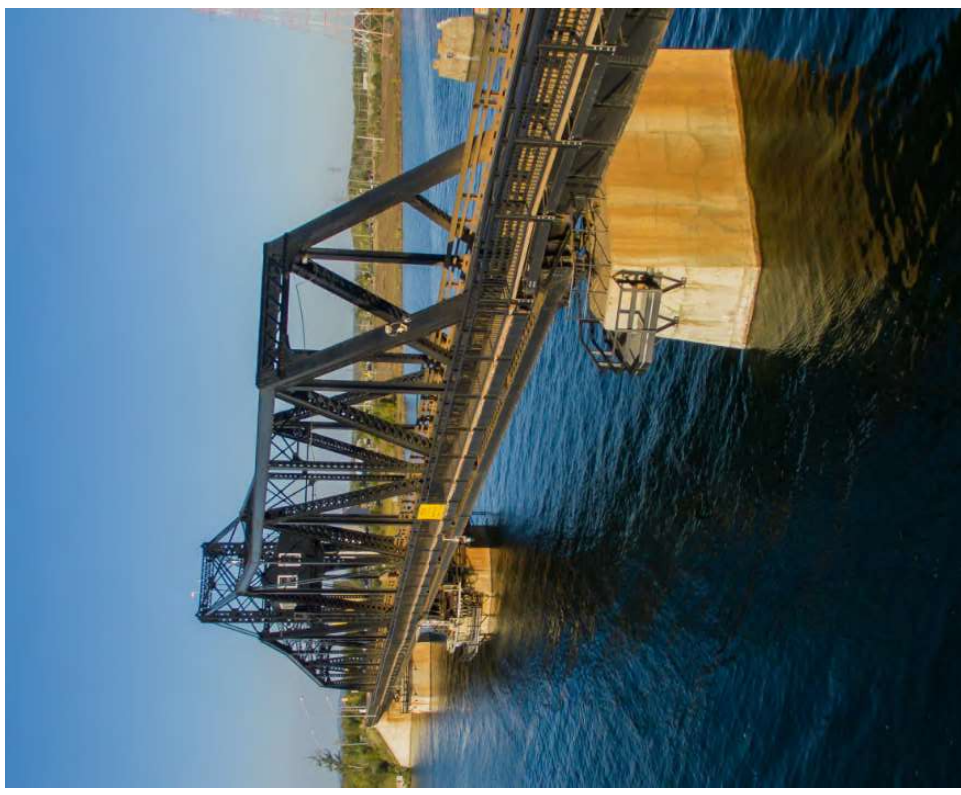


What is the purpose of this meeting?

- To introduce the study and project team
- To provide an overview of the study process
- To review and discuss the problems and opportunities
- To present and seek your input on the alternatives to the undertaking
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This study falls within the scope of a Group “A” project, which includes major realignments of existing provincial highways; and new provincial ferryboat connections, docks and terminals

Study Phases

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- Identify Alternatives to the Undertaking (“Alternatives to”)  PIC 1 & CISS 1

Planning Phase

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- Develop Planning Alternatives (“Alternative Methods”)  PIC 2 & CISS 2
- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan
- Confirm Environmental Impacts and Mitigation  PIC 3 & CISS 3

Study Phases

Documentation and Environmental Clearance

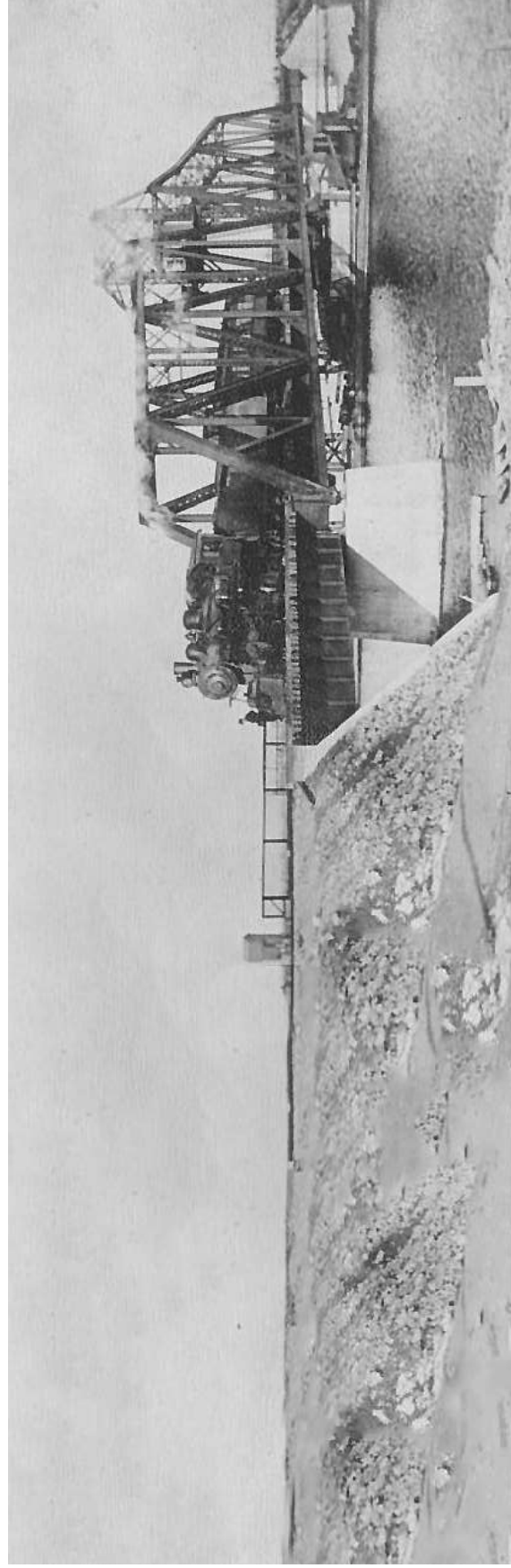
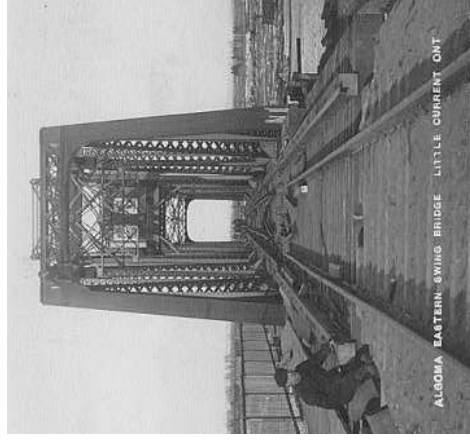
- Publish Transportation Environmental Study Report (TESR)  30-day Public Review
- Obtain Environmental Clearance

Future Phases

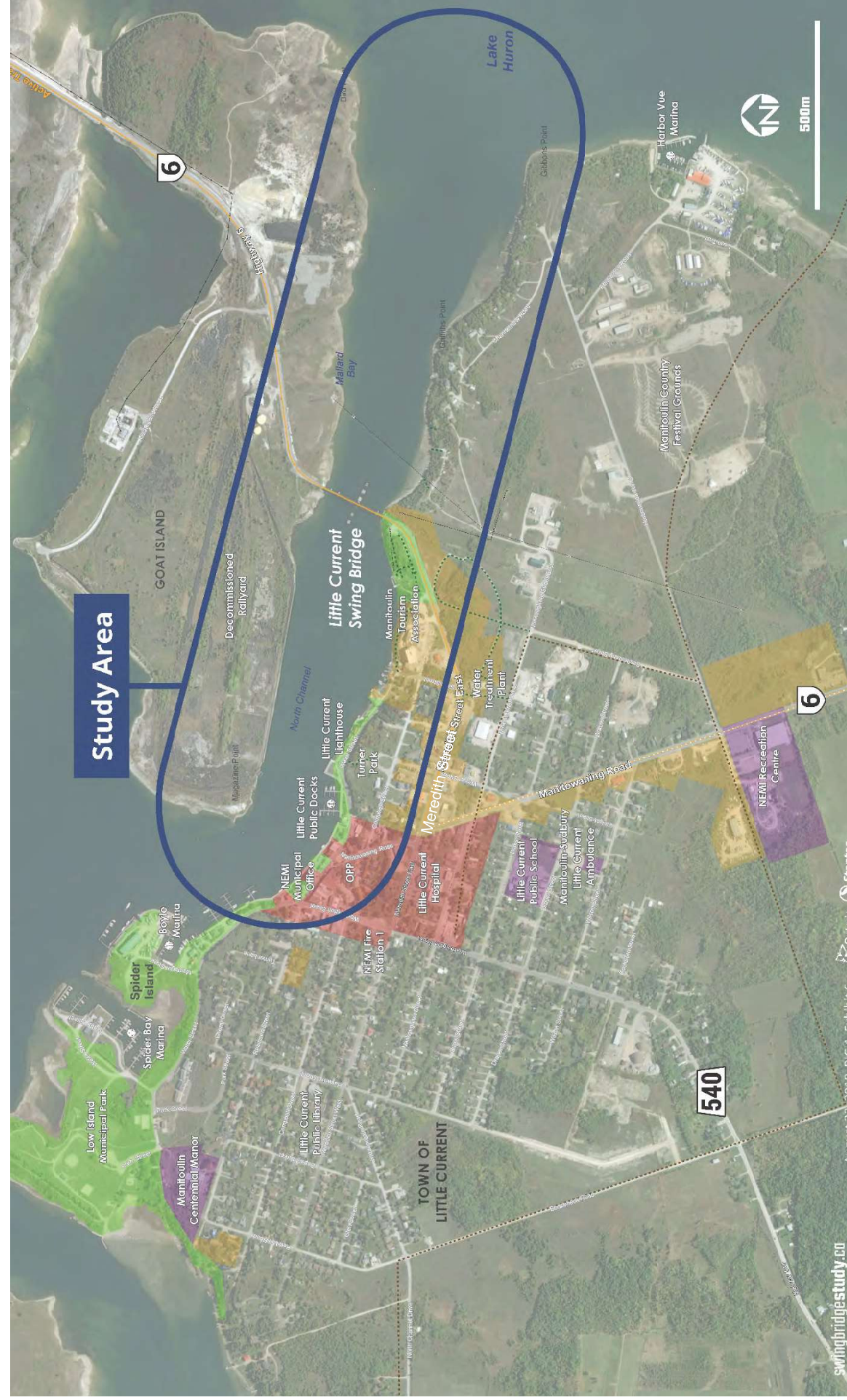
- Detail Design of the Recommended Plan
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Background

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Study Area



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This involves two levels of analysis:

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Alternatives to the Undertaking

Do Nothing



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Replace with a Ferry



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A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.

Replace with a 2-lane Fixed Bridge



A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.

Investigations



Engineering

- Traffic and safety
- Bridge
- Foundations
- Drainage & Hydrology
- Highway
- Electrical



Natural Environment

- Terrestrial Ecosystems
- Aquatic (Fish and Fish Habitat)
- Species at Risk



Socio-economic

- Heritage
- Archaeology
- Business Impact Assessment
- Noise
- Air Quality and Greenhouse Gas

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018
SDR 30-day Review	Fall 2018
PIC and CISS 2	July 2019
PIC and CISS 3	July 2020
TESR 30-day Review	September 2020



Questions?

Project Team Members in Attendance (via teleconference)	Melissa Delfino, Project Manager, MTO Jane Haddow, Senior Environmental Planner, Stantec Gregg Cooke, Project Manager, Stantec Diana Addley, Senior Environmental Planner, Stantec
Representatives in Attendance	Hazel Recollet, CEO, UCCMM Zoe Corbiere, Community Consultation Technician, UCCMM Chief Patsy Corbiere, Aundeck Omni Kaning First Nation Chief Linda Debassige, M'Chigeeng First Nation Chief Dean Roy, Sheshegwaning First Nation Chief Andrew Aguonie, Sheguiandah First Nation Chief Irene Kells, Zhiibaahaasing First Nation Kevin Mossip, Councillor, Zhiibaahaasing First Nation
Displays	Attached.
Next Steps/Action items	<ul style="list-style-type: none">Incorporate the key feedback received from the First Nations in the presentation materials/PIC 3 displays, particularly with respect to Traditional Territory and significance of the water way/North channel

Summary of Comments/Questions and Responses:

Question/Comment	Response
Who makes the final decision on the preferred plan?	The Class Environmental Assessment (EA) is a public process, and all comments and feedback received during the course of the study are reviewed and considered by the project team. While the ultimate decision on the Recommended Plan is determined by MTO, the feedback received throughout the planning and decision-making process is considered.
So the final decision is not made by NEMI?	
There doesn't seem to be any recognition of the feedback received from the First Nations in this presentation. You've visited our communities, and you have heard about our treaty rights and how we value the waterway, but there is no mention of that here. It doesn't look like this feedback is taken seriously. There needs to be recognition of the feedback you've received from our communities.	Please be assured that these comments have been heard and are being considered. We recognize that those specific comments are not noted in the presentation, although the comments presented here are very general in nature. We will be sure to make it clear what we have heard from the First Nations.
When will the construction of the new bridge be completed?	The purpose of this study is to have a plan in place for when replacement of the bridge is needed. There is no imminent need to replace the bridge. As such, the project isn't currently in the MTO's capital funding program.
The United Chiefs & Councils of Mnidoo Mnising (UCCMM) Tribal Council have a claim on lake bed. This will impact your project.	Noted.
You will be receiving a follow up letter from us following this meeting.	Noted.

UCCMM Meeting

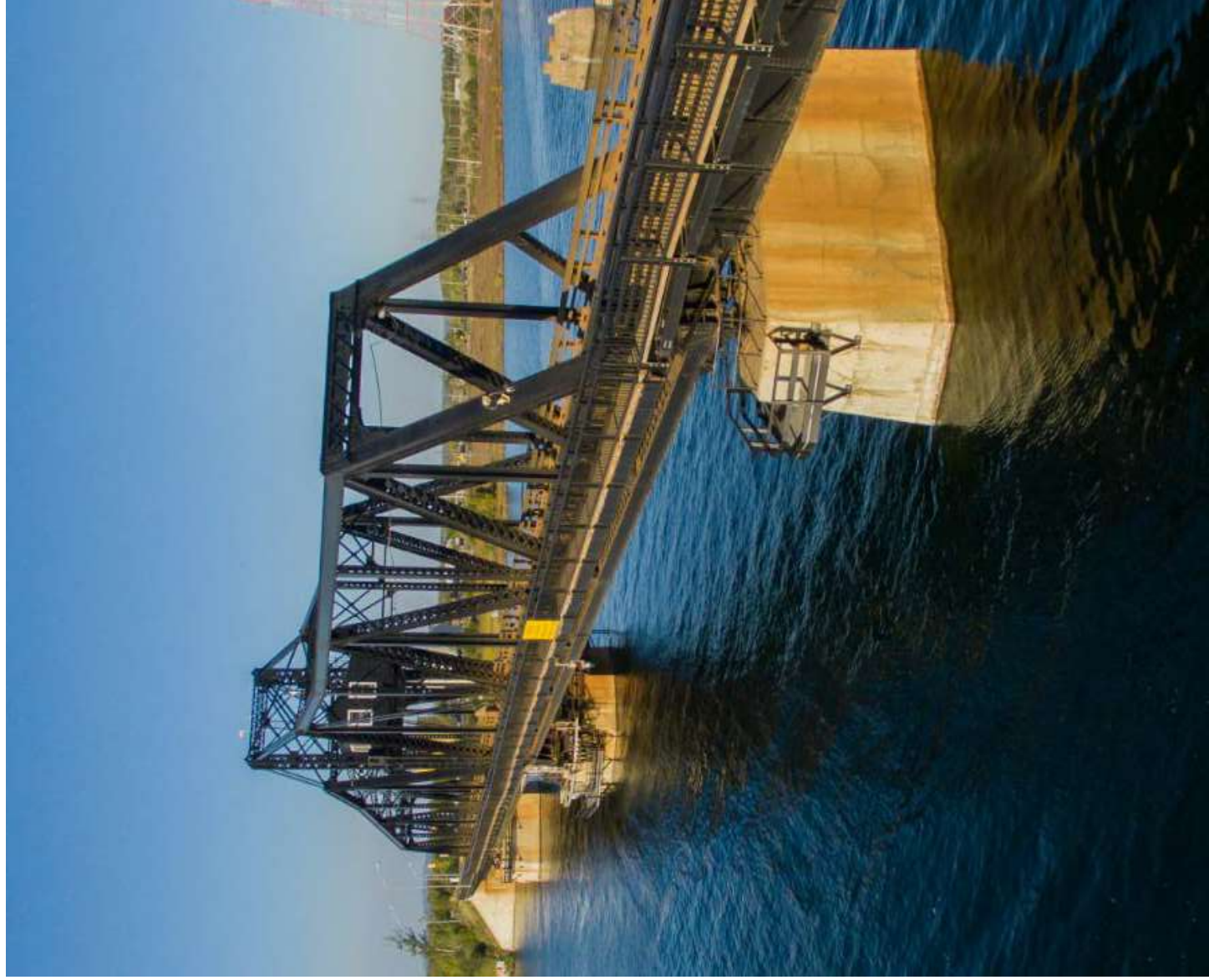


Question/Comment	Response
If the bridge was replaced, would it be in the same location? How deep would a tunnel have to go?	<p>If a tunnel or fixed bridge is selected, the new connection would have to be moved a fair distance to the east of its existing location. These options would require significant approaches and a larger area of land would be required to accommodate these structures.</p> <p>For this reason, it would be too challenging to construct a tunnel or fixed bridge in the same location. However, based on the information we have gathered to date, a tunnel would have to be constructed approximately 10 m below the bottom of the channel. Additional engineering work is required to confirm this assumption.</p>



L I T T L E C U R R E N T
S W I N G B R I D G E S T U D Y

February 24, 2020
UCCMM Board of Directors Meeting



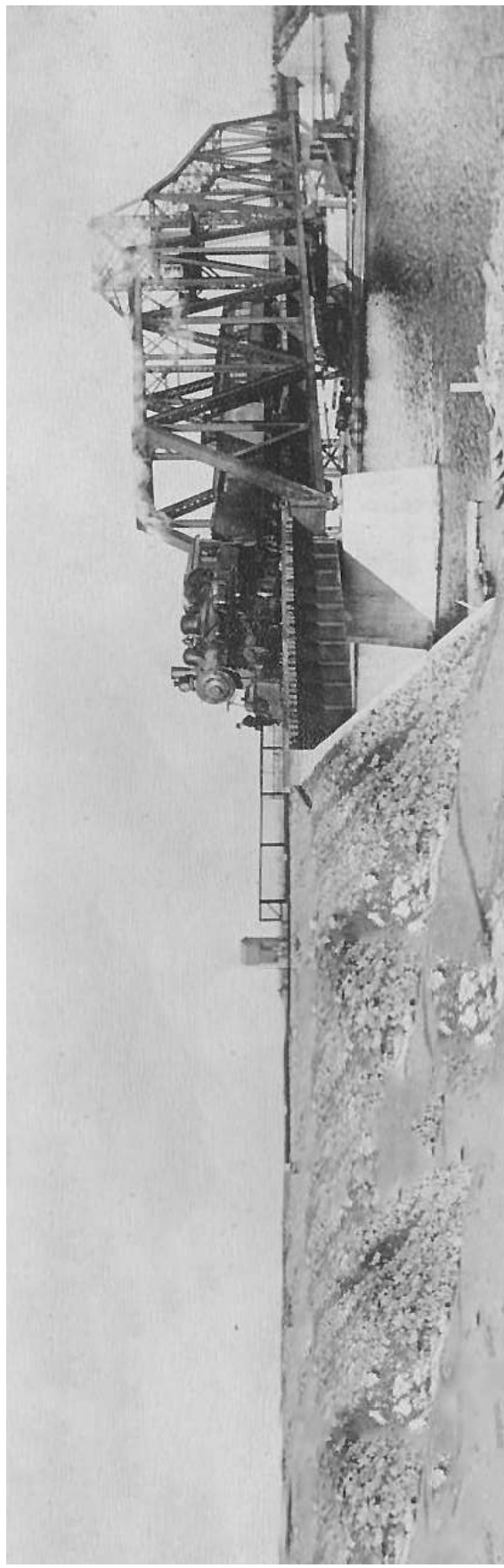
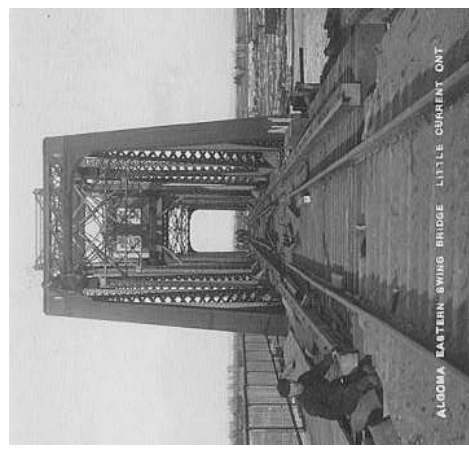
Agenda

1. Study Process
2. Transportation Needs Assessment
3. Planning Alternatives
4. Evaluation Process
5. Heritage and Conservation
6. Next Steps
7. Questions

2

Background

- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
- Swing bridge includes two 56 m spans
- Modified in 1946 to allow motor vehicles
- Railway track removed in 1980
- Existing sidewalk on west side of bridge
- Listed on the Ontario Heritage Bridge List and is a property of local and provincial significance

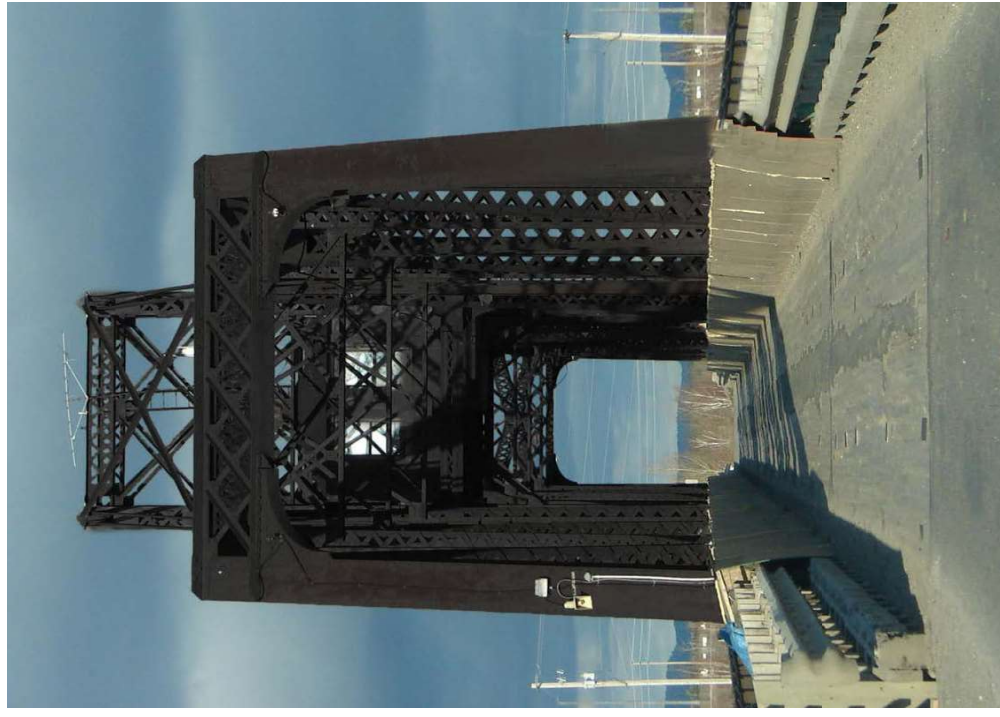


3

Study Process

Study Purpose

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Study Phases

Phase	Activities	
Transportation Needs Assessment	<ul style="list-style-type: none">• Develop Problem and Opportunity Statements• Identify Alternatives to the Undertaking (“Alternatives to”)	PIC1 and CISS1
Planning	<ul style="list-style-type: none">• Publish Study Design Report (SDR)• Develop Planning Alternatives (“Alternative Methods”)• Evaluate Planning Alternatives• Select Preferred Alternative	30-day Review PIC2 and CISS2
Preliminary Design	<ul style="list-style-type: none">• Develop Recommended Plan• Confirm Environmental Impacts and Mitigation	PIC3 and CISS3
Documentation and Environmental Clearance	<ul style="list-style-type: none">• Publish Transportation Environmental Study Report• Obtain Environmental Clearance	30-day Review
Future Phases	<ul style="list-style-type: none">• Detail Design of the Recommended Plan• Property Acquisition and Utility Relocation• Construction	

Transportation Needs Assessment Phase

Alternatives to the Undertaking

Do Nothing



The 'Do Nothing' alternative will be considered as part of a separate cultural heritage evaluation process.



Replace with a
Ferry



The Ferry alternative will not be carried forward as it does not address all the identified problem and opportunity statements.

Replace with a 2-lane
Tunnel



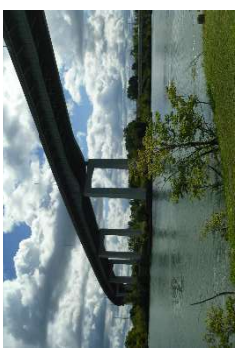
Carried forward to the Planning Phase which will include the development of alignment and tunnel structure type alternatives.

Replace with a
Moveable Bridge



Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Replace with a 2-lane
Fixed Bridge



Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Planning Alternatives

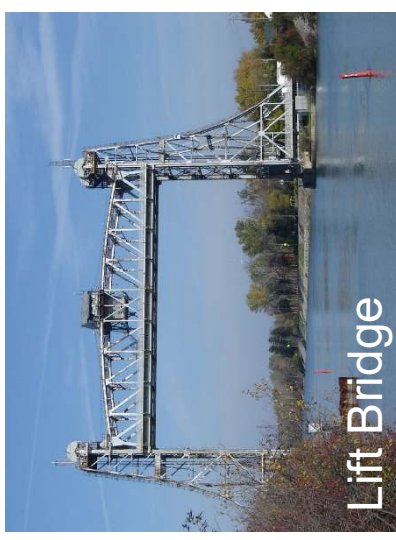
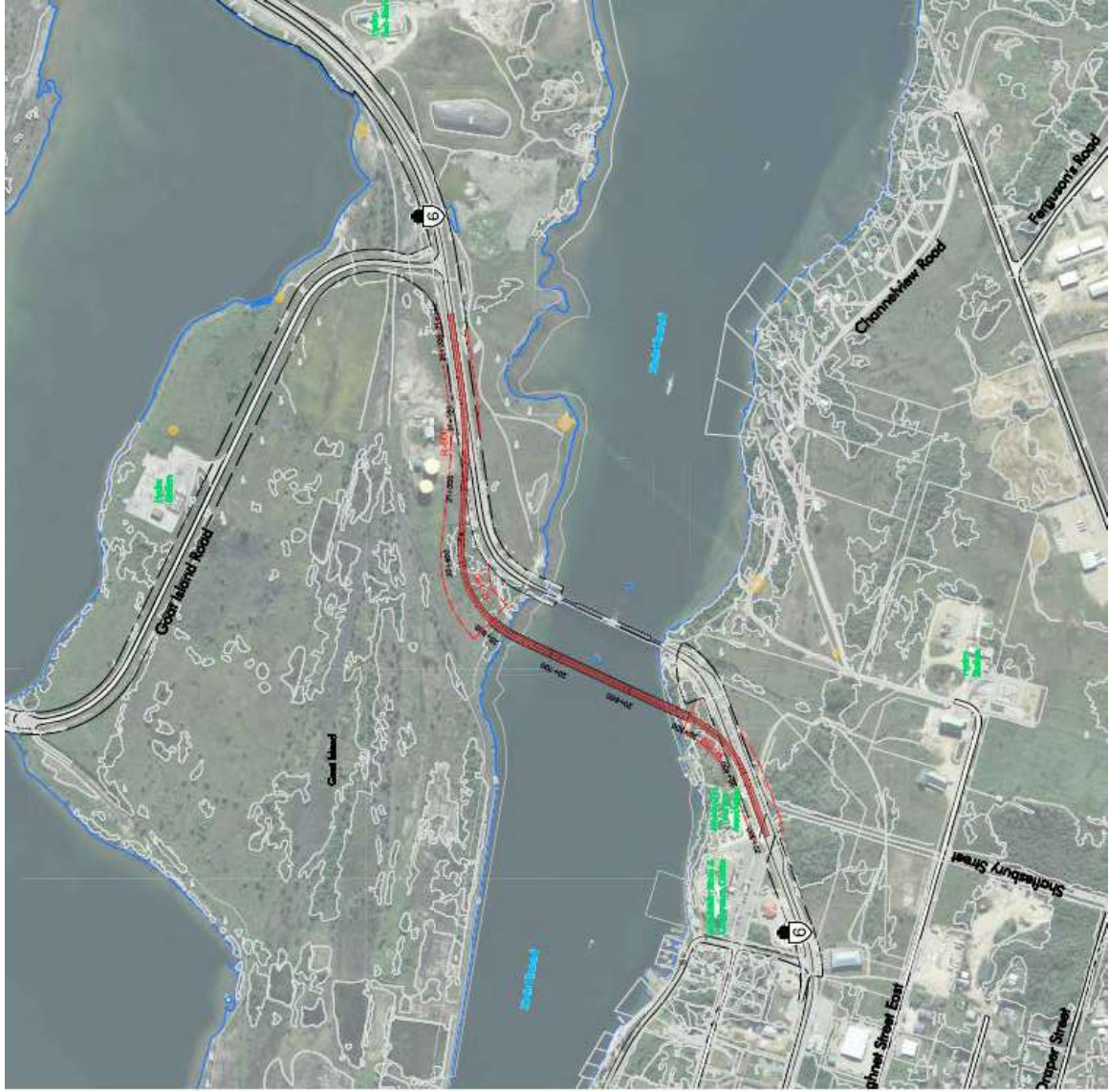
Corridor Alternatives



- | | |
|-----|---------------------|
| ✗ 1 | Movable Bridge |
| ✓ 2 | Movable Bridge |
| ✗ 3 | Movable Bridge |
| ✓ 4 | Movable Bridge |
| ✓ 5 | Fixed Bridge/Tunnel |
| ✓ 6 | Fixed Bridge/Tunnel |
| ✗ 7 | Fixed Bridge/Tunnel |

10

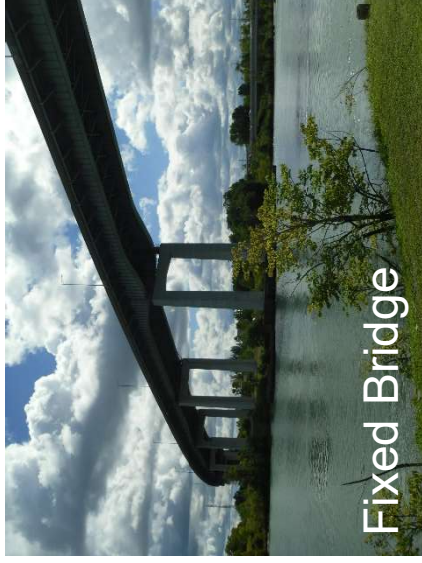
Alternative 2



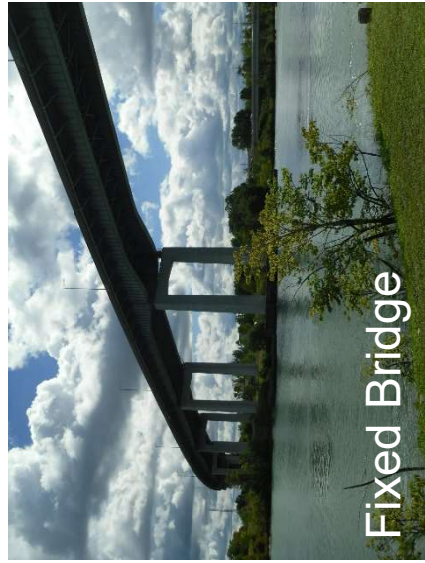
Alternative 4



Alternative 5a/5b



Alternative 6a/6b



Fixed Bridge



Tunnel

Structure Alternatives



Swing Bridge



Lift Bridge

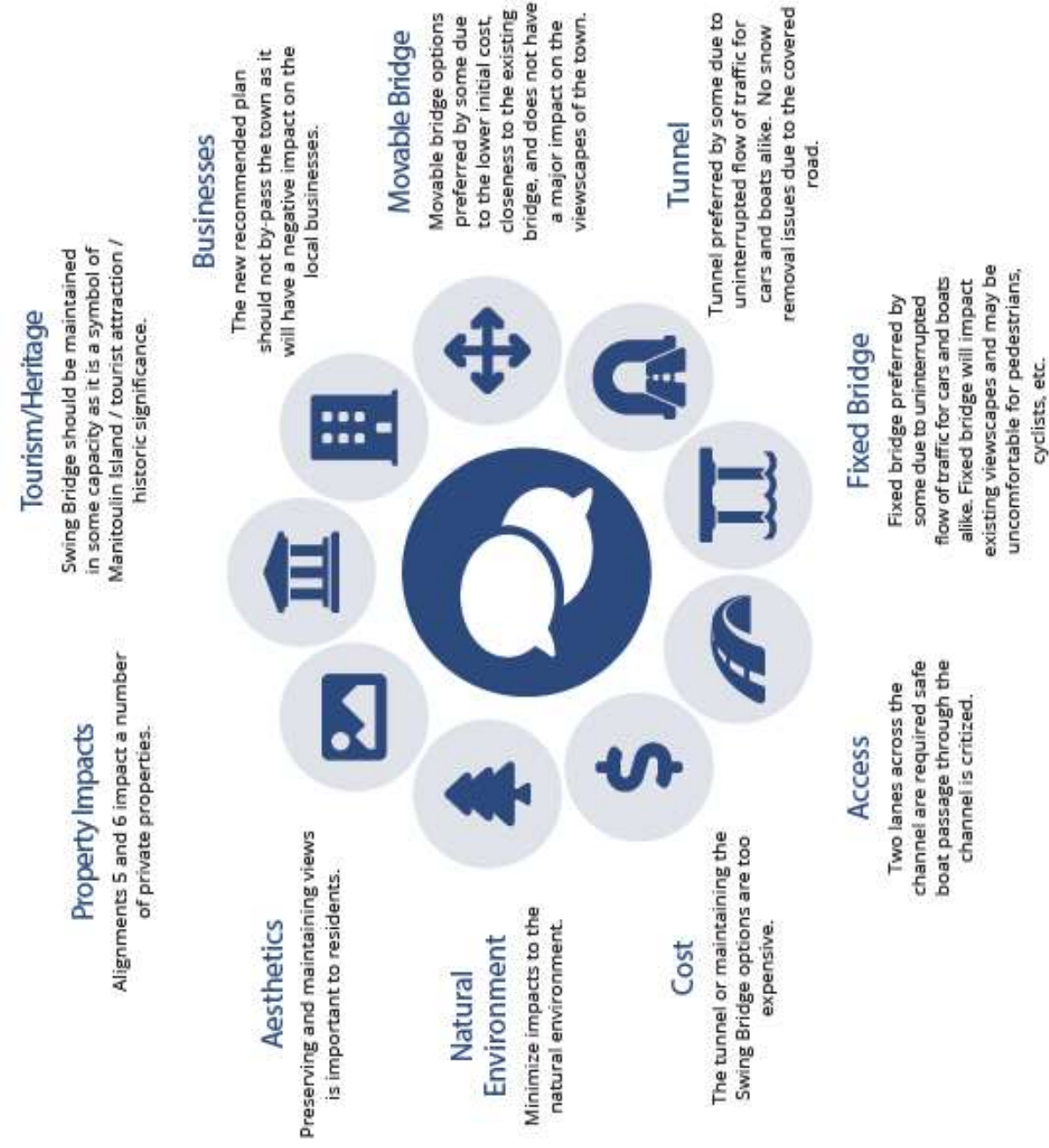


Bascule Bridge



Fixed Bridge

What Have We Heard?



Evaluation of Alternatives

Evaluation Criteria

Engineering	Environment	Community
<ul style="list-style-type: none">• Traffic Operations• Geometrics & Safety• Constructability• Utilities• Cost	<ul style="list-style-type: none">• Terrestrial• Fish & Fish Habitat• Species of Conservation Concern• Environmentally Sensitive Areas• Designated Areas	<ul style="list-style-type: none">• Property• Emergency Services• Recreation & Tourism• Access to Businesses• Visual Aesthetics• Contamination• Built & Cultural Heritage• Archaeology

Heritage & Conservation



Heritage & Conservation

The Little Current Swing Bridge was built in 1913 and operated as a rail bridge until 1946, when the bridge was modified to allow motor vehicles to cross. Train service to Manitoulin Island was ended in the 1980s and the railway track was removed from the bridge decking. The bridge is a five-span bridge with a centre pivot swing bridge consisting of two 56 m spans. There is a sidewalk on the west side of the bridge. The bridge is listed on the Ontario Heritage Bridge List and MTO recognizes that the bridge has heritage value.



Ontario Heritage Bridge Guidelines

The Ministry of Transportation Ontario *Ontario Heritage Bridge Guidelines for Provincially Owned Bridges* provides a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required. The Guidelines provide a process for conservation options that will be considered as part of this study.

The project team has completed a *Cultural Heritage Evaluation Report* (CHER) for the bridge. As part of the CHER, the bridge was evaluated using the Ontario Heritage Bridge Guidelines (OHBG) and Ontario Heritage Act regulations and it was determined to be of historical and provincial significance. The bridge is a rare remaining example of the movable swing bridge type within the province. It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually and historically linked to its surroundings.

Following the determination that the bridge has provincial significance and is confirmed on the Ontario Heritage Bridge Guidelines, the project must follow the Ontario Heritage Bridge Guidelines Conservation Options as part of the evaluation process for the existing bridge. The conservation options that must be considered are shown at right.

The project team will undertake the following tasks as part of the cultural heritage scope of work:

- Active and ongoing consultation with the Ministry of Tourism, Culture and Sport and other stakeholders on the existing bridge and other potential heritage resources
- Complete a Heritage Impact Assessment (HIA) to identify potential impacts to the existing bridge and other potential heritage resources as a result of a Preferred Plan and proposed protection measures
- Complete a Strategic Conservation Plan (SCP) to complete a conditions assessment, and develop conservation strategies and an implementation and monitoring framework
- Complete the Ontario Heritage Bridge Conservation Options evaluation and selection of option

The results of the conservation options evaluation will be documented in the *Transportation Environmental Study Report* (TESR).

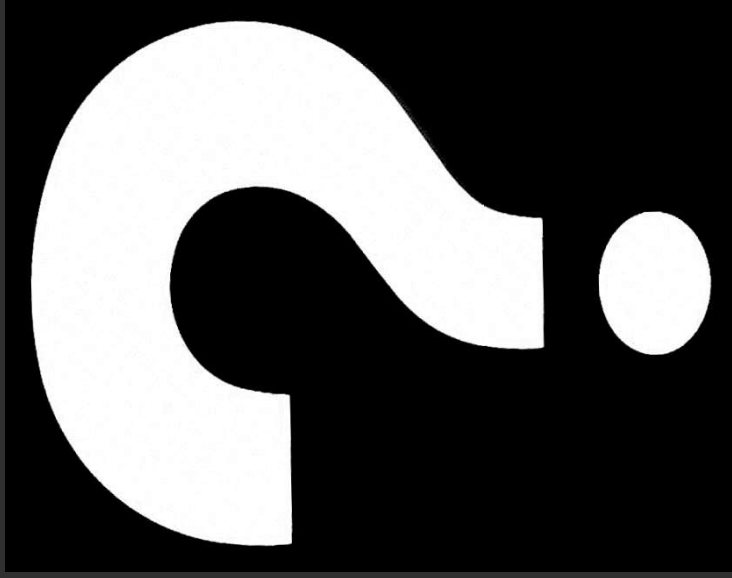
Heritage & Conservation

Bridge Conservation Options	
1. Retention of existing bridge with no major modifications undertaken	5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design	6. Retain existing bridge as heritage monument for viewing purposes only
3. Retention of the existing bridge with sympathetic modification	7. Relocation of existing bridge to new location for continued or adaptive use
4. Retention of existing bridge with sympathetically designed new structure in proximity	8. Bridge removal and replacement with a sympathetically designed structure

Next Steps

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018 ✓
SDR 30-day Review	Fall 2018 ✓
PIC and CISS 2	July 2019 ✓
PIC and CISS 3	August 2020
TESR 30-day Review	November 2020



Questions?

F.7 Letter Notices of Study Updates





Stantec Consulting Ltd.

200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2020
File: 165001086

Attention: Hazel Recollet, CEO
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551
P.O Box 275
M'Chigeeng ON P0P 1G0

Dear Ms. Recollet,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update**

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. This letter has been prepared to provide you with an update on this study.

To date, two Public Information Centres and two rounds of Community Information Sharing Sessions (CISSs) have been held for this study. The second round of CISSs was held in July 2019, and provided community members with an opportunity to review and provide input to the assessment of Alternatives to the Undertaking, the preliminary design alternatives, the proposed evaluation criteria and evaluation process, and to address questions or concerns directly with representatives of the project team.

Following PIC 2 and our presentation to United Chiefs and Councils of Mnidoo Mnising (UCCMM) Board of Directors Meeting, held on Monday, February 24, 2020, the project team has been reviewing input from stakeholders, Indigenous communities, agencies and the public, and is in the process of evaluating alternative design concepts. To support the evaluation process, archaeological and geotechnical field investigations are being planned in late summer. This will include a Stage 1 marine desktop archaeological assessment (AA) for the portion of the north channel located on the north side of the existing bridge, a Stage 2 land AA at the north and south sides of the channel and in-water and on-land geotechnical testing to determine the conditions of the subsurface and bedrock materials at the site. The

August 14, 2020
Hazel Recollet, United Chiefs and Councils of Mnidoo Mnising
Page 2 of 2

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update**

findings of the archaeological assessments will be documented within draft Stage 1 Marine Archaeological Assessment and draft Stage 2 Archaeological Assessment reports, and shared with UCCMM for review and approval as soon as they are available.

Due to the COVID-19 pandemic, the third and final round of consultation events has been delayed; however, it is anticipated that a preliminary preferred plan will be presented publicly in fall/winter 2020. The project team has been and will continue to evaluate the feasibility of in-person presentations for PIC 3; however, the team may seek to present the materials online depending on physical distancing requirements at that time. Additional information regarding PIC 3 will be provided as it becomes available. Notification of project updates and/or consultation events will be provided via letters, email, telephone, and the project website will continue throughout the study and the project website, www.swingbridgestudy.ca, will continue to provide project information and updates.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

c. Zoe Corbiere, Community Consultation Technician, UCCMM
Chief Patsy Corbiere, Aundeck Omni Kaning First Nation
Chief Linda Debassige, M'Chigeeng First Nation
Chief Dean Roy, Sheshegwaning First Nation
Chief Andrew Aguonie, Sheshegwaning First Nation
Chief Irene Kells, Zhiibaahaasing First Nation
Chief Dean Roy, Sheshegwaning First Nation
Chief Shining Turtle, Whitefish River First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.

200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2020
File: 165001086

Attention: Chief Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong ON P0P 2J0

Dear Chief Peltier,

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update**

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. This letter has been prepared to provide you with an update on this study.

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August 14, 2020
Chief Duke Peltier
Page 2 of 2

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update**

Stage 2 Archaeological Assessment reports, and shared with Wiikwemkoong for review and approval as soon as they are available.

Due to the COVID-19 pandemic, the third and final round of consultation events has been delayed; however, it is anticipated that a preliminary preferred plan will be presented publicly in fall/winter 2020. The project team has been and will continue to evaluate the feasibility of in-person presentations for PIC 3; however, the team may seek to present the materials online depending on physical distancing requirements at that time. Additional information regarding PIC 3 will be provided as it becomes available. Notification of project updates and/or consultation events will be provided via letters, email, telephone, and the project website will continue throughout the study and the project website, www.swingbridgestudy.ca, will continue to provide project information and updates.

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Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

c. K. Wassegijig, S. Wabegijig – Wiikwemkoong Unceded Territory
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Elvis J. Mishibinijima
Sheguiandah First Nation
1472 Ogemah Miikan Road
P.O. Box 101
Sheguiandah, ON P0P 1W0

Dear Chief Mishibinijima,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

The Highway 6 Little Current Swing Bridge Study was initiated on July 4, 2018. Since commencement of this study, Community Information Sharing Sessions (CISSs) and Public Information Centres (PICs) were held in person within various communities in August and October 2018 (CISS/PIC 1) and July 2019 (CISS/PIC 2). The purpose of these events was to present and gather feedback on the transportation problems and opportunities, existing study area conditions, the alternatives to the undertaking, alternative alignment and structure type alternatives, proposed evaluation criteria and evaluation process, and heritage conservation options for the existing bridge.

Due to the COVID-19 pandemic and associated physical distancing requirements, an online Public Information Centre (PIC) was shared on the study website (swingbridgestudy.ca) in lieu of in person community sessions. Online PIC 3 was held between March 30 and April 30, 2021, and included a recorded presentation offered in both English and Anishinaabemowin. A hard copy of the online PIC materials (community posters, presentation displays, transcript and comment form) was also delivered to the administration offices of each community in March 2021. The purpose of Online PIC 3 was to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. A copy of the Online PIC 3 presentation is attached to this letter.

Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the detail design stage will need to be completed for the Recommended Plan, including further consultation, before any construction activities are started.

Reference: Highway 6 Little Current Swing Bridge Update

The existing bridge is the oldest and longest known example of a swing bridge within the province and has been identified by MTO as a Provincial Heritage Property of Provincial Significance (PHPPS) under the Ontario Heritage Act (OHA). Under the 2010 Standards and Guidelines for Conservation of Provincial Heritage Properties, (Standards and Guidelines) and the MTO's Ontario Heritage Bridge Guidelines (Interim 2008) (OHBG), consent of the Minister of Citizenship and Multiculturalism must be obtained prior to the demolition or removal of any building or structure located on a PHPPS. In addition, a Heritage Impact Assessment (HIA) was prepared. A copy of the HIA report, including a cover letter requesting any feedback regarding the findings and recommendations documented in the HIA, was mailed and emailed to the United Chiefs and Councils of Mnidoo Mnising (UCCMM) and its member First Nations, Wiikwemkoong First Nation, stakeholders and other Interested persons in January 2022. Notification of the HIA was also posted on the study website to indicate that the HIA report was available for a 30-day review period from January 7, 2022 to February 7, 2022. In consideration of feedback received, the HIA was updated and submitted to support MTO's Request for the Minister of Citizenship and Multiculturalism consent.

On November 2, 2022, the Minister of Citizenship and Multiculturalism provided consent for the removal of the existing swing bridge. The MTO is now preparing a Transportation Environmental Study Report (TESR) to document the entire Class EA study process for this project. A Notice of TESR Completion will be mailed and emailed to UCCMM and its member First Nations, Wiikwemkoong First Nation, agencies, stakeholders, and other Interested persons, to indicate that the TESR has been completed and is available for review and comment. This notice will also be posted in the Manitoulin Expositor, Sudbury Star, and Manitoulin West Recorder newspapers, and will indicate that the TESR is available for a 30-day public comment period.

A digital copy of the TESR will be posted on the study website. In addition, we would like to arrange for a hard copy of the TESR to be couriered to your administration office. A member of the study team will contact the administration office in the coming weeks to help coordinate distribution of the Notice of TESR Completion to your community members, and any other methods of notification that would be suitable for your community, to let them know that a copy of the TESR is available for review online or at the administration office.

While the Class EA for this project is nearing completion, the timing of the detail design and construction will be future stages in this project, and further consultation and design is required before any construction activities are planned. Additional community engagement will be undertaken during the detail design stage to:

- Develop and confirm the community engagement plan for the subsequent design stages of this project
- Develop an Interpretation and Commemoration Plan for the existing Little Current Swing Bridge
- Discuss items of importance to your community

Reference: Highway 6 Little Current Swing Bridge Update

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments or concerns, and/or wish to meet with members of the study team to discuss this study in more detail, please contact **Kristin Franks, Manager, Regional Services and Relationships (MTO)** at Kristin.Franks@ontario.ca or (705) 497-5264, or myself at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.



Diana Addley

Senior Environmental Planner

Phone: 905-415-6401

Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

- c. Crystal Madahbee, Sheguiandah First Nation
- Melissa Delfino, Ministry of Transportation Ontario
- Jane Haddow, Ministry of Transportation Ontario
- Kristin Franks, Ministry of Transportation Ontario
- Terri Rogers, Ministry of Transportation Ontario
- Gregg Cooke, Stantec Consulting Ltd.
- Tim Belliveau, Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Patsy Corbiere

Aundeck-Omni-Kaning First Nation
13 Hill Street, Administration Office
R.R.#1, Comp 21
Little Current, ON P0P 1K0

Dear Chief Corbiere,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

The Highway 6 Little Current Swing Bridge Study was initiated on July 4, 2018. Since commencement of this study, Community Information Sharing Sessions (CISSs) and Public Information Centres (PICs) were held in person within various communities in August and October 2018 (CISS/PIC 1) and July 2019 (CISS/PIC 2). The purpose of these events was to present and gather feedback on the transportation problems and opportunities, existing study area conditions, the alternatives to the undertaking, alternative alignment and structure type alternatives, proposed evaluation criteria and evaluation process, and heritage conservation options for the existing bridge.

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Reference: Highway 6 Little Current Swing Bridge Update

The existing bridge is the oldest and longest known example of a swing bridge within the province and has been identified by MTO as a Provincial Heritage Property of Provincial Significance (PHPPS) under the Ontario Heritage Act (OHA). Under the 2010 Standards and Guidelines for Conservation of Provincial Heritage Properties, (Standards and Guidelines) and the MTO's Ontario Heritage Bridge Guidelines (Interim 2008) (OHBG), consent of the Minister of Citizenship and Multiculturalism must be obtained prior to the demolition or removal of any building or structure located on a PHPPS. In addition, a Heritage Impact Assessment (HIA) was prepared. A copy of the HIA report, including a cover letter requesting any feedback regarding the findings and recommendations documented in the HIA, was mailed and emailed to the United Chiefs and Councils of Mnidoo Mnising (UCCMM) and its member First Nations, Wiikwemkoong First Nation, stakeholders and other Interested persons in January 2022. Notification of the HIA was also posted on the study website to indicate that the HIA report was available for a 30-day review period from January 7, 2022 to February 7, 2022. In consideration of feedback received, the HIA was updated and submitted to support MTO's Request for the Minister of Citizenship and Multiculturalism consent.

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While the Class EA for this project is nearing completion, the timing of the detail design and construction will be future stages in this project, and further consultation and design is required before any construction activities are planned. Additional community engagement will be undertaken during the detail design stage to:

- Develop and confirm the community engagement plan for the subsequent design stages of this project
- Develop an Interpretation and Commemoration Plan for the existing Little Current Swing Bridge
- Discuss items of importance to your community

Reference: Highway 6 Little Current Swing Bridge Update

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments or concerns, and/or wish to meet with members of the study team to discuss this study in more detail, please contact **Kristin Franks, Manager, Regional Services and Relationships (MTO)** at Kristin.Franks@ontario.ca or (705) 497-5264, or myself at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.



Diana Addley

Senior Environmental Planner

Phone: 905-415-6401

Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

- c. Peter Nahwegahbow, Aundeck-Omni-Kaning First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Linda Debassige
M'Chigeeng First Nation
53 Highway 551
P.O. Box 333
M'Chigeeng First Nation, ON P0P 1G0

Dear Chief Debassige,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

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November 22, 2022
Chief Linda Debassige
Page 2 of 3

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Reference: Highway 6 Little Current Swing Bridge Update

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Regards,

Stantec Consulting Ltd.



Diana Addley

Senior Environmental Planner

Phone: 905-415-6401

Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

- c. Marlene Debassige, M'Chigeeng First Nation
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- Jane Haddow, Ministry of Transportation Ontario
- Kristin Franks, Ministry of Transportation Ontario
- Terri Rogers, Ministry of Transportation Ontario
- Gregg Cooke, Stantec Consulting Ltd.
- Tim Belliveau, Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Elvis J. Mishibinijima

Sheguiandah First Nation
1472 Ogemah Miikan Road
P.O. Box 101
Sheguiandah, ON P0P 1W0

Dear Chief Mishibinijima,

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Design with community in mind

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- Develop and confirm the community engagement plan for the subsequent design stages of this project
- Develop an Interpretation and Commemoration Plan for the existing Little Current Swing Bridge
- Discuss items of importance to your community

Reference: Highway 6 Little Current Swing Bridge Update

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Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3
c. Crystal Madahbee, Sheguiandah First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning, ON P0P 1X0

Dear Chief Roy,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

The Highway 6 Little Current Swing Bridge Study was initiated on July 4, 2018. Since commencement of this study, Community Information Sharing Sessions (CISSs) and Public Information Centres (PICs) were held in person within various communities in August and October 2018 (CISS/PIC 1) and July 2019 (CISS/PIC 2). The purpose of these events was to present and gather feedback on the transportation problems and opportunities, existing study area conditions, the alternatives to the undertaking, alternative alignment and structure type alternatives, proposed evaluation criteria and evaluation process, and heritage conservation options for the existing bridge.

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Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the detail design stage will need to be completed for the Recommended Plan, including further consultation, before any construction activities are started.

November 22, 2022
Chief Dean Roy
Page 2 of 3

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Regards,

Stantec Consulting Ltd.



Diana Addley

Senior Environmental Planner

Phone: 905-415-6401

Email: Diana.Addley@stantec.com

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- c. Jessica Sampson, Sheshegwaning First Nation
- Melissa Delfino, Ministry of Transportation Ontario
- Jane Haddow, Ministry of Transportation Ontario
- Kristin Franks, Ministry of Transportation Ontario
- Terri Rogers, Ministry of Transportation Ontario
- Gregg Cooke, Stantec Consulting Ltd.
- Tim Belliveau, Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Ms. Hazel Recollet, Chief Executive Officer

United Chiefs and Councils of Mnidoo Mnisig
1110 Highway 551,
P.O. Box 275
M'Chigeeng ON P0P 1G0

Dear Ms. Recollet,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

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Regards,

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Diana Addley

Senior Environmental Planner

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Kristin Franks, Ministry of Transportation Ontario
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Tim Belliveau, Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Shining Turtle

Whitefish River First Nation
17A Rainbow Ridge Road
P.O. Box 188
Birch Island, ON P0P 1A0

Dear Chief Shining Turtle,

Reference: Highway 6 Little Current Swing Bridge Update

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Regards,

Stantec Consulting Ltd.



Diana Addley

Senior Environmental Planner

Phone: 905-415-6401

Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

- c. Glen Forrest, Whitefish River First Nation
- Stephen McGregor, Whitefish River First Nation
- Melissa Delfino, Ministry of Transportation Ontario
- Jane Haddow, Ministry of Transportation Ontario
- Kristin Franks, Ministry of Transportation Ontario
- Terri Rogers, Ministry of Transportation Ontario
- Gregg Cooke, Stantec Consulting Ltd.
- Tim Belliveau, Stantec Consulting Ltd.



Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022

File: 165001086, GWP 5268-14-00

Attention: Chief Duke Peltier

Wiikwemkoong Unceded Territory

19A Complex Drive

P.O. Box 112

Wikwemikong, ON P0P 2J0

Dear Chief Peltier,

Reference: Highway 6 Little Current Swing Bridge Update

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Design with community in mind

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Stantec Consulting Ltd.



Diana Addley

Senior Environmental Planner

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Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

- c. Sandra Wabegijig, Wiikwemkoong Unceded Territory
Kevin Wassegijig, Wiikwemkoong Unceded Territory
Kayla Jackson, Wiikwemkoong Unceded Territory
Mandy Richard, Wiikwemkoong Unceded Territory
Melissa Delfino, Ministry of Transportation Ontario
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road
P.O. Box 1
Zhiibaahaasing, ON P0P 1Y0

Dear Chief Sagon Kells,

Reference: Highway 6 Little Current Swing Bridge Update

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Diana Addley

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Email: Diana.Addley@stantec.com

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- c. Bobbissue Kells-Riberdy, Zhiibaahaasing First Nation
Melissa Delfino, Ministry of Transportation Ontario
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Swing Bridge Study - Online PIC 3

1.1 Online PIC 3



Hello, and thank you for joining us for this online Public Information Centre for the Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Class Environmental Assessment study.

1.2 How To Use This Presentation



To access a list of keyboard shortcuts, press “Shift” and “?” at any time. If you are using a mobile device, you can also swipe to go to the next slide. If you are using a screen reader, you can use the Tab key to tab through the elements on the screen.

The following is a list of the features of this presentation:

- **Transcript:** This presentation contains audio. If you do not have access to audio, you can follow along with the presentation using the Transcript tab. If you would like to open or close the transcript during the presentation, please select the 3 bars at the top of the page.
- **Table of Contents:** This is a summary of the topics covered in this presentation. You can use this menu to return to a previous slide.
- **Resources:** The presentation resources are available here.
- **Exit:** This button saves your progress and closes the presentation.
- **Volume:** This presentation contains audio. Turn on your speakers or headphones and use this button to control the volume of the presentation's audio.
- **Play/Pause:** You can use this button to play or pause the presentation.
- **Captions:** Use this button to turn on closed captions.

- **Progress Bar:** This shows your progress through each slide.
- **Refresh:** This will restart the content of the slide from the beginning.
- **Accessibility Controls:** This will open the built-in accessibility controls menu.
- **Previous and Next:** Use these buttons to advance in the presentation and to return to the previous slide.

This video presentation includes clickable links to allow you to view larger images and other study materials. You can close these links and return to the presentation by selecting the back button. When you are ready to proceed, click the Next button, or use the accessible keyboard shortcut (Ctrl Alt Period).

1.3 Welcome



This video presentation will provide you with an overview of this Class Environmental Assessment (or Class EA) study. A copy of the information presented in this online Public Information Centre will be available for your review on the project website, www.swingbridgestudy.ca.

This is the third and final Public Information Centre for this study. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC is being hosted online.

1.4 Study Purpose

Study Purpose

The purpose of this study is to identify a recommended plan which will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

The purpose of this online Public Information Centre is to present and gather your feedback on:

- The study background and information presented to date
- What we have heard from you
- The preliminary findings of investigations
- The evaluation of Planning Alternatives (corridor and structure alternatives)
- The Preliminary Preferred Plan and associated rationale
- Potential Impacts and preliminary proposed mitigation measures
- Next steps in the Class Environmental Assessment process

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Ontario

The Little Current Swing Bridge is located in the community of Little Current, within the Town of Northeastern Manitoulin and the Islands, in Northeastern Ontario.

The purpose of this study is to identify a recommended plan that will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

The purpose of this online Public Information Centre is to present and gather your feedback on:

- The study background and information presented to date
- What we have heard from you
- The preliminary findings of investigations
- The evaluation of Planning Alternatives (corridor and structure alternatives)
- The Preferred Plan and associated rationale
- Potential Impacts and preliminary proposed mitigation measures
- Next steps in the Class Environmental Assessment process

Additional resources are available for you to download on the project website so that you can take the time to review the information in more detail. A link to a

comment form is available on the last slide of this presentation for you to share your thoughts with the project team. A copy of this form is also available on the project website.

1.5 Study Process

Study Process

The Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study is being carried out under the requirements of the **Class Environmental Assessment for Provincial Transportation Facilities** (MTO, 2000), which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study.

Public Information Centre (PIC) 2 and the second round of Community Information Sharing Sessions (CISSs) were held in Summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review at the end of the study.

Class Environmental Assessment for Provincial Transportation Facilities

Ministry of Transportation

Ontario

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Ontario

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

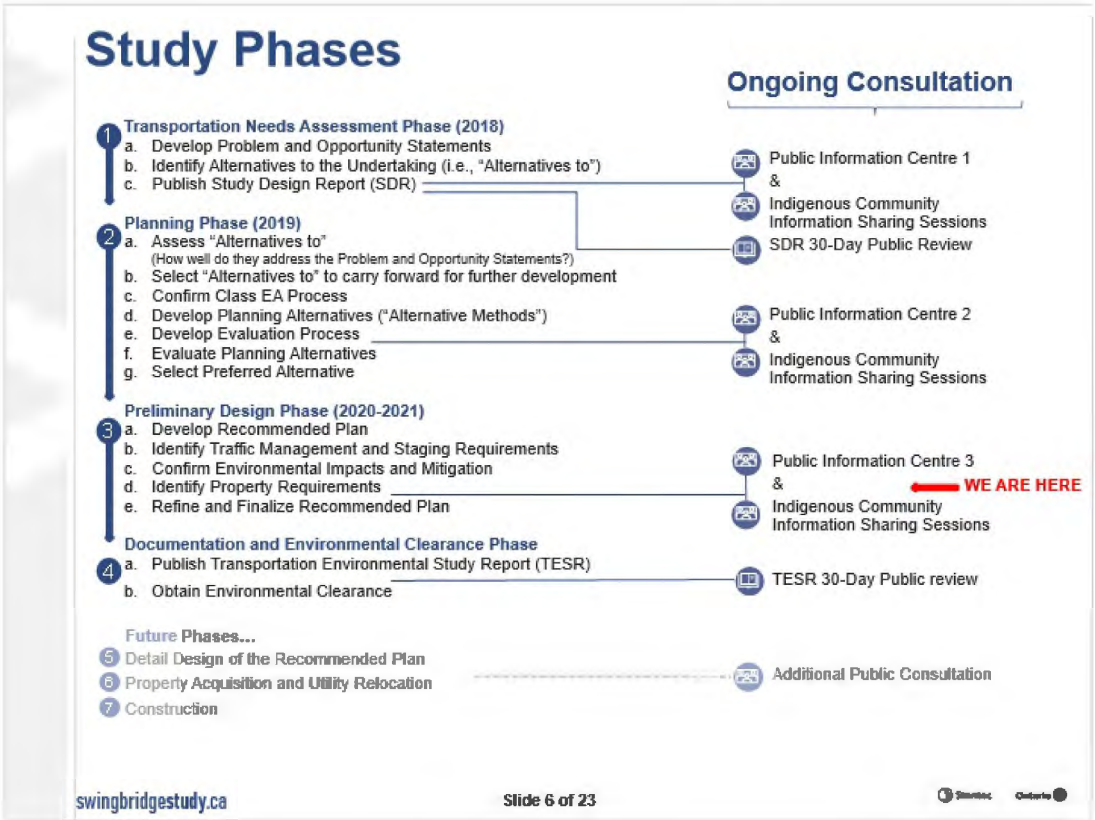
The MTO Class Environmental Assessment (or Class EA) process is an approved process for highway planning, design, and construction projects. The study is following the Group 'A' process, which requires the submission of a Study Design Report early in the study process to outline the approach for fundamental decision-making processes and the level of detail associated with the environmental and engineering work to be carried out during the study. The Study Design Report for this study was completed in November 2018 and is available for your review on the project website.

To date, two rounds of Public Information Centres and Community Information Sharing Sessions have been held as part of this study. The first round was held in

summer and fall of 2018, and the second round was held in summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A Transportation Environmental Study Report (or TESR) will be prepared and made available for a 30-day public review period at the end of the study.

1.6 Study Phases



The goal of projects or activities covered under the Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. The Class EA process consists of four main stages: Planning, Preliminary Design, Detail Design, and Construction. The Planning stage of a Class EA process may be preceded by a Transportation Needs Assessment stage, which focuses on determining what is needed.

A Transportation Needs Assessment was undertaken as part of this study to help to confirm the problems and opportunities, and to identify Alternatives to the Undertaking for the project. The first Public Information Centre and Indigenous Community Information Sharing Sessions were held at this stage of the study. A Study Design Report was then developed to document the Transportation Needs Assessment, define the study area, describe the Alternatives to the Undertaking, as

well as the Class EA process commitments for the balance of the study, including consultation. A copy of the Study Design Report is available for your review on the project website.

The Planning stage focuses on developing a plan for how the project should be done. This includes assessing how well the Alternatives to the Undertaking address the identified problems and opportunities and selecting alternatives to be carried forward for further development and evaluation. Environmental and engineering investigations are undertaken as part of this study process to support the evaluation process, and to determine existing conditions and potential impacts of each alternative. As part of this study, both corridor and structure alternatives were developed. A second Public Information Centre and Indigenous Community Information Sharing Sessions were held at this phase to present these alternatives and evaluation criteria. Feedback received at and following these consultation events was gathered and reviewed for consideration during the next phase of the study.

The Preliminary Design stage focuses on 'roughing out' a design or Preferred Plan in consideration of the feedback received and the findings of the evaluation, and to identify the potential environmental impacts and preliminary mitigation measures. This third and final Public Information Centre is being held to present the evaluation of alignment and structure alternatives, the Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures.

Following this Public Information Centre, the Preferred Plan will be refined and finalized. A Transportation Environmental Study Report, or TESR, will then be prepared to document the entire study process. The TESR will be published and made available for a 30-day public review period. Notification of the TESR Completion will be posted on the project website, within the Manitoulin Expositor, Manitoulin West Recorder, and Sudbury Star newspapers, and delivered via email or mail to those who have expressed an interest in the project.

Following the publishing of the TESR and review of the comments received, the project will be ready for Environmental Clearance. Environmental Clearance is an internal process that the MTO uses to help to ensure that the EA requirements have been met before construction begins.

Each stage or step in the process allows for structured decision-making and consultation as the study progresses.

The Detail Design and Construction stages will be future stages in this project. Additional public consultation will be undertaken during the Detail Design phase, the timing of which has not been scheduled.

- Replace with a 2-lane fixed bridge

An assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives.


The first round of public and Indigenous community consultation events were held in summer 2018 to present and solicit feedback on the problems and preliminary assessment of Alternatives to the Undertaking. Feedback received during this consultation period was considered while preparing the Study Design Report for the project. The Study Design Report was prepared and made available for public review and comment in late 2018. A copy of the report is provided on the project website.

The Alternatives to the Undertaking that were selected for further development and assessment for Phase 2 (the Planning Phase) of the Class EA process included replacing the bridge with a new 2-lane moveable bridge, fixed bridge, or tunnel. The Do Nothing and Ferry Alternatives did not address the problems identified in the study area and were not carried forward for further consideration.

1.9 Study Background: Phase 2 – Planning Phase


Study Background: Phase 2 – Planning Phase

Planning Alternatives
Planning alternatives considered both corridor and structural alternatives. The following Planning Alternatives were considered as part of this study. Selected alternatives were removed from further evaluation as follows:




- 1 Movable Bridge
- ✓ 2 Movable Bridge
- 3 Movable Bridge
- ✓ 4 Movable Bridge
- ✓ 5 Fixed Bridge/Tunnel
- ✓ 6 Fixed Bridge/Tunnel
- 7 Fixed Bridge/Tunnel


Movable Bridge Alternatives



Fixed Bridge



Tunnel



Preliminary Assessment of Planning Alternatives
Alternatives 1, 3 and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs.

Public Information Centre 2
The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and preliminary assessment of heritage conservation options.

A copy of the information presented at the second round of public and Indigenous community consultation events can be accessed at the link [here](#).

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The Planning Phase was initiated following the Transportation Needs Assessment phase. Planning alternatives considered both corridor and structural alternatives.

As shown on the map presented on this slide, seven corridor alternatives were considered. Alternatives 1, 3, and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs. Corridor alternatives 2 and 4 for moveable structures, and corridor alternatives 5 and 6 for fixed structures, were carried forward as viable alternatives.

The images on the right show the structure alternatives that were considered. Moveable bridge alternatives included: a bascule bridge, a swing bridge, and a lift bridge. Fixed structure alternatives included a fixed bridge and tunnel.

The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of Alternatives to the Undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and the preliminary assessment of heritage conservation options for the existing bridge.

1.10 What Have We Heard?

What Have We Heard?

Aesthetics
Preserving and maintaining the view in Little Current is important to residents

Water
First Nations have a special relationship with the water. It is traditional territory and impacts should be avoided

Natural Environment
Residents noted that the natural environment around the existing bridge is important

Cost
Cost of the alternative is a factor. Some residents noted that the tunnel and maintaining the Swing Bridge options are too expensive

Access
Two lanes across the channel are required for the new structure. Safe boat passage through the channel is required

Tourism/Heritage
Swing Bridge should be maintained in some capacity as it is a symbol of Manitoulin Island/tourist attraction/historic meaning to the people

Businesses
The new bridge or tunnel traffic should not by-pass the town as it will have a negative impact on the local businesses

Movable Bridge
Movable Bridge preferred by some due to the lower initial cost, closeness to the existing bridge, and does not have a major impact on the views of the town

Tunnel
Tunnel preferred by some due to uninterrupted flow of traffic for cars and boats alike. No snow removal issues due to the covered road, no impact to viewscape

Fixed Bridge
Fixed bridge preferred by some due to uninterrupted flow of traffic for cars and boats alike. Fixed bridge will impact existing viewscape

Majority of respondents prefer Alignment 2 and movable bridge options

Alignments 5 & 6 required for tunnel and fixed bridge alternatives incur significant property impacts

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Throughout the study, members of the public, external agencies, and Indigenous community members, including those from Wiikwemkoong Unceded Territory and the member nations of UCCMM Tribal Council, have provided input on various aspects of the project. Following the second Public Information Centre, the majority of respondents preferred Corridor Alternative 2 and a movable bridge option. While the fixed structure alternatives were preferred by some respondents, concerns regarding significant property impacts, the cost of fixed structures, and impacts to existing viewscales were noted. Suggestions to improve access for vehicles by providing a two-lane structure were received, and the need to maintain a safe passage for boats in the North Channel was noted. Concerns regarding a by-pass of the town were noted, as this could have a negative impact on local business operations. In addition, it is understood that the waterway is traditional to First Nations, and protection of the water during construction is critically important. Many concerns regarding impacts to the natural environment and cultural heritage significance of the existing bridge were noted by respondents, and the importance of these features has been recognized by the project team.

Throughout the study, the project team has solicited and considered feedback received, and you are encouraged to continue to share your thoughts as we continue to move forward with project planning.


1.11 Cultural Heritage - The Little Current Swing Bridge

Cultural Heritage - The Little Current Swing Bridge

- A Cultural Heritage Evaluation Report (CHER) was completed in 2019 to evaluate the existing bridge in accordance with O. Reg. 09/06, O. Reg. 10/06 and the Ontario Heritage Bridge Guidelines
- MTO has identified the existing bridge as a provincial heritage property of provincial significance.
- The existing bridge is the oldest and longest known example in the province.
- It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a landmark in the community that is physically, functionally, visually and historically linked to its surroundings.
- The Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (Guidelines) outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required.

Bridge Conservation Options	
1. Retention of existing bridge with no major modifications undertaken	5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design	6. Retain existing bridge as heritage monument for viewing purposes only
3. Retention of the existing bridge with sympathetic modification	7. Relocation of existing bridge to new location for continued or adaptive use
4. Retention of existing bridge with sympathetically designed new structure in proximity	8. Bridge removal and replacement with a sympathetically designed structure

[2019 Cultural Heritage Evaluation Report](#)[Ontario Heritage Act O.Reg. 09/06](#)[Ontario Heritage Act O.Reg. 10/06](#)[Ontario Heritage Act Part III.1, section 29.2](#)[Conservation of Provincial Heritage Properties](#)



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The existing bridge is a rare remaining example of the movable swing bridge type in Ontario and is the oldest known example in the province.

A Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to evaluate the bridge in accordance with Ontario Regulations 9/06 and 10/06 and the Ontario Heritage Bridge Guidelines.

Based on its review of the CHER, the MTO identified the Little Current Swing Bridge as a provincial heritage property of provincial significance.

The existing bridge is the oldest and longest known example in the province.

It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually, and historically linked to its surroundings.

The Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening, or replacement that may be required.

The following bridge conservation options were considered for the existing structure:

1. Retention of the existing bridge with no major modifications undertaken
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design
3. Retention of the existing bridge with sympathetic modification
4. Retention of the existing bridge with a sympathetically designed new structure in proximity
5. Retention of the existing bridge but close it to vehicular traffic and adapt it for a new use
6. Retention of the existing bridge as a heritage monument for viewing purposes only
7. Relocation of the existing bridge to a new location of continued or adaptive use
8. Removal and replacement of the existing bridge with a sympathetically designed new structure

All provincial ministries and prescribed public bodies, including the Ministry of Transportation, must comply with the Standards and Guidelines for Conservation of Provincial Heritage Properties, pursuant to Part III.1, section 25.2 of the Ontario Heritage Act in the management of properties under its ownership or control.

Under provision F.4. of the Standards and Guidelines, removal or demolition of all or part of a provincial heritage property should be considered a last resort, subject to heritage impact assessment and community engagement.

Under provision F.5 of the S&Gs, the consent of the Minister of Heritage, Sport, Tourism and Culture Industries must be obtained prior the demolition or removal of any building or structure located on a provincial heritage property of provincial significance, or transfer from provincial property, in whole or in part.

Please use the links provided on the bottom of this slide to access: the 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 and 10/06 and Part III.1, section 25.2 of the Ontario Heritage Act, as well as the Standards and Guidelines for Conservation of Provincial Heritage Properties.

1.12 Heritage Bridge Conservation Options Assessment

Heritage Bridge Conservation Options Assessment

Conservation Options are applied in rank order such that Option 1 must be shown to be considered to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:



- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the travelling public and goods movement
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7 (relocation of existing bridge to new location for continued or adaptive use) and Conservation Option 8 (bridge removal and replacement with a sympathetically designed structure) will be carried forward for further consideration during detail design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.

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Conservation Options are applied in rank order such that Option 1 must be shown to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:

- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the movement of people and goods
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections, maintenance and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement.
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7, relocation of the existing bridge to a new location for continued or adaptive use, and Conservation Option 8, removal and replacement of the existing bridge with a sympathetically designed structure, will be carried forward for further consideration during Detail Design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.

1.13 Existing Environment

Existing Environment

A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and help to identify potential impacts and preliminary mitigation measures. The key findings of these investigations are summarized as follows:

Fish and Fish Habitat

- The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
- Lake Sturgeon, a species at risk, may utilize habitat in the study area

Terrestrial Ecosystems

- High quality alvar and terrestrial species at risk habitat are present in the study area
- Ten species at risk and twelve species of conservation concern have the potential to occur in the study area

Cultural Heritage

- The North Channel and surrounding waters are traditional territory to the First Nations
- With the exception of the existing bridge, no cultural heritage resources were identified within the study area

Archaeology

- A Stage 1 Archaeological Assessment indicated that the lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area

Boating Survey

- A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
- Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (76% of users) and sailboats/sailboats with motors (19.8% of users)

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A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and to help to identify potential impacts and preliminary mitigation measures. In general, some of the key findings of these investigations indicated that:

- The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
- Lake Sturgeon, a species at risk, may utilize habitat in the study area
- High quality alvar and terrestrial species at risk habitat is present in the study area

- 10 species at risk and 12 species of conservation concern have the potential to occur in the study area
- The North Channel and surrounding land and waters are traditional territory to the First Nations
- With the exception of the existing bridge, no cultural heritage resources were identified within the study area
- A Stage 1 Archaeological Assessment indicated that lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area
- A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
- Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (which is 76% of users) and sailboats/sailboats with motors (which is 19.8% of users)

1.14 Evaluation Process

Evaluation Process

A detailed evaluation of alternatives has been carried out to identify an improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

Identify Criteria
Evaluation Criteria are established through:

- Public Input
- Similar Projects
- Provincial Guidelines
- Existing Conditions

Weigh Criteria
Each criterion is assigned a weight factor that best reflects its relative importance

Evaluate Alternatives
The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the recommended plan

The highest scoring alternative

The recommended plan
The concluding step in the analysis is the selection of a recommended plan.

This process includes:

- Reviewing the results of the analysis and evaluation based on the specialist work and input received during the study
- Determining which criteria have the most influence on the outcome of the evaluation process
- Considering the sensitivity of the alternatives
- Considering public/stakeholder response to the evaluation process

Click the link [here](#) to view a large version of the chart

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A detailed evaluation of alternatives has been carried out to identify an

improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social, and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

This process includes identifying evaluation criteria through: the input received through the consultation process, the project team’s experience on similar projects, provincial guidelines, and existing study area conditions. Draft evaluation criteria and associated weight factors were presented for public review and comment at the second Public Information Centre. Following the second Public Information Centre, the evaluation criteria and weightings were confirmed. Engineering criteria included bridge and highway engineering factors, traffic operations, constructability, and cost. Community criteria included considerations for visual aesthetics and cultural heritage, noise, businesses, recreation, property, contamination, and archaeology. Natural environment criteria included considerations for environmentally sensitive areas, species of conservation concern, fish and fish habitat, and terrestrial ecosystems.

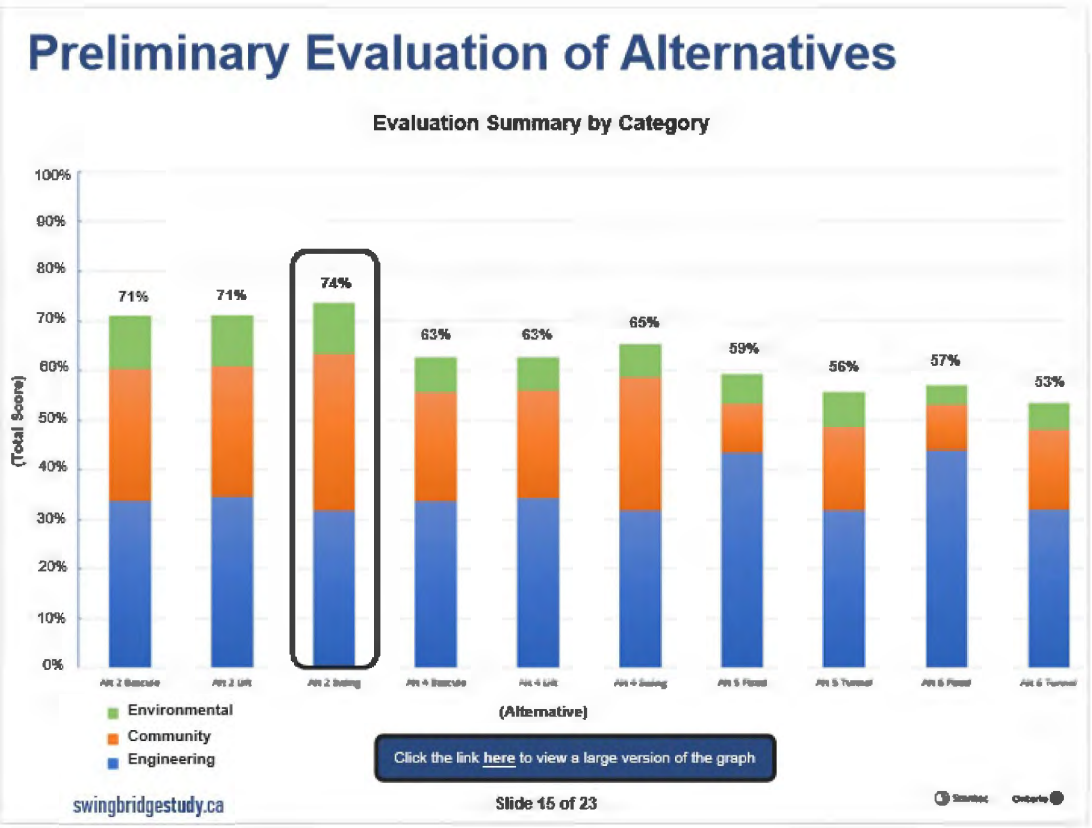
A weight percentage was applied to each factor, which was based on project team and stakeholder assessment of the importance of the factor. The level of importance of each factor is relative to the other factors considered. As such, the higher the relative level of importance a factor has, the higher the associated weight value it was assigned.

The next step in the process included evaluating the alternatives. A comparative analysis of transportation and environmental effects associated with each alternative is undertaken based on the criteria, weightings, and measures. A reasoned argument approach was also applied to the evaluation which considered the net environmental effects of each alternative. The preferred plan is selected as the aggregate of Preliminary Design alternatives that achieve the best overall balance of transportation engineering, individual environmental factor impacts, and overall environmental impact, taking into consideration the net environmental effects by applying conceptual mitigation measures.

In the final step of the evaluation process, the alternative designs are evaluated based on the total calculated scores by adding their weighted values. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the overall Recommended Plan for the project.

Please click the button below the nested pie chart to view a larger, high-resolution version of the chart on this slide.

1.15 Preliminary Evaluation of Alternatives



The bar chart shown on this slide summarizes the total scores assigned to each alternative and the breakdown of scores by grouped criteria, including Engineering, Community, and Environmental scores. Based on the evaluation, a swing bridge on Corridor Alternative 2 has been identified as the Preferred Alternative and will be carried forward to future phases of the project.

Please click the button below the nested pie chart to view a larger, high-resolution version of the graph on this slide.

1.16 Evaluation Summary



Evaluation Summary

Based on the findings of the Evaluation of Planning Alternatives, the **Through Truss Swing Bridge Structure on Alignment 2** is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- Maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- Construction cost is lower when compared to other alternatives
- Lowest impacts to existing residential properties
- Lowest impacts to noise sensitive areas
- No change to access to Little Current business areas
- Minimizes impacts to existing views from Little Current and the North Channel
- New sympathetically designed swing bridge will help maintain the character of the local and marine communities
- Lowest potential to impact wildlife habitat and Species at Risk
- Avoids impacts to the high quality Alvar community

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Based on the findings of the Evaluation of Planning Alternatives, the Through Truss Swing Bridge Structure on Corridor Alignment 2 is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- It maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- The construction cost is lower when compared to other alternatives
- It has the least impacts to existing residential properties
- It is anticipated to have the lowest impact to noise sensitive areas
- There are no changes in access to Little Current business areas
- It introduces the smallest change to existing views from Little Current and the North Channel, when compared to the other alternatives
- The new sympathetically designed swing bridge will help maintain the character of the local and marine communities; and
- It has the lowest potential to impact wildlife and species at risk

The proposed bridge structure, including the proposed abutments, piers, and bridge spans, is shown on this slide.

1.17 Value Engineering Study

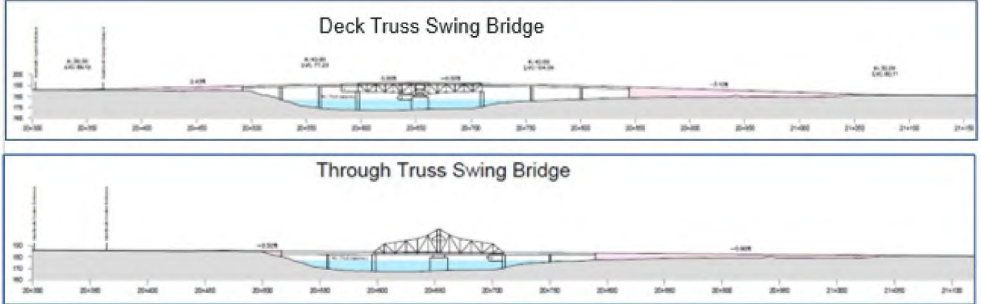
Value Engineering Study

A Value Engineering (VE) study was held in May 2020 by a multidisciplinary team of specialists.

The purpose of this study was to review the preliminary recommended bridge type, and examine innovative ways to improve the project, constructability and reduce project risks.

Where possible, measures are developed that improve the performance of the structure while reducing costs.

67 ideas were generated at the VE study, one (Deck Truss Swing Bridge) of which was further reviewed and compared against the preliminary preferred bridge type (Through Truss Swing Bridge)





Based on the findings of the comparative evaluation of these two swing bridge types, the **Through Truss Swing Bridge is preferred.**

The comparative evaluation summary of these swing bridge types can be accessed at the [link here](#).

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A Value Engineering Study was held in May 2020 by an independent multidisciplinary team of specialists. The purpose of this study was to review the preliminary recommended bridge type, and to examine innovative ways to improve the project and constructability, while potentially reducing project risks. Where possible, measures are developed that improve the performance of the structure while reducing costs.

Sixty-seven ideas were generated at the Value Engineering Study, one of which, a Deck Truss Swing Bridge, was further reviewed and compared against the preliminary preferred bridge type - a Through Truss Swing Bridge. The figures on this slide show the different types of swing bridges that were reviewed.

Based on the findings of the comparative evaluation of these two swing bridge types, the Through Truss Swing Bridge is preferred. The comparative evaluation summary of these two swing bridge types can be accessed at the link provided on this slide.

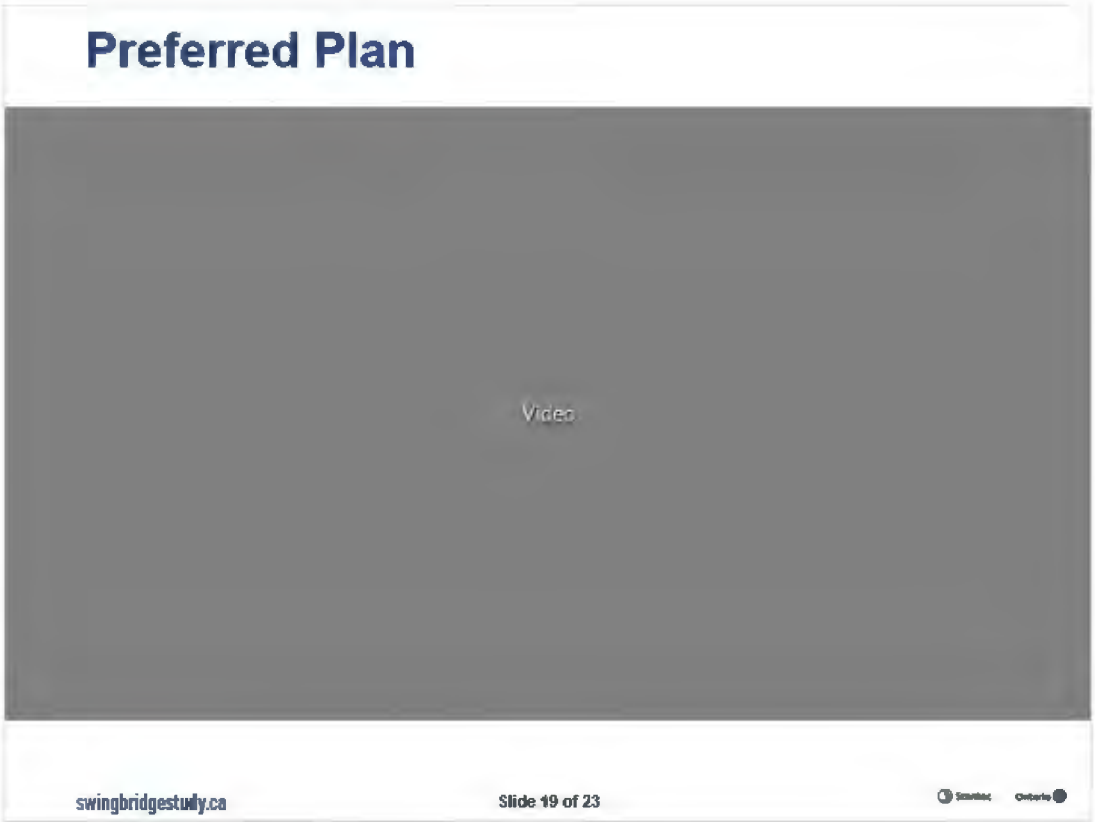
1.18 Preferred Plan



The Preferred Plan for the study is shown on this slide, which includes a new Through Truss Swing Bridge Structure on Corridor Alignment 2, west of the existing Little Current Swing Bridge.

New connections from the bridge to Highway 6 will be required as part of the plan. Similar to the existing bridge, traffic queuing areas will be required for when the structure is closed to vehicles.

1.19 Preferred Plan



The computer-generated model shown on this slide provides a visual representation of the local and general conceptual design of the proposed swing bridge on its new alignment.

Flyover Description: The abutments and piers for the new bridge to the west of the existing swing bridge appear, adjacent to the existing bridge resting piers. A new alignment for Highway 6 is shown, and the new approaches and through truss swing bridge structure appear. A translucent image of the existing swing bridge remains, and grass, trees and shrubs appear in place of the existing Highway 6 alignment. An inset image shows a new conceptual parking lot for the control bridge operator southwest of the new bridge.

The new through truss bridge swings open and provides two channels for the passage of boats through the North Channel. When the new bridge returns to the closed position, the 360-degree view shows vehicles passing over the new, two-lane bridge with a sidewalk along the west side.

1.20 Heritage Impact Assessment

Heritage Impact Assessment

The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.

Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible.

The mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI.

MTO is required to seek MHSTCI Minister's Consent for the demolition or removal of the existing bridge prior to the completion of Preliminary Design and Class EA Study.

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A Heritage Impact Assessment is an independent study to determine the impacts of a project on a provincial heritage property, and outlines recommended options and mitigation measures in order to reduce negative impacts and conserve its cultural heritage value or interest. The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.

Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible. It should be noted that the Heritage Impact Assessment will be made available for public review as part of the Transportation Environmental Study Report.

The Ministry of Heritage, Sport, Tourism and Culture Industries (or MHSTCI) is an approval authority under the Standards and Guidelines, and as such the mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI. Further, MTO is required to seek Minister's Consent for the demolition or removal of the existing bridge, prior to the completion of this Preliminary Design and Class EA study.

1.21 Environmental Impacts and Mitigation

Environmental Impacts and Mitigation

Potential Impact	Preliminary Proposed Mitigation Measures
Aquatic Environment <ul style="list-style-type: none">- Species at Risk (Lake Sturgeon)- Fish/Fish Habitat (warm, cool and cold-water species)	<ul style="list-style-type: none">• In-water works will conform to the restricted activity windows for this area (i.e., between July 18 through August 31)• Sediment and erosion control measures will be implemented to prevent sediments entering the waterbody• Debris will be prevented from entering the water during bridge removal and/or construction• All works will be planned in consultation with the MNRF, UCCMM Tribal Council and Wiikwemkoong First Nation leadership
Terrestrial Environment <ul style="list-style-type: none">- Loss of alvar habitat along the existing Highway 8 right-of-way- Species at Risk and habitat along the existing Highway 8 right-of-way (i.e., Houghton's Goldenrod)- Significant Wildlife Habitat / Habitat for Species of Conservation Concern (i.e., Common Nighthawk)- Small area of woodland along the existing Highway 8 right-of-way	<ul style="list-style-type: none">• Reduce encroachment into alvars, Species at Risk habitat and Significant Wildlife Habitat / Habitat for Species of Conservation Concern• Authorize the project under the Endangered Species Act, 2007 including preparation of a mitigation plan to address adverse effects on Houghton's Goldenrod and its habitat; mitigation may include relocation of individual plants to outside the work area, assisted seed dispersal, localized removal of competitive plants, and monitoring• Avoid vegetation removal during sensitive wildlife periods such as the breeding season for Common Nighthawk and migratory birds that are protected by the Migratory Birds Convention Act, 1994• Manage introduction of invasive plant species by washing and visually inspecting all machinery prior to entry onto the site, and revegetating disturbed areas
Archaeology <ul style="list-style-type: none">- Discovery of archaeology resources during construction	<ul style="list-style-type: none">• Stage 1 and 2 Archaeological Assessments and a Marine Archaeological Overview Assessment was completed for the Preferred Plan area• While the discovery of archaeological resources is not expected, if archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the UCCMM Tribal Council and Wiikwemkoong First Nation leadership, as well as MHSTCI, will be contacted immediately
Air/Noise <ul style="list-style-type: none">- Changes in noise/air quality associated with construction and/or operation of project	<ul style="list-style-type: none">• An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess potential changes in local and regional air quality, and to determine if mitigation measures are required• Potential changes in traffic noise associated with the Preferred Plan are currently being reviewed in accordance with Provincial guidelines to determine if measure are required to mitigate potential increases in traffic noise

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Impacts to the environment as a result of this project will be minimized to the extent possible. Additional investigations will be carried out during Detail Design to help to confirm environmental impacts, refine mitigation measures, and support obtaining relevant permits and approvals.

Please review the environmental factors that may be affected by this project, along with some of the preliminary proposed mitigation measures shown on this slide, and if you have any comments, questions or concerns, please do not hesitate to contact a member of the project team.

1.22 Next Steps

Next Steps

- Review and consider feedback received following this online consultation event
- Confirm the **Recommended Plan**
- Complete the Transportation Environmental Study Report (TESR)
- Issue Notice of Study Completion and file the TERS for a 30-day review period

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Following this online Public Information Centre, the project team will review and consider the feedback received, and will respond to any questions you may have. In consideration of the comments received, the project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures. The Transportation Environmental Study Report (or TERS) will be prepared, and a Notice of Study Completion will be issued, at which time the TERS will be available for public review on the project website for a 30-day review period.

1.23 Thank you for participating in this online Public Information Centre!

Thank you for participating in this online Public Information Centre!

3 ways to provide your comments:

- Fill out the survey following this presentation [Click here to fill out the survey](#)
- Send an email to the ProjectTeam@swingbridgestudy.ca
- Or, mail your comments to:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek, ON L8J 0B4 Tel: 905-381-3227	Ms. Melissa Delfino, P.Eng. Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay, ON P1B 9S9 Tel: 1-705-491-7756 Toll Free: 1-800-461-9547
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We would appreciate receiving your comments by April 30, 2021

Freedom of Information and Protection of Privacy
Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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On behalf of the Ontario Ministry of Transportation, we would like to thank you for your interest in this study and for taking the time to participate in this online Public Information Centre. Your input is very important to us, and there are several ways for you to provide your comments.

We encourage you to review all PIC materials available on the project website, as well as to participate in the survey offered at the end of this presentation.

If you have any comments or questions, please do not hesitate to contact the project team via email at: ProjectTeam@SwingBridgeStudy.ca, or by contacting one of the project team members listed on this slide by telephone or email.

We would appreciate receiving any comments or questions that you may have by April 30, 2021.

Thank you again for taking the time to participate in this online Public Information Centre.

Swing Bridge Study - Online PIC 3

1.1 Dagoobizowin Mazinchigan PIC 3



Aanii kinowiiya, miigwech bi-wijiigeyin maanda wii-skooniwitameng Wewebijiwang Dakamii-aazhigan; weweni-anii-miiyaa-waazhi-minoseg, miinwaa aapichi-gezhinaakiba, memdige gwa gaataayiing.

1.2 Waawzhi nokaazoyin maanda mazinaatesijigewin



Bagadoonsag waa-nokaazoyin wii-maachtaayin, “Shift” maagabish. Miinwaa “?” manjigwapii. Giishpin giigido nokaazowaans nokaazoyin, zhooshkibijigen wii-waabimad mazinchigan. Giishpin mazinaazowaans nokaazoyin, bagadoonh nokaazan wii-waabimadwaa aankoonsijigaansag.

Mazinaatesijigewin waanaagidoogaadeg debaajimo-aankinoosijigaansan:

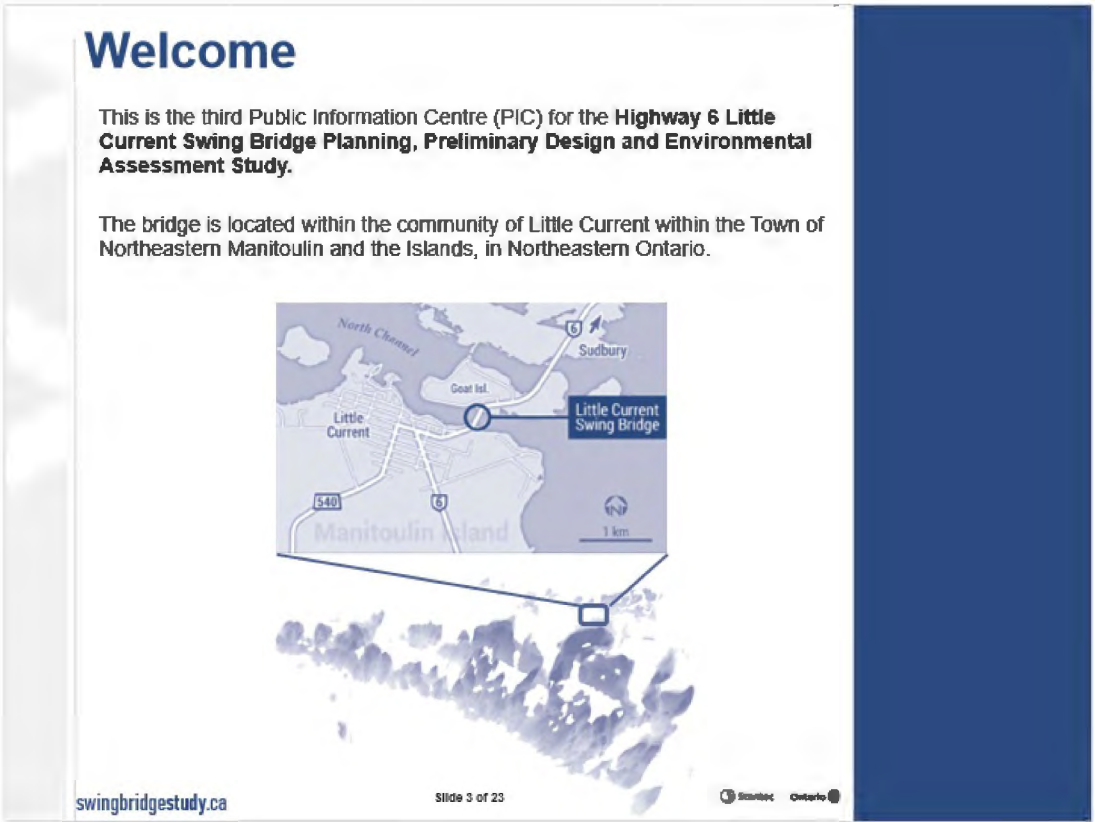
- **Aakinooschigan:** Waanoondaman temigad mazinaatesijigewning. Giishpin waa-noondaman yaanswan, mazinaatesijigewin naagidoon, debaajimowin bagadoonh nokaazong. Giishpin wii-nsaakonaman maage wii-gibaakoman aakinooschigan, nswi maagibichiganag nokaazo shpiming mezinaazojig.
- **Mazinaatesijigewining Etemigag:** Njidowaansan maamwin mazinaatesijigewining etemigag. Gdaa - nookaazon maanda wii-baskaabiyyin.
- **Menobidag nokaazowinan:** Maampii temigadoon mazinaatesijigewin nokaazowinan.
- **Zaagijiing:** Maaba bagadoonh wda-shkwanaan epiiskaayin miinwaa wii-gibaakwaman mazinaatesijigewin.
- **Waa-piitawe’eg:** Mazinaatesijigewning ge-noondaman. Nisakobidoon bazinshewnan miinwaa nokaazon bagadoonh wii-mino-piitawe’eg waa-

noondaman.

- **Wdaminon/Nigaabidoon-kesh:** Nokaazo maaba bagadoonh wii-daminoyin maage kesh wii - nigaabidooyin mezinaateseg.
- **Ezhinkaadegaansag:** Maaba bagadoonh nokaazon wii-nisakonaman Ezhinkaadegaansan.
- **Epiiskaayin maagabijigan:** Wii-waabidaman epiiskaayin waabimadwaa mazinchigaansag.
- **Aanji- wekwaaj:** Wii-aanji maachtaayin aapichi niigan aanji-wekwaaj.
- **Maagabijiganag kino-biwaad:** Miizhinda ji-nisaakobinad kino maagabijiganag waa- nokaazoyin weweni-wii-daakeyin waa-nizhaayin.
- **W'gii-miyaayin miinwaa waa-zhaayin:** Gwanda bagadoonsag nokaazan wii-maajiiyin maage wii-baskaabiiyin mazinaatesijiganing.

Niibina maampii biwaag aanke maagibijiganag wii-waabimadiwaa k'chi-mazinchiganag miinwaa ekinoomaageng nokaazowinan. G'da-gibaakwaanan wii-baskaabiiyin mazinaatesijiganing maagobinad zheshkaa-bagadoonh. Zhiitaayin maagabiish miinwaa bagadoonh, maagabish wii-aabijitaayin; maage gwanda bagadoonsag (Ctrl Alt Period).

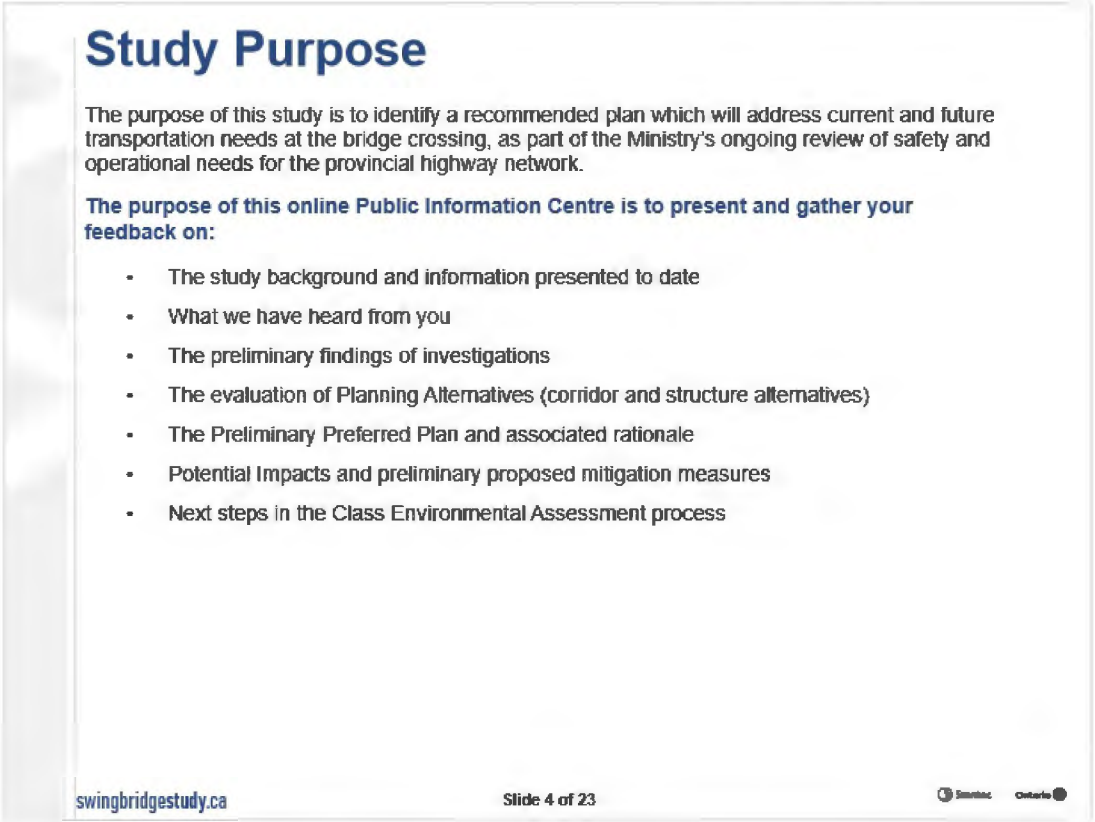
1.3 Wiikigewin



Maanda mazinaatesijigewin ga-miinigwan kino-dibaamdazowin gaataayeng waa-zhinaagwag, (Class EA) ezhinikaadeg. Kino-gegoo maampii ezhinaagwag wda-temigag pii miinwaa wii-ginwaabidaman mazinaatesijigewining. www.swingbridgestudy.ca

Mii maanda zhaazhi nsing miinwaa shkwaach msiwe-kendimaawziwin maanda skooniwi-njindowin wii-miigiweng. Nji-gwa COVID-19 miinwaa meyaapii wii-yaayeng wiindimaageganan maanda PIC da-waabijigaade mazinaatesijigewining.

1.4 Waanaabidag skooniwi-njindowin



Wewebijiwang temigad weweb-dakamiigan maage aazhigan, naangwa oodenaans Giiwedinong-shi-waase'aabang Manidooning miinwaa minisensan, Giiwedinong-shi-wasse'aabang Ontario.

Maanda Skooniwi-njiindowin wii-nda-nsidwaabidaan mkotaagosiwin aniish maanda dakamii-aazhigan miiyaa ge-zhinaakiba, mendige gwa waa-zhi-aangwamzhing miinwaa gezhi-nokiimigag megwe kchi-miikanaang.

Wii-mooshiginmeng kendimaawziwin miinwaa waa-naabidag maanda mazinaatesijigewin. megwe kendimaawziwin meneziyeng:

- Zhaazhi gaa-skooniwichigaadeg miinwaa kino waa-kendomeng.

- Kino zhaazhi gaa-wiindimaageng.
- Ekenjigaadeg shkwaa- nda-kenjigeng.
- Kino-gegoo naakonigewin wgii-dabaadiishkoode. (waa-mizhaang miinwaa naakimachigewin).
- Washme nakonigewin menwenjigaadeg miinwaa megwaadiziwin temigad.
- Ginimaa kino-gezhiimigag miinwaa nshkintam ga-naakonigeng.
- Waashi-makwechigeng dabaabiishkoodeg gaataayeng waashinaagwag, Class Environmental Assessment ezhinakaadeg.

Geyaabi nokaazowinan tatenoon wii-shkwman mazinaatesijiganing wii-giwaabidaman washme. Naabidoogan temigag giishpin gegoo wii-kidoyin. Miinwaa, takwebiigan temigag maampii enkiitameng mazinaatesijiganing.

1.5 Njindowin-eskooniwidomeng

Study Process

The Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study is being carried out under the requirements of the **Class Environmental Assessment for Provincial Transportation Facilities** (MTO, 2000), which has been approved under the *Ontario Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study.

Public Information Centre (PIC) 2 and the second round of Community Information Sharing Sessions (CISSs) were held in Summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review at the end of the study.

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Kino-gegoo maampii endawenjigaadeg miinwaa eskooniwidomeng (Class Environment Assessment for Provincial Transportation Facilities (2000) ezhinikaade, miinwaa Ontario Environmental Assessment Act ezhinikaadeg wgii-bagidinigaade wenenh-waa-aadoowiimigag naakimachigenan, miinwaa aaniish aapichi-waa-nikowaagwenh.

MTO Class Environmental Assessment (or Class) process ezhinakaadeg, wii-

bagidinigaade wii-k'chi-miikanaakeng naakonigewin, miinwaa naakimachige nokiitagewin. Eskooniwichigaade naagidoon Group 'A' process, ezhinikaadeg mooshkinebiigan aabideg Study Design Report da-zhinkaade wiiba skooniwichigeng wii-waabijigaadeg waa-zhinaagwag naakonigewin miinwaa wendigo-aapichi-miiyaa gaataayeng waa-zhinaagwag; miiwaa naakimachige nokiwin waa-zhinaagwag. The Study Design Report ezhinakaadeg wgii-giishchigaande Baashkaakodin Giizis 2018 jitemigag wii-waabidameng mazinaatesijiganing.

Mangwa, zhaazhi niizhing wgii-waabijigaade miinwaa megwe oodenaang kino-gwaji wgii- miigwem kendomaawzowin. Epiichi niibing miinwaa edagwaagig 2018, miinwaa eko-niizhing eniibing 2019. Wenda-enendamonenh ninda-nji mkotaagoziichiganan etemigag miinwaa waa-bi-kendimong geyaabi naanaagidenmoowin wda-daapinigaade.

Wi Transportation Environmental Study Report (or TESR) ezhinikaadeg w'da-zhiitaachigaade miinwaa w'da-miigwem ngo-giizis wii-aanji-waabijigaadeg jibwaa-shkwaa-skooniwichigaade maanda kendamaawziwin.

1.6 Skooniwi-Njindowin Waazhinaagwag

Study Phases

1 Transportation Needs Assessment Phase (2018)

- a. Develop Problem and Opportunity Statements
- b. Identify Alternatives to the Undertaking (i.e., "Alternatives to")
- c. Publish Study Design Report (SDR)

2 Planning Phase (2019)

- a. Assess "Alternatives to" (How well do they address the Problem and Opportunity Statements?)
- b. Select "Alternatives to" to carry forward for further development
- c. Confirm Class EA Process
- d. Develop Planning Alternatives ("Alternative Methods")
- e. Develop Evaluation Process
- f. Evaluate Planning Alternatives
- g. Select Preferred Alternative

3 Preliminary Design Phase (2020-2021)

- a. Develop Recommended Plan
- b. Identify Traffic Management and Staging Requirements
- c. Confirm Environmental Impacts and Mitigation
- d. Identify Property Requirements
- e. Refine and Finalize Recommended Plan

4 Documentation and Environmental Clearance Phase

- a. Publish Transportation Environmental Study Report (TESR)
- b. Obtain Environmental Clearance

Future Phases...

- 5 Detail Design of the Recommended Plan
- 6 Property Acquisition and Utility Relocation
- 7 Construction

Ongoing Consultation

- Public Information Centre 1 & Indigenous Community Information Sharing Sessions
SDR 30-Day Public Review
- Public Information Centre 2 & Indigenous Community Information Sharing Sessions
- Public Information Centre 3 & Indigenous Community Information Sharing Sessions
WE ARE HERE
- TESR 30-Day Public review
- Additional Public Consultation

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Wi Class EA ezhikaadeg kino-gegoo wii-waamdatoon waa-shi-miikanaakeng jibwaa-binaachigaadeg gaataayeng ezhinaagwag. Wi Class EA piichtaawin ezhinikaadeg,

niiwin temigadoon waazhinaagwag: Naakonigewin, Mazinbiigan, Waazhinagwag Mazinbiigan, miinwaa Naakimachigewin. Wi Class EA piichtaawin ezhinikaadeg da-noopinadaan ezhinikaadeg Transportation Needs Assessment piiskaawin miiyaa wii-kenjigaadeg menezing.

Maanda Transportation Needs Assessment ezhinikaadeg wgii-nokaazigaade wii-mkigaadeg wenda ge-maanaadsegiba miinwaa genishingba, miinwaa wenda bkan gegoo ji-waambijigaadegiba. Niwe shkintam Public Information Centre miinwaa Indigenous Community Information Sharing Sessions ezhinikaadegin wgii-mino-senoon maanda pii. Miidash miinwaa Ekinoomage-njindowin mazinigan wii-zhibiigaadeg; Study Design Report wgii-zhinkaade. Miidash maanda wgii-daakaadang Transportation Needs Assessment ezhinikaadeg, wenda miiyaa waa-skooniwichigaadeg, wii-waamjigaadeg wenesh ginimaa bkaan gezhichigengwaba, miinwaa wi Class EA piichtaawin waa-shi-minoseg, mkotaagosiwin giwe. Wi Study Design Report ezhinikaadeg temigad wii-waabidaman mazinaatesijiganing.

Maanda Naakonigwin piichtaawin miiyaa wii-ginwaabidaan nokiwin waa-zhi-giizhiitaang. Miinwaa wda-ke-dibaamjigaade wenenh bikaan gezhichigengwaba nsidwaabijigaadeg gegoo maanaadseg miinwaa wenjishing daapanigaadeg wii-maajiishkaang miinwaa wii-ke-dibaamda kweng. Gaataayeng waa-zhinaagwag miinwaa naakamachige nda-kenjigewin wda-tenoon maampii skooniwi-njindowining wii-aasigaabowiitang dibaamjigewin, miinwaa wii-kendimong megwaa ezhinaagwag miinwaa ginimaa gezhinaagdagiba. Aanin maanda skooniwi-njindowin, nenh niish wgii-maajiishkaam waabimizhaang miinwaa naakimachigewin waa-zhinaagwag. Ekwa niishing maanda wgii-waabijigaade, Public Information Centre miinwaa Indigenous Community Information Sharing Sessions wgii-tenoon, wii-nsidowaabijigaadeg wenenh bkaan naakonigewin gezhinaakiba miinwaa wenenh dabaabiishkoojigan genookaazong. Mkotaagoziwin gaa-bagamshkaamigad wi pii miinwaa eshkwa maamiwi giigidong gii-aanji-waabijigaade miinwaa wgii-ke-maanaagidedimam epiichi skooniwichigaade ekinoomaage-njindowin.

Eshkwa bigamshkaag mkotaagoziwin miinwaa dibaamdizowin, menwaabijigade naakonigwin maage naakimachigewin miiyaa mookidaaskaade, wii-nsidowaabimijigaade waa-zhiwebag gaataayeng miwaa aaniish gezhichigengwaba. Maanda nsing miinwaa shkwaach wiindimaagewin Public Information Centre ezhinikaadeg wii-temigad wii-mino-naakamachigewag, naakonige beshigenjigaandeg, miinwa wenda gezhichigengwaba.

Shkwaa-temigag Public Information Centre ezhinikaadeg, Beshigenjigaadeg Naakonigewin wda-mino-giishichigaade. Wi Transportation Environmental Study Report (TESR) ezhinikaadeg, wda-maawndoo-biiwaan mazinigan miinwaa, wda-maziniganikaade kino-wiia wii-waabidang ngo-giizis wda-zhisem. Pii TESR giishi-biigaadeg kendomaawzowin wda-temigad mazinaatesijiganing, miinwaa Manitoulin Expositor, Manitoulin Recorder, Sudbury Star geye, miinwaa wda-dagwa-te Email Mailor Mail ezhinikaade memdige gewek aapichi wii-waabidamwaad maanda kchi-

nokii-naakonigewin.

Skwaa-mazinigankaadeg TESR ezhinikaadeg miinwaa mkotaagoziwin biskaabiimigag, wda-zhiitaamigad kchi-nokii-naakonigewin wii-mino-daapanigaadeg gaataayeng. Gaataayeng wda-mino-waabidaan MTO wii-nokaazod pii EA minezing jibwaa miikwanaakeng miinwaa naakamachigeng.

Enso-maajishkaamigag maanda skooniwi-njindowin enso-tkookiing epiichtaang mino-naakonigewin miinwaa mino-wiindimaagewin kino-gegoo-weweni-ni-minose.

Ninda miiyaa mazinbiiganan miinwaa nakimachigewin wda-temigadoon waaso-naagach ngoding pii. Geyaabi megwe-giidowin wda-temigad pii miiyaa waa-zhinaagwag mazinbiigan, aniish waa-piiskaang gaawii-mshi wgii-bezhaakibiigaadesino.

1.7 Wii-temigad Skooniwi-njindowin Naakonigewin



Maanda skooniwi-njindowin wewebijiwang wii-temigad. Kchi-miikan Ngowaasowi shiibaamigad wewebijiwang, miiwetigo maanda bezhigog miikan wiizhaang Maanidooning. Nshwaasok shi nswaak megwaaj daabaanag wgii-zhiibaashkaawag maanpii aazhiganing 2016 pii, washme niibing. Mii-maanda naakonigewin weweni genwaabijigaadeg. Mbe maagabish bagadoonh wii-waabimad k'chi-mazinchigan.

1.8 Skooniwi-ngindowin gaa-njiimigag-Aadoowaang Menezing Dabagan

Study Background: Phase 1 – Transportation Needs Assessment

Problems and Opportunities
The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel. Continuous road access is provided at night and during the winter months when the bridge is closed to boat traffic.
The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transportation facilities, and to reduce operating and maintenance costs.

Identification and Preliminary Assessment of Alternatives to the Undertaking
The following Alternatives to the Undertaking were shared with the public, stakeholders and Indigenous communities as part of the consultation activities undertaken in 2018:

Do Nothing

Replace with a Ferry

Replace with a 2-lane Tunnel

Replace with a Movable Bridge

Replace with a 2-lane Fixed Bridge

An assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives (Alternative Methods).

Public Information Centre 1
The first round of public and Indigenous community consultation events was held in summer 2018 to present and solicit feedback on the problems and opportunities and preliminary assessment of Alternatives to the Undertaking.

Study Design Report
The Study Design Report (SDR) was prepared and made available for public review and comment in late 2018. A copy of the SDR is provided on the project website.

Recommended Alternatives to the Undertaking
Replacing the bridge with a new 2-lane tunnel, movable bridge, or fixed bridge were selected for further development and assessment for Phase 2 (Planning Phase) of the Class EA process.

A copy of the information presented at the first round of public and Indigenous community consultation events can be accessed at the link [here](#).

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Miiwetigo bezhig miikan bekimok wewebijiwang miinwaa Manidooning giowedinong nikeyeng wii-zhaang. Niibing mdaasowi-shi-naano-dabagaans-ke-gibaakoogaade enso-ngod-dabaganeg, jiimaan ke’esh wiike-dakambideg. Baamaa bidoong daabaanag wetigo zhiibaashkaawag.

Miizhigo wii-shkwaabideg kchi aazhigan. Miigo wiiba-aabideg wiji-naachigaadeg maage wda-aanjiimigad. Miinwaa washme, zhisemigad wii-mino-maajiishkaamigag aadawaawin, geget-wewiib-maajaawin, jiimaan wii-mino-bidegin, kchi-aadawaanyig wii-mino-aabijitaa’aad; miinwaa mena wii-nagideg nokaazong maage wii-naachigaadeg meyaa-pii.

Megwe dibaajimataadowin wgii-temigag 2018, mii ninda ginimaa gezhichigengwaba wgii-kidowag bimaadizijig gaa-bi-giigidojig:

- Gaawin gegoo
- Dakaamii-jiimaan
- Naamkaming Miikan
- Bedangii-kaadeg aazhigan
- Kchi-miikanaa aazhigan

Debaamjigewin wgii-nokaazogaade wii-dabaabiishkodegin nooji-naakonigenan wii-

daapinamwaad beshigendaagwag, wii-naagidoong niigaan miiyaa wi kchi mazinbiigan.

Pii wgii-giigidokeng megweng miinwaa Anishinaabe akiing shkintam eniibing 2018 piinash naangwa mkotaagosiwin niibina wgii-naanaagidenjigaade epichi naabiigaade Study Design Report ezhinikaadeg. Mii maanda gaa-zhiitaamigag miinwaa wii-waabijigaadeg 2018. Naagadoobiigaade maanda kchi-naakonige nokiwin mazinaatesijiganing.

Wene-ndaach waa-zhichigeng wgii-mino-daapinigaade wii-maajiishkaang eko-niizhing Phase 2 ezhinikaadeg, maanda Class EA piiskaawin wii-daapinaan wewebidangii-kaadeg aazhigan, ge-kchi-miikanaakaade aazigan, maage naamkaming miikan. Gaawii-geyaabi gegoo wgii-paamenjigaadesino.

1.9 Skooniwi-njindowin Ekendimeng 2 - Naakonigeng Eko-niizhing

Study Background: Phase 2 – Planning Phase

Planning Alternatives
Planning alternatives considered both corridor and structural alternatives. The following Planning Alternatives were considered as part of this study. Selected alternatives were removed from further evaluation as follows:

1 Movable Bridge

2 Movable Bridge

3 Movable Bridge

4 Movable Bridge

5 Fixed Bridge/Tunnel

6 Fixed Bridge/Tunnel

7 Fixed Bridge/Tunnel

Movable Bridge Alternatives

Fixed Bridge

Tunnel

Preliminary Assessment of Planning Alternatives
Alternatives 1, 3 and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs.

Public Information Centre 2
The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and preliminary assessment of heritage conservation options.

A copy of the information presented at the second round of public and Indigenous community consultation events can be accessed at the link [here](#).

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Maanda naakonigewin wgii-maajiishkaamigag eshkwa-gezhichigaade Tansportation Needs Assessment Phase - Wenda meneziyeng miiyaa aadawaakeyeng. Waa-mizhaang miinwaa waa-zhi-naakamachigeng wgii-maamwi naakonigem.

Maampii maziniganing, niizhwaaswi naakonigesan wgii-tenoon. Naakonigesan

bezhig, nswi, miinwaa niizhwaaswi wgii-bagidnigaadenoon zaam besho oodenaang miinwaa waa-nangdeg. Niish miinwaa niwin wgii-bagidnigaadenoon, naanan miinwaa ngodwaasowi wgii-shkwanigaadenoon wii-shki-aazhigankem maage naamkamig. Mazinchiganag shweyeng babid ga-waabidaan nooch aazhigan naakimachiganan shki-aazhigan miinwaa naamkamig wii-mizhaang.

Eko-niizhing megweying miinwaa Anishinaabe akiing wgii-bibaandakenjigeng miin-giizis 2019, niibina mkotaagosiwin, naabidoogewin, naakimachigewin naakonigewin wgii-ginwaabijigaade kino-gegoo gezhi-shkwanigaadegiba wi gete-aazhigan.

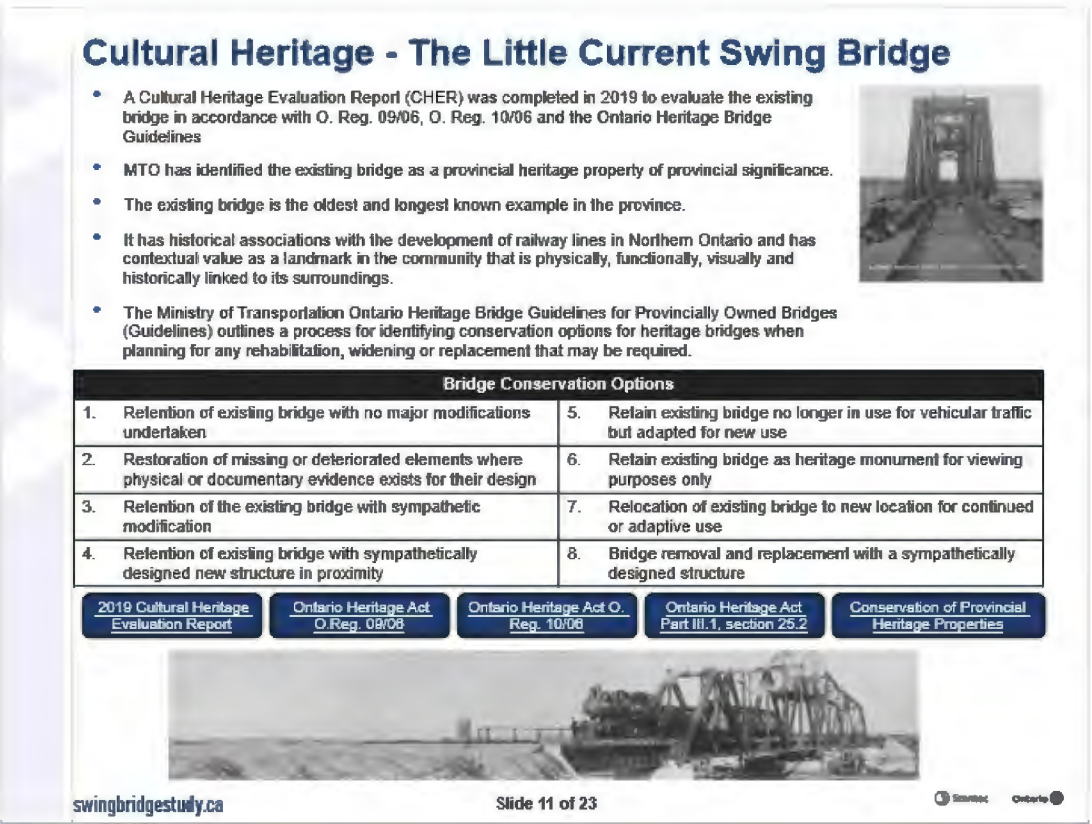
1.10 Beminiidimaang?



Kino-wiia maampii kchi-minising, megweying miinwaa anishinaabeg zhaazhi wgii-wiidookaazog. Eko-niizhing wgii-giigidong, waa-maajiimigag aazhigan wgii-mino-nenjigaade; aanwe go aanin noonj bkaan wgii-kidowag.

Mkotaagoziwinan: Wii-niisho-bizowaad daabaanag, miinwaa jiimaan wii-mino-badegin; miyaa-aazhiweyeng miikan wii-banaachtoon obomsewin oodenaang. Miinwaa Anishinaabe zhaazhi kina wgii-bi-nakaazon nibiish bimi-zhigiwang-wewebijiwang. Niibina mkotaagoziwin temigad waazhi-aangwaamzing gaataayeng waa-zhi-naagwag kino-mkotaagoziwin minomjigaade maampii skooniwi-njidowining niigan zhaadaa.

1.11 Bimaadizowin gaa-miingoyeng-wewebijiwang Aazhigan



Miigweta maanda bezhig aazhigan temigag Ontario miinwaa emoonji-geteyiiwang.

Wi Cultural Heritage Evaluation Report (CHER) ezhinikaadeg wgii-dabage; mnido-giizis 2019 wgii-giishchigaande. Miinwaa bekish MTO wgii-nsidwaabidaan gaazhigan aapichi-ezhi-k'chi-twaa-endaagwag maanpii Ontario.

K'chi-zhoozhigo shkwade-daabaang wgii-dikamiiwag. Kino-gwa waazhi-ginwaabidaman kino-giiwenh gdibendaanaa.

Wi Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges mazinigan zhibiigaade waa-zhi-nsidwaabijigaade gegoo waa-zhi-shkwanigaade miinwaa naakonigewin niigaan wiizhaang.

Ninda aanin shkwanigeng naakonigenan:

1. Maanoo wda-temigag aazhigan.
2. Weweni aanji-naatoong aazhigan.
3. Maanoo wda-temigad-wda-naachigaade.
4. Maanoo wda-temigad bekish shkayii.
5. Maanoo wda-temigad gibaako daabaanag.
6. Maanoo wda-temigad wii-minodameng wetigo.

- 7. Ga-aanjiwidoonaa aazhigan.
- 8. Bekaanag aazhigan ga-zhitoonaa naasaab wii-zhinaagwag.

Kino-maampii Ontario kchi-gimaakewin gwii-naagidoonaa waa’aach gwa MTO. Wi Standards and Guidelines for Conservation of Provincial Heritage Properties, miinwaa Ontario Heritage Act ezhinikaadegin aabideg gwii-naagidoonaa. Wi Standards and Guidelines yaawang, gegoo Ontario debendang, aabideg weweni gegoo shkwaa-bideg negaaj-da-migaade kidowag.

Miinwaa ngoding, aabideg Ministry of Heritage, Sport, Tourism miinwaa Cultural Industries, wii-zhaam. Mii-zhinda wii-gwedeng gegoo wii-migaadeg maage wii-biigibijigaadeg. Bagadoonh nokaazon niiseyeng wii-zhaayin: 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 miinwaa 10/06 miinwaa Part 111.1, section 25.2 Ontario Heritage Act, miinwaa ge Standards and Guidelines for Conservation of Provincial Heritage Properties ezhinikaadegin gdaa-ginwaabidaan.

1.12 Gaamiinigoyeng Aazhigan

Heritage Bridge Conservation Options Assessment

Conservation Options are applied in rank order such that Option 1 must be shown to be considered to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:

- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the travelling public and goods movement
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7 (relocation of existing bridge to new location for continued or adaptive use) and Conservation Option 8 (bridge removal and replacement with a sympathetically designed structure) will be carried forward for further consideration during detail design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.

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Shkwanigewin Naagidedamowin mii ninda naakonigewaansan gaa-dapinigaadesinog waa-zhinaagwag aazhigan:

- Ngoding maabiichigaade miikan gaawin ndawenjigadesino.

- Wenda-binaadad aazhigan miinwaa kino-gegoo wii-shpangide naachigaadeg. Goding gwa aabideg shkayii. Ginipse zhooniyaa.
- Wii-miikigaadeg niish aazhiganan aapichi pane da-mbangidenoon.
- Wenda shki-aazhigaansan besho wda-niiskaangidenoon.

Shkwanigeng niizhwaasog, aanjiwidoong gaazhigan wii-nokaazong miinwaa, miinwaa Shkwanigeng nshwaasog, migaadeg gete aazhigan, shkayii wda-zhichigaadeg miiyaa-ezhinaagwag, baamaa miinwaa ginimaa wda-da-kenjiaade miiyaa ge-zhi-mazin biiggaadegiba; baamaapii miinwaa wda-nda-kenjigaade epiichi ginomdameng shkwanigewin niizhwaasowi.

Miinwaa ngoding, zhaazhi Heritage Bridge Conservation Options Assessment wgii-mkaanaa’aa waa-zhi-moowaad aazhigan.

1.13 Gaataayeng megwaa Etemigad

Existing Environment

A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and help to identify potential impacts and preliminary mitigation measures. The key findings of these investigations are summarized as follows:

Fish and Fish Habitat

- The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
- Lake Sturgeon, a species at risk, may utilize habitat in the study area

Terrestrial Ecosystems

- High quality alvar and terrestrial species at risk habitat are present in the study area
- Ten species at risk and twelve species of conservation concern have the potential to occur in the study area

Cultural Heritage

- The North Channel and surrounding waters are traditional territory to the First Nations
- With the exception of the existing bridge, no cultural heritage resources were identified within the study area

Archaeology

- A Stage 1 Archaeological Assessment indicated that the lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area

Boating Survey

- A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
- Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (76% of users) and sailboats/sailboats with motors (19.8% of users)

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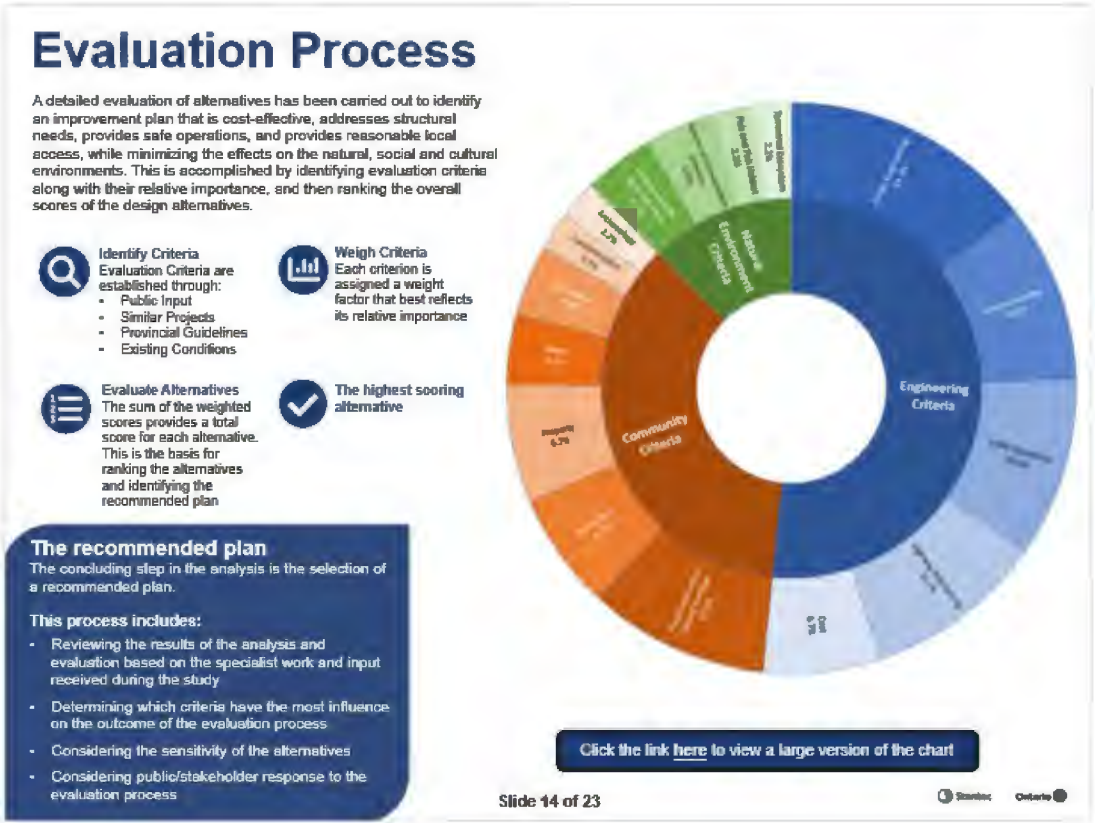
Niibina gaataayeng etemigad weweni wgii-nda-kenjigaade. Ninda aanin aabideg waa-aamgwaatooyeng:

- Niibina maampii giigoonig gibwaashkwag.
- Nime, aabideg wii-aangwaamchigaazo.
- Niibina mshkwade wesiinsag gewii mshinewag wii-nigwashkaawaad, miinwaa

ezaakiig.

- Washme mdaaswi ezaakiig miinwaa wesiinsag wiinigoshkaawag.
- Niibina geh maanda aki Anishinaabe wda-akiimiwaa.
- Mii wetigo aazhigan etemigad gaa-miinigoyeng.
- K'chi me'oozha nda-kendimowin Archaeological Assessment ezhinikaadeg wgii-nsidiwaabijigaade miinwaa wii-skooniwichigaade.
- Wii-kendameng minig miinwaa ekwaagin jiimaanan; miinwaa aanish minig.
- Niibina jiimaanensan washme nokaazom piinash k'chi-jiimanan.

1.14 Waazhi-dabaabiishkoojigeng



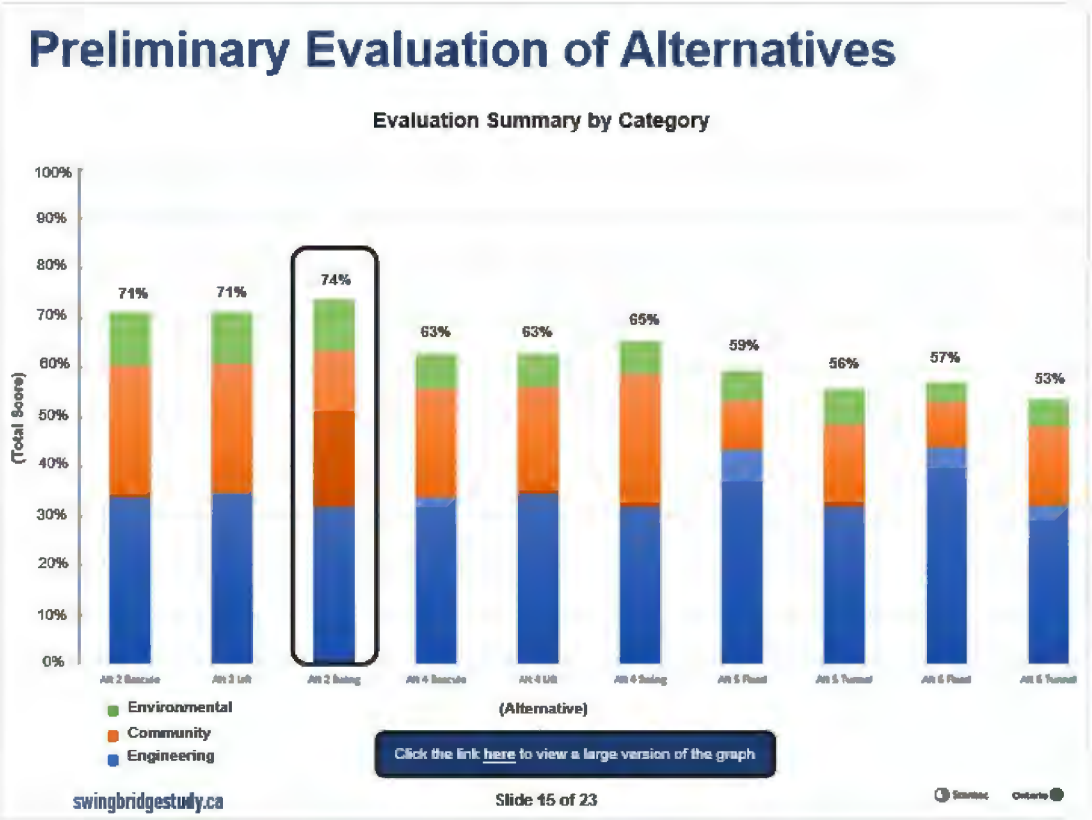
Niibina gegoo wgii-ginwaabijigaade wii-minoseg naakonigewin:

Waazhi-nokaazong zhooniyaa naakimchigewin, gaataayeng wii-ginaajiwang, wii-mino-tkamiing; miinwaa weweni wii-skooniwitameng maanda k'chi-zhigewin. Zhaazhi-gaabi-zhichigeng wgii-waabijigaade, niibinaching wgii-giigidom. Niishing mkotaagoziikewin wgii-ndanjigaade. Maanda wgii-kidowag: Aniish miyaa waazhi-naakimachigeng miinwaa aniish waa-nangideg; aniish minig daabaanaa, jiimaaman, miinwaa waazhi-ginaajiwang; aniish minig obomesiwin miinwaa zhoonyaa waa-minezing miinwaa; wda-temigad na aki wii-nakamigazing; miinwa aniish gaataayenh waazhi-binaadag maage maanaadseg; kino gego edigong-zhaakiig miinwaa

wesiinag.

Kino-gegoo waazhi-minoseg gaataayeng wgii-ginwaabijigaade, niibina mkotaagoziwin wgii-miigwem.

1.15 Ntami-Debaabiishkoode aanin Naakonigewaansan



Maaba bazinbiigan maampii mazinchiganing waabidowen epiitendaagweg naakonigewaansan. Wenda endagwenh wii-aabiji-taang wii-nakimachigeng megwe oodenaang, miinwaa waa-zhinaagwag gaataayeng-niigan naabing k'chi naakonigewin beshigenjigaadeg. Maagabiish bagadoonh niisaayeng mazinbiiganing wii-mdidod mazinchigan.

1.16 Maampii Waazhinaagwag Maami-Waabidameng



Evaluation Summary

Based on the findings of the Evaluation of Planning Alternatives, the **Through Truss Swing Bridge Structure on Alignment 2** is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- Maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- Construction cost is lower when compared to other alternatives
- Lowest impacts to existing residential properties
- Lowest impacts to noise sensitive areas
- No change to access to Little Current business areas
- Minimizes impacts to existing views from Little Current and the North Channel
- New sympathetically designed swing bridge will help maintain the character of the local and marine communities
- Lowest potential to impact wildlife habitat and Species at Risk
- Avoids impacts to the high quality Alvar community

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Kino-gegoo zhaazhi wgii-dibaa biishkode ship-naakamachigan aazhigan washme pshikenjigaade, Through Truss Swing Bridge ezhinikaadeg. Maanda naanaagidendamowin wgii-nokaazigaade:

- Wda-niisho-biziwag daadaanag.
- Kino-wiyaa wda-tkamii.
- Miikaneteg wda-naagidoom.
- Kino-gegoo bemaanbiig wda-temigad.
- Naakimachigan washme wii-beniginde.
- Gaawiin besho wiyaa wdaasii.
- Gaawiin gegoo waa-gizhiyeg.
- Oodenaang wda-mzhaam.
- Miigwa naasaab waa-zhi-mino waabing.
- Jiimaanke daa’iigamigoon wda-mino-senoon.
- Miinwaa, waa-nigwaashkaajig wesiinyag wda-zhaabwiiwag, miinwaa we-zhaakiig.

Kinogwa aazhigan naakimachigan, miikanan, aazhigaansan, gaataaayeng waazhinaagwa waamdowem maampii mazinchiganing.

1.17 Epiitendaagwag Naakimachigewin Skooniwi-Njindowin

Value Engineering Study

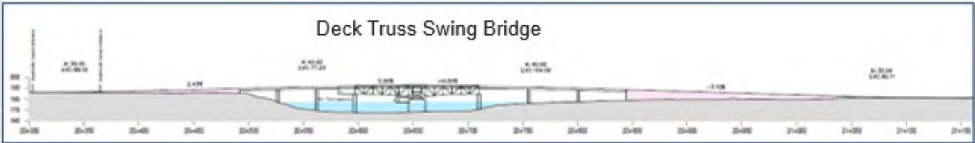
A Value Engineering (VE) study was held in May 2020 by a multidisciplinary team of specialists.

The purpose of this study was to review the preliminary recommended bridge type, and examine innovative ways to improve the project, constructability and reduce project risks.

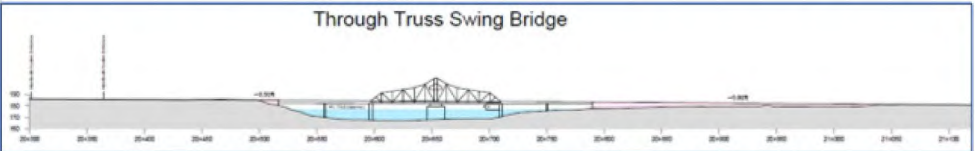
Where possible, measures are developed that improve the performance of the structure while reducing costs.

67 ideas were generated at the VE study, one (Deck Truss Swing Bridge) of which was further reviewed and compared against the preliminary preferred bridge type (Through Truss Swing Bridge)

Deck Truss Swing Bridge





Through Truss Swing Bridge



Based on the findings of the comparative evaluation of these two swing bridge types, the **Through Truss Swing Bridge is preferred.**

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Nimebine-Giizis 2020, e k’chi-twaa-ezhigejig wgii waa-naakimachigaadeg waabdaanaa’aa, wii-naadimaagewaad, wenenh washme genizhingda miinwaa genangdegda. Niibina gegoo wgii-naanaagidenjigaade, jibwaa-maashiing.

Ngodwaasom-dano nendimonan wgii-biji-gaadenoon-naakimachigewin njiwaansan, Value Engineering Study ezhinikaadeg. Bezbig, Deck Truss Swing Bridge ezhinikaadeg wgii-minom-jigaade.

Shkintam, Through Truss Swing Bridge ezhinikaadeg wgii-mino-minaagwad. Zhibiganag maampii mazintesjigaansing ga-waabdaanan gaazhigan.

Kino-gegoo shkwaa-dibaamjigaadeg, Through Truss Swing Bridge menwaabjigaade. Gaazhi-maandoobiigeng gdaa-waabidaanan aazhiganan mampii mazinaatesijigaansing.

1.18 Menwedaagwng Naakonigewin



Naa konigewin menwendaagwag waabdaan maampii mazinaazowining, Through Truss Swing Bridge ezhinikaadeg. Epigishmod nikeyeng, Corridor Alignment 2 yaawang, zhaazhoowach gwa ngodwaaswi k'chi-miikan enaabiig.

1.19 Menwedaagwng Naakonigewin



Zhaazhoownch waa-zhinaawag aazhigan maanda mazinchiganing nooj nikeyeng waa-naabiimigag. Shipming mzaamjigaadeg kino-wiia weweni wda-mino-nokaazon aazhigan. Wii-magadeyaa-nenh niish daabaanag miinwaa jiimaan wda-miiksenoo. Giishpin zhiseg, gete aazhigan biiwaabig wda-nokaazom; miiwaan Miinwaan Heritage Impact Assessment ezhinikaade miiwaa wda-ndakenjigaade mena wii-piitiginded aazhigan . Miiniwaa ngoding, egimaakegig aabideg weweni wii-gwejimaa wii-niisakibijigeng miinwaa wii-niisaakibijigeng miinwaa wii-zhigeng; MTO gewii aabideg weweni-wii-wiidookaazo.

1.20 Gaamiigoyeng Waadoodaagemigag Debaamdizowin

Heritage Impact Assessment

The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.



Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible.

The mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI.

MTO is required to seek MHSTCI Minister's Consent for the demolition or removal of the existing bridge prior to the completion of Preliminary Design and Class EA Study.

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Skooniwi-njindowin wgii-mkaan Provinical Property giwenh maanda aawan; miinwaa aaniish aki waa-piitendaagwag naagach maanda gaamiigoyeng.

Maanda wgii-kidowag

- Naasaab eshinaagwag aazhigan.
- Weweni giwendandaa biiwaabig, miinwaa mazinaazowinag.
- Zagaknandaa gete aazhigan.
- Weweni zagaknandaa gwaji-mino-waabijigaadeg.



1.21 Gaataayeng Waazhinaagwag miinwaa Wii-miikigaadeg

Environmental Impacts and Mitigation

Potential Impact	Preliminary Proposed Mitigation Measures
Aquatic Environment <ul style="list-style-type: none">• Species at Risk (Lake Sturgeon)• Fish/Fish Habitat (warm, cool and cold-water species)	<ul style="list-style-type: none">• In-water works will conform to the restricted activity windows for this area (i.e., between July 18 through August 31)• Sediment and erosion control measures will be implemented to prevent sediments entering the waterbody• Debris will be prevented from entering the water during bridge removal and/or construction• All works will be planned in consultation with the MNR, UCCMM Tribal Council and Wiikwemkoong First Nation leadership
Terrestrial Environment <ul style="list-style-type: none">• Loss of alvar habitat along the existing Highway 8 right-of-way• Species at Risk and habitat along the existing Highway 8 right-of-way (i.e., Houghton's Goldenrod)• Significant Wildlife Habitat / Habitat for Species of Conservation Concern (i.e., Common Nighthawk)• Small area of woodland along the existing Highway 8 right-of-way	<ul style="list-style-type: none">• Reduce encroachment into alvars, Species at Risk habitat and Significant Wildlife Habitat / Habitat for Species of Conservation Concern• Authorize the project under the Endangered Species Act, 2007 including preparation of a mitigation plan to address adverse effects on Houghton's Goldenrod and its habitat; mitigation may include relocation of individual plants to outside the work area, assisted seed dispersal, localized removal of competitive plants, and monitoring• Avoid vegetation removal during sensitive wildlife periods such as the breeding season for Common Nighthawk and migratory birds that are protected by the Migratory Birds Convention Act, 1984• Manage introduction of invasive plant species by washing and visually inspecting all machinery prior to entry onto the site, and revegetating disturbed areas
Archaeology <ul style="list-style-type: none">• Discovery of archaeology resources during construction	<ul style="list-style-type: none">• Stage 1 and 2 Archaeological Assessments and a Marine Archaeological Overview Assessment was completed for the Preferred Plan area• While the discovery of archaeological resources is not expected, if archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the UCCMM Tribal Council and Wiikwemkoong First Nation leadership, as well as MHSTCI, will be contacted immediately
Air/Noise <ul style="list-style-type: none">• Changes in noise/air quality associated with construction and/or operation of project	<ul style="list-style-type: none">• An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess potential changes in local and regional air quality, and to determine if mitigation measures are required• Potential changes in traffic noise associated with the Preferred Plan are currently being reviewed in accordance with Provincial guidelines to determine if measure are required to mitigate potential increases in traffic noise

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Gaataayeng waazhinaagwag zhigeng aabideg wii-ginaajiwan. Aabideg giishpin ga-
aanji-nda-kenjigemii waa-zhichigeng; miinwaa maziniganan gwii-yaameng
maachtaawin.

Weweni waabam maaba mazinaazowin, giishpin giigoo wii-gwedeyin maage giigoo
wii-kidoyin, wii-dimoo bezhig maanda enkiitang.



1.22 Niigaan Tookiiyeng

Next Steps

- Review and consider feedback received following this online consultation event
- Confirm the **Recommended Plan**
- Complete the Transportation Environmental Study Report (TESR)
- Issue Notice of Study Completion and file the TERS for a 30-day review period

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Kino-gegoo waa-kidoyin miinwaa gwedewin, nwii-ginwaabidaanaa. Nga-nda-zhichigemi wii-naatoo'aan gegoo benaadag. TERS wda-zhiitaawag; ngo-giizis wii-temigad maanda megwe-masinaatesijigewning.


1.23 Miigwech

Thank you for participating in this online Public Information Centre!

3 ways to provide your comments:

 Fill out the survey following this presentation [Click here to fill out the survey](#)


 Send an email to the ProjectTeam@swingbridgestudy.ca

 Or, mail your comments to:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
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Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel: 1-705-491-7756
Toll Free: 1-800-461-9547

We would appreciate receiving your comments by April 30, 2021

 **Freedom of Information and Protection of Privacy**
Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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Kchi-miigwech kidowag Ontario Ministry of Transportation MTO wgii-bi-wiidokaazoyin. Giwiikomigoo wii-waabidaman PIC nakaazowinan maampii kchi-nokiiwin masinaatesijigan website ezhinikaade; miinwaa survey wiida-kaagen shkwaaseg maanda mesinaadeg.

Giishpin gegoo wii-giidoyin maage wii-gwedeyin maampii ndabijigan Email yaawang: ProjectTeam@SwingBridgeStudy.ca maage bi-giigidokan, ninda nooziwinan.

Bi-zhibiigen jibwaashkwaa-gizod Boopoogame-Giizis, April 30, 2021.

Miigwech; miiwaa