

APPENDIX A  
NOTIFICATION MATERIALS



Memo

To: M. Delfino, J. Haddow  
MTO Northeastern Region  
File: 1650.01086

From: Nevena Gazibara  
Hamilton ON Office  
Date: August 14, 2018

Reference: Planning, Preliminary Design and Class Environmental Assessment  
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)  
Notice of Public Information Centre (PIC) 1 Timing Strategy

Please find attached the draft Notice of Public Information Centre 1 timing strategy for the above-mentioned project for your review.

KEY STAGE	DATE
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Draft PIC Displays sent to MTO	Wednesday June 6, 2018
PIC Dry Run	Thursday June 21, 2018
Draft notification materials sent to MTO	Friday, July 6, 2018
MTO Advertisement Approval	Monday, June 25, 2018
Notice to Queens Park	Friday July 27, 2018
Notice to MPP	Wednesday August 1, 2018
External Agency Mailing (Letter, Flyer and Comment Sheet)	Monday August 6, 2018
Businesses, Property Owners and Stakeholder Mailing (Flyer)	Monday August 6, 2018
Mailing to Indigenous groups (on Stantec Letterhead)	Tuesday August 14, 2018
Canada Post Unaddressed admail	Monday August 6, 2018
<i>Project Website updated with PIC Date and Time</i>	Wednesday August 8, 2018

**Reference: Planning, Preliminary Design and Class Environmental Assessment  
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)  
Notice of Public Information Centre (PIC) 1 Timing Strategy**

KEY STAGE	DATE
Manitoulin Expositor (in English)	Wednesday August 8, 2018
<i>Manitoulin West Recorder</i> (in English)	Friday, August 10, 2018
<i>Sudbury Star</i> (in English)	Wednesday August 8, 2018
Council Presentation	Tuesday August 7, 2018
Business Owner Session	Wednesday August 22, 2018 2:00 PM to 3:00 PM
External Agency Session	Wednesday August 22, 2018 3:00 PM to 4:00 PM
Public Information Centre (PIC) 1 (Manitoulin Hotel and Conference Centre)	Wednesday August 22, 2018 4:00 PM to 8:00 PM
Community Event Booth (Hawewater Festival)	August 4, 2018
Comments requested by:	Friday September 28, 2018

#### STANTEC CONSULTING LTD.



Nevena Gazibara, B. Sc., MREM, ENV SP  
Environmental Planner  
Phone: (905) 381-3249  
Fax: (905) 385-3534  
nevena.gazibara@stantec.com

c. G. Cooke, T. Belliveau, D. Addley – Stantec Consulting Ltd.



#### NOTICE OF PUBLIC INFORMATION CENTRE 1 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 field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. A *Study Design Report* (SDR) will also be completed and will be made available for public review. The purpose of the SDR is to confirm the project Need and Justification, define the study area, assess alternative crossing types (Alternatives to the Undertaking), and document the Class EA process including consultation.

#### PUBLIC INFORMATION CENTRE 1

A Public Information Centre (PIC) is being held to provide the public and stakeholders with an opportunity to review the transportation needs assessment, existing conditions, alternatives to the undertaking, and comment on project activities to date. The PIC will be a drop-in format, with members of the Project Team available to discuss the project with you and respond to any questions you may have.

**Date:** August 22, 2018

**Location:** Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, Ontario

**Time:** 4:00 p.m. to 8:00 p.m.

#### COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the Project Team. If you wish to have your name added to the project mailing list or have questions about the study, please contact:

**Mr. Gregg Cooke, P.Eng.**  
Consultant Project Manager  
Stantec Consulting Ltd.  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4  
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  
447 McKeown Avenue  
North Bay ON P1B 9S9  
Tel: (705) 497-6807  
Toll-free: 1-800-461-9547  
ProjectTeam@swingbridgestudy.ca

You are encouraged to visit the project website, [www.swingbridgestudy.ca](http://www.swingbridgestudy.ca) where project information is made available as the study progresses. You can also submit comments to the Project Team on the project 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.



**Stantec Consulting Ltd.**

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

August 1, 2018  
File: 165001086

Mr. Michael Mantha, MPP  
Algoma- Manitoulin  
18 Mary Walk  
Elliot Lake ON P5A 2A1  
By Fax: (705) 461-9720

Dear Mr. Mantha,

**Reference: Planning, Preliminary Design and Class Environmental Assessment  
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)  
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The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 1 is attached. You are also encouraged to visit the project website at [www.swingbridgestudy.ca](http://www.swingbridgestudy.ca) for project information and updates.

The Notice of Public Information Centre 1 will appear in the *Manitoulin Expositor* on Wednesday August 8, 2018, the *Sudbury Star* on Wednesday August 8, 2018, and in the *Manitoulin West Recorder* on Friday August 10, 2018.

The first Public Information Centre is scheduled for:

**August 22, 2018  
4:00 PM to 8:00 PM**

Manitoulin Hotel and Conference Centre  
66 Meredith Street East, Little Current

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting from 3:00 PM to 4:00 PM in advance of the PIC planned between 4:00 PM and 8:00 PM at the same location.

August 1, 2018  
Mr. Michael Mantha, MPP  
Page 2 of 2

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If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

**Stantec Consulting Ltd.**

**Nevena Gazibara**, B. Sc., MREM, ENV SP  
Environmental Planner  
Phone: (905) 381-3249  
Fax: (905) 384-3534  
[nevena.gazibara@stantec.com](mailto:nevena.gazibara@stantec.com)

Attachment: Notice of Public Information Centre 1

c. 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 7, 2018  
File: 165001086

Letter to External Agencies

**Attention: First Name, Last Name, Position**  
Organization  
Address  
Address 2  
City Province Postal Code

Dear Title Last Name,

**Reference: Planning, Preliminary Design and Class Environmental Assessment  
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)  
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External agencies are invited to attend an External Agency Drop-In Meeting on August 22, 2018, from 3:00 PM to 4:00 PM, at the Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current. The Meeting is being held in advance of a general public session planned between 4:00 PM and 8:00 PM at the same location. The sessions will provide you with an opportunity to review the Alternatives to the Undertaking, study area information, and address questions or concerns directly with representatives of the project team.

August 7, 2018

First Name, Last Name, Position

Page 2 of 2

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**Stantec Consulting Ltd.**

**Nevena Gazibara**, B. Sc., MREM, ENV SP  
Environmental Planner  
Phone: (905) 381-3249  
Fax: (905) 384-3534  
[nevena.gazibara@stantec.com](mailto:nevena.gazibara@stantec.com)

Attachment: Notice of Public Information Centre 1

c. 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 7, 2018  
File: 165001086

Letter to Nearby Businesses/Stakeholders

**Attention: First Name, Last Name, Position**  
Organization  
Address  
Address 2  
City Province Postal Code

Dear Title Last Name,

Reference: Planning, Preliminary Design and Class Environmental Assessment  
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Business owners are invited to attend a Business-Owner Drop-In Meeting on August 22, 2018, from 2:00 PM to 3:00 PM, at the Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current. The Meeting is being held in advance of a general public session planned between 4:00 PM and 8:00 PM at the same location. The session will provide you with an opportunity to review the Alternatives to the Undertaking, study area information, and address questions or concerns directly with representatives of the project team.

August 7, 2018

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Page 2 of 2

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**Nevena Gazibara**, B. Sc., MREM, ENV SP  
Environmental Planner  
Phone: (905) 381-3249  
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c. M. Delfino, J. Haddow – Ministry of Transportation  
G. Cooke, T. Belliveau – Stantec Consulting Ltd.



Neighbourhood Mail Distribution Plan  
by Delivery Installation

C167924392

Mailed by: 8162546 STANTEC CONSUI TING I TD.  
Mailed on Behalf of: 8162546 STANTEC CONSUI TING I TD.  
Customer Reference: 165001086

Deposit Date: 2018/08/07 Deposit Location: HAMII TON STN I CD 1								
DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
P0P1A0	BIRCH ISI AND		I ttle Current Swing Bridge	Upon receipt	1	148	No	Yes
P0P1G0	M'CHIGEENG		I ttle Current Swing Bridge	Upon receipt	1	266	No	Yes
P0P1H0	AI I		I ttle Current Swing Bridge	Upon receipt	1	942	No	Yes
P0P1J0	KAGAWONG		I ttle Current Swing Bridge	Upon receipt	1	228	No	Yes
P0P1K0	AI I		I ttle Current Swing Bridge	Upon receipt	1	1,014	No	Yes
P0P1N0	MANITOWANING		I ttle Current Swing Bridge	Upon receipt	1	404	No	Yes
P0P1S0	MINDEMOYA		I ttle Current Swing Bridge	Upon receipt	1	569	No	Yes
P0P1T0	PROVIDENCE BAY		I ttle Current Swing Bridge	Upon receipt	1	165	No	Yes
P0P1Z0	SOUTH BAYMOUTH		I ttle Current Swing Bridge	Upon receipt	1	50	No	Yes
P0P2B0	SPRING BAY		I ttle Current Swing Bridge	Upon receipt	1	261	No	Yes
P0P2C0	TEHKUMMAH		I ttle Current Swing Bridge	Upon receipt	1	286	No	Yes
P0P2H0	WHITEFISH FAI I S		I ttle Current Swing Bridge	Upon receipt	1	88	No	Yes
P0P2J0	WIKWEMIKONG		I ttle Current Swing Bridge	Upon receipt	1	758	No	Yes

e-mail to General Public

From: Gazibara, Nevena  
Sent: Wednesday, August 08, 2018 2:35 PM  
To: projectteam@swingbridgestudy.ca  
Subject: Little Current Swing Bridge Study (GWP 5268-14-00) Notice of Public Information Centre 1  
Attachments: ad\_1086\_PIC1\_fnl.pdf

Dear Sir/Madam,

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Kind regards,  
**Nevena Gazibara** B.Sc., MREM, ENV SP  
Environmental Planner

Direct: 905 381-3249  
Fax: 905 385-3534  
[ProjectTeam@swingbridgestudy.ca](mailto:ProjectTeam@swingbridgestudy.ca)  
  
Stantec  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4 CA







# Perivale Gallery to feature works of painter Jay Favot

Tom Sasvari  
The Recorder

SPRING BAY—Perivale Gallery will be holding an opening reception this Saturday, August 11 for an exhibition and show for 'Generations: The Art of Jay Favot.' "Jay is a Sudbury-based artist whose star has been rapidly rising," a press release from the gallery states. "Recently featured in a 16 page spread in the 2017 Spring/Summer edition of *Arabella*, Canada's foremost art, design and architecture publication, as an 'Artist to Collect,' Jay has recently figured prominently in awards at well-known and respected art venues."

"Jay was the recipient of the Peg Forbes Memorial Award, which is one of the top awards, at the 2016 La Cloche Art Show for his painting 'The Crack,' as well as being the 2016 winner of the People's Choice Award at Perivale Gallery's annual

'In the Spirit of Tom Thomson and the Group of Seven Show,' for his painting, 'Above Killarney.'

In 2017, Mr. Favot was presented with the Committee's Choice Award at the La Cloche Art Show. Generations will feature the artist's newest and as yet unseen works, and will continue to August 17, 2018.

Mr. Favot is driven to strive harder and better in his art every year. His inspirations have come from a variety of sources, including Ontario and Quebec landscapes and cityscapes, as well as taking a fresh view of the ordinary moments of life with both people and things. "To see somebody make that connection to your art is always great," the artist says. "It has been a conscious effort to vary subjects and style of art over the years."

Mr. Favot's artwork can be found in many private collections in Canada and he

is currently represented by Perivale Gallery.

Come and meet the artist and enjoy refreshments on August 11 from 1 to 5 pm, or visit the show any time between 10 am and 5 pm during the following week. Mr. Favot's available works can be viewed at Perivale Gallery until September 16.

The images of the works to be featured in this exhibition will be uploaded to the gallery's website by 7 am the morning of the opening, August 11. Doors open at 10 am. A reception begins at 1 pm. For more information or to purchase as of 7 am on August 11, please contact Shannon McMullan at 705-210-0290.



## Business Advice for All Seasons

Whether you're an individual or operate a small business or farm, MNP has the expertise and insight to meet your business, accounting and tax needs all year round.

Visit a local MNP advisor at Unit 3-2134 Hwy 551 in Mindemoya or phone 705.377.5661

ACCOUNTING > CONSULTING > TAX MNP.ca Wherever business takes you.

## NOTICE OF PUBLIC INFORMATION CENTRE 1 Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

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**Date:** August 22, 2018

**Location:** Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, ON

**Time:** 4:00 p.m. to 8:00 p.m.

### COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the Project Team. If you wish to have your name added to the project mailing list or have questions about the study, please contact:

**Mr. Gregg Cooke, P.Eng.**

Consultant Project Manager

Stantec Consulting Ltd.

200-835 Paramount Drive

Stoney Creek, ON L8J 0B4

tel: 905-381-3227

call collect: 905-385-3234

e-mail: ProjectTeam@swingbridgestudy.ca

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## WORLD NEWS

## Russia warns NATO over Georgia

VLADIMIR ISACHENKOV  
THE ASSOCIATED PRESS

MOSCOW — An attempt by NATO to incorporate the former Soviet republic of Georgia could trigger a new, "horrible" conflict, Russia's prime minister said Tuesday in a stern warning to the West marking 10 years since the Russia-Georgia war.

Dmitry Medvedev said in an interview with the Kommersant daily broadcast by Russian state TV that NATO's plans to eventually offer membership to Georgia are "absolutely irresponsible" and a "threat to peace."

Medvedev was Russia's president during the August 2008 war, which erupted when Georgian troops tried unsuccessfully to regain control over the Moscow-backed breakaway province of South Ossetia and Russia sent troops that routed the Georgian

military in five days of fighting.

The Russian army was poised to advance on the Georgian capital, but Medvedev rolled it back, accepting a truce mediated by the European Union.

After the war, Georgia entirely lost control of both South Ossetia and another separatist region, Abkhazia. Russia has strengthened its military presence in both regions and recognized them as independent states, but only a few countries have followed suit.

The European Union on Tuesday reiterated its "firm support to the sovereignty and territorial integrity of Georgia within its internationally recognized borders" and lamented the Russian military presence in Abkhazia and South Ossetia.

In a show of support for Georgia, foreign ministers of Latvia, Lithuania and Poland, and a cabinet member from Ukraine, visited

Tbilisi Tuesday, urging Russia to withdraw its troops from Abkhazia and South Ossetia.

Medvedev warned that NATO's attempt to embrace Georgia could have catastrophic consequences.

"There is an unresolved terri-

torial conflict ... and would they bring such a country into the military alliance?" he said. "Do they understand the possible implications? It could provoke a horrible conflict."

Medvedev pointed to Moscow's

recognition of independence of Abkhazia and South Ossetia and the Russian military bases there, saying that any attempt to change the status quo could lead to "extremely grave consequences."

## INSPECTION

### Inspection of Approved Aerial Herbicide Project Spanish Forest

The Ontario Ministry of Natural Resources and Forestry (MNRF) invites you to inspect the MNRF-approved aerial herbicide projects. As part of our ongoing efforts to regenerate and protect Ontario's forests, selected stands on the Spanish Forest (see map) will be sprayed with herbicide to control competing vegetation, starting on or about August 15, 2018.

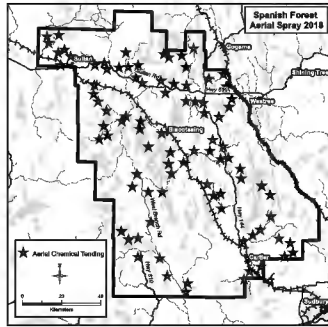
The approved project description and project plan for the aerial herbicide project is available for public inspection by appointment during normal business hours at the EACOM Timmins Office and on the Ontario Government website at [www.ontario.ca/forestplans](http://www.ontario.ca/forestplans) beginning July 15, 2018 and March 31, 2019 when the Annual Work Schedule expires.

Interested and affected persons and organizations can arrange an appointment with MNRF staff to discuss the aerial herbicide project. For more information, please contact:

**Bob Robinson, R.P.F.**  
Management Forester  
Ministry of Natural Resources and Forestry  
Sudbury District Office  
3767 Hwy. 69 South, Sudbury, ON P3G 1E7  
tel: 705-564-7868

**Kelly Ellis**  
Management Forester  
Ministry of Natural Resources and Forestry  
Chapleau District Office  
190 Cherry Street  
Chapleau, ON P0M 1K0  
tel: 705-864-3163

Renseignements en français : Bert Gauthier au 705 564-7853.



**Tom Schwen**  
EACOM  
Ottawa Sawmill  
tel: 705-263-2844, ext. 223

**Gail Ballak**  
Management Forester  
Ministry of Natural Resources and Forestry  
Timmins District Office  
5520 Hwy. 101 East, P.O. Bag 3090  
Timmins, ON P0N 1H0  
tel: 705-235-1320



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**Time:** 4:00 p.m. to 8:00 p.m.

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**Mr. Gregg Cooke, P.Eng.**

Consultant Project Manager

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200-835 Paramount Drive

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tel: 905-381-3227

call collect: 905-385-3234

e-mail: ProjectTeam@swingbridgestudy.ca

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Tom Sasvari  
The Recorder

OTTAWA—The Town of Gore Bay is to receive funding from the federal government, one of 159 new initiatives in communities across Canada who are receiving a total of \$12.1 million in funding under three different funding programs.

Gore Bay is to receive \$32,000 in funding for an asset management plan update and training. The funding is being provided under the Municipal Asset Management Program (MAMP). Investing in innovative municipal infrastructure projects contributes to a clean growth economy and strengthens the middle class by ensuring communities are healthy and sustainable places to live.

The Honourable Francois-Philippe Champagne, Minister of Infrastructure and Communities, and Vicki-May Hamm, president of the Federation of Canadian Municipalities (FCM), announced over \$12.1 million in funding for 159 new initiatives in communities across Canada through three programs: The Green Municipal Fund (GMF), the Municipalities for Climate Innovation Program (MCIP) and the Municipal Asset Management Program (MAMP).

Vicki-May Hamm, FCM president said, "whether big or small, urban or rural, municipalities are responsible for more than half of Canada's public infrastructure-critical assets that support our economy and quality of life. Building resilient, sustainable, and livable communities will define our future. Leveraging today's announcement through FCM's programs will drive local solutions to Canada's national challenges."

## Police Report

Tom Sasvari  
The Recorder

GORDON—A Gordon/Barrie Island township resident is warning other area residents of a new scam, one that started in a message sent to her online.

"This is the first time I have ever seen this before, especially online," said Gloria Hall, a Gordon/Barrie Island township resident, last week. "I knew this was a scam. If the Canada Revenue Agency (CRA) addresses you it is by your name, not by taxpayer. Right there it tells you this is a scam," she said, noting that she has no knowledge of any of the information that had been sent to her.

The message sent to Ms. Hall reads in part: "TaxPayer. Canada Revenue Agency has sent you an INTERAC e-Transfer (previously INTERAC Email Money Transfer)." It lists the amount, an expiry date and action required to deposit her money.

"I just want to warn other people of this scam; if you go along with what they ask, they can get your banking information and once they get that you will be in trouble," said Ms. Hall. "Especially for people waiting for a refund they might be tempted to open this email. Don't, it's a scam."



THE ASSOCIATED PRESS FILES  
A column of Russian armoured vehicles is seen on their way to the South Ossetian capital Tskhinvali on Aug. 9, 2008. Russia says there could be a new conflict in Georgia if the country joins NATO.



It's like getting a **FREE CAR** with the money you'll save with a new Guildcrest home.



Owners can expect lower utility costs with a new Barne built Guildcrest home:

- Tight construction
- Advanced windows,
- Sealed ducts
- Improved insulation
- High-efficiency heating & cooling system

Enjoy improved indoor air quality, comfort and lower utility costs.

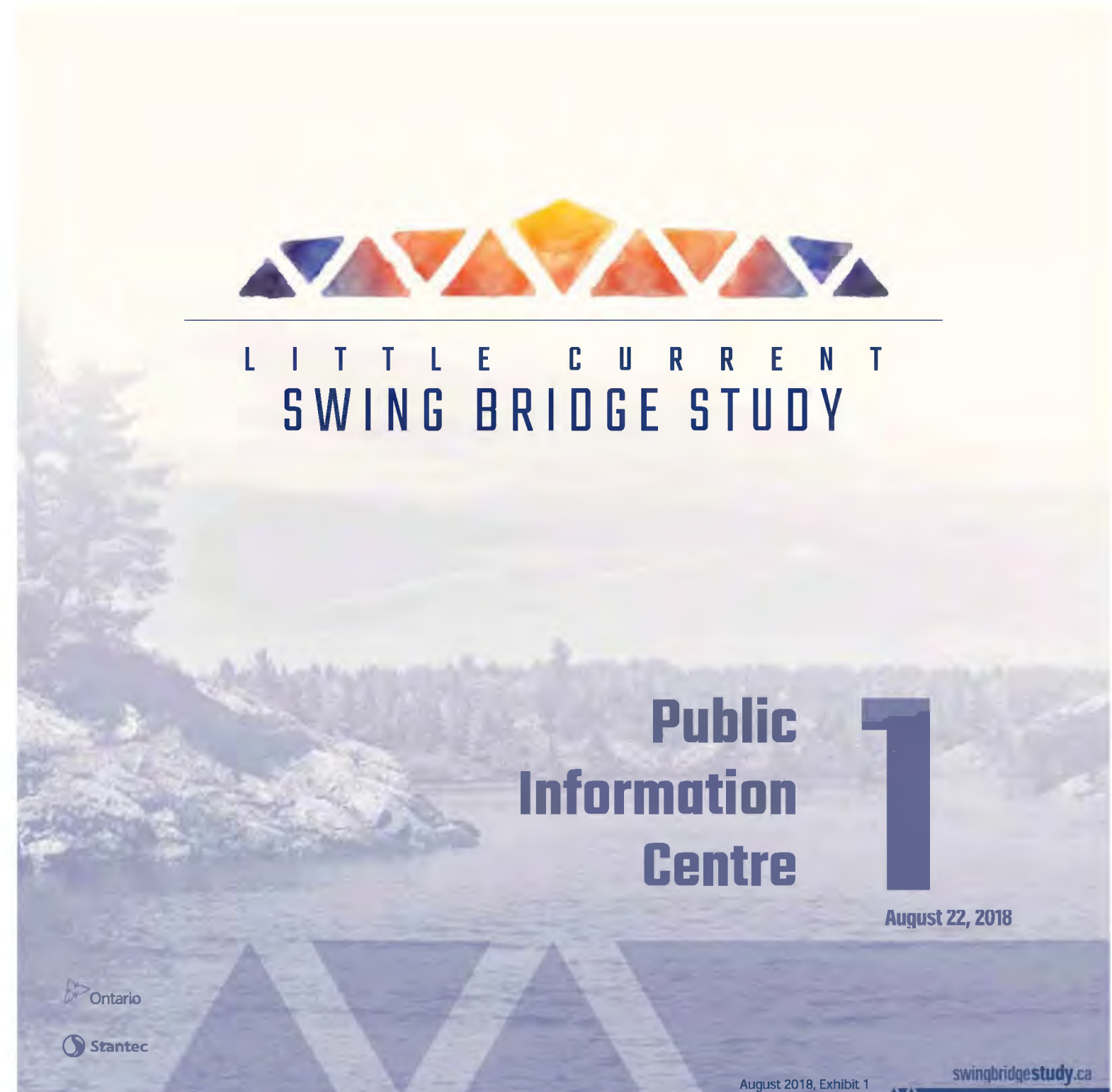


705-674-2240

barne.ca



**APPENDIX B  
PIC DISPLAYS AND COMMENT  
SHEET**

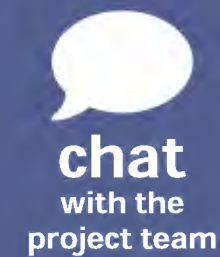




# Welcome

This is the first Public Information Centre (PIC) for the **Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study**





The 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

which will address the current and future transportation needs at the bridge crossing. This is part of the MTO's ongoing review of safety and operational needs for the provincial highway network.

### PIC 1 objectives

-  seek input on the problem and opportunity statements
-  present and seek input on the alternatives to the undertaking
-  present and seek input on the existing conditions in the study area (i.e. natural, social, economic, and cultural)
-  answer questions about the study

# 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. A copy of the draft SDR will be available for review after input has been received from this Public Information Centre.

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

Public, stakeholder and Indigenous community consultation will take place throughout the project and will include, but will not be limited to: Public Information Centres (PIC), Indigenous Community Information Sharing Sessions (CISS), meetings with stakeholders, meetings with business owners, and participation at community events.

## Study Phases

### 1 Transportation needs assessment phase

- Develop Problem and Opportunity Statements
- Identify Alternatives to the Undertaking (ie, "Alternatives to")
- Assess "Alternatives to"  
(How well do they address the Problem and Opportunity Statements?)
- Select "Alternatives to" to carry forward for further development
- Confirm Class EA Process

Ongoing  
consultation



Public Information Centre 1  
&  
Indigenous Community  
Information Sharing Sessions

we are  
here

### 2 Planning phase

- Publish Study Design Report (SDR)
- Develop Planning Alternatives ("Alternative Methods")
- Develop Evaluation Process
- Evaluate Planning Alternatives
- Select Preferred Alternative

SDR 30-day public review

Public Information Centre 2  
&  
Indigenous Community  
Information Sharing Sessions

### 3 Preliminary design phase

- Develop Recommended Plan
- Identify Traffic Management and Staging Requirements
- Confirm Environmental Impacts and Mitigation
- Identify Property Requirements
- Refine and Finalize Recommended Plan

Public Information Centre 3  
&  
Indigenous Community  
Information Sharing Sessions

### 4 Documentation and environmental clearance phase

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

TESR 30-day public review

### 5 Future phases...

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

Additional public consultation



# History

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.



The Ministry of Transportation 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. As part of this study, the project team will complete a *Cultural Heritage Evaluation Report* that will review the heritage value of the existing swing bridge and will document the conservation options and impact assessment of alternatives.



# Existing Conditions

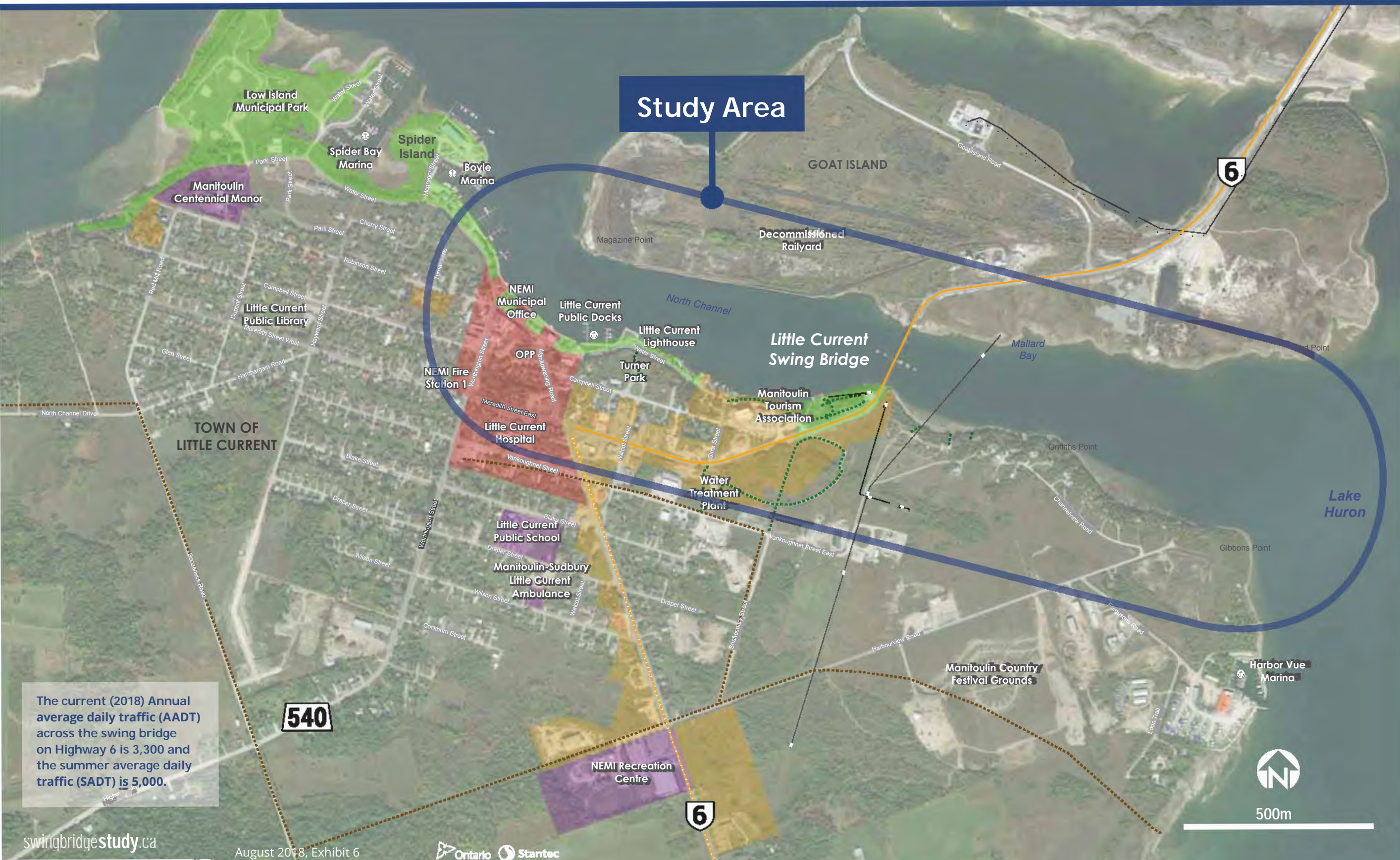
**Legend**

h Marina

**District of Manitoulin Official Plan Land Use**

- Core Commercial Area
- Arterial Commercial Area
- Community Facility Area
- Open Space Area

- Province Wide Cycling Network Existing on Road Route
- Province Wide Cycling Network Proposed on Road Route
- Snowmobile Trail
- Walking Trail
- Hydro Line
- Pipeline
- Transmission Line



The current (2018) Annual average daily traffic (AADT) across the swing bridge on Highway 6 is 3,300 and the summer average daily traffic (SADT) is 5,000.



# Surrounding Communities

Legend

Town

Highway

Major Road

Municipal Boundary

Country Boundary

Provincial Park

Waterbody





# Transportation Needs Assessment

The Transportation Needs Assessment process is part of the ongoing management and administration of the transportation system by the Province and others. Assessment of needs can result in a number of recommendations, including initiating a study, initiating major or minor improvements, initiating routine maintenance, monitoring a situation, or doing nothing. Because of the range of potential outcomes, the transportation needs assessment process includes the following key tasks:

- Identifying transportation problems and opportunities
- Assessing and selecting reasonable alternatives, including ‘do nothing’
- Developing potential transportation study objectives
- Initiating the study process

## Maintenance and repair history:



# Problem and Opportunity

The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and 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 transport facilities; and to reduce operating and maintenance costs.





# Alternatives to the Undertaking

The Class EA process requires that ‘reasonable alternatives’ be considered to address identified problems. This involves two levels of analysis. The *Alternatives to the Undertaking* considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the *Alternative Methods of Carrying out the Undertaking* can be studied.

The following *Alternatives to the Undertaking* (below) have been developed to address the identified problems and opportunities for this study.

Following PIC 1, an assessment will be completed to evaluate the *Alternatives to the Undertaking* and to select the most reasonable alternatives to carry forward and develop for detailed investigations and further study.

This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.



All alternatives to the undertaking will accommodate active transportation facilities

## Alternatives to the Undertaking



### Do Nothing

- Maintain the existing single-lane structure and provide on-going maintenance and repairs to the structure, as required.
- + provides year-round road access
  - + maintains existing traffic operations
  - + maintains emergency response and evacuation access
  - + maintains 15-minute/hour boat access
  - requires extensive and ongoing operating and maintenance costs
  - reliability of the existing bridge is an increasing concern
  - does not provide a permanent long-term solution (will require eventual replacement)



### 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.
- + provides vehicle access
  - intermittent access
  - increases traffic delays
  - reduces emergency response and evacuation access
  - + provides unrestricted boat access
  - requires ongoing operating and maintenance costs
  - requires large traffic queuing areas
  - requires large docking facilities



### Replace with a 2-lane Tunnel

- The tunnel alternative will provide year-round vehicular access via a two-lane tunnel.
- + provides year-round road access
  - + improves traffic operations and reduces traffic delays
  - + improves emergency response and evacuation access
  - + provides unrestricted boat access
  - requires a new roadway alignment to provide sufficient clearance under the existing shipping channel
  - typically very expensive compared to a bridge crossing (approximate cost is between \$250-\$300 million, depending on location, profile and final design)



### Replace with a 2-lane Moveable Bridge

- A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.
- + provides year-round road access
  - + improves traffic operations and reduces traffic delays (two-lane structure)
  - + maintains emergency response and evacuation access
  - + maintains current boat access
  - + provides a modern moveable bridge with lower operating and maintenance costs than the existing bridge
  - + typically less expensive than a tunnel crossing (approximate cost for a moveable bridge is between \$25-\$50 million, depending on location, profile and final design)
  - requires ongoing operating and maintenance costs



### 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.
- + provides year-round road access
  - + improves traffic operations and reduces traffic delays
  - + improves emergency response and evacuation access
  - + provides unrestricted boat access
  - + typically less expensive than a tunnel crossing (approximate cost for a fixed bridge is between \$50-\$100 million, depending on location, profile and final design)
  - requires a new roadway alignment to provide sufficient clearance over the existing shipping channel

# Investigations

In accordance with the MTO class environmental assessment process, this study includes engineering and environmental specialists who are carrying out background studies and site-specific investigations to support the development and the evaluation of alternatives, and identify potential impacts and mitigation measures.

The investigations for this study include, but are not limited to, the following:

## Engineering investigations

- Traffic and safety
- Bridge
- Foundations
- Drainage and hydrology
- Highway
- Electrical
- Active transportation

## Natural environment investigations

- Terrestrial
- Aquatic
- Species at risk

## Socio-economic investigations

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

# Let us know what's important to you

Use the  
iPads  
provided

The project team would like to know which project factors are important to you. Your feedback will assist the project team in developing evaluation criteria for the preliminary design alternatives. The evaluation criteria will be developed and then presented at Public Information Centre 2 (PIC 2) for additional input and comments from the public. Following PIC 2, the evaluation criteria will be refined and then used to evaluate the preliminary design alternatives and select a preferred plan.

Staff members are on hand to guide you through the online survey.

How would you rank the importance of the following factors?

- property
- heritage
- active transportation
- access and traffic
- aesthetics and viewsapes
- natural environment
- access to businesses
- other





# Thank you for attending

## Your input is important

### 3 ways to provide your comments:



Fill out a comment sheet and place it in the box



Send an email to [ProjectTeam@swingbridgestudy.ca](mailto: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 (+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

*We would appreciate receiving your comments by  
September 28, 2018*



#### 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.

#### COMMENT FORM

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

Public Information Centre 1, Manitoulin Hotel and Conference Centre – Wednesday, August 22, 2018

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) Visit the project website at [www.swingbridgestudy.ca](http://www.swingbridgestudy.ca) for project information and to submit additional comments. The PIC displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

Stantec Consulting Ltd.

200-835 Paramount Drive

Stoney Creek ON L8J 0B4

Tel. (905) 381-3249 Email: [projectteam@swingbridgestudy.ca](mailto:projectteam@swingbridgestudy.ca)

**Name and Address (optional) PLEASE PRINT**

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

Information collected will be used 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.

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

[illegible]

## APPENDIX C

### COMMENTS RECEIVED AT PUBLIC INFORMATION CENTRE 1



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## External Agencies

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-----Original Message-----  
From: McFarling, Julie (MNRF) <Julie.McFarling@ontario.ca>  
Sent: Monday, October 15, 2018 3:28 PM  
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>  
Subject: RE: comments on swing bridge project (Little Current Swing Bridge Study GWP 5268-14-00)

Hi Nevena,  
MNRF has the following comments and information. Thank you for your patience regarding our response!  
Please let me know if you have any questions.  
Julie

Aquatic Resources

- ☐ **Species/community information** including any aquatic Species at Risk  
No specific sampling records for this location; however, the North Channel of Lake Huron supports a diverse fish community characterized by warm, cool, and cold water species. Common sportfish include small and largemouth bass, northern pike, walleye, muskellunge, lake trout, rainbow trout, and pacific salmon. Lake Sturgeon may also utilize the general area and the Great Lakes – Upper St. Lawrence Population is presently designated as Endangered under the ESA.
- ☐ **Watercourse thermal regime(s) and flow regime(s)**  
As per above, the North Channel supports warm, cool, and cold water species. Currents in the Channel can change from westerly to easterly depending on wave action and seiche.
- ☐ **Special Habitat Features**  
We have no records of critical fish habitat in the immediate area; however, the absence of mapped values by no means indicates absence of sensitive habitat more so that the area has not been surveyed. If there is going to be significant in-water work, a new or expanded in-water footprint, or potential for input of sediment/debris, a survey of fisheries habitat values within the expected impact zone may be required to evaluate project implications. The Department of Fisheries and Oceans will need to be engaged to explore the implications of and potentially secure approval for in-water works.
- ☐ **Construction Timing Window(s)**  
The standard in-water work window for this area would be July 16th through August 31st depending on the scope of the work and mitigation proposed. We await confirmation of project details and mitigation prior to finalizing our recommendations on this front.
- ☐ **Important/exceptional fish habitat (e.g. groundwater upwelling, spawning areas, regugia, migratory routes)**  
As per above under Special Habitat Features.
- ☐ **Presence/absence of aquatic invasive species**  
Not possible to provide a complete list but the Great Lakes are home to 200 aquatic invasive species give or take. Of concern locally are zebra and quagga mussels, round goby, rusty crayfish, spiny water flea, etc. It is also possible that Phragmites and / or other invasive plants could be present in the work area. The primary consideration for any

decommissioning or construction works would be measures to ensure no transfer of such species to other areas through subsequent use of exposed/contaminated equipment at alternate work locations.

☐ **MNRF fisheries management objective, if applicable**

Suggest contacting the Upper Great Lakes Management Unit for any relevant fisheries management objectives. An appropriate contact would be Dave Gonder - Resource Management Supervisor (david.gonder@ontario.ca 519-371-5596).

Terrestrial Resources

☐ **Species/community information including any terrestrial Species at Risk**

Most notably there is an area of sensitive alvar habitat located immediately east of the existing bridge along the northern shore extending westward on Goat Island some 500+ meters. And, there are additional alvar communities located just to the northeast of the defined study area on Goat Island and just south of the study area along Harbour View Road. These communities could come into play should the project include works to realign the transportation corridor to the east of existing.

With regard to Species at Risk, in addition to Lake Sturgeon discussed under Aquatic Features, there are a number of records of other protected species within and immediately adjacent to the defined study area.

Two plant species associated with the alvar communities referenced above - Gattinger's Agalinis and Houghton's Goldenrod are protected under the ESA (listed as Endangered and Threatened respectively).

Several Blanding's Turtle (Threatened) occurrences have been recorded within and adjacent to the study area and we have mapped habitat associated with those occurrences.

Barn Swallow (Threatened) sightings are also on record within / adjacent to the study area. If the existing bridge structure is to be decommissioned or repaired it should be surveyed for Barn Swallow nests and appropriate measures taken to mitigate any potential impacts to the species.

NOTE: If more detailed information (e.g. exact locations, observation details, etc.) for Species at Risk is required please:

1. Contact the Natural Heritage Information Centre (nhicrequests@ontario.c) to complete data sensitivity training; and,
2. Contact Sudbury District MNRF GIS Data Technician, Stephanie Korhonen (Stephanie.korhonen@ontario.ca ) to enter into a Sensitive Data-sharing Agreement.

Finally, as per input provided on August 20, 2018 a number of other rare species not presently listed under the ESA are present in the general area including but perhaps not limited to Prairie Dropseed, Grooved Yellow Flax, Slender Blazing Star, Lake Huron Single-spiked Sedge, Houghton's Flatsedge, and Red-tailed Prairie Leafhopper. With respect to the input provided (cc'd to MNRF), is more knowledgeable about the ecology of the surrounding area than anyone that we are aware of. We recommend tha comments re: presence of sensitive habitats, protected and rare species be given full consideration as the study around options proceeds.

☐ **Natural heritage features (e.g. ANSIs, Provincially Significant Wetlands, conservation areas, other wetlands)**  
We have no record of other identified Natural Heritage Features beyond the sensitive alvar habitats and protected/rare species discussed above; however, once again a lack of identified features does not necessarily mean an absence of other values.

As this is a request for additional information/values and MTO has not brought forward any route/project alternatives as of yet, it is difficult to assess ESA authorization requirements. Once the preliminary design(s) and TESR have been completed, ESA authorization options/requirements can be explored with more certainty.

Julie McFarling  
District Planner  
Ministry of Natural Resources and Forestry Sudbury District  
3767 Hwy 69 S, Sudbury ON P3G 1E7  
705-564-7876

-----Original Message-----  
From: Gazibara, Nevena [mailto:Nevena.Gazibara@stantec.com]  
Sent: September-11-18 3:44 PM  
To: Selinger, Wayne (MNRF)  
Cc: McFarling, Julie (MNRF); Boucher, Nikki (MNRF)  
Subject: RE: comments on swing bridge project (Little Current Swing Bridge Study GWP 5268-14-00)

Good afternoon Mr. Selinger,

I'm following up from your previous email to see whether you will be able to provide input and review our information request for the above-mentioned study.

Kind regards,  
Nevena Gazibara, B.Sc., MREM, ENV SP  
Environmental Planner

Direct: 905 381-3249  
Fax: 905 385-3534

Stantec  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4 CA

stantec.com

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-----Original Message-----  
From: Selinger, Wayne (MNRF) <wayne.selinger@ontario.ca>  
Sent: Tuesday, August 21, 2018 9:00 AM  
To: projectTeam@swingbridgestudy.ca  
Cc: Boucher, Nikki (MNRF) <Nikki.Boucher@ontario.ca>; McFarling, Julie (MNRF) <Julie.McFarling@ontario.ca>  
Subject: RE: comments on swing bridge proejct

Dear Mr. Cooke and Ms. Delfino,

Please accept my sincere apologies for losing sight of your report on options for the Swing Bridge in Little Current. It has been a very busy summer and the documentation simply got buried in my inbox. response jogged my memory. I will review the application this week and provide comment through our District Planner Julie McFarling cc'd on this e-mail.

Suffice it to say for now that knows more about the ecology of the surrounding area than anyone that I am aware of. comments re: presence of protected species under the ESA are accurate and should be give full consideration as the study around options proceeds.

More to come,

Regards,

Wayne Selinger  
Management Biologist  
MNRF - Sudbury District  
(705)564-7830

-----Original Message-----  
  
Sent: August-19-18 9:27 AM

To: projectTeam@swingbridgestudy.ca  
Cc: Selinger, Wayne (MNRF); Boucher, Nikki (MNRF)  
Subject: comments on swing bridge proejct

Please find attached my comments regarding the Little Current Swing Bridge replacement study.

I'd appreciate an acknowledgment of receipt of this letter.

Thanks.

-----Original Message-----  
From: Selinger, Wayne (MNRF) <wayne.selinger@ontario.ca>  
Sent: Friday, September 21, 2018 9:11 AM  
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>  
Subject: RE: comments on swing bridge project (Little Current Swing Bridge Study GWP 5268-14-00)

Hi Nevena,

Just to let you know my input was passed onto our District Planner, should be receiving something shortly.

Wayne

---

From: Gazibara, Nevena [Nevena.Gazibara@stantec.com]  
Sent: September 11, 2018 3:43 PM  
To: Selinger, Wayne (MNRF)  
Cc: McFarling, Julie (MNRF); Boucher, Nikki (MNRF)  
Subject: RE: comments on swing bridge project (Little Current Swing Bridge Study GWP 5268-14-00)

Good afternoon Mr. Selinger,

I'm following up from your previous email to see whether you will be able to provide input and review our information request for the above-mentioned study.

Kind regards,  
Nevena Gazibara, B.Sc., MREM, ENV SP  
Environmental Planner

Direct: 905 381-3249  
Fax: 905 385-3534

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Stoney Creek ON L8J 0B4 CA

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-----Original Message-----  
From: Selinger, Wayne (MNRF) <wayne.selinger@ontario.ca>  
Sent: Tuesday, August 21, 2018 9:00 AM  
To: projectTeam@swingbridgestudy.ca  
Cc: Boucher, Nikki (MNRF) <Nikki.Boucher@ontario.ca>; McFarling, Julie (MNRF) <Julie.McFarling@ontario.ca>  
Subject: RE: comments on swing bridge proejct

Dear Mr. Cooke and Ms. Delfino,

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Suffice it to say for now that                      knows more about the ecology of the surrounding area than anyone that I am aware of.                      comments re: presence of protected species under the ESA are accurate and should be give full consideration as the study around options proceeds.

More to come,

Regards,

Wayne Selinger  
Management Biologist  
MNRF - Sudbury District  
(705)564-7830

Sent: August-19-18 9:27 AM  
To: projectTeam@swingbridgestudy.ca  
Cc: Selinger, Wayne (MNRF); Boucher, Nikki (MNRF)  
Subject: comments on swing bridge proejct

Please find attached my comments regarding the Little Current Swing Bridge replacement study.

I'd appreciate an acknowledgment of receipt of this letter.

Thanks.

**From:** Elkow, Jeff (MTCS) <Jeff.Elkow@ontario.ca>  
**Sent:** Tuesday, September 11, 2018 4:26 PM  
**To:** Gazibara, Nevena <Nevena.Gazibara@stantec.com>  
**Cc:** Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Kenedi, Walter (MTO) <Walter.Kenedi@ontario.ca>; McDermid, Jacqueline (MTO) <Jacqueline.McDermid@ontario.ca>; Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>  
**Subject:** RE: 0009304 - Little Current Swing Bridge Study (GWP 5268-14-00)

Nevena,

Thank you for providing MTCS with the Notice of Public Information Centre 1 for the above referenced project. We have reviewed the PIC materials and would like to arrange a conference call next week to discuss our expectations from a cultural heritage perspective for the project, review our previous comments (attached) and next steps.

Please let me know what dates and times you may be available next week.

Thank you,

**Jeff Elkow, M.A.**  
Heritage Planner  
Heritage Program Unit | Programs and Services Branch | Ministry of Tourism, Culture and Sport  
401 Bay Street Suite 1700 Toronto ON M7A 0A7  
Tel. 416.314.7182 | email: jeff.elkow@ontario.ca

Ministry of Tourism,  
Culture and Sport  
Heritage Program Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7182  
Fax: 416 212 1802

Ministère du Tourisme,  
de la Culture et du Sport  
Unité des programmes patrimoine  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7182  
Télé: 416 212 1802



August 3, 2018 (EMAIL ONLY)

Nevena Gazibara, Environmental Planner  
Stantec Consulting Ltd.  
200-835 Paramount Drive  
Stoney Creek, ON L8J 0B4  
E: nevena.gazibara@stantec.com

**RE: MTCS file #: 0009304**  
**Proponent: Ministry of Transportation**  
**Subject: Notice of Study Commencement**  
**Highway 6 Little Current Swing Bridge Study**  
**Location: Town of Northeastern Manitoulin, Ontario**

Dear Nevena Gazibara:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

**Project Summary**

The project concerns the Little Current Swing Bridge, located in the Town of Northeastern Manitoulin. The existing bridge is nearing the end of its service life. The purpose of the study is to identify a recommended plan that addresses the current and future transportation needs at the bridge crossing.

**Standards and Guidelines for Conservation of Provincial Heritage Properties**

Please note that the [Standards and Guidelines for Conservation of Provincial Heritage Properties](#) (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act* (OHA), came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs with respect to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

**Archaeological Resources**

The study area has archaeological potential per the MTCS [Criteria for Evaluating Archaeological Potential](#) and as such, an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review. The AA should

be undertaken prior to the completion of the EA process as its results may impact the evaluation of alternatives. Our records indicate that a Stage 1/2 archaeological assessment was undertaken in the project vicinity in 2009 (PIF# 018-245-2008) – please review this report to determine whether it encompasses the study area. If the study area differs additional archaeological assessment will be required.

**Built Heritage and Cultural Heritage Landscapes**

A Cultural Heritage Evaluation Report was previously completed (Unterman McPhail Associates, 2009) on the bridge and determined that the property had cultural heritage value. The bridge was subsequently identified by the Heritage Bridge Committee to be a candidate for the Ontario Heritage Bridge List. MTCS has shared of copy of the 2009 report with Stantec.

The Ministry of Transportation should apply Ontario Regulation 9/06 and 10/06 to determine whether the bridge property is a Provincial Heritage Property (of local significance or provincial significance). Once that is determined, the Ministry of Transportation should include the bridge property on the list of provincial heritage properties maintained by MTCS.

A Strategic Conservation Plan and/or Heritage Impact Assessment shall be undertaken, depending on the proposed undertaking – please see attached MTCS guidance on those technical cultural heritage studies (Info-Bulletin 2: Strategic Conservation Plans and Info-Bulletin 3: Heritage Impact Assessments, January 31, 2017).

Please note that provision F.4 of the S&G's identifies that ministries and prescribed public bodies shall only consider removal or demolition as a last resort, after all other alternatives having been considered. Proposed demolition or removal would be subject to heritage impact assessment and public engagement, with use of best efforts to mitigate loss of cultural heritage value.

In addition, if the bridge is identified as a provincial heritage property of provincial significance, Provision F.5 of the S&G's states that the consent of the Minister of Tourism, Culture and Sport must be obtained before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. Consents should be obtained prior to the completion of an EA process.

In addition to the bridge, the project may have the potential to impact other cultural heritage resources. The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. Further guidance is described in MTO's Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007). Should a Cultural Heritage Assessment Report or any additional technical cultural heritage studies be undertaken, please send to MTCS and the local municipality for review, and make it available to local organizations or individuals who have expressed interest in heritage.

**Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical cultural heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



Thank you for consulting MTCS on this project. MTCS would be happy to clarify any of the comments above and any requirements of the Standards & Guidelines and the EA process. MTCS looks forward to advising the Ministry of Transportation and its consultant on this project.

Sincerely,

Jeff Elkow  
Heritage Planner  
Jeff.Elkow@Ontario.ca

Copied to:     Melissa Delfino, MTO Senior Project Engineer  
                 Jane Haddow, MTO Environmental Planner  
                 Jacqueline McDermid, MTO Heritage Specialist  
                 Walter Kenedi, MTO Head, Bridge Rehabilitation  
                 Karla Barboza, MTCS Team Lead - Heritage  
                 Rosi Zirger, MTCS Heritage Advisor

**From:** Alain Gelinass <alain.gelinass@cspgno.ca>  
**Sent:** Thursday, September 06, 2018 1:08 PM  
**To:** Gazibara, Nevena <Nevena.Gazibara@stantec.com>  
**Subject:** Notice to school boards

Hello Nevena,

Marc Gauthier is the current Directeur de l' ducation and there is no Directeur de la CoS  NO. . Could you change your contact information for our Board.

Thank you  
**Alain G  linas**  
Surintendant des affaires

Conseil scolaire public du Grand Nord de l'Ontario  
296, rue Van Horne, Sudbury, ON P3B 1H9  
T  l. : (705) 671-1533, poste 2245  
CSPGNO.ca



It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

**From:** Stasia Carr <scarr@gorebay.ca>  
**Sent:** Tuesday, September 04, 2018 11:44 AM  
**To:** ProjectTeam@swingbridgestudy.ca  
**Subject:** Gore Bay council invote

Good morning,  
We would like to extend an invitation to attend Gore Bay Council on September 10<sup>th</sup>, 2018 at 7:30 p.m. to discuss the swing bridge study.  
Please notify by this Friday if you are willing to attend.  
Regards,

Stasia Carr  
Deputy Clerk  
Town of Gore Bay  
15 Water St.  
Gore Bay, Ontario P0P 1H0  
(705) 282-2420 ext. 4

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# General Public

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**From:** [Gazibara, Nevena](#)  
**To:** [REDACTED]  
**Cc:** [ProjectTeam@swingbridgestudy.ca](mailto:ProjectTeam@swingbridgestudy.ca)  
**Subject:** Little Current Swing Bridge Study (GWP 5268-14-00) Response to Public Information Centre 1 Comments  
**Date:** Thursday, October 25, 2018 10:09:00 AM

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Thank you for your interest in the study and your comments submitted at/following Public Information Centre 1 [REDACTED].

Your preference for the 'do nothing/maintain as-is' alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives.

Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Thus, replacement options are being considered that improve traffic operations, emergency and evacuation access, and boat access, while reducing operation and maintenance costs.

During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.

The project team has noted your suggestion to modify the existing structure into an active transportation facility, should replacement of the existing structure be necessary. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses.

Thank you again for your comments.

Kind regards,

**Nevena Gazibara** B.Sc., MREM, ENV SP  
Environmental Planner  
Direct: 905 381-3249  
Fax: 905 385-3534  
[nevena.gazibara@stantec.com](mailto:nevena.gazibara@stantec.com)  
Stantec  
200-835 Paramount Drive

Stoney Creek ON L8J 0B4 CA

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.

**Sent:** October 17, 2018 2:31:04 PM  
**To:** projectteam@swingbridgestudy.ca

Project Swing Bridge,

I hope the Lift Bridge picture will show.

We think this type of bridge is the answer.

Because of our winters it would be best to have it covered so not having to remove snow.



**Sent:** Saturday, October 13, 2018 1:04 PM  
**To:** Gazibara, Nevena <Nevena.Gazibara@stantec.com>

**Subject:** Re: Please add me to the swing bridge mailing list

Thank you for your prompt 88 days later response. Since I have received no information I assume nothing has happened...  
You wonder why people ask why this study will take years. Public input was actively canvassed and blatantly disregarded in my case.

On Oct 12, 2018, at 11:59, Gazibara, Nevena <[Nevena.Gazibara@stantec.com](mailto:Nevena.Gazibara@stantec.com)> wrote:

Thank you for your email

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.

Kind regards,  
**Nevena Gazibara** B.Sc., MREM, ENV SP  
Environmental Planner  
Direct: 905 381-3249  
Fax: 905 385-3534  
[ProjectTeam@swingbridgestudy.ca](mailto:ProjectTeam@swingbridgestudy.ca)  
Stantec  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4 CA

**Sent:** Tuesday, July 17, 2018 7:21 AM  
**To:** [projectteam@swingbridgestudy.ca](mailto:projectteam@swingbridgestudy.ca)  
**Subject:** Please add me to the swing bridge mailing list

Please add me to the mailing list

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Friday, October 12, 2018 12:58 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:  
\_\_\_\_\_

Can you email me your latest updates and when the next public meeting will occur

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Thursday, October 04, 2018 3:30 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:

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Just want to let you know there are many people living on this island that want to keep the swing bridge the way it is. It is something unique to our island. If people can not wait 15 minutes to get on or off our island maybe they should move to the big city. And as for ambulances not being able to get off quickly, as soon as the bridge is notified if it is open the worker quickly shuts it no matter how many boats are waiting. I know we live in a world where everybody is in a rush but the island is a place to relax and breathe and slow down. Please keep the bridge, as long as it is maintained it can last for many many more years. Thank you

**From:** Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>  
**Sent:** Monday, October 01, 2018 9:17 AM

**Cc:** projectteam@swingbridgestudy.ca  
**Subject:** RE: Emergency Management Plan

I looked into this further as this is the first request we've received to view the document. I've been advised that due to some of the content of the document (ie. personal contact information and sensitive material etc., that may fall under the Freedom of Information and Privacy Act), it is recommended that you request this document through the Freedom of Information (FOI) process.

All FOI requests must go through our Freedom of Information Office in Toronto. You will need to contact the FOI office to submit the request. Please see contact information below.

Freedom of Information and Privacy Coordinator  
777 Bay Street, 27 Floor  
Suite 2703  
Toronto, Ontario M7A 2J8  
Phone: 1-416-212-1894

For more information on how to make a FOI request refer to the following website:  
(<http://www.ontario.ca/government/how-make-freedom-information-request>)

Thank you for your email.

**Melissa**

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**Sent:** September 26, 2018 3:32 PM  
**To:** Delfino, Melissa (MTO)  
**Subject:** Emergency Management Plan

Hello. Thank you for your response about the BCI. I requested a copy of the emergency management plan for the bridge from the NEMI office and was informed that I had to have permission from you before it could be obtained. I am asking you for a copy of the emergency management plan for the bridge. I look forward to hearing from you in the near future. Thank you.



**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Saturday, September 29, 2018 8:56 AM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:

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Dear Project Team  
This is very simple. The bridge is 105 years old and is worn out. Manitoulin Island needs a safe, dependable, two lane, efficient , cost effective , boating compatible bridge whatever design you choose as engineers. Consider keeping the existing bridge as a tourist attraction only. Doing anything else with a 105 year old bridge is nonsense despite what you may here from Little Current council .

Sent: Thursday, September 27, 2018 3:47 PM  
To: ProjectTeam@swingbridgestudy.ca  
Subject: Mailing List

Hello,  
  
Can you please add me to the project mailing list?  
  
Thank you very much.

**Sent:** Monday, September 10, 2018 11:20 AM  
**To:** ProjectTeam@swingbridgestudy.ca  
**Subject:**

**Please note part in bold:**

Dear Council members, Gordon/Barrie Island Township,

Welcome back to your fall term. I am writing with some comments and feedback

**This note was occasioned by an article in the Recorder that indicated that the Gordon/Barrie council has taken a formal stand on the Swing Bridge repair/replacement discussion.**

**Council has voted for any replacement option that may be proposed after the 2-year consultative period. I feel that perhaps this carte blanche endorsement was premature. The Swing Bridge is an iconic symbol of the island's identity as we all know, began life as a railway bridge, and now torments many who wait in line to access its single lane to cross the Channel.**

**At the presentation in Little Current organised by consultants Stantec and the MOT, many Islanders, businesses, councils showed up to discuss the proposed process and the options to be considered. From a cost point of view they ranged from the tens of millions to hundreds of millions to be potentially spent dependent on the option chosen.**

**There are many other critical issues that must be considered, but the bottom line is that this is the beginning of a process not the end of it.**

**One community in the US, for example, replaced a similar historic swing bridge in 9 days with a new, identical-looking bridge, but with two lanes. They did this in a clever way at minimal cost. A solution like this one could satisfy the history and nostalgia buffs (and the tourist market) and business and practical considerations as well (safety, traffic flow etc). There's something to be said about how things look here that attracts attention and there's no**

**denying the importance of tourism to the Island; a working swing bridge is rare and interesting, why not explore an option that allows for modernization without sacrificing the unique look of the structure of the 1900s. This too could be looked at by the consultants.**

**<http://www.industrytap.com/largest-swing-bridge-in-the-usa-completely-dismantled-and-replaced-in-9-days/7952>**

**I was surprised that residents of the township were not consulted on this issue of vital concern to everyone on the Island, before a stand was announced. Yes, the councilors represent the taxpayers here, but perhaps a forum or a survey on an important issue before it is settled by council could be considered in future.**

Consulting with us, a community of 600 more or less, by mail, email, or via the Gordon/Barrie web site on substantive issues would encourage engagement in the issues people care about. Posting notices of meetings, with agendas and subsequent minutes, of municipal elections and the candidates' statement of priorities, for example, gives a sense of inclusion in the life of the community.

In closing, please accept my apologies for speaking out at such length. My comments are intended to be constructive, and so please read my feedback as being notes from a neighbour who may harbour the occasional debatable opinion.

I commend you all for your public service and all the time and energy that you put in on our community's behalf. Carrie Lewis and her crew do an outstanding job and thanks to them too.

Sincerely,

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Monday, September 10, 2018 11:14 AM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:  

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Please put me on your list. I am a resident of the Manitoulin

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Sunday, September 09, 2018 2:26 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:  

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Please add me to the project mailing list. I want to make some comments before your deadline of September 24.  
Thank you.



(PAGE 1)

## REF. LITTLE CURRENT BRIDGE REPLACEMENT

PROBLEMS WITH EXISTING RAILWAY BRIDGE.

- (1) AGE - 100 YEARS OLD
- (2) SINGLE LANE
- (3) TIME INCONVENIENCE TO SWING
- (4) FREQUENCY OF OPENING FOR BOAT TRAFFIC.

I BELIEVE A DRAWBRIDGE IS THE MOST LOGICAL REPLACEMENT. PERHAPS 100' SPAN.

(1) DOUBLE LANES WOULD SPEED UP VEHICLE TRAFFIC IMMENSELY.

(2) 10' FEET HIGHER ELEVATION TO ALLOW SOME TALLER BOATS TRANSIT WITHOUT OPENING. (THE PRESENT ELEVATION IS SET FOR RAILWAY LOW GRADIENT.)

(3) WITHIN 250' <sup>SOUTH</sup> OF THE PRESENT SWING BRIDGE, THIS ALLOWS ~~USE~~ OF PRESENT ACCESS/EGRESS, EXTEND ISLAND APPROACH, AND ADJUST ~~GOAT~~ ISLAND RAMP LEAVING THE PRESENT RAMPS AND BRIDGE ~~SEMI~~-PERMANENTLY OPEN FOR HISTORIC REASONS AS WELL AS AN EMERGENCY SECOND EGRESS.

(PAGE 2)

(4) A DRAWBRIDGE RETAINS THE LIMITED ACCESS ATMOSPHERE OF A SPECIAL GEM OF AN ISLAND IN THE NORTH CHANNEL

(5) A DRAWBRIDGE WOULD BECOME AN INTERESTING TOURIST DESTINATION. ("LET'S GO TO MANITOULIN, MAYBE THE BRIDGE WILL OPEN", AS OPPOSED TO "LET'S LOOK AT THE HOLE IN THE GROUND" - A TUNNEL.)

(6) DRAWBRIDGES ARE QUITE COMMON AND EFFECTIVE AND FASCINATING.

RECEIVED  
SEP 04 2018

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Tuesday, August 28, 2018 11:46 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:  
\_\_\_\_\_

Please add me to the project mailing list for the Swing Bridge Study

**Sent:** Monday, August 27, 2018 11:17 AM  
**To:** ProjectTeam@swingbridgestudy.ca

Hello.

I have found that most of my questions have been satisfied. I have two requests, primarily from the MOT, to be made aware of the two year maintenance audit conducted for the bridge in July and a copy of the Emergency Management Plan for the bridge in the event of short term closures or catastrophic failure.

Finally, a movable bridge with fixed stone foundations in the water would create too great a current at times to allow for the passage of sailboats?

I thank you for your time and look forward to hearing form you in the near future.

**Sent:** Thursday, August 23, 2018 10:27 PM  
**To:** ProjectTeam@swingbridgestudy.ca  
**Subject:** Comment on Swing Bridge

We feel the bridge has out used it's usefulness. There has been enough money spent on it. A bridge will require a lot of space. We feel a tunnel could be built quicker and will not require so much land to do so. There's a tunnel under the Welland Canal and it does not take up much space.

We feel the sooner something is done the better as the bridge could stick open and leave vehicles stranded (especially emergency vehicles).

Hoping you will consider our input.

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Thursday, August 23, 2018 6:10 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:

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Please add me to the mailing list for this study and project.



### The Swing Bridge Dilemma

In consideration of the imaginative remarks that have recently been made regarding the future of the Little Current Swing Bridge, surely it is time to think pragmatically about the issue. The three following facts about the bridge are should be obvious to everyone: The bridge is technically obsolete; a serious impediment to and from the Island; and already dangerously unreliable. A number of options for renewal have been put forward and there must be other imaginative solutions waiting out there. These four proposed options should encourage more imaginative thinking. The first would be to build a causeway from the north to the south side of the channel in a location to the west of the existing structure. Large quantities of quarried rock are potentially available in the immediate area to provide the fill. To enable water flow to continue in the channel, a number of large diameter culverts could be embedded within the causeway. Advantages of this type of permanent structure are all weather reliability; capability of handling heavy loads; and multi-lane traffic. This simple engineering concept appears to be cheap, but does have the disadvantage in that it would prevent large boat traffic and perhaps require two separate marinas to be developed in the future.

The second option would be to build a new high level bridge from the north to the south. Such a structure would require significant clearance from the water level to allow for boat traffic as well as major renovations to the south bank to create space for ramp access on the south side. This type of engineering structure would be expensive as well as requiring major road realignment on the Island side. It would also create a new imposing visual structure over the Little Current harbour.

An option already proposed is an in ground tunnel beneath the channel as a direct extension of Hwy 6 south of the electrical substation. The tunnel could then proceed south to either one or two exit portals on the Island. In addition to a geotechnical investigation of depths of various rock formations in the area, a traffic planning process should be undertaken to improve traffic patterns in Little Current. Some of the advantages of this type of project are the option to minimize changes to existing urban traffic; no obstruction or visual impact to homes on the south side; and no obstruction to the marine traffic during and after construction. Some other incidental advantages of a tunnel would be no significant changes to the existing visual environment; an option to route underground a part of the Manitoulin electrical supply; no obstruction to marine traffic during construction; and finally the potential for a large quantity of aggregate for use on the Island.

The main concern about the entire bridge issue is to discover what emergency plan is in place to allow continuous traffic movement if the current swing bridge fails catastrophically. Heavy industrial activity such as logging, quarrying, and other business is continuous on Manitoulin. One solution frequently employed in these situations is the construction of a

temporary Bailey Bridge. Surely some government file contains information on the emergency plan. The public must be informed as to the proposed emergency plan. What delay should the public anticipate until a new transportation corridor is available if and when the bridge fails?

It appears some people on Manitoulin consider old bridges to have historic value. If this is the case, MTO could consider transfer of the old bridge to interested municipalities for a minimum fee, plus maintenance costs, thereby allowing those municipalities to assume control and responsibility for the swing bridge.

Many residents on Manitoulin are quite capable of thinking about future development on the Island rather than behaving like troglodytic Neanderthals, sitting on the shore scratching their bellies, while howling at the moon and dreaming of the past.

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**Sent:** August 23, 2018 12:08:37 AM  
**To:** ProjectTeam@swingbridgestudy.ca

- 1. **Missing:** Figures of estimated future annual maintenance costs based on past expenses and evaluation of the structure.
- 2. **Replacement options:** The least intrusive and less expensive would be the 2-lane movable bridge.
- 3. **Possible additional option:** Keep the 1-lane bridge operational and add a small, fast and attractive ferry for emergency situations. During non-emergency this could also be used by the public for a fee. In addition it would also provide a back-up access during break-down/repair.

My 2 cents ...

Regards,

---

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca> on behalf of Contact Form <contactform@swingbridgestudy.ca>  
**Sent:** August 22, 2018 6:14:39 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:

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Please add me to the project mailing list. Thank You

**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca> on behalf of Contact Form <contactform@swingbridgestudy.ca>  
**Sent:** August 22, 2018 7:44:49 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form

message:

Please add me to mailing. Thank you

**From:** [Gazibara, Nevena](#)  
**To:** [REDACTED]  
**Cc:** [ProjectTeam@swingbridgestudy.ca](mailto:ProjectTeam@swingbridgestudy.ca)  
**Subject:** RE: swingbridgestudy.ca contact form  
**Date:** Friday, October 12, 2018 3:14:00 PM

Thank you for your interest in the study and your comments, [REDACTED]  
This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, shipping, and tourists.  
Your perspective as a business owner is appreciated. Input from local businesses will be solicited at various consultation stages of the project including business owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider accessibility, traffic volumes, market orientation and trends and community dependence on businesses.  
Your comment regarding width requirements for transporting goods has been sent to the project team. Thank you again for your comments. Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.  
Kind regards,

**Nevena Gazibara** B.Sc., MREM, ENV SP  
Environmental Planner  
Direct: 905 381-3249  
Fax: 905 385-3534  
[ProjectTeam@swingbridgestudy.ca](mailto:ProjectTeam@swingbridgestudy.ca)  
Stantec  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4 CA  
**From:** contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>  
**Sent:** Wednesday, August 15, 2018 1:58 PM  
**To:** projectteam@swingbridgestudy.ca  
**Subject:** swingbridgestudy.ca contact form  
from: [REDACTED]  
[REDACTED]

message:

Do hope that the new Manitoulin Island swing bridge will handle wider loads than the existing structure . As a shipbuilder we build vessels that must be taken off Island by the Ferry Chi Cheemaun . The existing bridge is actually the second attempt at a bridge as the first one washed out..

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

Public Information Centre 1, Manitoulin Hotel and Conference Centre – Wednesday, August 22, 2018

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) Visit the project website at [www.swingbridgestudy.ca](http://www.swingbridgestudy.ca) for project information and to submit additional comments. The PIC displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

The swing bridge is part of who we are. You cannot take that away from us. Moving the bridge will change Manitoulin in many forms. Personal, business and just in general. It has many affects on jobs here in Little Current which are hard to come by. Traffic is not an issue as you are on island time. We encourage the slower pace.

2. Do you have any additional comments or questions?

I hope that our views thoughts and concerns are taken seriously as this is our home and not just another place to make changes. It will affect our lively hood.

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.  
Environmental Planner  
Stantec Consulting Ltd.  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4  
Tel. (905) 381-3249 Email: [projectteam@swingbridgestudy.ca](mailto:projectteam@swingbridgestudy.ca)

Name and Address (optional) PLEASE PRINT

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

Public Information Centre 1, Manitoulin Hotel and Conference Centre – Wednesday, August 22, 2018

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1. Do you have any comments on the Alternatives to the Undertaking?

Thankful for a chance to participate.

2. Do you have any additional comments or questions?

See Back.

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:

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Location Location Location. The town of L.C. cannot be bypassed. It would effectively kill our town. The existing bridge is an iconic fixture that forces locals and visitors to slow down. It swings only a third of the year.

The lighting - flashing hydro towers are awful. We had no chance to voice an opinion until after they were installed. They are an eye sore. Therefore I personally appreciate this consultation.

First choice - Keep the bridge, get rid of the eye sores. Contaminated soil and flashing lights. (if possible - nostalgic)

Second choice - Keep the bridge but if a 2 lane traffic bridge that raises can be installed within similar vicinity it is a possible solution to delays for police & ambulance.

\* Do not by pass our town or ruin waterfront for existing homes that pay the highest taxes in Nemi.

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1. Do you have any comments on the Alternatives to the Undertaking?

I would hope that the "ferry" concept is a flight of fancy. To guarantee uninterrupted traffic flow to and from the island, the large overhead bridge or the tunnel options appear most viable. Since this is a special main access to our communities, we should not be depending

2. Do you have any additional comments or questions?

on a swing or lifting bridge that might break down to prevent emergency evacuations e.g. fire. The estimated price projected for tunneling appears unreasonably high.

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1. Do you have any comments on the Alternatives to the Undertaking?

*Realizing there is additional maintenance cost involved, however, due to heritage and sentimental hold island & wisdom have with the swing bridge, a suggestion would be to keep the existing bridge & have it fully closed end of Oct to April (non boating season) and fully open April to Oct during boating season. During winter it could provide an alternate route.*

2. Do you have any additional comments or questions?

*A new fn of swing, lift bridge built to have a similar look would very nicely satisfy those with a sentimental attachment & the "view" of the bridge.*

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1. Do you have any comments on the Alternatives to the Undertaking?

*What's wrong with the existing bridge? Why does it need to be replaced now?  
My preference would be to keep the existing structure. If it absolutely must be replaced now, and I'm not convinced this is the case, then a Kannel would be worth considering, as would a jacking bridge.*

2. Do you have any additional comments or questions?

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1. Do you have any comments on the Alternatives to the Undertaking?

Regardless of construction &/or ongoing maintenance costs, if swing bridge is replaced New bridge MUST have pedestrian AND Bicycle access lane independent of vehicular traffic. Preference is to keep existing bridge in excellent condition so it lasts indefinitely.

2. Do you have any additional comments or questions?

be 100 years + demolished. Next best to maintaining swing bridge is tunnel as it is generally protected from natural disaster can offer emergency shelter during tornado or nuclear war + has no moving parts so ongoing maintenance is minimized.

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Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

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When scoring your survey, you should use a logarithmic scale. A "4" is twice as important as a "3" and a "5" is 4 times important as a "3", and so on

Score	1	2	3	4	5
Weight	1	2	4	8	16

"Perfect Score"  $\sum_{i=1}^n 16 = 16$

"Worst Score"  $\sum_{i=1}^n 1 = 1$

Actual Score  $\sum_{i=1}^n w_i \cdot n_i$

% Satisfaction =  $\frac{\sum_{i=1}^n w_i \cdot n_i}{\sum_{i=1}^n 16 \cdot n_i} \times 100\%$

Taste, sight, hearing are all logarithmic. Opinions & Preferences are also logarithmic. If you score on linear scale, you are introducing significant bias + error in your survey.



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1. Do you have any comments on the Alternatives to the Undertaking?

→ Would prefer to keep the Swing Bridge due to its "look"; its merit for vacationers → attraction, & its historical flavor. I would prefer continued maintenance, done in a timely fashion, regularly would reduce costs.

→ If there is a change, I would pick the tunnel idea but still the impact would be on/off the Island. (land purchases etc.)

2. Do you have any additional comments or questions?

→ I'm not interested in a moveable bridge because of the mechanical parts (moveable) that will also require ongoing maintenance plus cost

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1. Do you have any comments on the Alternatives to the Undertaking?

I believe the most economical, practical and aesthetic option is to install a 400 foot 'element' of an IMMERSION TUNNEL next to the existing swing bridge.

This option MUST be considered.

2. Do you have any additional comments or questions?

Please see reference.

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### The Advantages of an IMMERSION Tunnel:

- 1) Most cost effective particularly for short distance crossings.  
(one ELEMENT of 400 feet would do the trick)
- 2) It would leave the heritage Swing Bridge to dominate the scene.
- 3) could use present approach/exit points thus not cutting off the town
- 4) No waiting for either vehicles or vessels
- 5) no snow removal
- 6) usually guaranteed for 100 years.

I would hope that a double-lane design would be chosen with a cycle path / maintenance road included.

Please refer to the Midtown Tunnel presently being constructed in Virginia (USA)  
[element elements each 350 ft long]

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1. Do you have any comments on the Alternatives to the Undertaking?

I FEEL STRONGLY THAT A PERMANENT SOLUTION SHOULD ELIMINATE WAITING FOR BOAT + VEHICLE TRAFFIC, SO I'D LIKE TO SEE: ① TUNNEL ② FIXED MULTI-LANE BRIDGE. SO MUCH MONEY HAS BEEN SPENT ON KEEPING THE EXISTING BRIDGE GOING THAT A GOOD START HAS ALREADY BEEN LOST ON THE PERMANENT SOLUTION.

2. Do you have any additional comments or questions?

MANITOULIN ISLAND MUST JOIN THE REST OF ONTARIO IN DEVELOPING TOURIST INFRASTRUCTURE

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1. Do you have any comments on the Alternatives to the Undertaking?

*I'd like to see the old Swing Bridge kept for its heritage value and maintained to the degree necessary to keep it in good (but not necessarily working) condition.*

2. Do you have any additional comments or questions?

*Thank you for giving us the opportunity to voice our preferences and treating this issue with sensitivity.  
You're doing a good job.*

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1. Do you have any comments on the Alternatives to the Undertaking?

*Fix the bridge we have as it is probably the least expensive & most popular alternative.*

2. Do you have any additional comments or questions?

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1. Do you have any comments on the Alternatives to the Undertaking?

1st Choice is a tunnel but cost seems prohibitive  
2nd Choice is a new higher bridge

2. Do you have any additional comments or questions?

Placement east of existing highway to enable future use of roads & facilities already in place.

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1. Do you have any comments on the Alternatives to the Undertaking?

① DO NOT REPAIR OLD BRIDGE  
② BUILD A HIGH PERMANENT BRIDGE  
③ BY PASSING TOWN DOES NOT MATTER

2. Do you have any additional comments or questions?

DO NOT LEAVE THE OLD BRIDGE IN PLACE  
TO RUST AWAY AND COST US MONEY  
IN THE FUTURE.

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:

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#### 1. Do you have any comments on the Alternatives to the Undertaking?

- Preservation of the existing bridge should not be a priority
- consideration of an option that would provide access to boat traffic for the most part of a alternative to have a moveable bridge for boat traffic that cannot go under ~~current~~ new bridge minimizing disruption to boat traffic. due ✓ →

#### 2. Do you have any additional comments or questions?

- minimize impact to home owners in the bridge area – input should be specifically sought from those living near the existing and potential new bridge

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Study should include the boat traffic → type, volume as well as consideration for the next 100 years as to the potential width requirements of commercial boat traffic.

The height requirements of "most" boat traffic for clearance of a bridge should be studied.

Options to minimize impact on highway traffic + on going operating costs.

Removal of existing bridge is a must.

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1. Do you have any comments on the Alternatives to the Undertaking?

YES - a moveable bridge seems to me to be the best solution

2. Do you have any additional comments or questions?

What is the Time Line for put in place the solution to the existing bridge.

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WHAT Ever is decided, Let's not wait 10yrs for this Improvement

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Do you have examined the existing bridge for the 1/2 life of the steel steel?  
A culvert big enough be sunk in the bottom of the channel.

2. Do you have any additional comments or questions?

What will the toll be? Indigenous?  
- White communities  
- Tourist  
- Transports

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1. Do you have any comments on the Alternatives to the Undertaking?

① The moveable bridge 2 lanes is the most cost-effective solution. While the 15 min. delay can be annoying, the cost of a tunnel or high bridge is too much.  
② Please keep me informed as study moves forward.

2. Do you have any additional comments or questions?

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1. Do you have any comments on the Alternatives to the Undertaking?

Tunnel and fixed bridge would completely remove the town from traffic Hamilton Skyway and St Catherine Skyway B bypass both cities.

2. Do you have any additional comments or questions?

Keeping the Swing Bridge or building a new movable bridge in the same vicinity which will funnel traffic through (not around) the town is preferred.

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

Public Information Centre 1, Manitoulin Hotel and Conference Centre – Wednesday, August 22, 2018

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) Visit the project website at [www.swingbridgestudy.ca](http://www.swingbridgestudy.ca) for project information and to submit additional comments. The PIC displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

A solid 2 lane bridge is the most practical alternative ~~to~~ we need 12 month 24hr access to the island

A ferry is the silliest of the choices and a tunnel is too expensive & impractical

2. Do you have any additional comments or questions?

Is this study going to end up shelved as the one done in the 1970's was.

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:  
Nevena Gazibara, B.Sc., MREM, ENV SP.  
Environmental Planner  
Stantec Consulting Ltd.  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4  
Tel. (905) 381-3249 Email: [projectteam@swingbridgestudy.ca](mailto:projectteam@swingbridgestudy.ca)

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Every Resident should have a say and be  
consulted not just little current

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1. Do you have any comments on the Alternatives to the Undertaking?

I like the bascule bridge idea. It is practical (as seen in Port Colborne and other places where they are used) and relatively modest price to erect.

A bascule bridge could be constructed adjacent to the swing bridge and thus allow for a continuous access via Hwy. 6 to and from

2. Do you have any additional comments or questions?

Manitoulin

I understand that in 1912-13 when the swing bridge was built, the idea of a bascule bridge was mooted and that swing bridges were being phased out at that time.

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Advantage of bascule:

- (1) opens and closes relatively quickly
- (2) I imagine the mechanical elements must be less complicated than those of the swing bridge both
- (3) when open for road traffic, ~~at least~~ <sup>both</sup> lanes of traffic move immediately
- (4) A bascule bridge would have minimal affect on the environment and visual features of the location.
- (5) Maintenance of a bascule bridge would likely be the least costly of any of the alternatives

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1. Do you have any comments on the Alternatives to the Undertaking?

My preference #1 is to keep on repairing the current swing bridge. If that is not feasible, then I'd like to keep it as a historical site. Could it be used as a bike bridge? It's an important tourism attraction and helps to give Manitoulin its own character.

2. Do you have any additional comments or questions?

It would cost less to preserve the current bridge.

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1. Do you have any comments on the Alternatives to the Undertaking?

- the swing bridge is an important & unique part of Manitoulin Island identity
- the solution must maintain existing traffic flow. do NOT cut off the business core of Little Current & still allow boat traffic through the North Channel.

2. Do you have any additional comments or questions?

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1. Do you have any comments on the Alternatives to the Undertaking?

Build a tunnel.

2. Do you have any additional comments or questions?

What plan is in place in the event of catastrophic failure of bridge

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1. Do you have any comments on the Alternatives to the Undertaking?

2. Do you have any additional comments or questions?

NEED TO DO A STUDY ON LARGE BOAT TRAFFIC  
IS THE ECONOMIC IMPACT OF THE LARGER  
VESSEL THAT REQUIRES THE OPEN BRIDGE WORTH IT?  
COST ANALYSIS? WHAT IS THE NUMBER OF  
BOATS USING THE PASSAGE? SHOULD WE CATER TO

Please leave your completed comment sheet in the drop box provided or submit  
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THE BOATING TRAFFIC VS CARS/TRUCKS

-WHAT WOULD THE SET BACK BE IF A  
PERMANENT BRIDGE LOOK LIKE?

-WILL BUSINESSES THAT LOSE ROAD ACCESS  
BE COMPENSATED? OR LOWER TAXES?

-NEW /IMPROVED ACCESS SIGNAGE?

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1. Do you have any comments on the Alternatives to the Undertaking?

DO NOTHING – NOT AN OPTION

FERRY – NOT AN OPTION REALLY

TUNNEL – NOT A REALISTIC OPTION GIVEN – COST / LOGISTICS

MOVABLE BRIDGE – POSSIBLE

FIXED BRIDGE – POSSIBLE

2. Do you have any additional comments or questions?

IT IS A SHAME TO SEE RESOURCES DIVERTED ON  
HIGHLY UNLIKELY OPTIONS. I.E. 1-2-3

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1. Do you have any comments on the Alternatives to the Undertaking?

This study is interesting to people in the area.  
A fixed bridge - elevated - permanent is  
the best solution

2. Do you have any additional comments or questions?

Under NO circumstances should a privatized  
toll bridge be considered

Please leave your completed comment sheet in the drop box provided or submit  
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1. Do you have any comments on the Alternatives to the Undertaking?

For financial and historical reasons we should continue to maintain the current swing bridge. Alternatives are very expensive and payback to current costs are poor.

2. Do you have any additional comments or questions?

Study current bridge and understand maintenance / preventative maintenance to ensure long effective usage

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:

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1. Do you have any comments on the Alternatives to the Undertaking?

- I BELIEVE THE OVERRIDING CONCERN MUST BE GUARANTEED ACCESS. MECHANICAL FAILURE IS NOT AN OPTION. EVEN A NEW LIFT BRIDGE OPTION IS POTENTIALLY A PROBLEM.  
- DO NOTHING & FERRY ARE OPTIONS THAT SHOULD NOT BE CONSIDERED (LOVER)

2. Do you have any additional comments or questions?

- DELAYS FOR VEHICLE TRAFFIC IS ACCEPTABLE ALTHOUGH BOAT DELAYS (BRIDGE SWING) MAY NOT BE ACCEPTABLE IN AN EMERGENCY SITUATION AT THE SAME TIME BUILDING A NEW ONE LANE BRIDGE WOULD SEEM FOOLISH.

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:

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- ROUTING IS AN ISSUE FOR NEMI BUT PROBABLY NO FOR THE REST OF THE ISLAND
- CONSTRUCTION ~~AND~~ MUST BE PLANNED TO NOT IMPACT SUMMER BOAT TRAFFIC
- CONSIDERATION OF OVERSIZED LOADS MUST BE TAKEN INTO ACCOUNT
- SEPARATE BIKE / PEDESTRIAN LANES MUST BE INCLUDED
- CONSIDER WORKING EXISTING HYDRO LINES TO A NEW BRIDGE. THE POTENTIAL FOR CROSS CHANNEL LINE FALLING IN AN ICE STORM ARE REAL + SERIOUS.
- PROBABLY GOES W/O SAYING BUT SNOW REMOVAL AND EARLY FREEZING NEEDS TO BE CONSIDERED.
- PLANS FOR OVERSIZED LOADS MUST BE CONSIDERED.

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1. Do you have any comments on the Alternatives to the Undertaking?

Favor the two lane lift bridge. Very familiar with them on the intercostal waterway. Surprisingly fast in operation.

2. Do you have any additional comments or questions?

\$300 million for a tunnel totally unfeasible option.

Please leave your completed comment sheet in the drop box provided or submit

(by September 28, 2018) to:

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*Look forward to more info.  
This is only public relations.  
No real facts.*

2. Do you have any additional comments or questions?

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1. Do you have any comments on the Alternatives to the Undertaking?

*REBUILD WHAT WE HAVE*

2. Do you have any additional comments or questions?

*IF THE ABOVE IS NOT AN OPTION  
A TUNNEL IS THE WAY TO GO  
"BUT LEAVE THE BRIDGE."*

Please leave your completed comment sheet in the drop box provided or submit  
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1. Do you have any comments on the Alternatives to the Undertaking?

- OVERHEAD BRIDGE & TUNNEL WOULD USE TOO MUCH LAND & BYPASS THE TOWN. VERY DETRIMENTAL TO BUSINESS  
- FERRY - TOO MUCH TIME LOST IN WAITING & TOO SLOW FOR EMERGENCY VEHICLES

2. Do you have any additional comments or questions?

NO

Please leave your completed comment sheet in the drop box provided or submit (by September 28, 2018) to:  
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Missing: Projected maintenance costs - why?  
annual

## APPENDIX D

### NEWSPAPER ARTICLES



[Home](#) › [News](#) › [Local](#)

## Engineers outline four possibilities to replace Island's heritage swing bridge

By **Alicia McCutcheon** - August 15, 2018

### Public input session planned for August 22

**LITTLE CURRENT**—The engineers overseeing the swing bridge study attended the August 7 meeting of Northeast Town council, sharing an overview of the project and the five options that will be studied during Phase 1 of the project. These options include: keep the current swing bridge, a car ferry, a tunnel, a movable bridge or a fixed bridge.

Gregg Cooke, consultant project manager with Stantec Consulting Inc. was in attendance along with Melissa Delfino, senior project engineer with the Ministry of Transportation (MTO) and Jason Ranger, also of the MTO.

Mr. Cooke reviewed the purpose of the study with council, noting that the bridge requires “extensive and ongoing maintenance” and “is nearing its end of service life.”

He noted that the study is expected to take three years to complete and will be broken into three phases. The first phase involves a transportation needs assessment and will look at the “big picture alternatives,” Mr. Cooke said, giving council the five options of keeping the current swing bridge, a car ferry, tunnel, movable bridge or a fixed bridge.

Phase 2 will develop the alternatives to the current bridge in more detail with one final option selected, while phase 3 will see the development of a plan, a Transportation Environmental Study Report, which will have a 30-day comment period.

“There will be many opportunities for consultation,” Mr. Cooke said.

Mr. Cooke and his fellow engineers also set up a booth during Haweater Weekend and spoke to about 70 people about the swing bridge project, he added.

“There will be lots of consultation, including with First Nations and businesses,” Mr. Cooke reiterated.

Next week, Wednesday, August 22, will mark the first public consultation meeting at the Manitoulin Hotel and Conference Centre between 4 and 8 pm. The next consultation won't be for another year.

Mr. Cooke gave council a brief historical overview of the bridge, of its railway origins and its eventual use by rubber tire traffic. He also noted the study area, which encapsulates a rectangular area that takes in the whole of Goat Island's south shore on its top end.

Mr. Cooke cited the problems with the swing bridge as being: year-round single lane road access, the fact the bridge is not available for use for 15 minutes of each daylight hour in the summer months (as long as there is boat traffic that needs to pass through) and its need of extensive repairs.

The opportunities cited were: an opportunity to improve traffic operation and access for all users; a reduction in operation and maintenance costs and improving reliability.

Since 1985, Mr. Cooke noted, the MTO has spent \$18 million on the bridge—an average of \$600,000 a year. This, he added, is well above normal cost for bridge maintenance.

When discussing the alternatives, Mr. Cooke explained that with both the tunnel and fixed bridge options, it would mean a long approach would be required to achieve the necessary grade so the current entry and exit points would not be appropriate.

Mr. Cooke said his team has received lots of input to the initial mail-out and advertisement in this newspaper so he expects a good turnout on August 22.

Councillor Michael Erskine noted that the swing bridge is officially listed as an historic bridge in Ontario and asked what this means for the study moving forward. Mr. Cooke said the bridge is



on this list and because of this, there is a process to evaluate the value of the bridge “and therefore what needs to be considered.”

Councillor Paul Skippen said he hopes the engineers take into consideration the safety concern with ambulances getting held up at the bridge. “It becomes dangerous,” he said. People getting held up on the bridge also translates into people speeding, he added.

Mr. Cooke said the project team will be talking to all the emergency services on Manitoulin.

“A high bridge encroachment could mean bypassing businesses,” said Councillor Bill Koehler.

Mr. Cooke acknowledged that should a fixed bridge option be chosen, this would mean moving the bridge’s location. He noted the disadvantages, calling them “trade-offs.”

Councillor Koehler also asked how deep a tunnel would have to be. “It’s deeper than we thought—five metres below the lakebed,” Mr. Cooke responded.

Councillor Gauthier queried the engineer on the Billy Bishop Airport tunnel in Toronto, joining the mainland to Toronto Island. Mr. Cooke said a tunnel is “doable,” but the difference with the Billy Bishop scenario is that it didn’t require a grade. Elevators and escalators bring pedestrian traffic directly from the surface up and down to the tunnel.

Councillor Laurie Cook asked about costing for the alternatives. It was explained that this would not be available until next year.

Councillor Bruce Wood suggested a tunnel could mean infrastructure for the piping of natural gas to Manitoulin.

“At this point, council hasn’t taken any position but I’m curious to find out where the entrance and exit points would be—these are things for council to consider,” Mayor Al MacNevin said.

“These issues are of particular importance to Little Current where people have established their businesses, and at considerable cost, including the hotel where you’re having your public information consultation,” the mayor added.

Mayor MacNevin also noted to Mr. Cooke that his figure of \$18 million included one-time funding of \$8 million when the bridge received a retrofit in time for its 100th birthday in 2013.

“The \$600,000 is skewed by that \$8 million,” the mayor said, to which Mr. Cooke agreed.

Councillor Erskine said he would like specifics as to where the bridge would land and where the roads would come and go. “At what stage will we have those details?” he asked.

Mr. Cooke said this information would be available at the second meeting, next year.

The public consultation session will take place next Wednesday, August 22 at the Manitoulin Hotel and Conference Centre between 4 and 8 pm.

# Tim Hortons franchisee offered several options in Little Current

By **Warren Schlote** - August 15, 2018



Stock Photo

LITTLE CURRENT—The two-year-old project to bring a Tim Hortons franchise to Little Current continues to hold in a stalemate.

The Expositor reached out to prospective owner Denis Lefebvre, owner of three Tim Hortons locations in Espanola and Blind River. Mr. Lefebvre said he has not given up on his plans despite the obstacles that currently stand in the way of the project.

Mindemoya-based developer Rob Sheppard originally purchased a parcel of land from the Northeast Town in January 2016, with the intent of building a fast-food restaurant. The Expositor reached out to the developer who declined to comment on any current updates to the proposal.

Mr. Lefebvre said he has heard from other developers who may be interested in partnering for this project, should the current location remain prohibitive. However, he said he has not abandoned any of his plans with Mr. Sheppard, nor has he moved towards any of the other proposals.

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The Ministry of Transportation (MTO) conducted a traffic study at the proposed location on Highway 6 near the swing bridge last summer. It mandated substantial roadway upgrades to handle the increased traffic, which would add nearly half a million dollars to the project's cost.

However, that study was conducted on Haweater Weekend, Manitoulin's busiest weekend of the year, which sees traffic levels far above average. Mr. Sheppard called the study unfair, saying it was not representative of normal traffic levels.

The MTO would require the construction of a third traffic lane with a tapered lane, an environmental study and another engineering study for the construction to go ahead.

In the January 2016 article announcing the sale of the land, Mr. Sheppard was quoted saying the business would create jobs for "upwards of 10 employees." A letter to the editor by Neil Ballantyne, published in January of this year, stated that a similar-sized Hamilton Tim Hortons where he works supports 39 jobs. Fifteen of those jobs are full-time.

Manitoulin residents shared mixed opinions on allowing a fast-food franchise to open on the Island. On Facebook, supporters of the franchise said the business would create jobs, that Manitoulin is "behind the times" or afraid of change, and that having a known business along the main highway could encourage travellers to stop and wander around the town rather than driving through.

Opponents, however, worried that adding a Tim Hortons franchise would call the quality and character of the Island itself into question. They said this would over-commercialize Manitoulin, damage family-run businesses and increase roadside litter.

It would seem that for the time being, grabbing a cup of Tim's coffee will still require the nearly 100-kilometre round trip between Little Current and Espanola.

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# LETTERS: Double lane option is the best choice for swing bridge replacement

By **Letters** - September 12, 2018

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They are quite common, effective and fascinating

To the Expositor,

Regarding the Little Current bridge replacement, the following are the problems with the existing railway bridge: Age, 100-years-old; single lane; time inconvenience during the swing; frequency of opening for boat traffic.

I believe a drawbridge is the most logical replacement. Perhaps a 100’ span.

- Advertisement - Double lanes would speed up vehicle traffic immensely. A 10’ higher elevation to allow some taller boats transit without opening (the present elevation is set for railway, low gradient)

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at swing bridge would allow use

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Clear Sky



21° C

21°

21°

88%

5.1kmh

1%

TUE

18°

WED

18°

THU

12°

FRI

20°

SAT

10°

of present access/egress. Extend Island approach, and adjust Goat Island ramp leaving the present ramps and bridge semi-permanently open for historical reasons as well as an emergency second egress.

- Advertisement -

A drawbridge retains the limited access atmosphere of a special gem of an Island in the North Channel. A drawbridge would also become an interesting tourist destination. (“Let’s go to Manitoulin, maybe the bridge will open” as opposed to “let’s look at the hole in the ground “tunnel!”)

Drawbridges are quite common and effective and fascinating.

Chuck Varrin

Whitefish Falls

Tweet

