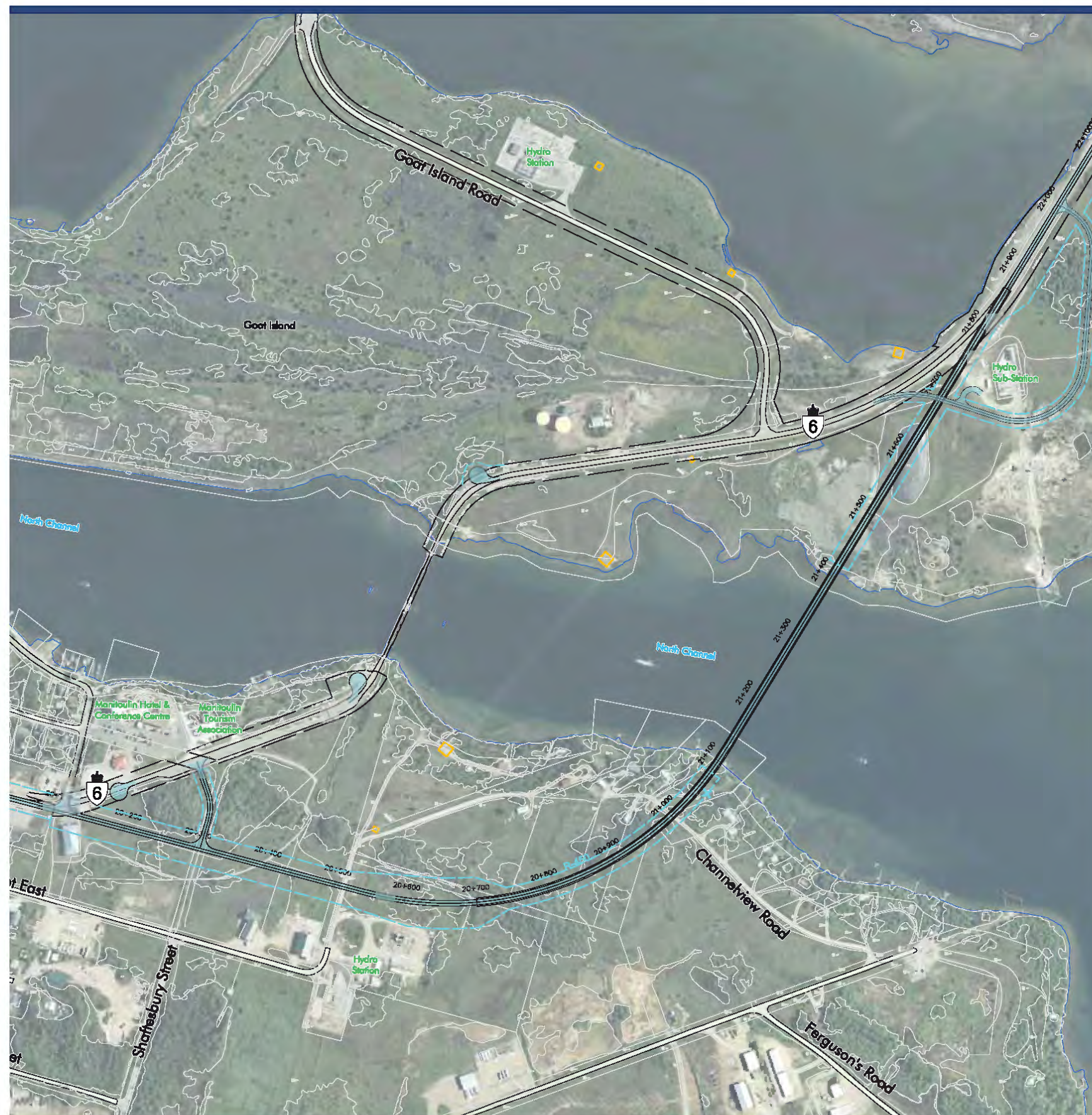
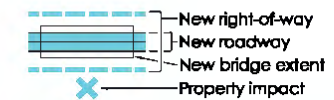


Alternative 5a Fixed bridge



Engineering

- + The new bridge accommodates two lanes of traffic, which will improve traffic operations
- + A fixed (high level) bridge will provide free-flow traffic and will eliminate traffic delays
- + Improves the horizontal alignment and design speed
- Requires steeper approach grades when compared to a movable bridge
- + The new bridge accommodates pedestrian and cycling facilities
- The roadway profile provides relatively steep grades for pedestrians and cyclists
- Requires local road realignments and connections
- + The structure type (slab on girder) is common in Ontario and requires relatively standard construction techniques
- + Does not impact fiber optic facilities
- + Does not impact hydro facilities
- Impacts entrance to water treatment facility
- Higher construction cost when compared to the movable bridge alternatives
- + No operating costs
- + Maintenance (snow plowing) costs are similar to other bridges in Ontario

Environment

- Larger footprint when compared to movable bridge alternative, and higher potential impacts to terrestrial ecosystems, potential species of conservation concern, and environmentally sensitive areas

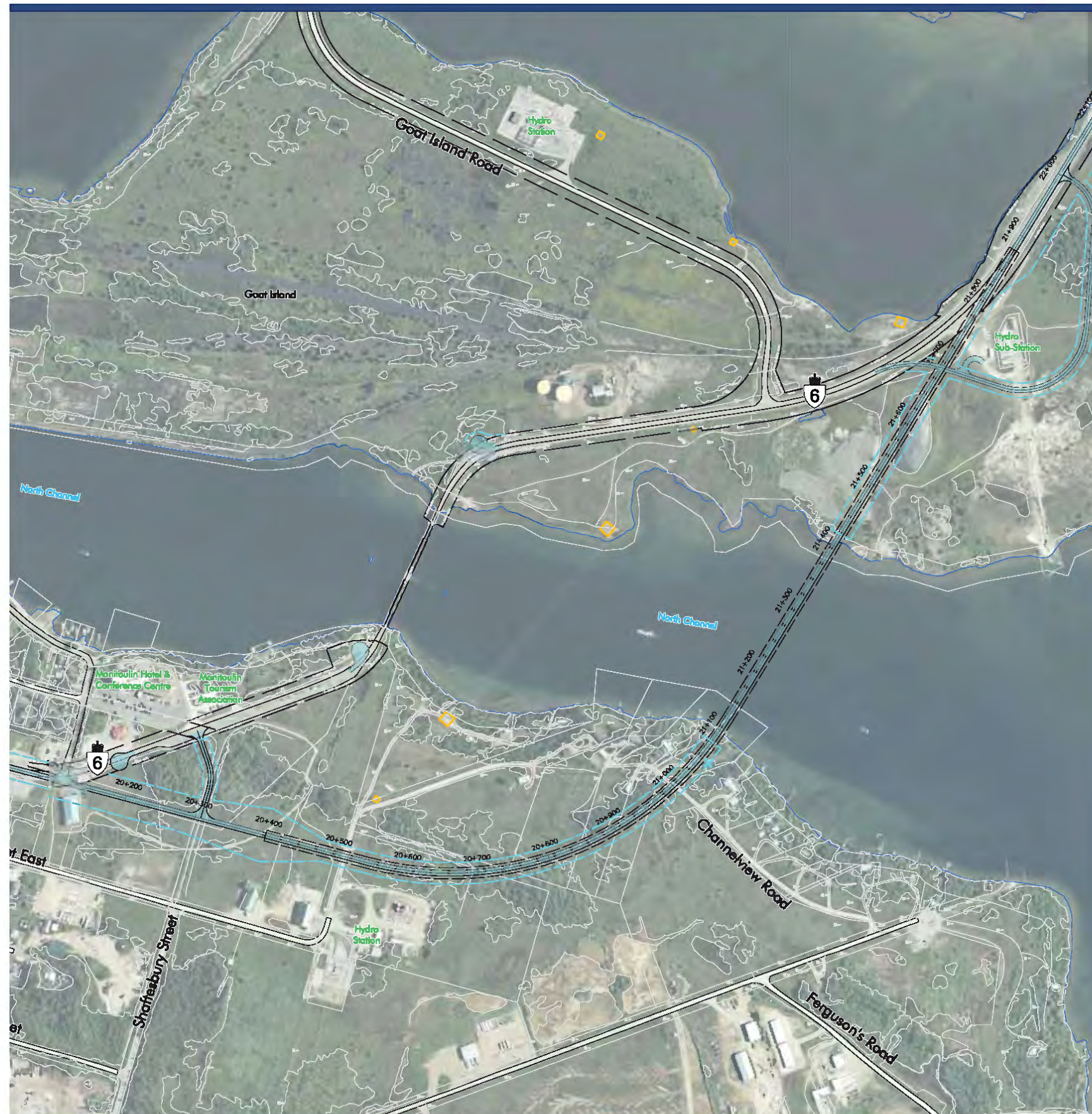
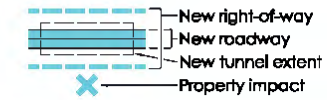
Community

- Impacts 1 existing residential dwelling
- Requires acquisition of approximately 8 ha of land
- + A fixed (high level) bridge will provide free-flow traffic and will improve emergency response and evacuation access
- + No impacts to existing walking trails and municipal park
- Minor change to access to Little Current business areas
- Impacts known contaminated lands on Goat Island
- + Provides an opportunity to retain the existing bridge for new use
- + Provides an opportunity to relocate the existing bridge as a monument

Alternative 5b



Tunnel



Engineering

- + The new tunnel accommodates two lanes of traffic, which will improve traffic operations
- + A tunnel will provide free-flow traffic and will eliminate traffic delays
- + Improves the horizontal alignment and design speed
- + The new tunnel accommodates pedestrians and cycling facilities
- ⊖ Requires steeper approach grades when compared to a movable bridge
- ⊖ The roadway profile provides relatively steep grades for pedestrians and cyclists
- ⊖ Does not provide a comfortable environment for pedestrians
- ⊖ Requires local road realignments and connections
- ⊖ Roadway tunnels are not common in Ontario and require specialized construction techniques
- + Does not impact fiber optic facilities
- + Does not impact hydro facilities
- ⊖ Impacts entrance to water treatment facility
- ⊖ Significantly higher construction cost when compared to the bridge alternatives
- ⊖ Significantly higher construction risks when compared to the bridge alternatives due to unknown geotechnical conditions
- ⊖ Requires operation costs for ventilation and electrical systems
- + Lower maintenance (snow plowing) costs compared to bridge alternatives

Environment

- + Smallest footprint when compared to bridge alternatives, and lowest potential for impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

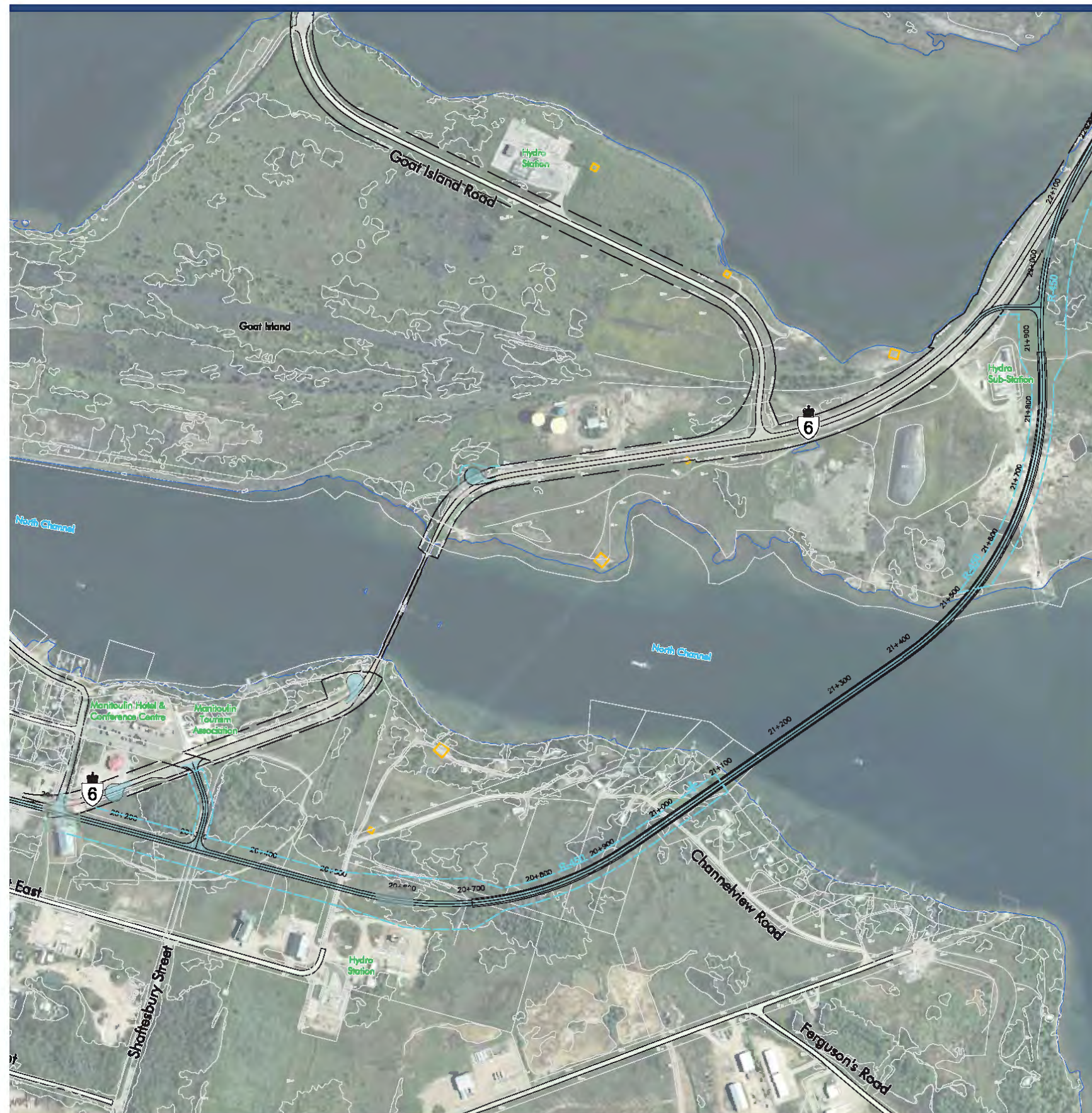
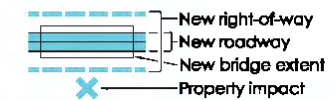
Community

- ⊖ Impacts 1 existing residential dwelling
- ⊖ Requires acquisition of approximately 7 ha of land
- + A tunnel will provide free-flow traffic and will improve emergency response and evacuation access
- + No impacts to existing walking trails and municipal park
- ⊖ Minor change to access to Little Current business areas
- ⊖ Minor impacts to contaminated lands on Goat Island
- + Provides an opportunity to retain the existing bridge for new use

Alternative 6a



Fixed bridge



Engineering

- + The new bridge accommodates two lanes of traffic, which will improve traffic operations
- + A fixed (high level) bridge will provide free-flow traffic and will eliminate traffic delays
- + Improves the horizontal alignment and design speed
- Requires steeper approach grades when compared to a movable bridge
- + The new bridge accommodates pedestrian and cycling facilities
- The roadway profile provides relatively steep grades for pedestrians and cyclists
- Requires local road realignments and connections
- + The structure type (slab on girder) is common in Ontario and requires relatively standard construction techniques
- + Does not impact fiber optic facilities
- + Does not impact hydro facilities
- Impacts entrance to water treatment facility
- Higher construction cost when compared to the movable bridge alternatives
- + No operating costs
- + Maintenance (snow plowing) costs are similar to other bridges in Ontario

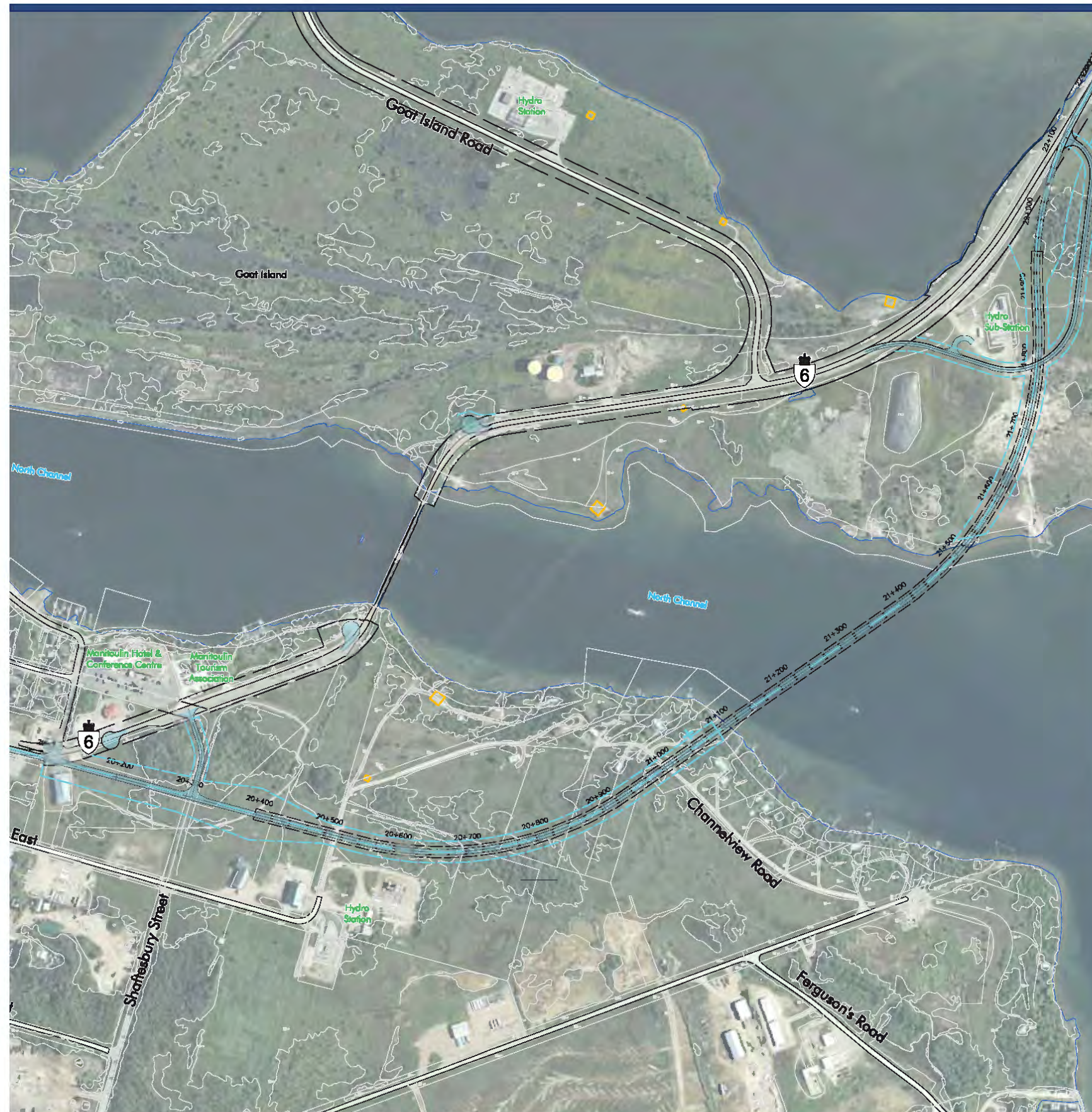
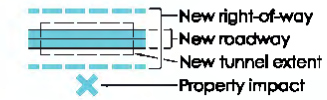
Environment

- Larger footprint when compared to movable bridge alternatives, and higher potential for impacts to terrestrial ecosystems, potential species of conservation concern, environmentally sensitive areas

Community

- Impacts 1 existing residential dwelling
- Requires acquisition of approximately 8 ha of vacant land
- + A fixed (high level) bridge will provide free-flow traffic and will improve emergency response and evacuation access
- + No impacts to existing walking trails and open space
- Minor change to access to Little Current business areas
- + No Impacts to contaminated lands on Goat Island
- + Provides an opportunity to retain the existing bridge for new use

Alternative 6b



Engineering

- + The new tunnel accommodates two lanes of traffic, which will improve traffic operations
- + A tunnel will provide free-flow traffic and will eliminate traffic delays
- + Improves the horizontal alignment and design speed
- Requires steeper approach grades when compared to a movable bridge
- + The new tunnel accommodates pedestrian and cycling facilities
- The roadway profile provides relatively steep grades for pedestrians and cyclists
- Does not provide a comfortable environment for pedestrians
- Requires minor local road connections
- Roadway tunnels are not common in Ontario and require specialized construction techniques
- + Does not impact fiber optic facilities
- + Does not impact hydro facilities
- Impacts entrance to water treatment facility
- Significantly higher construction cost when compared to the bridge alternatives
- Significantly higher construction risks when compared to the bridge alternatives due to unknown geotechnical conditions
- Requires operation costs for ventilation and electrical systems
- + Lower maintenance (snow plowing) costs compared to bridge alternatives

Environment

- + Smallest footprint when compared to bridge alternatives, and lowest potential for impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

Community

- Impacts 1 existing residential dwelling
- Requires acquisition of approximately 8 ha of land
- + A tunnel will provide free-flow traffic and will improve emergency response and evacuation access
- + No impacts to existing walking trails and municipal park
- Minor change to access to Little Current business areas
- + No Impacts to contaminated lands on Goat Island
- + Provides an opportunity to retain the existing bridge for new use
- + Provides an opportunity to relocate the existing bridge as a monument

What we heard from you

Comments received to date have focused on the following topics, and are being incorporated into the study.



Heritage & Conservation

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



Ontario Heritage Bridge Guidelines

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

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

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

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

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

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

Conservation Options

Project assumptions:

- | | |
|---|---|
| 1 Retain existing bridge with no major modifications | <ul style="list-style-type: none">Regular maintenance will continueRemaining structure life, with no major modifications, is limited |
| 2 Restore bridge Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design | <ul style="list-style-type: none">Rehabilitation requiring strengthening of trusses, and reconstruction of pivot gear with original / similar partsRemaining structure life, with restoration, is estimated to be 20 – 30 years |
| 3 Retain existing bridge with sympathetic modifications | <ul style="list-style-type: none">Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new partsRemaining structure life, with sympathetic modifications, is estimated to be 30 – 40 years |
| 4 Retain existing bridge with sympathetically designed new structure in proximity | <ul style="list-style-type: none">Existing bridge will remain in place for single lane of trafficRehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new partsRemaining structure life of existing bridge is estimated to be 30 – 40 yearsStructure life of new bridge is approximately 75 years |
| 5 Retain existing bridge no longer in use for vehicular traffic but adapted for new use | <ul style="list-style-type: none">Existing structure rehabilitated for active transportation accessNew 2-lane structure provided for vehicles on new alignmentRemaining structure life is estimated to be 50 years |
| 6 Retain existing bridge as heritage monument for viewing purposes only | <ul style="list-style-type: none">Bridge will be left in place and in open position for boat trafficNew 2-lane structure provided for vehicles and active transportation on a new alignmentRemaining structure life is estimated to be 50 years |
| 7 Relocation of existing bridge to new location for continued or adaptive use | <ul style="list-style-type: none">Bridge spans moved off-site for re-use (as bridge or monument)Approach bridge spans removedNew 2-lane structure provided for vehicles and active transportation on a new alignmentChange in ownership of bridgeRemaining structure life is estimated to be 30–40 years |
| 8 Bridge removal and replacement with a sympathetically designed structure | <ul style="list-style-type: none">New 2-lane structure provided for vehicles and active transportation on a new alignmentStructure life of a new bridge is approximately 75 years |

Evaluation process

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

The recommended plan

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

This process includes:

- reviewing the results of the analysis and evaluation based on specialist work and input received during the study
- determining which criteria have the most influence on the outcome of the evaluation process
- considering the sensitivity of the weightings
- confirming the ranking of the alternatives
- considering public/stakeholder response to the evaluation process



Identify Criteria

Evaluation Criteria are established through:

- public input
- similar projects
- provincial guidelines
- existing conditions



Weigh Criteria

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



Evaluate Alternatives

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



The highest scoring alternative

Preliminary evaluation criteria

“The best improvement plan...”

Engineering 40%

Traffic Operations

- ... provides acceptable Levels of Service (LOS) on Highway 6
- ... will accommodate future traffic demands of Highway 6
- ... will reduce wait times for vehicles to cross the channel

Geometrics & Safety

- ... meets the design standards for provincial highways
- ... minimizes potential for collisions on Highway 6
- ... accommodates pedestrians and cyclists

Constructability

- ... can be constructed using conventional construction techniques
- ... has favourable geotechnical and foundation conditions
- ... can be constructed with minimal impacts to traffic flow and operations, including local access and out-of-way travel during construction

Utilities

- ... minimizes impacts to utilities

Cost

- ... has the lowest total cost including utility relocations and property acquisition
- ... reduces ongoing maintenance and operating costs

Environment 20%

Terrestrial Ecosystem

- ... minimizes impacts on significant wildlife habitat
- ... minimizes impacts on significant trees or vegetation

Fish & Fish Habitat

- ... minimizes impacts to fish and fish habitat in the North Channel

Species of Conservation Concern

- ... avoids/minimizes impacts to Species-at-Risk or habitat associated with Species-at-Risk

Environmentally Sensitive Areas, Designated Areas

- ... avoids/minimizes impacts to sensitive habitat
- ... avoids/minimizes impacts to Sourcewater Protection Areas
- ... avoids/minimizes impacts to any provincially significant wetlands

Community 40%

Property

- ... has the least impact to private property

Emergency Services

- ... improves access for emergency service providers

Recreation and Tourism

- ... avoids impacts to the Manitoulin Tourism Association building
- ... minimizes impacts to designated snowmobile trails
- ... minimizes impacts to municipal trails and parks
- ... improves boat access

Access to Businesses

- ... avoids impacts to Highway 6 access configurations for local businesses
- ... minimizes out-of-way travel for access to local businesses

Visual Aesthetics

- ... minimizes impacts to existing viewscales in the study area

Contamination

- ... avoids/minimizes impacts to identified and potential contaminated land/contamination sources

Built & Cultural Heritage

Note: this evaluation is for the new crossing, refer to Heritage exhibit to see information on the existing bridge

- ... avoids/minimizes impacts on existing and designated cultural and built heritage features
- ... avoids/minimizes impacts on potential cultural and built heritage features

Archaeology

- ... avoids/minimizes impacts on known archaeological resources
- ... minimizes impacts on areas of archaeological potential
- ... minimizes impacts on potential marine archaeological resources

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 evaluation of alternatives, and identify potential impacts and mitigation measures.

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

Engineering investigations

- Highway Geometrics and Design
- Bridge Engineering
- Foundations and Geotechnical Engineering
- Traffic and Safety
- Drainage and Hydrology
- Electrical
- Active Transportation

Environment investigations

- Terrestrial
- Aquatic
- Species at Risk
- Groundwater
- Erosion and Sediment Control




Socio-economic investigations

- Noise
- Air Quality and Greenhouse Gases
- Business Impact Assessment
- Contamination
- Land Use
- Tourism
- Landscape Architecture
- Heritage
- Archaeological

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
-  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
August 16, 2019



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.

Alternative Visualizations

View Point 1

Alignment Alternative 2
Bascula Bridge Alternative



View Point 2

Alignment Alternative 4
Bascula Bridge Alternative



View Point 1

Alignment Alternative 2
Lift Bridge Alternative



View Point 2

Alignment Alternative 4
Lift Bridge Alternative



View Point 1

Alignment Alternative 2
Swing Bridge Alternative



View Point 2

Alignment Alternative 4
Swing Bridge Alternative



View Point 3

Alignment Alternative 6
Flood Bridge Alternative



View Point 4

Alignment Alternative 6
Flood Bridge Alternative



COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment

Highway 6 Little Current Swing Bridge Study

(GWP 5268-14-00)

Public Information Centre 2, Manitoulin Hotel and Conference Centre – Wednesday, July 17, 2019

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 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 alignment alternatives?

2. What do you think about the bridge type alternatives?

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment

Highway 6 Little Current Swing Bridge Study

(GWP 5268-14-00)

Public Information Centre 2, Manitoulin Hotel and Conference Centre – Wednesday, July 17, 2019

4. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit **(by August 16, 2019)** 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

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

APPENDIX C
COMMENTS RECEIVED AT
PUBLIC INFORMATION CENTRE 2

External Agencies

From:
Sent: Wednesday, July 10, 2019 3:02 PM
To: projectteam@swingbridgestudy.ca
Cc: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; David MacLachlan <david.maclachlan@tourismnorthernontario.com>
Subject: Swing Bridge Study Public Consultation / Mailing List / Great Lakes Waterfront Trail

Hi Gregg, Melissa,

I hope this message finds you both well.

We recently became aware of an upcoming PIC on July 17th where assessments for various options addressing the aging swing bridge in Little Current will be discussed. I understanding that details on the assessments will be posted on the project website at the same time as the PIC. Will the project team be accepting comments via email on the assessments/proposed solutions and other details? Though we would like to have a representative of the Trust attend this meeting, this will not be possible. While we did receive an email notification roughly a year ago about an EA and upcoming work, it does not appear as if the Trust was added to the project mailing list. Could you please add the Trust to the project mailing list so we're kept in the loop?

Preliminary Comments Related to the Project

Highway 6 between Espanola, Little Current and South Baymouth is part of the Great Lakes Waterfront Trail (GLWT), a roughly 3000km provincially-significant signed cycling route connecting Sault Ste Marie to the Quebec Border on the St. Lawrence via the shores of the Great Lakes. The Trail presently connects over 140 communities, including First Nations. Highway 6 between South Baymouth and Espanola is also the only existing, active cycling connection between northern and southern Ontario and has already been signed as part of the provincial cycling network. Our organization, The Waterfront Regeneration Trust (WRT) is a charity that coordinates the implementation of this trail and the partnership of these 140 communities. Too, we are working with MTO staff Lynsey Topliss and Jason Ranger to have Great Lakes Waterfront Trail signage implemented along this corridor in a similar manner to the GLWT/Great Trail signage implemented along sections of Highway 17 and other secondary highways between Sudbury and Sault Ste Marie.

Preliminary Recommendations

- As part of the GLWT and the only north/south cycling connection on both the GLWT and the provincial cycling network, it will be necessary for design solutions to accommodate cyclists and incorporate adequate cycling facilities on the new bridge (or whichever solution is implemented to address the swing bridge in Little Current). With the longevity of most of the solutions under review, this represents a once-in-a-lifetime opportunity to get this right with respect to this being part of a major component of an active transportation corridor and considering cyclists in the solution and not simply vehicle traffic.

- Implement the Great Lakes Waterfront Trail signage as part of the project: Existing cycling route markers on Highway 6 denote the cycling facility, but do not identify Highway 6 with any specific formal cycling route, in this case the provincially significant Great Lakes Waterfront Trail. The GLWT is a collaborative initiative with 140 communities, including First Nations. The Trail is 3,000km from Sault Ste Marie to the Quebec Border. Communities have consistently signed their section of the route with the Trail blaze. Our charity provides detailed on-line mapping in both paper and interactive formats. Just as MTO signed sections of the provincial highways needed to complete the Trail along the Lake Huron North Channel, we urge the MTO to do the same on HWY 6. GLWT signage on Highway 6 will also close the notional gap that exists in between GLWT wayfinding in Espanola to the now-isolated connecting link in Little current and between Little Current and Tobermory into the southern Ontario Great Lakes region. The GLWT is one of the province's best developed cycling experiences. it connects our busiest urban centres to rural and Northern Ontario with unique tourism experience. Signage is essential to creating an exceptional pan-regional cycling attraction that contributes to Northern and rural Ontario's economy.

Thanks very much for your time and consideration, and thank you in advance for adding the WRT to the swing bridge project mailing list.

Best regards,



Like us on [Facebook](#)
Follow us on [Twitter](#)

From:
Sent: Monday, July 22, 2019 10:22 AM
To: projectteam@swingbridgestudy.ca
Cc:
Subject: Re: Swing Bridge Study Public Consultation / Mailing List / Great Lakes Waterfront Trail

Good morning, Gregg and Melissa,

I hope this message finds you well.

I simply wanted to follow up regarding my email below to ensure that it was received and that we would be added to the mailing list for the project in the future, and to touch in on the materials that were going to be shared at the Public Info session 2 last Friday. My understanding was that the materials reviewing or assessing the various options to address the swing bridge would be posted on the 17th. Just hoping to keep in the loop.

Thanks very much in advance for your assistance,

Best regards and enjoy your day,



Like us on [Facebook](#)
Follow us on [Twitter](#)

On Jul 10, 2019, at 3:01 PM, David Meyer <projects@wrtrust.com> wrote:

Hi Gregg, Melissa,

I hope this message finds you both well.

We recently became aware of an upcoming PIC on July 17th where assessments for various options addressing the aging swing bridge in Little Current will be discussed. I understand that details on the assessments will be posted on the project website at the same time as the PIC. Will the project team be accepting comments via email on the assessments/proposed solutions and other details? Though we would like to have a representative of the Trust attend this meeting, this will not be possible. While we did receive an email notification roughly a year ago about an EA and upcoming work, it does not appear as if the Trust was added to the project mailing list. Could you please add the Trust to the project mailing list so we're kept in the loop?

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Preliminary Recommendations

- As part of the GLWT and the only north/south cycling connection on both the GLWT and the provincial cycling network, it will be necessary for design solutions to accommodate cyclists and incorporate adequate cycling facilities on the new bridge (or whichever solution is implemented to address the swing bridge in Little Current). With the longevity of most of the solutions under review, this represents a once-in-a-lifetime opportunity to get this right with respect to this being part of a major component of an active transportation corridor and considering cyclists in the solution and not simply vehicle traffic.
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Thanks very much for your time and consideration, and thank you in advance for adding the WRT to the swing bridge project mailing list.

Best regards,

Like us on [Facebook](#)
Follow us on [Twitter](#)



Box 608, Little Current, Ontario, POP 1K0
705-368-3500

August 12, 2019

Stantec Consulting Ltd
200-835 Paramount Drive
Stoney Creek, ON
L8J 0B4

Dear Ms. Gazibodra

Mayor and Council would like to thank your representatives for the recent update and presentation on the Little Current Swing Bridge Study. This is a very important part of our community and we take the replacement of this structure extremely seriously as it has the potential to be detrimental to our community if the wrong decision is made.

The following resolution was past at a recent meeting of Council;

Resolution No. 214-08-2019

Moved by: W. Koehler

Seconded by: D. Orr

RESOLVED THAT the Council of the Corporation of the Town of Northeastern Manitoulin and the Islands supports a two lane bridge in close proximity to the existing bridge ensuring that it does not by-pass any of the local businesses, with the option 2 being the preferred choice of location and the bascule bridge being the preferred style of bridge.

Carried

We hope that you strongly take into consideration the comments made by all of our residents.

Looking forward to hearing from you with further updates.

Yours truly,

Al MacNevin
Mayor



Vanhell, Shane

From: Gazibara, Nevena
Sent: Friday, August 09, 2019 10:06 AM
To: Vanhell, Shane
Subject: FW: Billings Township Comments
Attachments: Swing Bridge Study Comments.pdf

From: kmcdonald@billingstwp.ca <kmcdonald@billingstwp.ca>
Sent: Friday, August 9, 2019 9:45 AM
To: projectteam@swingbridgestudy.ca
Subject: Billings Township Comments

Good Morning:

Attached are the comments from Billings Township regarding the swing bridge study.
Mayor Anderson attended the July 17, 2019 Public Information Session.

Kathy McDonald
CAO/Clerk, Deputy Treasurer
Township of Billings
15 Old Mill Rd. Box 34
Kagawong, ON P0P 1J0
705 282 2611 ext 223

COMMENT FORM

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

Public Information Centre 2, Manitoulin Hotel and Conference Centre – Wednesday, July 17, 2019

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 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 alignment alternatives?

To minimize disruption to private property a existing houses, bridge should remain as close as possible to existing structure.

2. What do you think about the bridge type alternatives?

Moveable Bridge appears to be most cost effective a the only alternative for where I believe it needs to be placed

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

No, appears good from my perspective.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, July 21, 2019 11:55 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from: K G Dobbs
email: meairport2@eastlink.ca

message:

Hello Gregg,
As manager of the Manitoulin East Municipal Airport I think most of the population of this island would look forward to a better bridge. At least two lanes, and a fast opening lift type bridge would be a marvelous improvement.
Sincerely
K.G.Dobbs

General Public

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

Public Information Centre 2, Manitoulin Hotel and Conference Centre – Wednesday, July 17, 2019

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1. Do you have any comments on the alignment alternatives?

Yes. #2 is the Best as it almost duplicates existing location.

2. What do you think about the bridge type alternatives?

Prefer the "black swing bridge" alternative with the #2 approach to town.

Maintains the old look, doesn't force people from their homes, supports local business and the town. Making it 2 lane is huge plus. Re homing old bridge as tourist attraction would be a PLUS.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Things have been well considered.

Thanks for your hard work..!

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Public Information Centre 2, Manitoulin Hotel and Conference Centre – Wednesday, July 17, 2019

4. Do you have any additional comments or questions?

* We can't change the protocol that gives Cruise Ships priority over road traffic.

* A swing bridge keeps the feel of Nostalgia but with 2 lanes cuts waiting time in half.

* A tunnel or fixed bridge make a negative impact by displacing local citizens and by passing our town.

* Using the old bridge in some manner as a tourist attraction is great idea, in a different location from where it currently is.

Please leave your completed comment sheet in the drop box provided or submit (by August 16, 2019) 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

Name and Address (optional) PLEASE PRINT

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1. Do you have any comments on the alignment alternatives?

Option 2 with ^{Swing} Bridge looking similar to what is there today.

2. What do you think about the bridge type alternatives?

Swing

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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4. Do you have any additional comments or questions?

move old bridge to area near Calumet tracks on Goat Island as a monument & build small info booth (to allow vehicles to pull in & stop) - repurpose old Tourist info booth. (currently has high traffic accidents due to sudden stops in line of traffic).

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1. Do you have any comments on the alignment alternatives?

I PREFER AN OPTION THAT HAS THE LEAST IMPACT TO LOCAL EXISTING RESIDENTS.

2. What do you think about the bridge type alternatives?

ALL ALTERNATIVES ARE WELL EXPLAINED
THE LEAST Ongoing MTC COST + CONSTRUCTION COSTS
WOULD BE AN ASSET. MY OPINION IS THE BAScule BRIDGE WITH
A FACADE DESIGN TO REPRESENT THE EXISTING BRIDGE COULD BE IMPLEMENTED.
AS IN ALTERNATIVE 2+4, THE TWO LANE HIGHWAY WOULD ELIMINATE
MOST PROBLEMS WITH TRAFFIC STOPPAGES AT THE LIGHTS AS IN THE
EXISTING SINGLE LANE BRIDGE

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

TRYING TO MAINTAIN THE EXISTING TRAFFIC FLOW NEAR THE
CURRENT BUSINESSES WOULD BE A GOOD OPTION. ALTERNATIVE 2+4.

CONSIDER REMOVING THE EXISTING BRIDGE + POSSIBLE DREDGING THE
CHANNEL

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4. Do you have any additional comments or questions?

A PROTECTED THINKING OF CONSTRUCTION OF THIS PROJECT WOULD
BE HELPFUL.

WHAT IS THE ACTUAL STATUS OF THE EXISTING BRIDGE? EX-METAL
FATIGUE ON THE STEEL, BRACING ON CEMENT SUPPORTS IF ANY, THE
LIFE EXPECTANCY OF THE CEMENT SUPPORTS & THEIR CURRENT CONDITION.

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1. Do you have any comments on the alignment alternatives?

Too Many options go through Contaminated land,
It Should be Moved elsewhere & the bridge
Should be Moved to goat island as a Monument
Wich Would increase tourism to the Stores
Of Downtown LC

2. What do you think about the bridge type alternatives?

I like the idea of the tunnel because it keeps
the above landscape near the water Natural &
Gives option to remove the current bridge foundation
& opens way for bigger boats to head through
the Straights opening us more Commercial trade

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Seems okay

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4. Do you have any additional comments or questions?

What I Wrote on the Front

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1. Do you have any comments on the alignment alternatives?

All efforts should be exerted to avoid impacting homes, businesses and public areas.

2. What do you think about the bridge type alternatives?

Heritage & Conservation option is not presented w/ much detail or comparative to other options. I feel it would be the preferred alternative to ^{of most islanders} modify the existing bridge.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

- Minimizing the rerouting from business is offensive
- Heritage and conservation options should be presented including cost.

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4. Do you have any additional comments or questions?

- Slowing traffic down before entering the island is not just a negative it has psychological and cultural impacts that most consider positive.
- Slowing boat traffic is not a negative. I have witnessed people ^(boat traffic) stop downtown and utilize business since they had to wait for the bridge to open.
- Slowing things down is not a sweeping negative.

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1. Do you have any comments on the alignment alternatives?

How can the Government consider, not putting the new bridge where it currently is located, instead of causing the loss of homes, property, enjoyment of life on the channel for 8 families. The traffic noise, blocking of sunlight, & fresh air, please keep the existing bridge location as crossing.

2. What do you think about the bridge type alternatives?

Options 2 or 4

2 For convenience over 8 families.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

The north channel, particularly little current bridge area, is one of natural beauty, having something as intrusive as a overpass, ~~take~~ takes away from the scenery, of the area.

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4. Do you have any additional comments or questions?

WE WOULD LIKE TO BE NOTIFIED OF ANY NEW DEVELOPMENTS, MEETINGS, DECISIONS, MADE, INCLUDING LOCATION OF BRIDGE THIS HAS DEVELOPED OVER 2 WEEKS, RUMOURS ETC. AND IS VERY UNSETTLING HEARING OFFICIALLY IS SOMETHING TO HELP US SLEEP AT NIGHT.

WHY DID THE PRICE SUDDENLY CHANGE FROM 25-50 MILLION DEPENDING ON LOCATION, PROFILE & FINAL DESIGN. FOR MOVEABLE BRIDGE AND 50-100 MILLION FOR FIXED BRIDGE. ON THE WEBSITE, AND NOW THEY SAY IT WILL COST APPROX. THE SAME FOR BOTH.

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NO ONE HAS PERMISSION TO STEP FOOT ON OUR PROPERTIES

WE WILL BE CONTACTING A LAWYER ASAP FOR CONSULTATION

WE WILL BE TAKING ACTION IN THE FORM OF A CLASS ACTION SUIT FROM ALL OF THE FAMILIES ON CHANNEL VIEW ROAD, THAT ARE AFFECTED

STARTING WITH MISCHIEF CONTRARY TO SECTION 430 (1) OF THE CRIMINAL CODE OF CANADA THAT READS ANYONE COMITS MISCHIEF WHO

- (a) DESTROYS OR DAMAGES PROPERTY
- (b) RENDERS PROPERTY DANGEROUS, USELESS, INOPERATIVE, OR INEFFECTIVE.
- (c) OBSTRUCTS, INTERRUPTS OR INTERFERES WITH THE LAWFUL USE, ENJOYMENT, OR OPERATION OF PROPERTY
- (d) OBSTRUCTS INTERRUPTS, OR INTERFERES WITH ANY PERSON IN THE LAWFUL ENJOYMENT OR OPERATION OF PROPERTY

WE ARE BEING BACKED INTO A CORNER AND WE ARE NOT WILLING TO GIVE UP SOMETHING THAT WE HAVE WORKED OUR ENTIRE LIVES FOR, WHICH INCLUDES PASSING OUR HOME DOWN TO OUR CHILDREN

WE WOULD LIKE TO BE NOTIFIED OF ANY DEVELOPEMENTS, MEETINGS, DECISIONS, MADE BY ANYONE INVOLVED IN THE LOCATION OF THE BRIDGE. THIS IS EXTREMELY UNSETTLING BEING PUT IN THE POSITION THAT THE GOVERNMENT COULD EXPROPRIATE OUR PROPERTIES IF THEY

FEEL THEY WANT IT.

WHY DID THE COST OF THE MOVEABLE BRIDGE AND THE FIXED BRIDGE CHANGE (STUDY ^{2018 NOVEMBER} DESIGN REPORT) FROM 25-50 MILLION FOR MOVEABLE BRIDGE AND 50-100 MILLION FOR THE FIXED BRIDGE, TO BEING APPROX THE SAME ACCORDING TO THE PRESENTATION ON 17 JUL 19 PUT ON BT STANTEC

HOW CAN YOU POSSIBLY PUT OUT CONFLICTING NUMBERS LIKE THAT TO THE PUBLIC WITHOUT PROPER ESTAMATES TO MAKE INFORMATIVE DECISIONS? ESPECIALLY WHEN ANY GOVERNMENT PROJECTS NEVER SEEMS TO BE ON BUDGET, MANY TIMES UP TO 2-3 TIMES OVER THE ORIGINAL QUOTE.

WHY WOULD THE GOVERNMENT SPEND OUR TAX MONEY THAT WOULD REALISTICALLY BE NEAR THE 800-300 MILLION DOLLAR MARK TO SERVICE A ISLAND THAT HAS A POPULATION OF 12,000 RESIDENTS.

TOURISTS COME HERE TO GET AWAY FROM THE HUSTLE OF THE CITY AND RELAX.

WE ALL AGREE WITH A 2 LANE BRIDGE AT THE LOCATION OF THE PRESENT SWING BRIDGE BUT NOT SOMETHING AS INTRUSIVE AS THE PROPOSED FIXED BRIDGE

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1. Do you have any comments on the alignment alternatives?

EACH ALTERNATIVE IMPACTS THE VALUE OF MY RECENTLY ACQUIRED PROPERTY. MOST SIGNIFICANT BEING 5 & 6. ~~ALTHOUGH~~ THE MTO WOULD MINIMIZE ONGOING COST BY FIXED ARRANGEMENT & I UNDERSTAND THAT BUT ONE OF THE MOST SOUGHT AFTER LOTS IN THE LITTLE CURRENT AREA WOULD BE FACING NORTH TO BRIDGE TRAFFIC WHICH WAS LACLOCHE MTD.

2. What do you think about the bridge type alternatives?

A TUNNEL WOULD BE IDEAL ALTHOUGH MAYBE NOT FEASIBLE. A MOVEABLE WOULD SHOW LEAST AMOUNT OF IMPACT ON MY PROPERTY & BASCULE STYLE BEING MOST APPEALING.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

WHAT TYPE OF IMPACT WOULD A FIXED BRIDGE IN THE PROPOSED LOCATION HAVE ON POTENTIAL DEVELOPMENT OF GOAT ISLAND? IT HAS BEEN DISCUSSED MULTIPLE TIMES RECENTLY BUT WOULD APPEAR TO BYPASS POTENTIAL DEVELOPMENT.

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4. Do you have any additional comments or questions?

I CURRENTLY OWN 2 PROPERTIES ON CHANNELVIEW RD. IN AN ACCEPTED OFFER ON A THIRD. THESE ARE ALL INVESTMENT PROPERTIES AND GENERATE A GOOD PORTION OF MY FAMILIES INCOME. SUSAN HERMANN (MTO EMPLOYEE) MADE IT CLEAR THAT THERE WOULD BE NO COMPENSATION BASED ON DE-VALUING OF PROPERTY OR LOSS OF INCOME FROM RENTALS FOLLOWING CONSTRUCTION PHASE. WHY IS ADJACENT PROPERTIES NOT DEALT WITH DIRECTLY & ~~WHY DO~~ HOW CAN I WORK TO CHANGE THIS MENTALITY AS IT WILL DIRECTLY AFFECT ~~THE~~ MY FAMILIES FINANCIAL SITUATION ???

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1. Do you have any comments on the alignment alternatives?

- * Keep it close to the ^{existing} swing bridge
Less impact on the business
community and residents
- * alternative 2 ^{as it} would be best

2. What do you think about the bridge type alternatives?

- * Fixed bridge Does Not suit the
environment / atmosphere of Manitoulin
 - * You are impacting Ahh of the residents
it ~~you~~ along Channelview Rd if you
put in a fixed bridge - young couple
starting out has invested in property
3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

for Rental Business - People come
to Manitoulin for the laid back
lifestyle - Quiet, Peaceful etc.
Who will rent or want to
live under or Next to a
Bridge.

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4. Do you have any additional comments or questions?

A number of local business's
would/could be impacted
if the traffic flow does
not follow the existing
road to the current bridge.

Most cost effective to utilize
current transportation route

Old bridge must be retained
as a Heritage Bridge and
would provide a back-up
bridge for many more years at
minimal cost.

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

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

Name and Address (optional) PLEASE PRINT

Name:

Ian Anderson

Mailing Address:

Box 21, Kagawong, ON

(include postal code)

POB 1070

Tel: 705 282 7740 Fax:

Email:

mayoranderson@
billingshop.ca



North Channel *Cruise Line*

July 17th, 2019

To: Stantec Engineering
Attn: Mr. Gregg Cooke, Melissa Delfino

Re: Little Current Swing Bridge

Mr. Cooke and Ms. Delfino,

I am writing to you today as part of the public consultation process with the intention that our opinion on this matter be put on record regarding the swing bridge and it's potential replacement.

Background on our company's operations: Since commencing operations late in 2013, our company transits the North Channel on a very regular basis from May to October operating our passenger vessel and ferry services both locally and to destinations up to 30 miles. Little Current is our home port. As you can imagine, we could be considered the most frequent entity utilizing the waterway and the swing bridge. Due to this bridge being something that we need to trust and depend on, we live in constant concern that the bridge could fail leaving our ship unable to depart for it's destination or leaving us stranded on the opposite side of the bridge from town loaded with passengers.

Mechanical difficulties seem to be occurring at the swing bridge on an alarming basis. Even one full trip cancellation would be very difficult to swallow in our very short season here on the Island. Our operations could be crippled should a major event shut down the bridge for even a few hours let alone days. While it may be an inconvenience for recreational boat traffic, it could be economically devastating to us and our employees if we have to cancel departures because of a bridge failure.

We are presently working on a business expansion that we expect to double and perhaps triple our dependency on our eastern cruise routes as we work to provide more of a link to the Killarney region. The present swing bridge has been and will continue to be an impediment to our business until it is replaced.

We are very much in favour of a bridge that has the capability to open for large ships and has an air draft of 40+ feet. This would allow the majority of the marine traffic to pass under the bridge without the need for opening, and be capable of doing so for larger ships to safely transit. Having a clearer passage through the center of the channel once the cribs and existing bridge are removed will undoubtedly make for a safer passage through this waterway. Presently

with this bridge in place, there is a looming concern of high winds and currents causing a wreck of not just ours but any vessel if swept into this very low laying bridge during a mechanical failure or otherwise.

This bridge has been a cherished landmark in our area since it was built. It has served the island well for 100+ years. The time has come to act on replacement before there is an incident that otherwise could have been avoided. Marine traffic and road traffic are equally at risk of an unfortunate event. There is outcry over traffic congestion, red light runners and traffic back ups through town. Just as many will be upset by the prospect of the bridge being replaced, so too was there opposition in 1912 to the bridge being built in the first place. Differing opinions are without a doubt present on this issue. The idea of Manitoulin being stuck with a low laying, aging century old rail car bridge would not be a just legacy. Any informed person armed not with just some but all of the facts can see that the time to move our communities forward is here.

I will look forward to meeting you at tomorrow's information session. Should you wish to speak to me about this matter in further detail, I can be reached at the contact info below.

Thank you and best regards,

Chris Blodgett
President, 1887497 Ontario Limited
705-368-3744
chris@northchanneltours.com



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1. Do you have any comments on the alignment alternatives?

NO. YOUR STUDY HAS BASICALLY COVERED
APPROPRIATE ROUTES.

2. What do you think about the bridge type alternatives?

GOOD CHOICES.
I DON'T THINK YOUR ESTIMATE COST FOR
A FIXED BRIDGE IS REALISTIC. (TOO LOW)
YOUR COST FOR A TUNNEL WOULD DEPEND ON
A GEOLOGICAL SURVEY DONE IN THE PROPOSED
CONSTRUCTION SITE.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

YOU MAY WANT TO LOOK AT MAINTENANCE
COST IN RELATION TO CONSTRUCTION COST.

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1. Do you have any comments on the alignment alternatives? Yes,

THE OPTION 4, IMMEDIATELY TO THE EAST OF THE EXISTING SWING BRIDGE OFFERS THE LEAST IMPACT TO EXISTING PROPERTY OWNERS, BUSINESS ESTABLISHMENTS, AND EXISTING ROADWAYS. ANY OF THE OTHER OPTIONS WOULD HAVE CONSIDERABLE IMPACT TO HOME OWNERS ALONG THE CHANNEL. ALL ARE RETIREES WHO WOULD BE AFFECTED.

2. What do you think about the bridge type alternatives?

THE BASCULE TYPE BRIDGE WOULD BE THE MOST APPEALING. IF THE LEVEL IS AROUND 20'-24' OVER 75% OF BOAT TRAFFIC (POWER BOATS) WOULD NOT REQUIRE OPENING. ONLY COMMERCIAL AND SAILBOAT PLEASURE CRAFT WOULD REQUIRE OPENING. THIS TYPE OF BRIDGE IS VERY QUICKLY OPENED, AND IS VERY COMMON IN USA WATERS. REQUIRES LITTLE MAINTENANCE

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered? YOU HAVE NOT MENTIONED

THE EFFECT TO HOME OWNERS ON ANY OF YOUR INFO - SURPRISING THESE PEOPLE ARE NOT OF CONCERN, THEY WOULD BE THE MOST AFFECTED, AS WELL AS EXISTING BUSINESSES IF ROUTE IS CHANGED. OPTION 4. BASICALLY REMOVES THIS TRAUMA FOR PROPERTY OWNERS ALONG THE CHANNEL.

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4. Do you have any additional comments or questions?

LITTLE CURRENT IS A VERY SMALL COMMUNITY AND JOBS ARE EXTREMELY IMPORTANT TO THE TOWN. THE ELIMINATION OF 5-6 JOBS WITH AN OVERHEAD BRIDGE WOULD HAVE IMPACT. THIS MAY SOUND INSIGNIFICANT TO SOMEONE FROM THE CITY BUT IT DOES HAVE IMPACT ON COMMUNITY OF 1500 POPULATION.

I HAVE BEEN IN REAL ESTATE & INSURANCE BROKERAGE BUSINESS IN THIS COMMUNITY SINCE JUNE OF 1964. I AM AN AVID BOATER AND I AM WELL AWARE OF BOATING TRAFFIC IN LITTLE CURRENT. I WATCH IT FROM MY WATERFRONT OFFICE WHERE I HAVE A DIRECT VIEW OF THE SWING BRIDGE.

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1. Do you have any comments on the alignment alternatives?

I like #2 ~~with the bridge~~ (bridge) constructed on the left side of bridge closest to the town.

2. What do you think about the bridge type alternatives?

I would like to see alternate #2 in the swing bridge style or bascule bridge

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

No.

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4. Do you have any additional comments or questions?

I feel this would be the least impact and would retain the same road way so that businesses like 3 Cows & a Cone and the Conference centre are not impacted

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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

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

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1. Do you have any comments on the alignment alternatives?

I would like to keep the bridges closer to the swing bridge as possible to minimize ~~alternat~~ the impact of the look of the town.

I would like the tunnel to come out closer to town to keep it accessible for people and close to everything.

2. What do you think about the bridge type alternatives?

~~I would go with a fixed bridge to minimize delays coming on and off island. I would go w/ S.A.~~

see other side

~~Moveable would cause delays and cost more to fix when it breaks.~~

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

I think local business and local residents are the main thing to consider. Ease of access and flow to the island.
I think boat accessibility is important but not as important as local busin.

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4. Do you have any additional comments or questions?

I would choose 5b. I think a tunnel would be the best option to ease access and traffic. We could use the swing bridge for pedestrians and cyclists.

The tunnel is expensive but I think in the long run it would save some money and would be worth it.

This won't add anything to the Sky line.

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1. Do you have any comments on the alignment alternatives?

Best Route is similar to current bridge or just to the east across to Great Island

As to the contaminants on Great Island, it's time they were cleaned up

2. What do you think about the bridge type alternatives?

I prefer a movable bridge, & out of that, the first preference is for a swing bridge and second the bascule bridge.

It's important to have access on foot and bicycle – hikers, runners, dog walkers, fishermen, women all appreciate that crossing.

The stable high structural bridge is out of scale with the adjacent community & looks dreadful in the presentation.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

No, I think the amount of consideration presented is sound & appropriate

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1. Do you have any comments on the alignment alternatives?

I favor a combined approach of
(the tunnel) alignment

2. What do you think about the bridge type alternatives?

tunnel best choice

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

- I think heritage impact are hyperbolic? The bridge has only been utilized as a symbol for Nemi + Manitoulin for less than 2 decades + one day will need to be de-commemored. Now is the time to ^{observations + concerns}
- the business impact: I have not seen an economic impact study
- safety in the community: as a parent + grandparent who has raised children + been a child here: having transients bypass ^{the} community is a positive at Manitoulin

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4. Do you have any additional comments or questions?

The "ALTERNATIVE VISUALIZATIONS" board does not offer visualization with the tunnel: therefore is biased especially interesting would be a visualization ~~from~~ without the current, old bridge + the tunnel - a beautiful scene east for to the west, ~~farther~~.

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1. Do you have any comments on the alignment alternatives?

Movable bridge most unsuitable.
Tunnel most attractive as ^{an} open view.

2. What do you think about the bridge type alternatives?

I would be happy to see the existing bridge removed or moved off the channel.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Separate out cost and timing so they can be seen separately.

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4. Do you have any additional comments or questions?

It would be wonderful to see the existing high tension hydro lines buried with a tunnel and towers removed.

Replacement should be done as soon as possible before the existing bridge fails.

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1. Do you have any comments on the alignment alternatives?

I like the less impact of #2 or #4 route, and still goes by town and 3 cows + hotel etc.

2. What do you think about the bridge type alternatives?

we might as well keep the swing bridge look
2 lane!

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

I am concerned about boat traffic having priority over car traffic though ... its not 15 min on the hour for the cruise ships.

... But it would be two lane so not as long of wait.

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4. Do you have any additional comments or questions?

We must save or do something with the old bridge.

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1. Do you have any comments on the alignment alternatives?

2. What do you think about the bridge type alternatives?

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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4. Do you have any additional comments or questions?

- make sure there are no maintenance fees.
- a fixed bridge could be the answer
- 2nd choice would be a lift bridge (not open every hour in the summer = maybe every 2 hrs)

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1. Do you have any comments on the alignment alternatives?

2. What do you think about the bridge type alternatives?

I THINK THAT THE ONLY ~~BEST SOLUTION~~
SOLUTION IS A FIX BRIDGE BECAUSE
OF THE LOW MAINTENANCE COST, NO
STOPPING THE TRAFFIC AND THERE
IS ENOUGH LERWAY TO BUILD IT.
I TRAVELLED IN NEW ORLEANS LAST YEAR
AND THEY HAVE MANY OF THAW WORKS WELL.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

IT WILL IMPROVE THE TOURISTS
AND ALSO THE ISLAND RESISTANCE

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1. Do you have any comments on the alignment alternatives?

As like the tunnel option either of these alignment options are good

2. What do you think about the bridge type alternatives?

all are good however I prefer the tunnel option

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

The evaluation criteria seem good; none of the options can bypass the town

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4. Do you have any additional comments or questions?

there was no project timeline indicated?

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Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

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1. Do you have any comments on the alignment alternatives?

- Least impact to existing residents & businesses.

2. What do you think about the bridge type alternatives?

Not acceptable - tunnel, fixed bridge, lift bridge.

Viable - 2 lane swing bridge.

Most viable - 2 lane bascule bridge (allows for more flexibility in future)

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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4. Do you have any additional comments or questions?

- construction impact during construction phase.

ie - heavy equipment:

- blasting.

- work force (impact during tourist season.)

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1. Do you have any comments on the alignment alternatives?

The Fixed bridge & tunnel require the greatest alignment deviation. This should only be adopted if the other considerations outweigh the disadvantages of realignment

2. What do you think about the bridge type alternatives?

The fixed bridge is the most objectionable from an aesthetic standard. The tunnel is the least obtrusive. A bascule bridge is more pleasing aesthetically than a lift bridge and could provide a wide boating channel. Some tour boats are reluctant to pass through the narrow channel due to current. See back re: tunnel

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

The ~~down~~ future costs to the municipality are a big concern. Leaving a "white elephant" bridge structure as a heritage monument is not logical. Consider the ill advised decommissioned submarine in Port Dover. If the old bridge is no longer being maintained by MTO it has to be removed or become a deteriorating eye sore

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4. Do you have any additional comments or questions?

The tunnel option is more expensive than it needs to be because twinning is required. Currently large loads e.g. prefab houses have to come by Chippewa because the bridge is too narrow. If this option is chosen ensure the tunnels are wide enough. Just because something is not "common in Ontario" is no reason to reject it. A movable bridge can be visually pleasing and engineered to operate trouble free. We should be able to do better than they did in 1913, which was pretty good. CPR & Vale should be forced to clean up Goat Island.

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1. Do you have any comments on the alignment alternatives?

Keep it where it is!

2. What do you think about the bridge type alternatives?

Please repair & maintain our current
bridge!

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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1. Do you have any comments on the alignment alternatives?

- movable bridge
- keeps existing road / access alignment
- least disruptive to community + property owners
- closest to existing boat traffic

2. What do you think about the bridge type alternatives?

- bascule - 2 lane

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

- Impact on property owners of fixed bridge
- property was acquired for "aesthetics" fixed bridge alternative would impact not only at end with that as well as noise / traffic etc
- view would be destroyed

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4. Do you have any additional comments or questions?

- least impact on property owners + community.

- provides reasonable access for car + boat traffic

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1. Do you have any comments on the alignment alternatives?

Agree in principle with alignment alternatives with bridge / tunnel options.

2. What do you think about the bridge type alternatives?

Should consider long term benefits with each option. Bridge and tunnel have longest term benefits.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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4. Do you have any additional comments or questions?

Fishery evaluations should be commenced to properly identify impacts to aquatic environment and as soon as the bridge option is chosen, additional studies should be done to determine fishery enhancement opportunities.

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1. Do you have any comments on the alignment alternatives?

#2 option is the best. Lowest cost
and least impact on the town, and
my property.

2. What do you think about the bridge type alternatives?

Bascul bridge I like the best.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Very thorough report. I don't
think anything was missed.

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1. Do you have any comments on the alignment alternatives?

There are only 2 alignments #2 + #4 that will not affect my property. Alignment #5, 6 + 7 will allow for greater flow of traffic, but the Island is a tourist area and slowing the movement is favourable for the economy.

2. What do you think about the bridge type alternatives?

A replacement swing bridge or bascule bridge are preferred. A tunnel or overpass bridge do not lend esthetics to the area.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

The contaminated area of Isot Island should not be an issue as it should not be there. Either Provincial or Federal Gov't need to step in to have this cleaned up.

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1. Do you have any comments on the alignment alternatives?

I prefer 2 or 4 - assuming in both cases the bridge will remain open and in place (in the water?)

2. What do you think about the bridge type alternatives?

Bascule would be my choice, actually leaving it alone would be my choice

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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4. Do you have any additional comments or questions?

The Bridge is a LANDMARK that is protected under the Ontario Heritage Act. AS A FORMER Board member of The Ontario Historical Society I have to defend this designation.

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1. Do you have any comments on the alignment alternatives?

prefer link to channel view #5a.

2. What do you think about the bridge type alternatives?

fixed bridge most practical

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

How long will these criteria be useful.
There was already this study done about 20
yrs ago and nothing happened

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Public Information Centre 2, Manitoulin Hotel and Conference Centre – Wednesday, July 17, 2019

4. Do you have any additional comments or questions?

is the limestone under the channel
stable enough for tunnel.
have the costs been figured in
the 24 dollars

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

(by August 16, 2019) 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

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1. Do you have any comments on the alignment alternatives?

KEEP IT AS IS IF POSSIBLE

2. What do you think about the bridge type alternatives?

REPAIR & MAINTAIN EXISTING FACILITY

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

POSSIBLY A NEW FACILITY - SIMILAR TO EXISTING

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4. Do you have any additional comments or questions?

- THIS BRIDGE IS A TOURIST ATTRACTION WITH MUCH HISTORICAL & CULTURAL HERITAGE VALUE.

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1. Do you have any comments on the alignment alternatives?

My preference is to keep the bridge as it is. In the event that a replacement is required, I would NEVER choose the fixed (Altern²) or the tunnel.

2. What do you think about the bridge type alternatives?

Must have downtown easily accessible – not turn around & come back.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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1. Do you have any comments on the alignment alternatives?

I prefer alignment alternative 4, as it goes east of the current swing bridge and would at least give the impression of not crowding the harbour area.

2. What do you think about the bridge type alternatives?

I prefer the bascule style of bridge as it would be less intrusive. The tunnel and fixed bridge I feel would be too expensive and too disruptive.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

People have a great attachment to the bridge and there doesn't seem to be a good way to grieve – to provide an avenue come to terms with essentially "a death in the family"

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4. Do you have any additional comments or questions?

This format was excellent.

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1. Do you have any comments on the alignment alternatives? *why not just fix it? why do you think it will let us down?*

2. What do you think about the bridge type alternatives? *who is it up to? the mayor or the people?*

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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1. Do you have any comments on the alignment alternatives?

it appears all routes will end up back in close proximity to the towns

2. What do you think about the bridge type alternatives?

Fixed Overhead bridge or Tunnel is my preferred option.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Visual appearance or views should not be a major concern when you look at the windmills & hydro structures recently constructed the visuals are compromised now.

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4. Do you have any additional comments or questions?

When will you be going to the other towns on Manitoulin who represent the majority of the population and asking for their input?

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1. Do you have any comments on the alignment alternatives?

Keep the present bridge if it truly is as bad a repair as we are lead to believe then place a new 2 lane swing bridge in same location

2. What do you think about the bridge type alternatives?

The tunnel + fixed bridge are too expensive and route far beyond the town
The new swing bridge is the only good alternative other than keeping present bridge

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

The argument of slowing traffic is not valid
People that live on the island are used to the wait and rarely have to because they time their travel. Swing bridge just 4x day and increase traffic efficiency. The visitors can arrive at island and enjoy island time slow down do not be in a hurry wait a little and relax enjoy The iconic Historical bridge

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4. Do you have any additional comments or questions?

The swing bridge has been part of Manitoulin life for many decades. over 100 yr. It is worth saving.
What is the rush and hurry for traffic. There is no safety issue in reducing the number of times bridge swings in a day. The province has recognized the bridge as a historical structure. They will have to relocate and preserve why not do it now and keep the bridge as is and repair when needed.
Do not get rid of the swing bridge model. It is part of Manitoulin History.

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1. Do you have any comments on the alignment alternatives?

MY PREFERENCE IS FOR THE ALIGNMENT TO
BE CLOSEST TO EXISTING BRIDGE

2. What do you think about the bridge type alternatives?

TWO LANES LIFT OR BASCULE ARE
GOOD OPTIONS BUT MY PREFERENCE
IS TO CONTINUE REPAIRING
THE OLD BRIDGE

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

LOOKS FINE TO ME.

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4. Do you have any additional comments or questions?

THE COST TO PUT IN A NEW
STRUCTURE IS ABSURD. START WITH
THE OLD STRUCTURE. YOU CAN MAKE
AN AWFUL LOT OF REPLACEMENT PARTS
FOR \$100 OR \$150 MILLION.

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1. Do you have any comments on the alignment alternatives?

Does this involve expropriation of land?

2. What do you think about the bridge type alternatives?

Looks like all are doable - if you don't mind the look of the results.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

looks like all angles are covered.

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4. Do you have any additional comments or questions?

Deal for the cost - I prefer the tunnel option. It causes a lesser effect on the landscape.

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1. Do you have any comments on the alignment alternatives?

Expensive & invasive

2. What do you think about the bridge type alternatives?

Status Quo
current bridge works fine
the 15 minute wait is not
an issue.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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4. Do you have any additional comments or questions?

Swing bridge is part
of our heritage

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1. Do you have any comments on the alignment alternatives?

None are \$ viable financial decisions
maintenace of exsisting structure is
a lower overall cost and has
least impact to the island

2. What do you think about the bridge type alternatives?

In my ~~opinion~~ opinion they are
not viable

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

The "Do nothing" option is not doing
nothing. It is maintaining our
history and way of life. Financially
best option for tax payer. This process
has been skewed from the beginning.
Criteria should be Eng, \$, Environment,
Community. \$ are not weighted enough!

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4. Do you have any additional comments or questions?

Please consider ~~are~~ a preventative
maintenace plan in ~~the~~ replacement
of these costly alternatives.
Spending 1 million per year is
cheaper than spending \$100,000,000
for new alternative

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1. Do you have any comments on the alignment alternatives?

- 2 lane permanent structure coming into little current -
- or bascule on same foot print to fix the bridge that exists now

2. What do you think about the bridge type alternatives?

Interesting concept and =

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Cost
Beauty - of surrounding.

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1. Do you have any comments on the alignment alternatives?

Homeowners down Harbourview/Channel view
likely won't like some of the suggested
pathways.

2. What do you think about the bridge type alternatives?

I like a fixed bridge... any way of using
the old bridge within the structure.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Nope... Good job! (Especially since I understood
it all)

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4. Do you have any additional comments or questions?

I AM WISHING ALL PARTIES GOOD LUCK IN
THIS ENDEAVOUR ... CHANGE CAN BE HARD
BUT SOMETIMES CHANGE IS NECESSARY.

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1. Do you have any comments on the alignment alternatives?

Doesn't matter; they all come out
at the same location point near the water
plant.

2. What do you think about the bridge type alternatives?

• Solid Bridge → best
• Bix Tunnel → 2nd

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

It's not just Little Current, it's for
the whole island & all communities &
councils shouldn't had a meeting not
just Little Current. We are all tax payers.

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4. Do you have any additional comments or questions?

• The old bridge should be placed on land & preserved for tourism as an icon

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1. Do you have any comments on the alignment alternatives?

there is an area w/ contaminated matter, why are we even thinking of disturbing it with construction? also, what ever you do, don't get rid of our bridge because anyone who visits will see the icon everywhere and have no idea what it is

2. What do you think about the bridge type alternatives?

the tunnel idea would really hurt the environment, you'd be destroying so much, for what? a long pointless tunnel

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

are you guys from here? if you're not, leave the bridge to the real islanders.

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1. Do you have any comments on the alignment alternatives?

- The Swing Bridge has to be kept - at least for historical purposes.
- It is a tourist destination, rarely not see someone taking pictures of it.

2. What do you think about the bridge type alternatives?

5a & 6a - are my preferred as the maintenance costs of the existing swing bridge is just not feasible.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Criteria: Keep the ambience. The relaxed non-city simpleness of nature.

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4. Do you have any additional comments or questions?

As Manitoulin relies on tourism - an old fashioned, laid back serenity - keep it simple, design it with this in mind (ie bridges with an old-fashioned decor) - so we don't lose the ambience.

- consider also the depreciation to adjacent property & work with them, especially the actual residents.

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1. Do you have any comments on the alignment alternatives?

Options 2+4, which keep the crossing close to the existing have the least impact on the community. Or a tunnel. A fixed bridge will not be in keeping with the site and esthetics of the community. It could also be quite dangerous in winter weather.

2. What do you think about the bridge type alternatives?

I think a bascule bridge or a sympathetically designed swing bridge are more appropriate than a fixed or tower bridge - They have the least impact on viewscape.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

No.

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4. Do you have any additional comments or questions?

One of the staff I spoke to was unable to tell me where the fixed bridge/tunnel would end in the community i.e. near _____. It would be helpful to have looked around town and situated the options relative to the existing community before a public consultation...

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1. Do you have any comments on the alignment alternatives?

2. What do you think about the bridge type alternatives?

Prefer any - 1) new swing bridge
2) bascule bridge
3) lift bridge

Not tunnel or fixed bridge

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

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4. Do you have any additional comments or questions?

Present bridge could be removed &
placed somewhere as a heritage attraction

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4. Do you have any additional comments or questions?

Fixed Bridge.

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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

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 2, Manitoulin Hotel and Conference Centre – Wednesday, July 17, 2019

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 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 alignment alternatives?

2. What do you think about the bridge type alternatives?

*Swing bridge option is still most
cost effective*

Still path with swivels

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

From:
Sent: Wednesday, August 14, 2019 5:34 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: Response to Comment Submitted At/Following Public Information Centre 2 for Little Current Swing Bridge Study (GWP 5268-14-00)

Dear Nevena,
Thank you for this update.
It is with dismay that I am reading in our local paper that our council is endorsing the bascule option instead of the more iconic looking swing bridge.
Is there any way to get information about how much actual space (for boats and cruise ships to pass through) would be available for these two options?
I would like to understand if one is more favourable to the other.
Does the swing bridge mean the information booth has to be moved versus the basque bridge means it does not?
I would like to write a letter to council but want to be sure my facts are correct.
Thank you in advance as I hope you can provide this information.
Sincerely,

Sent from my iPhone

From:
To: [Gazibara, Nevena](#)
Subject: Fwd: Letter to the editor
Date: Monday, August 26, 2019 10:25:52 AM

This is the letter to the Editor I have sent.

Sent from my iPhone

Begin forwarded message:

From:
Date: August 26, 2019 at 10:23:14 AM EDT
To: letters@manitoulin.ca
Subject: Letter to the editor

Re: Nemi Support of Bascule Bridge.

I understand that the Town has a certain criteria for a new bridge
Basically the message is it should not impact Businesses or Citizens
Negatively. I concur wholeheartedly.
With that in mind several options including the fixed bridge, tunnel and a moveable bridge entering Little Current near the old Kool it Ice Building have been removed. Another option of Do Nothing has also been removed.
That leaves us with two options. One is a Bascule Draw Bridge and the other is a Swing Bridge.
Both would be 2 lane.
The Town and Council have thrown their support behind the Bascule Draw Bridge.
Personally when I compare the two my support is firmly behind the two lane Swing Bridge.
These are the reasons:
1/ The Swing Bridge Option resembles the existing Heritage Swing Bridge. The Bascule Draw Bridge does not.
2/ The Swing Bridge Option will provide the same “charming and iconic” appeal. The Bascule Bridge does not.
3/ The Swing Bridge will provide 2 Navigational channels of approximately 42M wide. The Bascule Bridge does not. (It provides only 1 navigational channel of approximately 35M)
4/ After contacting the Swing Bridge Study Group (905 381 3249) I was informed and I quote “Neither the Bascule Bridge or Swing Bridge will result in a direct impact to the Manitoulin Tourism Association building. However alignment 2 in particular result in minor impacts to the entrance/access of the property where the building is located.”

I have to point out that the Bascule option may be a bit quicker than the Swing Bridge Option at first glance. However taking into consideration the amount of current we have in the channel it seems much safer to me to have 2 navigational channels than one.

In conclusion I urge people to get informed, I urge people to contact the Study group at 905 381 3249 and the Town at 705 368 3500 to voice your opinion whether you agree with mine or not. Now is the time to get involved. We need to know if the old bridge comes down or gets moved. We need to know that entering our beautiful Island will be the best it can be. The familiar in a two lane version gets my vote.
Sincerely,

Sent from my iPhone

From:

Sent: Tuesday, August 20, 2019 9:10 AM

To: ProjectTeam@swingbridgestudy.ca

Subject: Swing bridge @ Little Current!

It is a "Heritage site" in my opinion. It needs to be maintained. The cost of "whatever" they replace it with would cover the maintenance costs for years to come! It is what helps to make this "unique and singular freshwater Island" in the World so attractive to the visitors. In addition the North Channel is second only to the Mediterranean for Sailors. Water clarity and deep water dockage make it ideal! Please keep our Heritage!!

Sent from my Verizon Motorola Smartphone

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, July 24, 2019 11:40 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Where is the information about the Heritage and Conservation study regarding the Little Current Swing Bridge?

-----Original Message-----
From:
Sent: Monday, August 5, 2019 1:18 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Comments on Swing Bridge Study options

AUGUST 5, 2019

COMMENT- RE: PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESMENT-
HWY 6 LITTLE CURRENT SWING BRIDGE STUDY
(GWP 5268-14-00)

1. COMMENTS RE: ALIGNMENT ALTERNATIVES:

- COST IS PROHIBITIVE FOR THE UNDERGROUND/UNDERWATER PASSAGE
- BOTH THE OVERPASS AND THE TUNNEL REQUIRE FAR TOO MUCH USE OF LAND AND DISPLACEMENT OF PROPERTIES. EVEN ONE HOME BEING EXPROPRIATED IS 1 TOO MANY. ALSO, IT IS NOT JUST ONE PROPERTY WHICH WILL BE IMPACTED – ALL OF THE NEIGHBOURING PROPERTIES WOULD ABSOLUTELY BE AFFECTED INCLUDING PROPERTY VALUES, DECREASE IN ENJOYMENT OF THEIR HOMES AND PROPERTIES, WHICH IN SOME INSTANCES THEY MAY HAVE PAID A PREMIUM FOR.
- ALTHOUGH ROUTES WOULD BE IN PLACE TO RETURN TO THE MAIN TOWN AREA, SOME TOURISTS MAY CHOOSE TO CONTINUE ON AND STOP AT SOME OTHER BUSINESS LOCATIONS FURTHER DOWN THE ROAD.
- THE OVERPASS HAS A LIMIT ON THE HEIGHT AND ALTHOUGH WE ARE AT A HIGH-WATER LEVEL AT THIS TIME WE ARE NOT SURE WHAT THE FUTURE HOLDS FOR WATER LEVELS. DOES THIS LIMIT ACCESS TO LITTLE CURRENT HARBOUR FOR SOME TYPES OF VESSELS?
- CONCERNS RE: FREEZING ON THE OVERPASS AS THE WATER IN THIS AREA HAS A STRONG CURRENT AND OFTEN DOES NOT FREEZE OVER DURING THE WINTER OR FOR SHORT PERIODS OF TIME ONLY. WITH CUTBACKS TO ROAD MAINTENANCE THIS COULD BE A DRIVING HAZARD.

2. COMMENTS RE: BRIDGE OPTIONS:

- LIFT BRIDGE HAS LIMIT ON HEIGHT WHICH AGAIN CAN IMPEDE THE PASSAGE OF CERTAIN TYPES OF VESSELS.
- NEED TO ENSURE THAT ANY OF THE BRIDGE OPTIONS ALLOW FOR SAFE PASSAGE (HEIGHT AND WIDTH) OF ALL VESSELS, INCLUDING CRUISE SHIPS.

3. EVALUATION CRITERIA:

- APPEARS TO BE COMPREHENSIVE. NEED TO ENSURE THAT PROPERTY LOSS IS WEIGHTED APPROPRIATELY.

4. ADDITIONAL COMMENTS:

- REGARDING HERITAGE DESIGNATION OF CURRENT BRIDGE – AM UNCERTAIN OF THE OPTIONS- ONE OUTLINED OF KEEPING CURRENT STRUCTURE IN PLACE- I ASSUME THIS WOULD MEAN THAT THE BRIDGE WOULD BE KEPT OPEN AT ALL TIMES TO ALLOW MARINE TRAFFIC PASSAGE AND WOULD THEREFORE NOT BE ACCESSIBLE FOR ANY OTHER PURPOSE.

- IMPORTANT TO MOVE FORWARD AS SOON AS PRACTICABLE DUE TO STATED CONCERNS OF RISKS RELATED TO THE CURRENT BRIDGE FAILURE.
- MAJOR IMPORTANCE FOR THE GOVERNMENT TO RESPECT THE CONSULTATION PROCESS AND NOT TO ARBITRARILY IMPOSE A SOLUTION BASED ON OTHER CRITERIA, OR COST ALONE.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, August 8, 2019 6:53 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

I have reviewed the information provided on your website and studied the exhibits and proposed bridge alternatives.

Understanding that cost and maintenance are to be considered, I have reached the same conclusion each time I reviewed the material provided. The entire business section, infrastructure and community has been built around the exiting location of the swing bridge. To deviate from that location would be a complete disruption to the flow of our community.

More importantly, any of the proposed alternatives that interfere with or devalue the land and homes of nearby property owners by negative financial impact and increased noise levels/traffic is completely unacceptable.

A fixed bridge (Bascule, Lift or Swing Bridge) aligned with the present swing bridge location is the logical solution.

I hope the views and opinions of the general public are considered in the final decision making.

Thank you.

From: [Gazibara, Nevena](#)
To: [Werner, Julie](#)
Subject: FW: swingbridgestudy.ca contact form
Date: Monday, July 15, 2019 12:24:18 PM

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, July 15, 2019 12:23 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

options detailed to date should consider removal of old bridge. Cost to maintain old bridge as a "monument" will be an unnecessary expense. If necessary it could be moved to land as a museum and disposed of more easily in the future.

From:
Sent: Friday, August 23, 2019 6:24 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: Little Current Swing Bridge Study (GWP 5268-14-00) Study Design Report Notification

Hi Nevena

I sent this late yesterday in a bit of a rush. I see this morning it was a bit confusing.

I was thinking about the bridge and has the option of replacing the swing bridge with a new 2 lane swing bridge adjacent to the existing bridge been considered. The approaches and pedestal base could be built while the old bridge is operating then over the winter the pedestal could be raised with a section and a new bridge could be lifted (assembled) into place and the old bridge lifted or disassembled when the new bridge is ready. That way Little Current wil still have a swing bridge and the water traffic can continue to be handled in the same way.

Something for you to consider.

Best Regards

Aug 22, 2019, 9:47 PM , wrote:

Hi Gazibara

I have an option for the Little Current swing Bridge replacementvthat U would like to run by you. It is a solution that can easily fit with the community desires and be a viabke construction solutin that is not disruptive to the island and the boating undustry.

Can you contact me to review this.

Best Regards

On Fri, Nov 16, 2018, 11:04 AM Gazibara, Nevena, <Nevena.Gazibara@stantec.com> wrote:

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, July 24, 2019 1:44 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Hi there, wondering if I can simply be added to an email notification list for results of public meetings and final decision regarding the rebuild. Thank you!

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, July 17, 2019 10:47 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

I live in Waterdown and own properties on the west end of the Island. The bridge is very important to me! I'd like to be added to your mail list please.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 11, 2019 7:34 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

I grew up on Manitoulin, and for people who didn't, don't realize how much that bridge means to the people who have lived there, or visit the island. I would not want to see it replaced with another bridge. It is something that people don't see everyday, and its part of our history, that needs to be protected, so our younger generations can see and understand how things were made, instead of all this cement world we live in. My Uncle worked on that bridge for many years. It is part of the island, and I would love to see it protected and looked after. Thank you.

mike@manitoulin.ca

705-368-2744

705-282-7339 cell

www.manitoulin.ca

<https://www.facebook.com/ManitoulinExpositor>

From: Gazibara, Nevena

Sent: Thursday, July 4, 2019 2:59 PM

To: Franks, Kristin (MTO) <Kristin.Franks@ontario.ca>

Cc: Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>;
melissa.delfino@ontario.ca; Healy, Andrew (MTO) <Andrew.Healy@ontario.ca>

Subject: FW: Media inquiry--public meeting on the Little Current Swing Bridge (GWP 5268-14-00)

Good afternoon Kristin,

I received this email today from Mike who works for the Manitoulin Expositor. Are you able to follow up with him to answer his questions about the study and the upcoming PIC?

Thanks,

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

Direct: 905 381-3249

Fax: 905 385-3534

nevena.gazibara@stantec.com

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



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From: Mike Erskine <mike@manitoulin.ca>

Sent: Thursday, July 4, 2019 2:20 PM

To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>

Subject: Media inquiry--public meeting on the Little Current Swing Bridge

Hello Nevena,

I just left you a voicemail message. Looking to chat a bit with someone on the upcoming Swing Bridge public meeting.

Wondering when the best time to connect might be?

warm regards,
Mike Erskine

From: Alicia McCutcheon <editor@manitoulin.ca>
Sent: Thursday, July 11, 2019 3:35 PM
To: projectteam@swingbridgestudy.ca
Subject: Interview

Hello Ms. Delfino/Mr. Cooke,
I have a copy of your July 16 presentation to NEMI council and was hoping we can set up a time to chat tomorrow (Friday) about it?
Thank you and I look forward to hearing from you,
Alicia

Alicia McCutcheon, editor
Manitoulin Expositor
editor@manitoulin.ca

www.manitoulin.ca
www.facebook.com/ManitoulinExpositor
www.twitter.com/man_expositor

From:
Sent: Monday, July 22, 2019 2:53 PM
To: projectteam@swingbridgestudy.ca
Subject: MTO contact

Hi there,

I was at the info session and council meeting last week on behalf of The Manitoulin Expositor. I was chatting with Andrew from the MTO and he left me a business card. I can't find the card, however, and need his last name! If you're able to flip that in my direction this afternoon that'd be most appreciated; I'm coming up on my deadline.

Cheers,

—

Warren Schlote
Reporter, The Manitoulin Expositor/Manitoulin West Recorder
705-368-2744
warren@manitoulin.ca

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

From:
Sent: Sunday, June 23, 2019 9:24 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Swing bridge

What is the status on the bridge study. I put my name name on notification list. Have not received anything in the last year. Is there a upcoming meeting to review progress? Is the project canceled? I have property in the zone. Thank you

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 18, 2019 8:55 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

I'm a landowner impacted by the #5 and #6 fixed bridge. I strongly disagree with the fixed bridge. I have strong reservations on the estimate cost of the fixed bridge. Price going down from last year REALLY?? This bridge is impacting all homeowners east of present bridge. A lift bridge west of present day bridge has no impact of landowners. Fixed bridge interferes with the vista and takes away the natural beauty of the area. A lift bridge is less intrusive and not disturbing another view

With the fixed bridge you will have more noise pollution with motorcycles and large truck working to ascend the ramp to top of bridge and gearing down to slow when descending. The lightning on the length of the fixed bridge will be intrusive to the home owners left to live beside the bridge. Then there is the noise,road .salt spray dirty road water spray etc. And there will be the idiot who will toss something out of a vehicle. Yes there are people that want to speed up there trip to destinations further into the island. But they don't have to live with the the bridges huge presents everyday. It just doesn't suit the area.You have a alternate option in a two lane lift bridge with less impact on landowners and vista. Yes there is cost to operating a lift bridge. But our area could use a few gift jobs. I would like to see some true! Costing on each. AND AND CANADIAN made. Not Alabama NY or any USA Canadian made with Canadian tax dollars!! You will have to do a lot of new road construction with FB. The roads will just have to be upgraded for LF. Please don't forget #1. What will compliment or hinder the area vista. #2 How will it affect people and how many. #3. How can we make this a positive project for as many as possible directly or indirectly. As in trying to have the job done with Ontario company's materials and labour. Thanks for now

From:
Sent: Thursday, August 1, 2019 7:04 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Bridge Location

July 31 2019. 630 am. Another beautiful morning in Little Current. This is the view from our deck looking east toward the location of the proposed fixed bridge. The fixed bridge would surely take away from the vista of the whole area. And when I go to my back deck I will get to see and hear the bridge ramp going through my property they will take from us. A lift movable bridge near present location would not disrupt anything. Please do some accurate costing before you make your decision. Mr Cooke said cost was only 5% of the decision making. I really question ??? The last time I looked at my investments 20 million dollars was a lot of\$\$\$.

Thank You



Sent from my iPad

-----Original Message-----
From:
Sent: Thursday, August 1, 2019 8:23 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Bridge Safety

A little history of the road way into Little Current. When Mike Brown was our MPP he was involved in a auto accident at the silver bridge. That was on the west side of goat island approximately 1 -2 kilometres for present bridge. At the time there was a severe snow storm blowing in from the west down the North channel. That area had a history of accidents in that area. That precipitated the moving of the road to east side of goat island. This area is still very difficult to navigate in a west blowing snow storm. If you install a fixed bridge. It will create a uphill approach 130 ft high and downhill with a corner at the island side. Prevailing west winds and snow will create a safety hazard there. Which is safer high-fixed bridge or low lift bridge. MTO safety FIRST. You should do your do diligence and talk to the people that maintenance that stretch of road. Or talk to locals. Little Current town councillors ? Thank you for listening David Freeman(soon to be bridge troll)

Sent from my iPad

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, August 8, 2019 11:40 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

add to ,ailing list

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, July 29, 2019 3:10 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Hi,

I would like to be added to the project mailing list.

thank you,

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, August 19, 2019 7:17 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add me to your mailing list.

thanks,

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, August 19, 2019 9:30 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add me to the mailing list.

From:
Sent: Saturday, July 27, 2019 4:09 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Swing Bridge Rebuild

Hello: I wrote to you previously and suggested consideration be given to a fixed bridge from Killarney to Wikwemikoong as a replacement for the Swing Bridge. My suggestion was rejected because it was outside the scope of the study.

I also commented that the "do nothing" approach, which entailed maintaining the current structure, was my preferred option. I offered several reasons such as preserving the historic structure, the effect of rerouting Highway 6 on the current businesses along existing Highway 6, the lack of impact on local area residents, and preserving Manitoulin's unique location and its Island culture.

Based on the Expositor report on the Public Information Centre meeting in July, it now looks like "do nothing" is off the table.

My preferred choice, of those remaining, is Route 2. This will have the least impact on residents and businesses, follow most of the existing Highway 6 alignment, and have no discernible impact on local area residents.

My preferred bridge style is a Moveable Swing Bridge built to resemble the existing structure, but two lanes wide.

My rationale is cost, preserving culture and tradition, maintaining bidirectional boat travel under the bridge, and preservation of the sense of detachment from the mainland.

I appreciate I am but one voice, but if you would be kind enough to add my comments to those received at the PIC I would be grateful.

Thanks in advance.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, June 30, 2019 7:10 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Hi,
I am working on the upcoming information session scheduled for July 23 in Whitefish River First Nation. Can you let me know what time you will be at the community centre? if you require a projector and screen and anything else required for information sessions. Thank you.

From:
Sent: Monday, July 8, 2019 1:52 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Home

is what i feel when returning to Manitoulin Island. Leave bridge design, as is, but new infrastructure is what is needed. A single lane is sufficient for year round traffic. If 'tourists' are in a rush, then go elsewhere.

Due to summer scheduling, cannot attend meeting July 17. Miigwech/thanks

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, June 30, 2019 8:42 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add me to your contact list.
Thank you,

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

From:
Sent: Thursday, August 8, 2019 6:40 PM
To: ProjectTeam@swingbridgestudy.ca
Cc:
Subject: Manitoulin Swing Bridge News

Hi. We are the owners of Water Street West, Little Current. Please add us (at the email addresses above) to the email list for news and updates about plans for the bridge.
Thank you,

Sent from my iPad

From:
Sent: Thursday, July 18, 2019 9:49 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; projectteam@swingbridgestudy.ca
Subject: Re: Public Meeting - July 17th

When is a decision expected?
As you can imagine, this public announcement has destroyed any chance of selling my property (currently for sale, 40 Channelview Road), and I'm astonished I wasn't informed in advance of the meeting. Shameful.



From:
Date: Tuesday, July 16, 2019 at 9:58 AM
To: "projectteam@swingbridgestudy.ca" <projectteam@swingbridgestudy.ca>
Subject: Public Meeting - July 17th

Hi,

As a property owner in close proximity to the current bridge (less than 1km on the North Channel), I would like to see your presentation on Thursday, but my primary residence is in Toronto, and did not receive any notification of this meeting (strange). Are you providing video conferencing capabilities for the meeting? This would be very easy to do (Zoom, Webex, whatever) and would allow owners who cannot attend in person to still get the latest information first hand.

Many thanks,

From:
Sent: Thursday, July 11, 2019 3:35 PM
To: projectteam@swingbridgestudy.ca
Subject: Interview

Hello Ms. Delfino/Mr. Cooke,
I have a copy of your July 16 presentation to NEMI council and was hoping we can set up a time to chat tomorrow (Friday) about it?
Thank you and I look forward to hearing from you,
Alicia

Alicia McCutcheon, editor
Manitoulin Expositor
editor@manitoulin.ca
www.manitoulin.ca
www.facebook.com/ManitoulinExpositor
www.twitter.com/man_expositor

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Tuesday, July 23, 2019 9:56 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add my name to the project mailing list. I am interested in being updated on the review process and decisions regarding this landmark. Please keep in mind that the bridge in Little Current is an iconic structure with much cultural and historical value. It is not just a piece of "infrastructure" to be maintained or replaced. I would also like to voice my concern that there is so little opportunity to provide input for all the people that will be affected, not just those who live nearby, but also those that come to the islands as regular, seasonal, or occasional visitors. The swing bridge in Little Current is perhaps the most important icon that defines what is 'Manitoulin Island'. Please do not destroy this cultural treasure. Renew it, improve it, and maintain it for its historic value and keep it part of the experience of coming to Manitoulin. I quite understand the irritating issues of traffic control such as "jumping the queue", which could be dealt with by installing cameras & ticketing just like other "line-ups" such as traffic lights at intersections or on toll roads. More important issues such as access for emergency vehicles when the bridge is open can be addressed with advanced warning systems that would alert the operator/controller the same time that the emergency services are alerted... in a coordinated effort to ensure the bridge is ready when the vehicles arrive. Medical emergencies could also be addressed by helicopter as is normal practice in isolated areas.

Looking to the potential for future growth, I think a better alternative to replacing the structure is to provide ADDITIONAL infrastructure to carry any projected increase in traffic, NOT to remove this point of access. By this, I mean that the current structure should be updated, improved, and maintained for future generations to enjoy. This does not preclude that a second structure, whether that be a tunnel or a bridge farther away from the existing structure, should not be part of future transportation plans, but this should not be a question of EITHER "keeping the bridge" OR building "something else". Rather... it should be a matter of "keeping the bridge" AND building "something else". My recommendation would be to make whatever improvements are necessary to keep the current structure in working order for say 30-50 years, while undertaking a project over say a 10-20 year span to provide an additional, alternative access route onto Manitoulin Island.

I would also like to mention that other locations in Canada, as well as many other countries, have dealt with similar situations with aging infrastructure, and have found creative ways to maintain and protect their cultural treasures along side their efforts of modernization. Perhaps our legacy is not as old as a roman road/bridge such as that in Rhonda, Spain or the canals in Amsterdam, but thank goodness that someone had the courage and foresight to preserve these treasures for future generations to enjoy.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 11, 2019 8:16 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please contact me regard bridge decisions and plans

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, July 28, 2019 10:35 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add me to the project mailing list.

Thank you.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, August 22, 2019 10:05 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

My son Steve came up with an interesting alternative to the designs you have presented.

This is a method of assembly that has been used many times round the world.

The LC Swing bridge has 4 basic components, the foundations, the central tower and the two bridge spans.

Assuming the foundations are adequate, or can be made to support a 2 lane swing bridge of the same format as the present one in the same position, then the three structural components can be manufactured off site and brought in by barge.
The present bridge could be disassembled onto barges and the new components assembled from the barges, both actions using jacks and high capacity cranes to position the components. This form of assembly, if planned properly, is quite speedy, like hours.

Advantages to this scheme include
minimal road re-alignment and property acquisition.

Only one 2 lane bridge remains

Marine traffic channels remain the same.

The scenic view is basically unchanged which would satisfy many members of the Public.

The work would have to be done in spring or the fall when there is no boat traffic.

A disadvantage would be that the Island would be cut off when the transition is made unless a temporary crossing can be arranged for traffic.
I would appreciate your comments on this concept.

From:
Sent: Thursday, July 25, 2019 10:30 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: Ask Stantec <AskStantec@stantec.com>; projectteam@swingbridgestudy.ca
Subject: RE: Manitoulin Swing Bridge/ Little Current Swing Bridge Study (GWP 5268-14-00)

Hi Nevena,

Sorry I was unable to attend the meeting in Wikwemikong last night.

I was wondering why option 7 was taken out?

How did the meeting go last night?

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, August 22, 2019 12:49 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

What exactly is wrong with the current bridge? Is it a problem sourcing materials to maintain it? Why would any professional want to attach their name to the destruction of a historic landmark? Why is this swing bridge not protected as a historical landmark? Why would anyone want to change the entrance to such a magical, spectacular place as the Manitoulin Island? What do the Indigenous people have to say? Sad days ahead for whatever the decision.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Saturday, June 22, 2019 8:36 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Hello,

Can you please add me to the mailing list for this project? Can you also provide an update on the project schedule?

Thanks

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, July 8, 2019 11:52 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Gregg and Melissa It is my opinion that the swing bridge should be remodelled for two lane traffic if possible and keep the iconic structure. The whole pace of life on Manitoulin is embodied with the simplicity of and lack of rush traffic at the bridge. Slower is good . Maybe we are 20yrs behind the times but in reality we are 20yrs ahead of our time.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, July 10, 2019 2:57 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add me to the mailing list.
The swing bridge has an enormous historical and economical value for the area .

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 18, 2019 3:31 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

Hi: I was unable to make the Open House yesterday. I live in the first house on the first street (Simm Street) in Little Current. I strongly support the repair of the turning gear of the current bridge; the remediation and stabilization of the base of the current bridge; and the maintenance/continuation of use of the current bridge in its current configuration.. This makes the most sense from a cost/benefit perspective; from a historic/cultural preservation perspective; and from an Annual Average Daily Traffic/utilization perspective (with the possible exception of certain weekends in the Summer months). Demographic growth has eluded the Manitoulin for a long time and this bridge could likely handle the prospective traffic for the next twenty years or so. With the advent of AI, the traffic flows could be analyzed and the lights could be managed better to maximize/improve traffic flow. The only problem with the current bridge may be the need for it in a multi-party emergency. In most cases, one-off emergencies are handled by Ornge helicopters anyway. Please accept this as my input into your study. I will also forward my comments to Dave Williamson and Mayor Al McNevin for their information. I can be available via this email address, and my phone # is . Thanks for your attention and for including my comments in your input documentation.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, August 4, 2019 10:53 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Where is the common form for general public? I can only see the forms for business and boating?? I feel as though you are making it difficult for general public to voice their opinion formally. The impact on a fixed bridge over Channelview Road will have a significant impact on our cottages along with every other owner on the road. I have not seen an accurate drawing of the bridge that has been supplied to the public using the current housing within drawing. I think everyone would like to see the peak to island side impact on privacy, shade, noise, and etc. To adjacent properties.

I believe the inconvenience to traffic is significantly reduced when 2 lanes are operating on a movable bridge and would have minimal impact on the public based on location proposals. I honestly don't understand how the fixed bridge has not been eliminated as an option based on the feedback to this date from affected owners.

Our property is used as a rental unit with majority of our renters planning to return in years to come with bookings for 2020 already taking place. This will deter renters from coming back based on privacy and increase in noise alone.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 11, 2019 10:37 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add me to the swing bridge project mailing list. Thank you

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Friday, July 12, 2019 8:17 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Please add me to the swing bridge project mailing list. Thank you

From:
Sent: Wednesday, July 17, 2019 1:47 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: questions and request re: bridge options

Hi Team,

Thanks for the pdf document outlining the different options. I can not attend in person this evening. Please send a link to me (and/or a document to fill in when you reply to this email), so that I can contribute my thoughts before the end of September.

In looking at the options, price estimates for construction are given for the final 3, but not the first 2 options. For comparison's sake, please provide an estimate for the cost of further repairs and maintenance for the current bridge, say, over the next 5 years, if it's basically "left as is."

Let's suppose that this project will unfold in the next 5 years. Also, please provide estimates on the estimated maintenance and repairs costs, beyond this initial five years, for the next 20 years after that, for each bridge or tunnel option.

This would be helpful in looking at the "bigger picture" for expenses alongside any improvements that are being proposed.

Thanks,

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Tuesday, July 16, 2019 12:29 PM
To: projectTeam@swingbridgestudy.ca
Subject: Re: July 17th Meeting - Little Current

Thank you for your email

The public meeting tomorrow is a drop-in format from 4:00pm to 7:00pm where you can come in and view the project displays and chat with members of the project team. There is no formal presentation.

We look forward to seeing you there.

Kind regards,
Nevena Gazibara
nevena.gazibara@stantec.com

From:
Sent: July 16, 2019 11:21:16 AM
To: projectTeam@swingbridgestudy.ca
Subject: July 17th Meeting - Little Current

Just trying to find out if this meeting is just a "drop in" session, or a more formal information presentation - thank you!

From:
Sent: Wednesday, July 17, 2019 10:06 AM
To: projectTeam@swingbridgestudy.ca
Subject: Re: July 17th Meeting - Little Current

I also wish to have my name added to the project mailing list - thank you.

Based on the reading I have done with information available through our local library, my personal vote would be with the two lane, moveable Bridge, but only if the costs to repair or maintain the existing bridge are exorbitant (which I wouldn't know yet, as those costs have not been released - hoping to hear back with that cost at some point).
Thank you!

On Tue, Jul 16, 2019 at 12:34 PM wrote:
Okay, thank you- not what I was hoping for.
I see there are costs quoted for alternatives to existing bridge, but no annual costs associated with present situation.
Is this something you can supply us with?
Thank you,
Sue

On Tue, Jul 16, 2019 at 11:21 AM wrote:
Just trying to find out if this meeting is just a "drop in" session, or a more formal information presentation - thank you!

From: Erik White <erik.white@cbc.ca>
Sent: Monday, July 22, 2019 7:46 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Question from CBC radio

Hello

This is Erik White from CBC in Sudbury.

I'm doing a story on the future of the Manitoulin swing bridge, as part of a live show we're doing from the island on Aug. 2.

I'm wondering if any decisions have been made regarding the crossing and if not if there is any timeline on when conclusions will be made.

Please let me know and if it's easier to discuss by phone, please give me a call at the numbers below.

Thanks very much. Hope to hear from you soon.

--

Journalist - CBC Sudbury
1-705-688-3211
1-705-920-0348

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, July 24, 2019 10:56 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

I was not available to make the recent public meeting on July 17th I am the closest property to the present swing bridge to the east the 7 possible routes affect my property greatly especially proposed route 4 I realize this is a study and investigation at this time and I received a notice from your company but o do not wish my privacy and future plans effectingmy property in any negative way obviously option 5 and 6 will not go ahead as our present mayor is the homeowner if the proposed route in my own opinion the town should be bypassed as present the route from hwy 540 to meredith street trucks or even trucks with trailers cannot safely turn If required I can be contacted at

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Friday, August 2, 2019 8:50 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

Good Day: I would like to make comments on the Swing Bridge study. My brother is retired and the proposed new
causway bridge that is being proposed will directly affect his property and home. Please direct me to the best resource
or forum to share my experience with the swing bridge as we travel often to Little Current. Many Thanks

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Tuesday, July 16, 2019 1:23 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

I am wondering if there will be any other opportunity for input on the options being shown tomorrow (July 17). We are
in the middle of summer and a lot of people will be unaware or unable to see the presented options.

Website?

Thank you.

Please add me to the mailing list.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Tuesday, July 30, 2019 9:01 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from:
email:

message:

This is the letter I am sending to the Manitoulin Expositor. I think it conveys my opinion on the process and lack of interest in the "fix" option.

Thank you.

Thoughts on the Swing Bridge

Everywhere you look: advertising, logos, sweatshirts, thousands of gorgeous photographs (hardly an exaggeration), the Swing Bridge figures. It is as iconic to this Island as the Eiffel Tower is to Paris, as the Taj Mahal is to India. Granted on a smaller scale, but still.

It is hard to fathom the possibility that this symbol of the Island could be taken apart and removed. Surely not.

Speaking of major tourist attractions, where is the discussion of Manitoulin’s vision for tourism? Many, many world-famous sites and entire cities are being destroyed by too many tourists. People must buy tickets in advance to view almost anything. (For a more “to scale” example, think of the Blue Grotto in Tobermory). No one wants to stifle the tourist trade, far from it, but increasing accessibility to the Manitoulin will make a difference that is not being considered. Much (most?) of the charm of the Island is the slower way of life, and the lack of such citified things as franchises. How many times have you heard visitors say, “When we cross that Bridge, life slows down and we breathe a sigh of relief.”?

Do we want to share our Island? Of course we do. Do we want crowds at the Cup and Saucer or Bridal Veil Falls to

destroy the very thing they came to enjoy? Likely not.

The explanation for why the swing bridge cannot be repaired for once and for all (or for another 100 years) was never given. It seems it was never an option, but in the way of the political, it was made to seem like an option for a while, until it wasn’t. The firms that stand to make a lot of money from a new construction appear to be reluctant to consider the “fix” option.

The mayor of Gore Bay noted that the visual impact of a new bridge could be considerable but that, because there are already giant windmills and hydro corridors, one more thing won’t matter (my interpretation). I, for one, would object to this way of thinking, and hope that the visual impact of any change would be of utmost importance.

People need to consider the big picture and what a slick new bridge will do to traffic patterns, and how, once we have given up the history and culture and instant recognition of the iconic swing bridge, we will never be able to get it back.

Kagawong

APPENDIX D
NEWSPAPER ARTICLES

7/22/2019

Consultants studying swing bridge replacement to present options

By Alida MacEachern - July 13, 2019



Swing Bridge, June 2019

The Recorder

LITTLE CURRENT—The second of the public information sessions on the fate of the historic Manitoulin swing bridge was a Wednesday and on Tuesday during the July 16 meeting of Northeast Town council, representatives from Stantec and the (MTO) were to present their latest findings, including preferred alternative options, in the ongoing study.

In an advanced copy of the MTO presentation obtained by this newspaper, the MTO reiterated that the swing bridge is nearing the end of its "service life." This, the MTO study notes, is phase two, or the 'planning phase,' which sees the study design report published, develops planning alternatives, evaluates those planning alternatives and selects the preferred alternative.

The alternatives of a tunnel, moveable bridge (lift, bascule or swing) and two-lane fixed bridge will be carried forward to the planning phase, the study states. The 'do nothing' option will also be considered "as part of a separate cultural heritage evaluation process."

Despite repeated attempts to reach out to the head engineers leading the study for clarification on what a 'cultural heritage evaluation process' is, The Expositor did not hear back from the engineers as of press time.

In an aerial photograph included in the study, the alternative routes are outlined. Options 2 and 4, both movable bridges, have entry points close to the current swing bridge's Goat Island entry point. Options 2 crosses the North Channel just west of the current bridge while option 4 crosses just east of the bridge. Option 2 lands on Manitoulin in the approximate area of the Welcome Centre/Manitoulin Hotel while option 4 sees the road begin near Manitoulin Shell's Vankoughnet Street East bulk plant location. (Option 3 is maintaining the current bridge.)

Both of the fixed bridge and tunnel options, options 5 and 6, cross the North Channel east of the swing bridge, landing in the residential area of Channelview Road.

Al MacNevin, Northeast Town mayor and a Channelview Road resident, said he heard that several property owners received letters from the MTO/Stantec, asking permission to perform soil testing on their properties.

Rob McCallum is one of those property owners. He told The Expositor that he didn't respond to the letter.

"How do you deal with the government?" he queried.

Mr. McCallum said he will be at tonight's meeting and plans to ask questions. "I'm going to see what they say first."

Mr. McCallum said the property owners along Channelview Drive are privileged to have actual water lots, something that is almost unheard of today and not something that would be given up easily.

Mayor MacNevin said options 5 and 6, the ones in his neighbourhood, would need an entire new road system created.

"Option 4 would come in by the old cattle sale barns (Vankoughnet Street East), so all the businesses on the main road would be cut off," the mayor said. "Option 2 looks like it's going right through the hotel."

The mayor questioned the engineers' efforts on citing the land rather than putting points on a map.

20 FREE articles left

<https://www.manitoulin.ca/consultants-studying-swing-bridge-replacement-to-present-options/>

The public information session will be held tonight, Wednesday, July 17, at the Manitoulin Hotel and Conference Centre in Little Current from 4 to 7 pm.

20 FREE articles left

<https://www.manitoulin.ca/consultants-studying-swing-bridge-replacement-to-present-options/>

Sudbury

Public gets say in future of Manitoulin Island Swing Bridge



106-year-old link to mainland at end of service life, says MTO

CBC News · Posted: Jul 17, 2019 6:00 AM ET | Last Updated: July 17



<https://www.cbc.ca/news/canada/sudbury/swing-bridge-public-forum-1.5214189>

1/3

7/24/2019

Public gets say in future of Manitoulin Island Swing Bridge | CBC News

Boats wait for the Manitoulin Swing bridge to swing open so they can proceed to the Little Current marina, (Wyn Theriault/CBC - Radio Canada)

[comments](#)

The public will get a say about whether a tunnel or a new bridge will replace the historic swing bridge at Little Current.

The 106-year old bridge links Manitoulin Island to the mainland.

- [Delays at swing bridge in Little Current due to repairs says MTO](#)
- [Could 104-year old swing bridge on Manitoulin be replaced?](#)

But the Ministry of Transportation says the bridge has come to the end of its service life and needs to be replaced.

The MTO says a needs-assessment study determined three options: a fixed bridge, a moveable bridge or a tunnel.

Residents can have their say during a public information session Wednesday, July 17, at the Manitoulin Hotel in Little Current.

The Ontario Heritage Conservation is involved in the process as the current bridge is a historical landmark.

<https://www.cbc.ca/news/canada/sudbury/swing-bridge-public-forum-1.5214189>

2/3

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https://www.cbc.ca/news/canada/sudbury/swing-bridge-public-forum-1.5214169

7/22/2019

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Big turnout for Swing Bridge Open House - My Algoma Manitoulin Now

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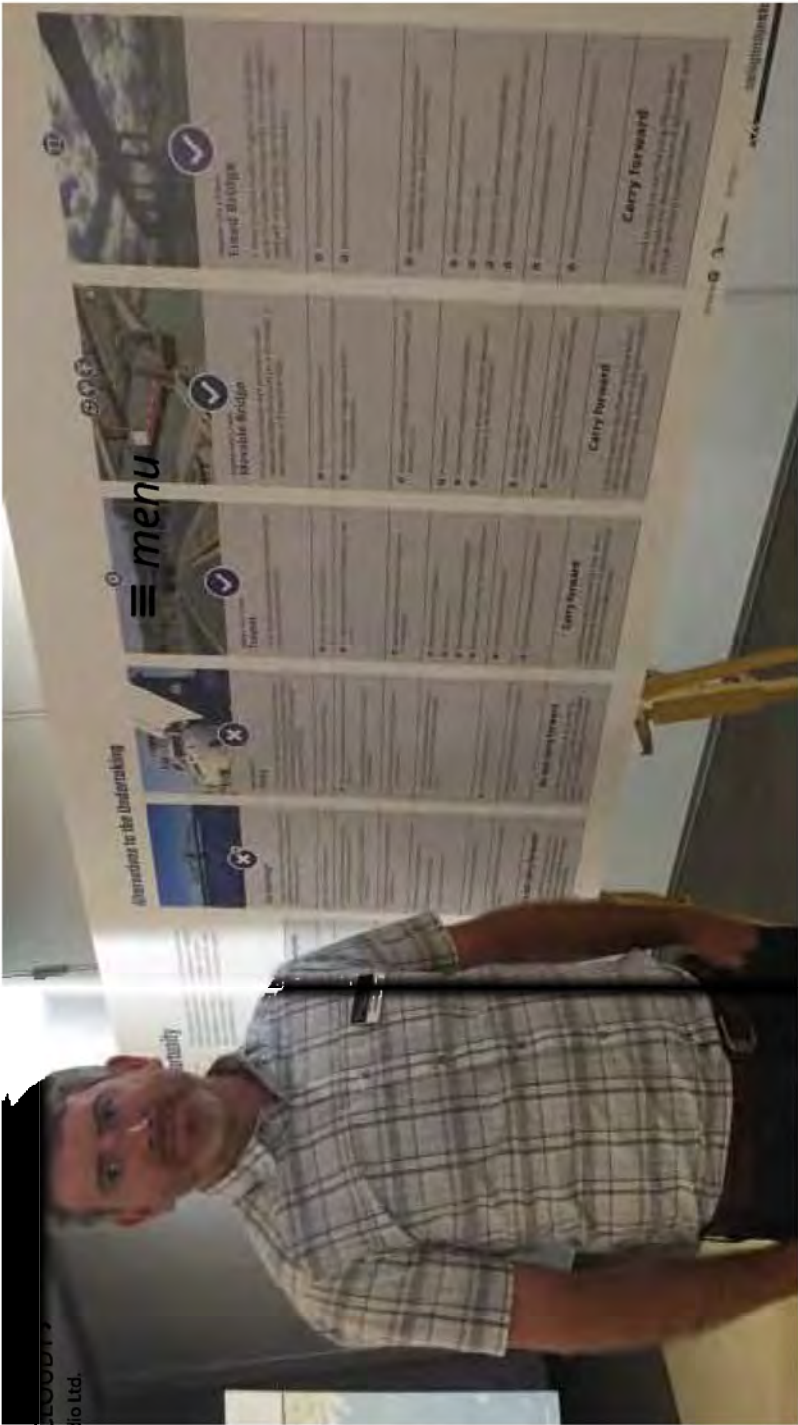
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NEWS

Big turnout for Swing Bridge Open House

SHARE ON: f t g+ p

Rosalind Russell, staff Wednesday, Jul. 17th, 2019



📷 There are several different types of bridges, which could be constructed to replace the Swing Bridge to Manitoulin Island. Andrew Healy, Environmental Planner with the Ministry of Transportation say different types of include swing, lift or bascule, which all open, a fixed bridge or a tunnel. Healy adds maintaining the Swing Bridge is not an option, nor is a ferry. Photo by Rosalind Russell – myspanolanow.com/myalgomamanitoulinnow.com staff

There are several different types of bridges, which could be constructed to replace the Swing Bridge to Manitoulin Island.

Andrew Healy, Environmental Planner with the Ministry of Transportation say different types include swing, lift or bascule, which all open, a fixed bridge or a tunnel.

Healy adds maintaining the Swing Bridge is not an option, nor is a ferry.

<https://www.myalgomamanitoulinnow.com/27106/big-turnout-for-swing-bridge-open-house/>

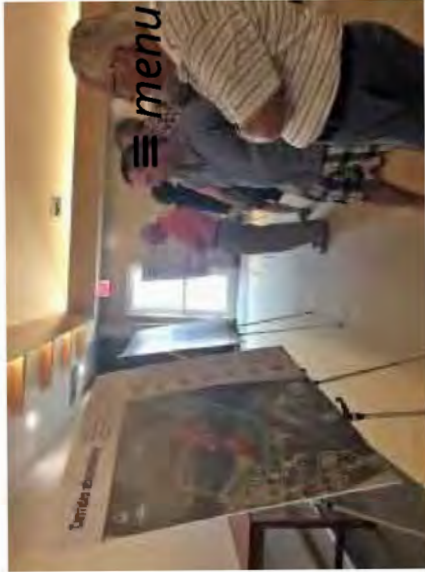
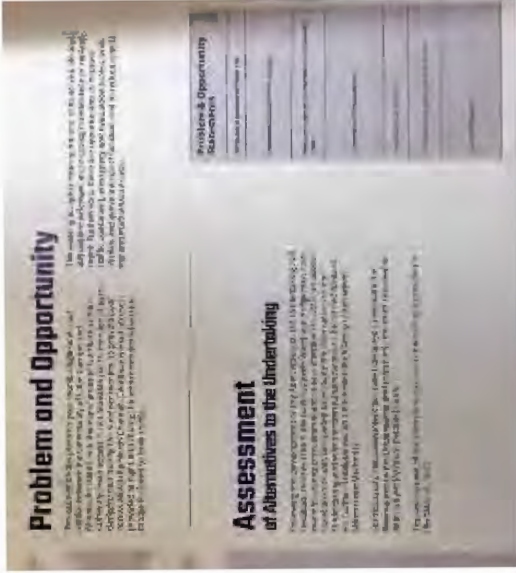
There were also seven corridor options presented, but three have been nixed while the other four would all allow access to Little Current by providing a permanent consideration when looking at construction.

The costs of the bridges range from \$130- to \$150-million dollars while a ~~fixed bridge~~ would cost half-a-billion.

Healy says the next step is to collect and review all the comments from stakeholders with plans to host another open house next year.



menu

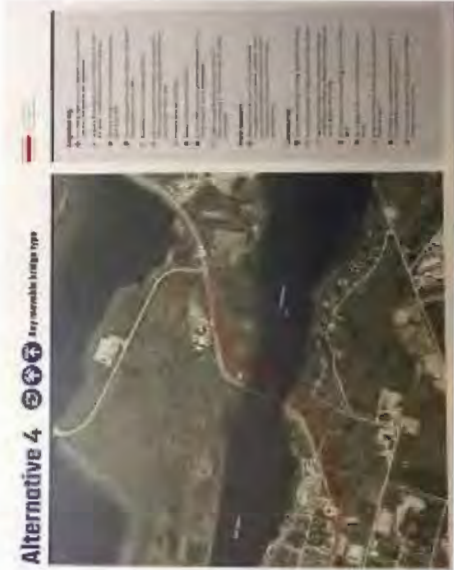
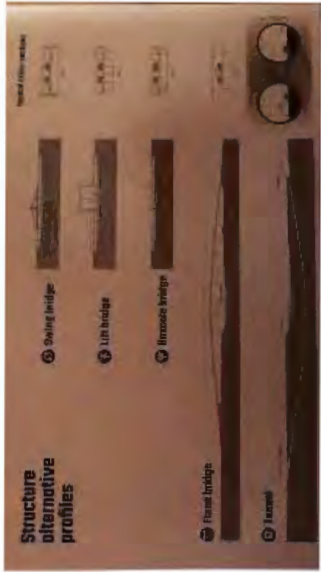


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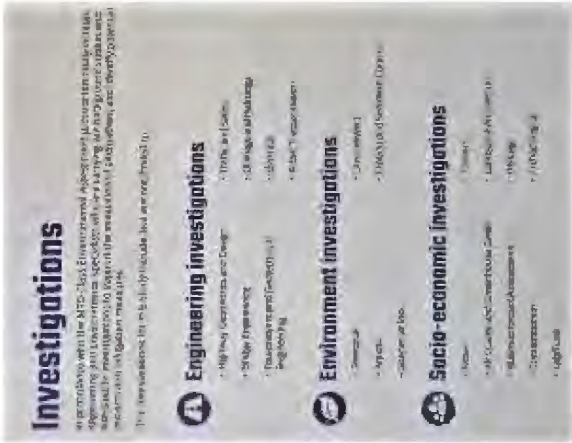
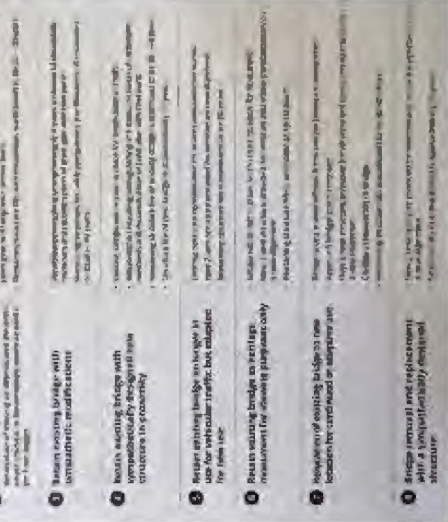


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1 Comment

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Linda Bowerman

A new bridge will not become a reality in my life time. Unable to attend meeting but do believe the present bridge does not have to open on the hour, but every two hours and must be more than one sail boat for it to swing. If boaters were made aware of this then it could happen.

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<https://www.myalgomamanitoulinnow.com/27106/big-turnout-for-swing-bridge-open-house/>

Northeast council likes bascule option as replacement for Island swing bridge

By Alicia McCutcheon - August 14, 2019



A bascule, or drawbridge, has been chosen as the Northeast Town council's preferred option for style of bridge, when the swing bridge be replaced.

LITTLE CURRENT – As council met for its first meeting of August at its downtown Little Current chambers with a view of the swing bridge, the first order of the day was that iconic piece of machinery bridging the mainland to Manitoulin Island.

Mayor Al MacNevin began by noting the community consultation held at the Manitoulin Hotel and Conference Centre last month and reminded council that one year earlier, council had asked the swing bridge study engineers to keep in mind the impact a new bridge would have to businesses and residents of the Northeast Town.

The mayor encouraged council to come together and choose one of the options outlined in the study and make a recommendation to the engineers. The mayor explained that options No. 1 (a movable bridge at the far west side of Goat Island, entering Little Current near the former Kool-It Ice Building) and No. 7 (a fixed bridge/tunnel on the far east side of Goat Island that would bypass Little Current completely) were removed entirely from the equation.

Option No. 3, do nothing, was also struck from the list.

"I was told that No. 3, do nothing, would not be suitable as they (engineers) were tasked with finding an option to the tune of over \$2 million," the mayor added.

Options 2 and 4 are movable bridges (lift, bascule or swing) located near where the current swing bridge stands while option 5 and 6 (fixed bridge or tunnel) would mean disruption to the residential area found at the end of Harbour View Road.

"Minimization is best," said Councillor Barb Baker, "so No. 2 would be best." Councillor Baker also voiced her concerns with a fixed bridge as it could mean closure in high winds or snowy conditions.

Option 2 would be located just west of the swing bridge and land on the Island at the park area located between the bridge and the Welcome Centre.

Councillor Al Boyd said he had a chance to listen to residents and business owners during the public information session at the hotel and said option 5 and 6 were of major concern.

"One business owner noted that he employs 40 people in the summer months," Councillor Boyd continued, agreeing with Councillor Baker that a swing or bascule bridge would be better than a fixed one.

"The maximum height for a lift bridge is 36 metres which would preclude some ships from coming through," he said. He also noted the concern of the people who live along the waterfront and whose homes would impede a new bridge build.

Councillor Michael Erskine agreed that option 2 in a bascule format was his preferred choice. "It would be great to have a swing bridge, but I just don't see that happening."

Councillor Bill Koehler and Dawn Orr also picked No. 2.

Councillor Boyd recalled the days of the silver bridge linking Goat Island to LaCloche and the many times the Ontario Provincial Police had to close it due to high west winds causing poor visibility in the winter months. He worried a fixed bridge would have the same result.

"From a Ward 1 perspective, taxpayers don't like coming here because the bridge traffic is a deterrent," said Ward 1 Councillor Laurie Cook. "Let's build something for the next 100 years that will allow that tax base to access the services they pay for."

The mayor noted that he has fielded many phone calls and emails over the past few weeks.

He said he agrees that option 2 is the best to avoid expropriation. "We've got the whole Island chipping into a tourist centre that would be bypassed. Landowners are stressed about that."

A motion was made to recommend option two in a bascule format to the engineers.

Councillor Boyd suggested that, when the new bridge is built, moving the Welcome Centre to Goat Island and having the swing bridge placed on the land there as a tourist attraction.

The mayor said that is not council's current position. "We've got a pretty good setup now. If we're looking at building a new one (Welcome Centre), we'd need some good reasons."

The mayor told council he's been quoted a couple of times as saying he's in favour of keeping the current bridge.

"If it's true it has to be replaced that's fine, but does it?" Mayor MacNevin queried. "We have a bridge that's lasted over 100 years with really minimal problems. They say the bridge has cost \$10 million, but when you factor that over 100 years, it isn't that much. Show me that it has to be replaced."