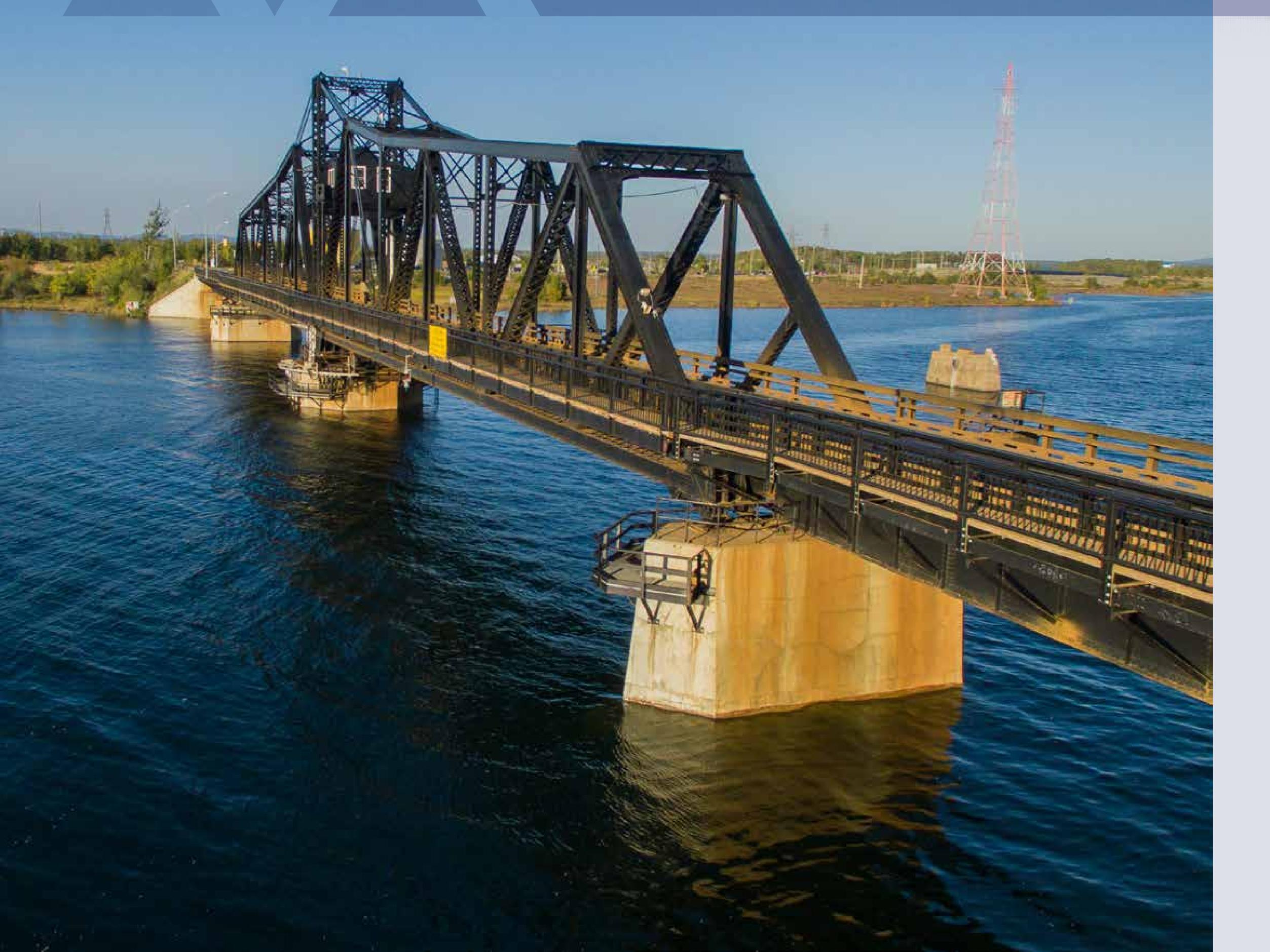
## Heritage & Conservation

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.





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.

## Ontario Heritage Bridge Guidelines

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: Retain existing bridge with no Regular maintenance will continue major modifications Remaining structure life, with no major modifications, is limited 2 Restore bridge Rehabilitation requiring strengthening of trusses, and reconstruction of pivot gear with original / similar parts Restoration of missing or deteriorated elements where physical or documentary evidence exists • Remaining structure life, with restoration, is estimated to be 20 – 30 years for their design Retain existing bridge with Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts sympathetic modifications Remaining structure life, with sympathetic modifications, is estimated to be 30 – 40 years 4 Retain existing bridge with Existing bridge will remain in place for single lane of traffic sympathetically designed new Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts structure in proximity • Remaining structure life of existing bridge is estimated to be 30 – 40 years Structure life of new bridge is approximately 75 years Retain existing bridge no longer in Existing structure rehabilitated for active transportation access use for vehicular traffic but adapted New 2-lane structure provided for vehicles on new alignment for new use Remaining structure life is estimated to be 50 years Retain existing bridge as heritage Bridge will be left in place and in open position for boat traffic monument for viewing purposes only New 2-lane structure provided for vehicles and active transportation on a new alignment Remaining structure life is estimated to be 50 years Bridge spans moved off-site for re-use (as bridge or monument) Relocation of existing bridge to new location for continued or adaptive use Approach bridge spans removed New 2-lane structure provided for vehicles and active transportation on a new alignment Change in ownership of bridge Remaining structure life is estimated to be 30–40 years

8 Bridge removal and replacement

structure

with a sympathetically designed



Structure life of a new bridge is approximately 75 years

a new alignment



New 2-lane structure provided for vehicles and active transportation on