HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

GWP 5268-14-00

January 2023

Northeastern Region
Ministry of Transportation Ontario

Transportation Environmental Study Report

TRANSPORTATION ENVIRONMENTAL STUDY REPORT

Highway 6 Little Current Swing Bridge Study

January 2023

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THE PUBLIC RECORD
ONTARIO MINISTRY OF TRANSPORTATION
HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)
TRANSPORTATION ENVIRONMENTAL STUDY REPORT

This Transportation Environmental Study Report (TESR) is available for review from January 25, 2023, to February 24, 2023, on the study website (swingbridgestudy.ca) and at the following locations:

- Northeastern Manitoulin and the Islands Municipal Building
- Gore Bay Municipal Office
- Municipality of Central Manitoulin Municipal Office
- Township of Burpee Mills Municipal Office
- Township of Assiginack Municipal Office
- Municipality of Billings
- Wiikwemkoong Unceded Territory Administration Office
- Sheguiandah First Nation Administration Office
- M'Chigeeng First Nation Administration Office
- Aundeck Omni Kaning First Nation Administration Office
- Sheshegwaning First Nation Administration Office
- Zhiibaahaasing First Nation Administration Office
- Whitefish River First Nation Administration Office

This project is being carried out in accordance with the requirements of the 2000 *Class Environmental Assessment (EA) for Provincial Transportation Facilities*, a process that has been accepted and approved under Ontario's *Environmental Assessment Act*, as described in Section 2.0 of this report. This study is a "Group A" project under the *Class Environmental Assessment* (Class EA) *for Provincial Transportation Facilities* (2000), a process that has been accepted and approved under Ontario's *Environmental Assessment Act*, and which includes major realignments of existing provincial highways, and new provincial ferryboat connections, docks, and terminals. The Class EA process is for projects of a defined scope and magnitude, where the impact can be effectively determined and mitigated. This TESR fulfills the documentation requirements of the Class EA. In accordance with the requirements of the Class EA, this report is being submitted for a 30-day comment period from January 25 to February 24, 2023.

Interested persons are encouraged to review this TESR and provide written comments to the study team by February 24, 2023. All comments and concerns should be sent directly to either of the following study team members:

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In addition, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/ comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g., requiring further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

Requests should include the requester's contact information, full name, and specify what kind of order is being requested (request for conditions or a request for an individual/ comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the MECP is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to the below MECP contacts, as well as copied to MTO:

Minister of the Environment, Conservation and Parks
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Upon reviewing comments received from the public, the Minister of Environment, Conservation and Parks may make a Section 16 Order on their own initiative within 30 days from the end of the comment period set out in the Notice of Completion. If no concerns or issues are outstanding within 60 days from the end of the comment period set out in the Notice of Completion, the project is considered to have met the requirements of the Class EA, and MTO may proceed to design stage, subject to the commitments documented in the TESR, and obtain any outstanding environmental approvals.

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EXECUTIVE SUMMARY

GENERAL DESCRIPTION OF PROJECT

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

This Transportation Environmental Study Report (TESR) documents the decision-making process, and includes a description of the project purpose; the existing technical, natural, social, economic, and cultural environmental factors; identification and evaluation of alternatives that were considered; consultation activities, including a record of the comments received and how they were considered; the Recommended Plan; anticipated environmental effects and proposed mitigation measures; and, commitments to future work and monitoring.

ENVIRONMENTAL ASSESSMENT PROCESS

This Class EA Study was carried out under the requirements of the 2000 MTO Class EA document. This study has been carried out following the requirements of the Class EA as a “Group ‘A” undertaking, which includes projects such as major realignments of existing provincial highways, and new provincial ferryboat connections, docks and terminals.

This TESR fulfills the documentation requirements of the Class EA and is filed for a 30-day comment period. If you have any questions and/or concerns regarding this study, please contact either one of the following individuals:

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In addition, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g., requiring further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

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TRANSPORTATION NEEDS ASSESSMENT

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

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

PROBLEMS AND OPPORTUNITIES

The Little Current Swing Bridge provides single-road access between the community of Little Current and Manitoulin Island and mainland areas of Northeastern Ontario and offers the only year-round access to/from the island. Currently, road access is not available for 15 minutes of each daylight hour during the summer months, to provide boat access along the North Channel. Continuous road access with traffic signals is provided at night and during the winter months when the bridge is closed to boat traffic. This Class EA was initiated to address the following problems with the existing swing bridge:

- The bridge requires significant and ongoing maintenance and repairs to maintain a safe and reliable connection between Manitoulin Island and the mainland
- Due to its age, there is a significant risk of mechanical breakdown causing major disruption to the transportation network
- The type of structure (truss) provides no redundancy in the design, which increases the risk of a bridge closure causing major disruption to the transportation network
- There is potential for disruptions to emergency access due to bridge closures and Highway 6 traffic is also disrupted for 15 minutes of each hour to accommodate boat traffic during summer daylight hours

These problems are further exasperated given that the bridge is the only permanent link to the island from the mainland.

The following opportunities were identified during the Transportation Needs Assessment phase of the study:

- Improve the reliability of the crossing
- Reduce maintenance and operating costs
- Improve access and reduce traffic delays
- Improve emergency access (shorter wait times)
- Reduce closure times
- Improve boat access (shorter wait times)

CULTURAL HERITAGE

The Little Current Swing Bridge was listed on the MTO Ontario Heritage Bridge List in 1983. A Cultural Heritage Evaluation Report (CHER) was completed in 2019, the findings of which indicated that the existing bridge met the criteria in Ontario Regulations 9/06 and 10/06 and MTO identified the bridge property as a Provincial Heritage Property of Provincial Significance (PHPPS).

A Heritage Impact Assessment (HIA) was completed to assess impacts of the project to this PHPPS, and to recommend appropriate conservation and/or mitigation measures. The HIA was also used to inform and support MTO's request for the Minister of Citizenship and Multiculturalism to provide consent for the removal or demolition of the existing bridge.

Under the Ontario Heritage Act (OHA), MTO must comply with OHA requirements and the MTO's *Ontario Heritage Bridge Guidelines* (Interim 2008) (OHBG). As such, removal or demolition will only be deemed as a last resort, after all other alternatives having been considered. The following conservation options were assessed for the existing bridge:

1. Retain the existing bridge with no major modifications
2. Restore missing or deteriorated elements where physical or documentary evidence existing for their design
3. Retain the existing bridge with sympathetic modifications
4. Retain the existing bridge with sympathetically designed new structure in proximity
5. Retain the existing bridge no longer in use for vehicular traffic but adapted for new use
6. Retain the existing bridge as heritage monument for viewing purposes only
7. Relocate the existing bridge to new location for continued or adaptive use

Based on the findings of the assessment, it was determined that removal and replacement of the existing Little Current Swing Bridge is the only viable option to satisfy the need to improve safety and reliability at the crossing, reduce maintenance costs, and improve access for boats and emergency services. Consent to remove the existing bridge was required from the Minister of Citizenship and Multiculturalism, prior to the completion of this Class EA.

EVALUATION OF ALTERNATIVES

The Environmental Assessment Act requires that 'reasonable alternatives' be considered in addressing identified problems and/or opportunities. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, Alternative Methods of Carrying out the Undertaking are studied in greater detail.

ALTERNATIVES TO THE UNDERTAKING

The Alternatives to the Undertaking considered as part of this assignment consisted of: Do Nothing; Replace with a Ferry; Replace with a 2-lane Tunnel; Replace with a 2-lane Movable Bridge; Replace with a 2-lane Fixed Bridge. Based on the findings of the assessment, the 'Replace with a Ferry' alternative was not carried forward as it did not realistically address all the problems and opportunities.

ALTERNATIVE METHODS OF CARRYING OUT THE UNDERTAKING

Seven corridor alternatives were developed that crossed the North Channel from Little Current to Highway 6 on the mainland. Five structure alternatives were also considered based on different highway alignments and bridge characteristics. The design alternatives carried forward for detailed evaluation included a tunnel, a fixed bridge and three movable bridge options (lift bridge, bascule bridge, and swing bridge).

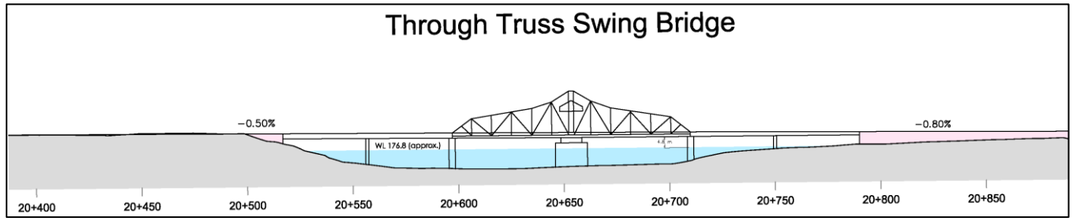
A detailed evaluation of alternatives was carried out to identify an improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing effects on the natural, social, and cultural environments.

Following the evaluation of alternatives, and consultation with the public, Indigenous communities, agencies and community stakeholders, a Recommended Plan was selected.

RECOMMENDED PLAN

The Recommended Plan includes the replacement of the existing Little Current Swing Bridge with a new through-truss swing bridge, located on a new alignment that is located approximately 80 m west of the existing bridge. A sketch depicting the elevation view of the new bridge is shown in ES-1.

The design of the replacement bridge has potential to mitigate the removal of the existing bridge by careful integration of the original bridge design or type in the design or type of the new bridge, with allowances for use of modern materials. In accordance with the OHBG guidance for sympathetic design for replacement bridges, any new structure should reflect the heritage attributes of the existing bridge. The new design will respect the design principles of the original bridge and its setting.



ES-1: Elevation View of New Through Truss Swing Bridge

The Recommended Plan is shown in ES- 2.

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ES- 2: Recommended Plan

MINISTER OF CITIZENSHIP AND MULTICULTURALISM'S DECISION

On November 2, 2022, the Minister of Citizenship and Multiculturalism provided written consent to the MTO for the removal of the existing swing bridge, subject to the conditions outlined in Section 7.3.4 of this TESR.

PUBLIC CONSULTATION

The main objective of consultation in the Class EA process is to ensure that project information is shared in a meaningful way, and that consideration is given to all aspects of the environment from the earliest stages of planning. To achieve this, a variety of communication strategies were used to engage the public, agencies, interest groups, property owners and community members. Numerous opportunities for input were provided at key points during the study process including three Public Information Centres (PICs), two community events, an impacted property owner meeting, and a boating survey. In addition, direct contact with the Project Team via mail, email and phone was encouraged throughout the study.

A project website (swingbridgestudy.ca) was developed at the onset of the study to provide the public with access to project information. The project website was maintained throughout the study process, including project updates, notifications of public events, project team member contact information, PIC materials and links to project-specific documentation.

An outline of the public consultation activities is provided in Section 8.0.

INDIGENOUS CONSULTATION

Two rounds of Community Information Sharing Sessions (CISSs) and three separate meetings were held in 2018 and 2019 within Indigenous communities to share information about the study. Due to COVID-19 and physical distancing requirements, a virtual presentation to UCCMM Board of Directors was made in 2020, and PIC 3 was shared online in 2021 (in English and Anishnaabemowin). An outline of the Indigenous consultation activities is provided in Section 9.0.

POTENTIAL ENVIRONMENTAL EFFECTS, PROPOSED MITIGATION AND COMMITMENTS TO FUTURE WORK

A summary of environmental effects and proposed mitigation measures, as identified during the course of this study, is provided in Section 11.0, and forms a comprehensive list of commitments to be adhered to during the subsequent design phase of the project.

1.0 Overview of the Undertaking

1.1 Introduction

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

The study area includes a portion of the North Channel, the south portion of Goat Island and the north portion of Manitoulin Island in the vicinity of Little Current, within the Town of Northeastern Manitoulin and the Islands (NEMI) in Manitoulin District. The Highway 6 study limits extend from Sim Street in the Town of Little Current, northerly to 1.1 km north of the Little Current Swing Bridge.

1.2 General Description of the Project

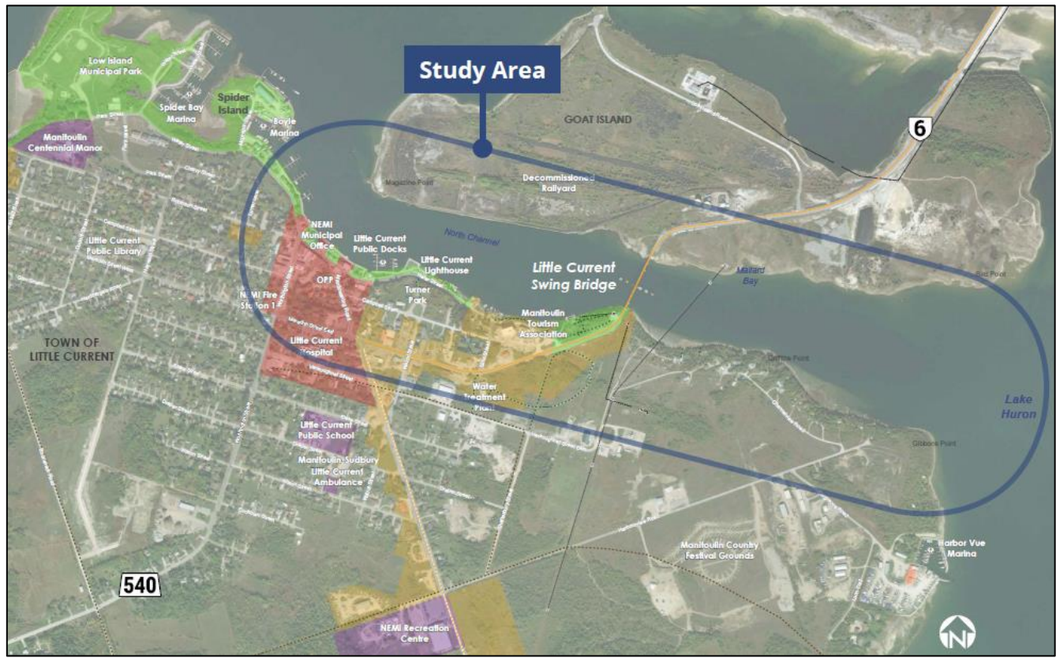
The purpose of this study is to identify a Recommended Plan for improvements as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

This study is a "Group A" project under the *Class Environmental Assessment* (Class EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities, and the public. This study included a review of existing conditions and a Transportation Needs Assessment to determine the scope and extent of alignment and crossing requirements. A *Study Design Report* (SDR) was also completed and was previously made available for public review. The study also includes developing and evaluating alignment and crossing type alternatives, identifying appropriate improvements, and outlining environmental protection/mitigation measures. This includes recognition of the significant cultural heritage value of the existing swing bridge and identifying appropriate mitigation measures, in consultation with the Ministry of Citizenship and Multiculturalism (MCM). A Recommended Plan and preliminary design were completed at the conclusion of this study, in consideration of the feedback received during the course of this study.

1.2.1 Study Area

The study area is located within the Town of Northeastern Manitoulin and the Islands (NEMI) in Manitoulin District. The Little Current Swing Bridge is located on Highway 6 in the community of Little Current and offers the only year-round access between Manitoulin Island and the mainland, as shown within **Figure 1**.

Figure 1: Study Area Location Plan



1.3 Project Background

1.3.1 Little Current Swing Bridge

The Little Current Swing Bridge is located on Highway 6 at the community of Little Current, on Manitoulin Island, and crosses the North Channel of Lake Huron to connect through Goat Island to the mainland. The Little Current Swing Bridge was built in 1913 by Algoma East Rail as a rail bridge connecting Manitoulin Island to the mainland. In 1946, the bridge was modified to allow motor vehicles to cross in addition to rail traffic. Rail traffic to Manitoulin Island ended in the 1980s and ownership of the bridge was transferred from CP Rail to MTO. The railway track was subsequently removed from the bridge, and the bridge was modified to accommodate a single lane of motor vehicle traffic.

The superstructure consists of a two-span riveted steel through-truss swing section and three riveted steel deck plate fixed approach spans. The control room is located above the centre of the bridge and accessed via a metal staircase on the east side of the bridge. The substructure

of the bridge consists of the abutments, wingwalls, piers, and machinery associated with the swing bridge. The bridge has six cast-in-place concrete piers. Two of these six piers located east and west of the bridge are the original rest piers for the swing spans when the bridge was used for railway traffic. The three southernmost piers and the east and west piers contain machinery and mechanisms associated with the bridge's swinging operation.

The piers that support the ends of the swing span when open to vehicular traffic each contain two wedges. These piers are accessible from the bridge deck via a staircase and small ladder. The wedges are monitored from the control room via closed circuit cameras. The centre pier contains the ring gear, balancing trucks, the centre pivot bearing, and four wedges. The ring gear mechanism turns on a pivot using disks and eight wheels running on steel track. The piers contain the remnants of the timber formwork that was used to construct the concrete piers. The rock filled timber cribs are situated between the centre piers and the rest piers and were the original falsework supports used to construct the superstructure.

1.3.2 Previous and Adjacent Studies

From 2002 to 2009, the MTO initiated several design studies to identify rehabilitation and replacement recommendations for the Little Current Swing Bridge.

A Detail Design Study was carried out in 2002 to identify a Recommended Plan for the rehabilitation of the Little Current Swing Bridge on Highway 6. The Recommended Plan included structural steel inspection, structural evaluation and replacement of the current centre bearing with a modern low maintenance bearing including replacement of any bearing component or housing as required, reconstruction of the concrete base under the centre bearing, and repair/replacement of corroded structural steel below the deck of the main swing spans.

A Preliminary Design Study was carried out in 2009 to identify a Recommended Plan for the deck replacement and substructure rehabilitation of the Little Current Swing Bridge on Highway 6. The Recommended Plan included deck replacement with prefabricated timber deck panels, refacing the entire surface of each pier following the removal of the outer layer of the existing concrete, refacing the north and south abutments and retaining walls.

A Detail Design Study was carried out in 2009 to further develop the recommended preliminary design alternative and investigate options for carrying out the work on the Little Current Swing Bridge on Highway 6. The Detail Design study was documented in a *Design and Construction Report* (DCR, 2009), and split the proposed deck replacement rehabilitation of the substructure into two work phases. Phase 1 included replacement of the existing timber deck and repairs to various structural steel components. Phase 2 included repair of the substructure (piers and abutments) by removing approximately 150 mm of concrete and replacing with new concrete.

Since 1988, several bridge rehabilitation activities have been undertaken to support the ongoing operation of the Little Current Swing Bridge. A summary of these activities is outlined in Figure 3.

1.4 Purpose of the Transportation Environmental Study Report

This *Transportation Environmental Study Report* (TESR) documents the decision-making process, and includes a description of the project purpose; the existing technical, natural, social, economic, and cultural environmental factors; identification and evaluation of alternatives that were considered; consultation activities, including a record of the comments received and how they were considered; the Recommended Plan; anticipated environmental effects and proposed mitigation measures; and, commitments to future work and monitoring.

The TESR fulfills the documentation requirements of the Class EA process for a "Group A" project. The TESR is filed for a 30-day comment period. If you have any questions and/or concerns regarding this study, please contact either one of the following individuals:

Gregg Cooke, P.Eng.
Project Manager
Stantec Consulting Ltd.
200 – 835 Paramount Drive
Stoney Creek ON L8J 0B4
Phone: (289) 439-9630
Fax: 1-905-385-3534
Email: projectteam@swingbridgestudy.ca

Melissa Delfino, P.Eng.
Senior Project Engineer
Project Delivery Northeast
Design and Engineering Branch
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
Phone: (705) 491-7756
Email: projectteam@swingbridgestudy.ca

Interested persons may provide written comments to the study team by February 24, 2023.

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g., requiring further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

Requests should include the requester's contact information, full name, and specify what kind of order is being requested (request for conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate, or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the MECP is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to the below MECP contacts, as well as copied to MTO:

Minister of the Environment, Conservation and Parks Ministry of Environment, Conservation and Parks 777 Bay Street, 5th Floor Toronto, ON M7A 2J3 Minister.mecp@ontario.ca	**Director, Environment Assessment Branch** Ministry of Environment, Conservation and Parks 135 St. Clair Ave. W, 1st Floor Toronto, ON M4V 1P5 EABDirector@ontario.ca

Upon reviewing comments received from the public, the Minister of Environment, Conservation and Parks may make a Section 16 Order on their own initiative within 30 days from the end of the comment period set out in the Notice of Completion. If no concerns or issues are outstanding within 60 days from the end of the comment period set out in the Notice of Completion, the project is considered to have met the requirements of the Class EA, and MTO may proceed to design stage, subject to the commitments documented in the TESR, and obtain any outstanding environmental approvals.

The potential exists for final design plans completed during the next stage of planning and design to identify design modifications or refinements that may result in environmental benefits or impacts that were not anticipated or identified in this TESR. Any changes that result in design modifications will be discussed with affected external agencies, interested stakeholders and property owners during the next study phase and documented in a *Design and Construction Report* (DCR) that will be made available for public review. If significant changes are made to the project following the completion of the TESR and eligibility for Environmental Clearance, a TESR Addendum may be required to document the project changes.

1.4.1 Environmental Clearance

If there are no significant concerns following the Public Review Period, or once the Minister of the Environment, Conservation and Parks has reviewed and considered any Order Requests, the project may be eligible for Environmental Clearance and continue to move forward. This will permit MTO to:

- Negotiate temporary and permanent property acquisition, consistent with the project needs (including ROW designation)
- Relocate utilities
- Initiate subsequent study stages (i.e., design and contract preparation) for the Recommended Plan

Although the timeline for implementing the results of this study is not confirmed, this planning will assist MTO, municipalities, Indigenous communities, business owners, and private landowners with future planning and development within the study area. The implementation of the identified improvements is dependent on regional and provincial priorities and available funding.

2.0 Class Environmental Assessment Process

2.1 Classification of Project

This Preliminary Design and Class EA Study was carried out under the requirements of the 2000 MTO Class EA document. Based on the nature and extent of the project, the MTO Class EA document specifies different groups under which projects may be planned, and the assessment process required for each. Provided that this process is followed, and its requirements are met for a project, the requirements of the Ontario *Environmental Assessment Act* are considered to be met. This project is being carried out following the requirements of the Class EA as a "Group 'A" undertaking, which includes projects such as major realignments of existing provincial highways, and new provincial ferryboat connections, docks and terminals.

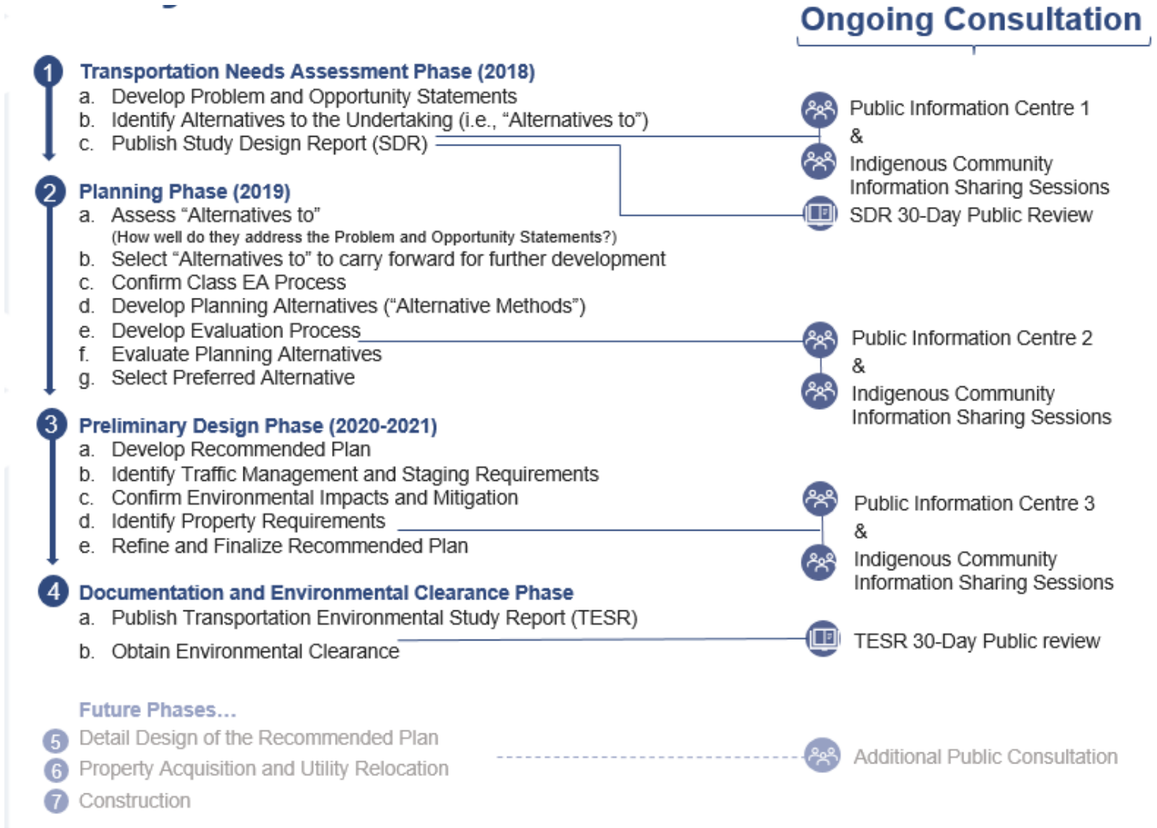
For additional information on the MTO Class EA process, the public may contact the MTO (contact information provided in Section 1.4). In addition, the following documents are available to assist with understanding the process:

- Class Environmental Assessment for Provincial Transportation Facilities, MTO, July 2000
- Environmental Reference for Highway Design, MTO, 2006, updated in June 2013
- Code of Practice for Preparing, Reviewing, and using Class Environmental Assessments in Ontario, MOE, January 2014

These publications are available from the MTO Research Library Online Catalogue (library.mto.gov.on.ca/) and from Publications Ontario (publications.gov.on.ca).

The study process for a Group A undertaking, as applicable to this project, is illustrated in **Figure 2**.

Figure 2: Class EA Process, Group A Undertaking



2.2 Environmental Assessment Approval Regulations

A Preliminary Design and Class EA Study of this type must be carried out in accordance with applicable environmental legislation and the current government policies and procedures. The policies and legislation that apply to this study are described below.

2.2.1 Ontario Environmental Assessment Act

The Ontario *Environmental Assessment Act* (EAA) governs the conduct of planning studies in the province of Ontario. The purpose of the EAA is to make sure that:

- A reasonable and traceable planning process is followed
- The need for the project is demonstrated
- The public has input into the process and investigations
- The study includes a review of a full range of alternatives
- The selected alternative minimizes any environmental impacts or provides mitigation strategies to minimize impacts resulting from the improvements

2.2.2 Canadian Impact Assessment Act

The *Canadian Impact Assessment Act*, 2019 (IAA 2019) and its regulations establish the legislative basis for the federal environmental assessment process. Under IAA 2019, an environmental assessment is only required for projects included in the list of "designated projects". These types of projects are likely to have significant adverse environmental effects and therefore may be subject to a federal EA.

A proponent is not required to complete the federal EA process if a project is not on this list. This project does not fall under the list of designated projects.

2.2.3 Ontario Heritage Act

Under Part III.1 of the Ontario Heritage Act (OHA), all Ontario government ministries, including MTO, must comply with the MCM 2010 Standards & Guidelines for Conservation of Provincial Heritage Properties (S&Gs) (*issued under section 25.2 of the OHA*) in the management of properties in their ownership or under their control. The S&Gs require all ministries and public bodies that have been prescribed by regulation to identify, protect and care for provincial heritage properties they own and manage. These S&Gs apply to provincial heritage properties that are:

- Owned by a ministry
- Owned by a prescribed public body
- Occupied by a ministry or prescribed public body if they are entitled to make alterations

The S&Gs set out the criteria and process for identifying provincial heritage properties, and the standards for their protection, maintenance, use and disposal.

Under provision F.5 of the S&Gs, MCM Minister's Consent is required prior to the removal or demolition of a building or structure on a provincial heritage property of provincial significance, subject to a heritage impact assessment and community engagement.

Under Part VI of the OHA, the Conservation of Resources of Archaeological Value, no person shall perform any activities as listed in the S&Gs unless the person applies to the Minister and is issued a license under Part VI that allows the person to carry out the activity in question.

2.2.4 Permits and Approvals

Undertaking an EA also requires consideration of other approvals and review agencies, as outlined below.

2.2.4.1 Federal Review Agencies

- Department of Fisheries and Oceans (DFO) – MTO/DFO/MNRF Fisheries Protocol, Fisheries Act (FAA)
- Environment and Climate Change Canada (ECCC) – Species at Risk Act (SARA), Migratory Birds Convention Act (MBCA)
- Transport Canada – Canadian Navigable Waters Act

2.2.4.2 Provincial Review/Policy Requirements

- Provincial Policy Statement (2020)
- Ministry of the Environment, Conservation and Parks (MECP) – EAA, Environmental Protection Act, Ontario Water Resources Act, Permits to Take Water
- Ontario Access and Privacy Office – Freedom of Information and Protection of Privacy Act and Accessibility for Ontarians with Disabilities Act
- Ministry of Natural Resources and Forestry (MNRF) MTO Fisheries Protocol, Ontario Wetlands Policy, Endangered Species Act (ESA)
- Ministry of Citizenship and Multiculturalism (MCM) –OHA

2.2.4.3 Municipal Policy

While MTO is not required to obtain approvals or exemptions for municipal Official Plans, bylaw exemptions and/or or policies, municipal policies and plans are considered as part of the Class EA study process.

2.2.5 Indigenous Rights

Indigenous peoples asserting Aboriginal and Treaty rights must be consulted and accommodated prior to any decision-making, conduct or activities that may have an impact on those rights.

3.0 Transportation Needs Assessment

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

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

This section of the report provides an overview of the transportation problem and opportunity and assessment of Alternatives to the Undertaking that led to the initiation of this study.

3.1 Provincial Responsibilities

The Ontario Ministry of Transportation (MTO) has a mandate to provide transportation services for the people of Ontario. This mandate is to:

- Preserve the safety and efficiency of Ontario's provincial highway network and the Ontario government's investment in highway infrastructure
- Provide a safe and efficient transportation system that is critical to Ontario's quality of life, a strong economy, and a clean and healthy environment

The Ministry's actions are guided by the transportation policies found under both the Transportation Systems and Transportation and Infrastructure Corridors sections of the Ontario *Provincial Policy Statement, 2020* (PPS). These policies include, but are not limited to:

- Providing transportation systems that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs
- Making efficient use of existing and planned infrastructure
- Maintain connectivity within and among transportation systems
- Minimize the length and number of vehicle trips and support current and future use of transit and active transportation
- Planning for and protecting corridors and rights-of-way for transportation, transit, and infrastructure facilities to meet current and projected needs
- Protect major goods movement facilities and corridors

The Transportation Needs Assessment for this study was carried out within the context of the MTO responsibilities and requirements of the PPS, and to meet the requirements of the Class EA process.

3.2 Existing Bridge Condition

MTO undertakes routine bridge inspections every two years and the condition of elements is used to calculate a Bridge Condition Index (BCI). Prior to 2010, the BCI indicated that the bridge was in poor condition. Upon completion of major rehabilitation in 2009 to 2011, the BCI was improved, and the bridge was deemed to be in good condition. The 2020 inspection notes that, while the bridge is still considered to be in good condition, there are numerous elements with severe pitting and perforations due to corrosion.

Chemical analysis and strength testing was completed in 1986 on two steel samples extracted from the structure. Empirical analysis undertaken using the test results indicates that the steel could become brittle at normal temperatures.

An evaluation of the bridge's load capacity was completed in 2002, the findings of which identified a few elements of the truss that were under capacity, however it is understood that these deficiencies have since been resolved. The bridge was, therefore, shown to be capable of supporting highway loading at the time of the 2002 evaluation, although the structure has not been re-evaluated since completion of that study.

Detailed structural steel inspections, non-destructive testing, and fatigue evaluations were undertaken in 2006. While the inspections did not identify any fatigue-related concerns, the eyebars and pin components of the bridge structure were noted to be fatigue-prone with no redundancy that are susceptible to sudden failure. This is especially concerning given that the steel is expected to be brittle under normal temperatures. The report recommended that the eyebars and pins be monitored and inspected every two years.

While the structure was shown to be capable of supporting highway loads in 2002, the concerns raised regarding steel corrosion, brittle steel, and non-redundant truss members pose challenges to extending its life. It should also be noted that the existing bridge provides the only direct access to Manitoulin Island and is, therefore, one of the highest priority structures in Northeast Region. Residents, emergency services, service providers, and tourists require that the crossing be in service, and any shutdowns due to structural repairs or mechanical breakdown are problematic for island residents, emergency service providers and visitors. For this reason, MTO has undertaken several rehabilitation projects in recent decades to maintain the bridge in good condition, and to minimize the risk of breakdowns, which could hinder access for vehicular and/or navigation traffic.

Figure 3 presents a summary of the recent major expenses incurred to maintain the bridge over the past 35 years. In total, expenditures for bridge rehabilitation are approximately $17.6M (approximately $500,000 annual average).

Figure 3: Maintenance and Repair History for the Existing Swing Bridge



As bridge deterioration generally increases exponentially with age, a continual increase in rehabilitation costs is expected.

The existing bridge is limited to one lane of vehicular travel. Widening of the bridge would be required to accommodate an additional lane of travel, which would be expected to raise both structural (load-carrying capacity and brittle steel) and practical (space limitation between trusses) issues. Cantilevering a 2nd lane from the outside of the truss would also not be possible as the bridge would not be stable and balanced when swinging open.

At 108 years of age, the structure is beyond the end of its expected life. The costs associated with keeping it operational and in good condition will continue to increase. There are concerns with the corrosion and brittleness of the structural steel and this could lead to failure of local members and jeopardize serviceability of the truss given its lack of redundancy. These issues are likely to increase the risk of bridge breakdowns or closures for repair, which will disrupt traffic to and from the island. In addition, rehabilitation of the structure does not address traffic delays associated with the single lane available on the bridge.

3.3 Traffic Safety and Operations

A Traffic Study Report was carried out as part of this study and summarizes existing traffic conditions in the study area. Based on the findings of this study, the characteristics of Highway 6 within the vicinity of Little Current are as follows:

- There is one single lane that is used for two-way traffic across the existing bridge span
- There are signals that control traffic on both the north and south approaches of the bridge. At the south traffic light, there are three separate lanes on the approach which are each controlled by a separate signal head. At the north traffic light, there is one lane on the approach
- During the summer, the swing bridge opens for 15 minutes of each daylight hour to allow boats to pass through the channel
- The existing mainline traffic volumes on Highway 6 are low within the vicinity of Little Current. As the study area is located within an area that is popular with tourists, there is high seasonal variation in traffic patterns. The summer traffic volumes are notably higher than winter and annual average daily traffic volumes. The current (2018) Annual Average Daily Traffic (AADT) volume is 3,200 vehicles per day (vpd), and the Summer Average Daily Traffic (SADT) is 4,250 vpd
- The capacity analysis conducted for the Highway 6 and Highway 540 intersection indicates that the intersection currently operates well
- The findings of the capacity analysis indicates that the bridge generally operates at a poor level of service with significant delays. This is to be expected with a signalized one-lane bridge operation due to the delay that vehicles experience as they wait for their phase to be called
- The findings of the collision analysis also indicates that there is a higher collision rate than average within the study area. Most of the collisions occur either on the bridge itself, or on either approach to the bridge. After exploring a variety of factors as well as detailed collision records, it was concluded that a number of collisions, particularly rear-end collisions, may be attributed to the sudden slowing and stopping that occurs at the traffic signal control at either approach to the bridge

3.4 Problems and Opportunities

The Little Current Swing Bridge provides single-road access between the community of Little Current and Manitoulin Island and mainland areas of Northeastern Ontario and offers the only year-round access to/from the island. Currently, road access is not available for 15 minutes of each daylight hour during the summer months, to provide boat access along the North Channel. Continuous road access with traffic signals is provided at night and during the winter months when the bridge is closed to boat traffic. This current study has been initiated to address the following problems with the existing swing bridge:

- The bridge requires significant and ongoing maintenance and repairs to maintain a safe and reliable connection between Manitoulin Island and the mainland
- Due to its age, there is a significant risk of mechanical breakdown causing major disruption to the transportation network
- The type of structure (truss) provides no redundancy in the design, which increases the risk of a bridge closure causing major disruption to the transportation network
- There is potential for disruptions to emergency access due to bridge closures and Highway 6 traffic is also disrupted for 15 minutes of each hour to accommodate boat traffic during summer daylight hours

These problems are further exasperated given that the bridge is the only permanent link to the island from the mainland.

The following opportunities were identified during the Transportation Needs Assessment phase of the study:

- Improve the reliability of the crossing
- Reduce maintenance and operating costs
- Improve access and reduce traffic delays
- Improve emergency access (shorter wait times)
- Reduce closure times
- Improve boat access (shorter wait times)

3.5 Cultural Heritage

3.5.1 Existing Bridge – Cultural Heritage Value or Interest (Provincial Heritage Property of Provincial Significance)

The Little Current Swing Bridge was listed on the MTO Ontario Heritage Bridge List in 1983. A Cultural Heritage Evaluation Report (CHER) was completed in 1987 by David Cuming and Associates and in 2009 by Unterman McPhail Associates. An additional CHER was completed in 2019 by Stantec Consulting Ltd. (Stantec) to meet current standards. Based on the recommendations of the 2019 CHER, the bridge met the criteria in Ontario Regulation 9/06 and 10/06 and MTO identified the bridge property as a Provincial Heritage Property of Provincial Significance (PHPPS).

3.5.2 Cultural Heritage Evaluation Report

A CHER was completed for the existing swing bridge as part of this study in 2019. Based on the findings of the CHER and associated assessment, the Little Current Swing Bridge meets the criteria of O. Reg 9/06, O. Reg 10/06 and the OHBG, and is considered to be of both local and provincial significance, given that the bridge is a rare remaining example of the movable swing bridge type and the longest known example in the province. It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defined landmark in the community that is physically, functionally, visually and historically linked to its surroundings. The existing bridge is the only provincially owned and operated movable swing bridge. Several other remaining swing bridges in the province no longer operate as swing structures.

A Heritage Impact Assessment (HIA) was completed to assess impacts of the project to this provincially significant heritage property and to recommend appropriate conservation and/or mitigation measures. The HIA was also used to inform and support MTO's Request for the MCM Minister's consent for the removal or demolition of the existing bridge. The Minister's decision and associated conditions is discussed in Section 7.3.4.

3.5.3 Statement of Cultural Heritage Value

Description of Property

The Little Current Swing Bridge is a five-span steel through truss movable swing bridge. The bridge is located on Highway 6 at the community of Little Current, on Manitoulin Island, and crosses the North Channel of Lake Huron to connect through Goat Island to the mainland. The southern end of the bridge is located in Lot 23, Concession 12, former Township of Howland, present-day Town of Northeastern Manitoulin and the Islands. The northern end of the bridge is located on Goat Island, part of the Mink Island Area, present-day Town of Northeastern Manitoulin and the Islands. Constructed in 1913, the bridge was originally designed to carry only railway traffic but was modified to accommodate both rail and vehicular traffic in 1945. Currently, the Little Current Swing bridge accommodates one lane of vehicular traffic and is the main structure connecting Manitoulin Island to the mainland.

The Little Current Swing Bridge was identified as a Provincial Heritage Property of Provincial Significance (PHPPS) by MTO.

Cultural Heritage Value

The Little Current Swing Bridge is associated with the development of railways in northern Ontario and was constructed as part of the Algoma Eastern Railway. Railway connection between northern and southern Ontario was seen as an important factor in the development of mining, pulp and paper, and timber industries in the north that needed access to markets in the southwest of the province. Planning for the Algoma Eastern Railway began as early as the 1880s as a way of connecting Manitoulin Island to the mainland and the erection of a swing bridge across the North Channel at Little Current would allow shipping traffic use of the channel while trains were not crossing the bridge. Passenger service was also part of the operation providing residents of the island with a permanent link to the mainland and eventually supporting tourism on Manitoulin Island that developed into a significant industry by the 1920s. While the plan was to connect Sudbury with southern Ontario, the railway never reached further south than Little Current. Passenger service ceased in 1963 with all rail service ending in the 1980s. The bridge is the only surviving remnant of the Algoma Eastern Railway line between Little Current and Espanola and serves as a visible reminder of the importance that was given to railway and resource development in the early 20th century.

The Little Current Swing Bridge is significant as a rare surviving example of a moveable swing bridge. It is the longest known example of a swing bridge in Ontario. The use of swing bridge designs was most prominent between 1890 and 1910. As these types of bridges often require complex systems for allowing their movement, they were used only in specific situations, typically where road or rail traffic needed to pass over a watercourse without inhibiting marine traffic. At the time of its construction, the Little Current Swing Bridge represented the height of engineering technology in movable swing bridge types.

The superstructure consists of a two-span riveted steel through truss swing section and three riveted steel deck plate fixed approach spans. The control room is located above the centre of the bridge and accessed via a metal staircase on the east side of the bridge. To facilitate the passage of ships, the superstructure is built atop a central pier in the watercourse upon which the bridge pivots. The pivot motion allows the bridge to swing horizontally at 90 degrees, allowing marine traffic to pass through the open channel created on either side of the central pier. A pedestrian walkway on the west side of the bridge consists of wood decking and a steel railing that is supported from the bridge stringer.

The substructure of the bridge consists of the abutments, wingwalls, piers, and machinery associated with the swing bridge. The bridge has six cast-in-place concrete piers some of which contain machinery and mechanisms associated with the bridge's swinging operation. The two piers, located approximately 50 metres to the east and west of the bridge, support the bridge when it is swung into the open position. The centre pier contains the ring gear, balancing trucks, the centre pivot bearing, and four wedges and is protected from ice and ship collisions by protection cribs. The ring gear mechanism turns on a pivot using disks and eight wheels running on steel track. The bridge is locked into place by a system of wedges. Most swing bridge designs consist of two central wedges but the Little Current Swing Bridge employs four. The use of additional wedges is attributed to the substantial size of the structure when compared to other swing bridges.

Research suggests that the bridge was designed by the Canadian Bridge Company of Walkerville, Ontario, as well as the New York firm Boller, Hodge and Baird. The Canadian Bridge Company was noted in the early 20th century as a major manufacturing and construction firm in Ontario specializing in the design and construction of steel bridge structures in the province.

Set within a rural landscape, the Little Current Swing Bridge is a highly visible, unique and dominant structure crossing the channel. It is a prominent feature in the Little Current area and is a highly recognizable local landmark. The bridge features strongly in local identity, and its image is used on municipal entrance signage, banners, commemorative and interpretive materials, and local business advertisements. The bridge dominates views of the North Channel from the boardwalk and harbourfront and has been the only constant point of crossing at the area for over a century.

Description of Heritage Attributes

Heritage attributes that contribute to and/or support the cultural heritage value or interest of the Little Current Swing Bridge include:

Structure

- The size and massing of the overall structure;
- Movable swing bridge design characterized by:
  - Riveted steel through truss superstructure
  - Cast in place concrete piers including central pivot pier
  - Cast in place concrete abutments and wing walls
  - Protection cribs
  - Plate girder approach spans
  - Mechanical elements related to 'swing' infrastructure including the ring gear and wedges (four centre wedges and two end wedges at each end of the bridge)
  - Elevated control room above central pier and bridge deck (not including machinery and electronics, which are not original)
  - Pedestrian walkway (former train worker walkway) on west side of bridge with wood decking and steel railing

Siting and Location

- Prominent and original location and setting on the North Channel of Lake Huron between Little Current and Goat Island;
- Functional and visual integration into the landscape making it a highly recognizable landmark; and
- Last surviving remnant of the Algoma Eastern Railway line between Little Current and Espanola.

Views

- Views to the bridge from Highway 6 and Little Current.

3.5.4 Ontario Heritage Bridge Guidelines

The existing bridge is listed on the Ontario Heritage Bridge List. Under the Ontario Heritage Act, MTO must comply with the OHA's *S&Gs* as well as the MTO's *Ontario Heritage Bridge Guidelines* (Interim 2008) (OHBG) as it relates to identification/evaluation, conservation, maintenance, use and/or disposal of the existing bridge.

The OHBG were originally established by MTO and MCM in 1983 to provide a clear process for identifying heritage road bridges during the early stages of planning and design work where a proposed undertaking may affect a road bridge. The OHBG are designed to provide direction on the conservation of provincially owned heritage road bridges by:

- Establishing a process for their identification, evaluation and listing at an early stage of the planning process
- Identifying conservation options to be considered when planning for any rehabilitation, widening or replacement that may be required
- Identifying the methods and principles for defining heritage values and assessing project alternatives in the Environmental Assessment process
- Ensuring the management of heritage bridges conforms to the provisions of the OHA, the EA Act and its regulations, as well as O.Reg. 104/97

Where a bridge is known to be Listed, its status must be considered in the Class EA process, and consideration is to be given to the heritage attributes of the Listed bridge and its associated landscape by considering the various conservation options described in the OHBG. Given that the existing bridge is listed on the Ontario Heritage Bridge List, removal or demolition will only be deemed as a last resort, after all other alternatives having been considered.

As such, the following conservation options were considered for the existing bridge as separate but parallel assessment to the Alternatives to the Undertaking:

1. Retain the existing bridge with no major modifications
2. Restore missing or deteriorated elements where physical or documentary evidence existing for their design
3. Retain the existing bridge with sympathetic modifications
4. Retain the existing bridge with sympathetically designed new structure in proximity
5. Retain the existing bridge no longer in use for vehicular traffic but adapted for new use
6. Retain the existing bridge as heritage monument for viewing purposes only
7. Relocate the existing bridge to new location for continued or adaptive use
8. Remove the existing bridge and replace with a sympathetically designed structure

Table 3-1: Consideration of Conservation Options

OHBG Conservation Option		Analysis	Viable Option
1	Retention of existing bridge with no major modifications undertaken	Retention of the existing bridge as required for OHBG Conservation Options 1 and 2. Options 1 and 2 assume that the existing bridge would remain a single-lane bridge and would require on-going regular maintenance and rehabilitations. From a conservation perspective – Options 1 and 2: • Would require significant rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts • Reconstruction of the pivot gear could be costly and difficult to source. This could result in prolonged bridge closures • Extensive and ongoing maintenance would be costly. Since 1985, the Ministry has invested almost $18 million to maintain the bridge to provide a safe and reliable link between Manitoulin Island and the mainland. This has included extensive maintenance and replacement of the bridge deck, structural steel and center bearing replacement, and pier and abutment repairs. This annual average investment of over $500, 000 per year is much higher than other typical bridges in the provincial highway network (typically greater than $100,000 per year) From a transportation perspective, Options 1 and 2 do not meet the basic project objectives: Objective 1: Improving the reliability of the crossing. Objective 2: Reducing ongoing maintenance and operating costs. Objective 3: Improving boat access. Objective 4: Improving evacuation and emergency service access and Objective 5: Improving traffic capacity and flow. Retaining a single-lane movable crossing would not improve or address traffic capacity or emergency service. The reliability of the pivot mechanism may remain a risk to the reliability of the crossing, even if repaired or replaced.	No
2	Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design		
3.	Retention of the existing bridge with sympathetic modification Additional assumptions: • That the existing bridge could be modified or widened to accommodate an additional traffic lane and/or pedestrian sidewalk(s)	In theory, this could address the project objectives, However, from an engineering perspective widening of the existing bridge is not a viable option. Cantilevering a second lane from the outside of the truss would also not be possible as the bridge would not be stable and balanced when swinging open. Other factors outlined under Options 1 and 2 such as on-going repairs, maintenance and cost would continue to be factors in Option 3.	No

OHBG Conservation Option		Analysis	Viable Option
4.	Retention of existing bridge with sympathetically designed new structure in proximity Additional Assumptions: • The existing bridge could be “twinned” with a similar or complementary bridge being constructed along side the existing one	As with option 3, in theory, this could address the project Objectives, However, from an engineering perspective “twinning” is not a viable option. Due to the existing conditions at the crossing. In addition, given the structural design and movement of swing bridges, the two bridges cannot be accommodated in this location. Due to the swing function of the existing bridge an additionally structure in close proximity could inhibit opening of the bridge. The width of physical site cannot accommodate the footprint for two side-by-side structures Other factors outlined under options 1 and 2 such as on-going repairs, maintenance and cost would continue to be factors in option 3.	No
5	Retention of existing bridge no longer in use for vehicle purposes but adapted for new use Additional Assumptions: • Existing structure will be rehabilitated for active transportation access (e.g., bicycles, pedestrians) • New 2-lane structure provided for vehicles on new alignment	Retention of the existing bridge for an alternative use is not feasible because it would be required to remain in the open position to allow for ship access through the channel, and thus would not be able to serve non-vehicle uses. Although this option would meet some project objective 1 to increase reliability, as noted for option 4, this does not address project objective 2. The maintenance of two separate structures significantly increases maintenance and operating costs. This option includes unknown risks (i.e., costs) to meet current technical and safety requirements. Objective 3 will not be met, as the existing bridge will be a hazard for boat traffic if left in place adjacent to a new bridge. The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions. Objectives 4 and 5 would be met with this option.	No
6	Retention of bridge as a heritage monument for viewing purposes only Additional Assumptions: • Bridge will be left in place and in open position for boat traffic • New two-lane structure provided for vehicles and active transportation on a new alignment	Retention of the existing bridge in its existing location as a heritage monument is not possible. Refer to the discussion for option 5, as all conditions are the same for this option. In addition, leaving the swing bridge open and stationary negatively affects its cultural heritage value as a landmark.	No
7	Relocation of smaller lighter single span bridges to an appropriate new site for continued or adaptive use Additional Assumptions: • Swing bridge spans moved off-site for re-use • Approach bridge spans removed • New two-lane structure provided for vehicles and active transportation on a new alignment	While this conservation option is directed towards smaller and lighter span bridges, it may be possible to relocate the Little Current Swing Bridge, in whole or, more likely, in part, to an appropriate new site nearby for commemorative purposes. This option would include the construction of a new bridge that would meet all of the project objectives.	Yes

OHBG Conservation Option		Analysis	Viable Option
8	Bridge removal and replacement with a sympathetically designed structure Additional Assumptions: • New two-lane structure provided for vehicles and active transportation on a new alignment • New structure is expected to be a movable swing bridge type • New structure is expected to be a through-truss design • New structure is expected to be located in an alignment within close proximity to the existing structure	Replacing the existing movable swing bridge with a new sympathetically designed structure is a viable option and the Recommended Plan. The proposed replacement bridge type is a sympathetically designed movable swing bridge with through truss component that will be visually similar to the existing structure. As the existing bridge is the new one will be designed as a landmark structure in the community. Construction of a new bridge will meet all of the project objectives.	Yes
a)	Where possible, salvage elements/members of bridge for incorporation into new structure or for future conservation work or displays	A commemoration plan will be prepared during the detail design phase of the project. The plan will determine whether the existing bridge, in whole or in part will be included in an interpretive display. An evaluation of incorporation of salvaged components of the existing bridge in the new bridge design where feasible will be part of the detail design phase of the project.	Yes
b)	Undertake full recording and documentation of existing structure	The bridge and setting will be documented using digital photography, reality capture using LiDAR scanning, or photogrammetry to create a point cloud model and video recording of the bridge in motion.	Yes

Based on the analysis of the OHBG Conservation Options it was determined that Options 1 through 6, requiring the bridge to remain in its current location, were not viable alternatives, and that removal and replacement of the existing Little Current Swing Bridge is the only viable option to satisfy the need to improve safety and reliability at the crossing, reduce maintenance costs, and improve access for boats and emergency services.

3.6 Alternatives to the Undertaking

The Environmental Assessment Act requires that 'reasonable alternatives' be considered in addressing identified problems and/or opportunities. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the Alternative Methods of Carrying out the Undertaking are studied in greater detail. The Alternatives to the Undertaking considered as part of this assignment consisted of:

3.6.1 Do Nothing

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

3.6.2 Replace with a Ferry

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

3.6.3 Replace with a 2-lane Tunnel

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

3.6.4 Replace with a 2-lane Movable Bridge

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

3.6.5 Replace with a 2-lane Fixed Bridge

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

3.6.6 Preliminary Assessment of Alternatives to the Undertaking

The Class EA process required that 'reasonable alternatives' are considered to address the identified problems. This involves two levels of analysis. Initially, the *Alternatives to the Undertaking* considers a broad range of alternatives that could address the project needs.

Once the best alternative is selected, the *Alternative Methods of Carrying out the Undertaking* can be studied.

A process has been developed to evaluate the conceptual options and select only the most reasonable alternatives for more detailed study. This process allows unreasonable alternatives or alternatives that do not meet provincial policy requirements to be eliminated from consideration in advance of the detailed developed and evaluation stage.

The preliminary assessment of the alternatives to the undertaken uses the following screening criteria:

- Does the option realistically address all the problems and opportunities?
- Does the option make a significant contribution towards realistically addressing all of the problems and opportunities?

Only those alternatives that satisfy at least one of the above criteria were carried forward.

The assessment of Alternatives to the Undertaking along with recommendations are summarized in **Table 3-2**.

Table 3-2: Screening Assessment of Alternatives to the Undertaking

Alternatives to the Undertaking	Does it address the Issues?	Carried Forward?
Do Nothing Maintain the existing single-lane structure and provide on-going maintenance and repairs to the structure, as required	• Provides year-round road access • Risk of mechanical breakdown causing major disruption to the transportation system • Risk of structural failure due to non-redundant structure type • Requires extensive and ongoing operating and maintenance costs • Maintains existing traffic operations, a single-land bridge, and does not reduce closure times • Maintains 15-minute/hour boat access • Maintains intermittent road access for emergency services	**Yes** The “Do Nothing” alternative will be considered as part of a separate cultural heritage evaluation process.
Ferry Includes docking terminals on both sides of the shore, and loading and queuing areas for vehicles	• Does not provide a permanent fixed link • The new ferry would reduce the risk of mechanical breakdown • Requires extensive and ongoing operating and maintenance costs • The ferry has limited capacity for vehicles • Provides unrestricted boat traffic • Maintains intermittent road access for emergency services	**No** The Ferry alternative will not be carried forward as it does not realistically address all the identified problem and opportunity statements noted above.
Tunnel A two-lane tunnel	• Provides year-round road access • No mechanical issues or breakdown on new tunnel • Lower maintenance costs when compared to existing bridge • Maintains permanent road access, providing two lanes • Improve traffic operations and reduces delays • Eliminates need for closure of bridge • Provides unrestricted boat traffic • Provide continuous emergency services access	**Yes** Carried forward to the Planning Phase which will include the development of alignment and tunnel structure type alternatives.
Movable Bridge A two-lane structure with pedestrian and vehicular facilities	• Provides year-round road access • Modern movable bridge reduces risk of mechanical breakdown • Modern movable bridge reduces maintenance and operating costs • Provides two lanes, improves traffic operations and reduces delays, improve timing of bridge closure for boat access (modern turning mechanism is faster) • Reduces wait times due to modern mechanics of movable bridges • Provides improved emergency services access/reduces wait times due to modern movable bridge mechanics	**Yes** Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.
Fixed Bridge A fixed structure with a higher vertical clearance to provide clearance for boat navigation	• Provides year-round road access • No mechanical issues and minimal maintenance costs when compared to existing bridge, ferry and movable bridge • Maintains permanent road access, provides two lanes, improve traffic operations and reduces delays • Eliminates need for closure of bridge • Provides unrestricted boat traffic • Provides continuous emergency services access	**Yes** Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives

4.0 Existing Conditions

Background studies and site-specific field investigations were carried out to help to assess existing environmental conditions, including cultural heritage, contamination, fisheries and aquatic resources, terrestrial resources, hydraulics/drainage, and land use. All work was carried out in accordance with the requirements of the *Environmental Reference for Highway Design* (2006), which provides standards for scope of work, evaluation of potential impacts and proposed mitigation measures for MTO undertakings.

The background reviews to identify existing conditions were carried out between spring 2019 and fall 2020. Significant environmental features and/or constraints identified as a result of the background studies were documented and considered during the development and evaluation of alternatives.

4.1 Natural Environment

An inventory of natural environment features within the study area was undertaken based on a review of previous and relevant studies, field investigations and information received from external agencies and the public during the course of this study.

4.1.1 Physiography, Geology and Soils

The study area traverses two (2) physiographic regions, Limestone Plains and Beaches. The Limestone Plains encompass most of the study area and are characterized by a thin cover of drift material and exposed limestone bedrock. The Beaches are former shorelines now stranded by the lowering of the lake level and isostatic uplift.

Based on a review of MECP water well records (WWR), subsurface conditions recorded by others within the Little Current urban area and on the north side of Goat Island consist of discontinuous sand deposits.

The study area is generally flat; however, land uses surround the North Channel are elevated several m above the water's edge. The topography of the surrounding area slopes north and east towards the lakes' shoreline, whereas Goat Island is generally flat, sloping towards the shoreline on all sides.

The Ministry of Natural Resources and Forestry (MNRF) mapping shows bedrock near surface or outcropping at surface over much of the study area, consistent with the recorded physiography of the area. This bedrock consists of Middle Ordovician-aged rocks of undifferentiated carbonate and clastic sedimentary deposits. Specifically identified as the Ottawa and Simcoe Groups, and the Shadow Lake Formation, they comprise limestone, dolostone, shale, arkose and sandstone. The Island of Manitoulin contains many karstic erosional features due to exposure of the limestone/dolostone bedrock at the surface. Where overburden deposits are present, they consist of clay, silt, and sand most likely of Quaternary or Pleistocene age.

4.1.2 Drainage, Surface Water, Groundwater, and Source Water

According to the MECP Source Protection Information Atlas, the study area is located outside of a Source Water Protection (SWP) area. Potable water is supplied to the community of Little Current via a distribution system that sources water from the North Channel. This distribution system is not expected to extend to Goat Island as there is minimal development on the island.

The elevation of the local groundwater table is expected to generally align with the local topography, therefore it is anticipated that lateral regional groundwater in Little Current flows towards Lake Huron (i.e., to the north and northeast), and in a radial direction on Goat Island. Groundwater recharge zones are anticipated to be located on areas of higher elevation, where drift thickness is minimal, and where bedrock is exposed at or near ground surface. The presence of bedrock near surface in the study area with erosional features present, implies an area of recharge is present.

Based on a review of MECP WWRs, there are eight (8) water well records within or adjacent to the study area, including three (3) wells domestic supply, three (3) potable water supply, one (1) industrial supply, and one (1) observation well. It is assumed that residences located along Channelview Road are supplied by the municipal water system, or by their own surface water supply. There is one (1) potentially active potable water supply well located within the study area; however, the current status of WWR No. 3900428 is not known and may still be a supply well for an adjacent facility.

The MECP WWRs indicated static water levels of the bedrock wells at 3.5 m to 6.1 m below ground surface (BGS). There was insufficient data to generate a groundwater contour plan and therefore a groundwater flow could not be determined.

4.1.3 Designated Areas

Designated Areas have special or unique value and are defined by government authorities and/or the public, and through legislation, policies, or approved management plans. These areas may have a variety of ecological, recreational, or aesthetic features and functions that are highly valued. Designated Areas include but are not limited to: Provincially Significant Areas of Natural and Scientific Interest (ANSI), Provincially Significant Wetlands (PSW), heritage rivers and national and provincial parks. There are no existing provincial or national parks in the study area.

4.1.4 Terrestrial and Aquatic Ecosystems

Terrestrial and aquatic ecosystem conditions were assessed as part of this study based on a review of existing/available information and field investigations. Background information was obtained from the MNRF and published resources, and field investigations were carried out in June and September 2019. The findings of these investigations are documented within in the *Terrestrial Ecosystems Existing Conditions Report* and *Fish and Fish Habitat Existing Conditions Report*, a copy of which is on file with MTO. All field investigations were conducted according to the MTO *Environmental Reference for Highway Desig*n (2013) and the MTO *Environmental Guide for Fish and Fish Habitat* (2009).

4.1.4.1 Fisheries and Aquatic Resources

Lakes, rivers, streams, ponds and many wetlands provide fish habitat. Intermittent and seasonally flooded areas can also provide important habitat for some fish species at certain times of the year. In-water structures such as logs, stumps and other woody debris, pools and riffle areas, riparian and aquatic vegetation, and groundwater recharge/discharge areas also provide fish habitat. Fish habitat includes watercourses that act as corridors that allow fish to move from one area to another.

The existing Highway 6 bridge crosses the North Channel of Georgian Bay on Lake Huron, connecting Goat Island and the northeast end of Manitoulin Island. Within the immediate study area, the portion of the North Channel that is crossed by the existing bridge is also called the Little Current Channel. Currents in the North Channel can change from westerly to easterly, depending on wave action and seiche.

No specific fish sampling records were available for the immediate study area; however, the North Channel is reported to support a diverse fish community characterized by warm, cool, and cold-water species, which the MNRF manages as a cold-water fishery. Common sportfish include Smallmouth Bass (*Micropterus dolomieu*), Largemouth Bass (*Micropterus salmoides*), Northern Pike (*Esox Lucius*), Walleye (*Sander vitreus*), Muskellunge (*Esox masquinongy*), Lake Trout (*Salvelinus namaycush*), Rainbow Trout (*Oncorhynchus mykiss*) and Pacific Salmon (*Oncorhynchus spp.*). Most of these species would be expected to use the channel seasonally.

During the June 2019 field investigations, the water level was high as indicated by inundated terrestrial shoreline vegetation. Large in-water rock cribs associated with the existing bridge piers provided fish habitat complexity. Aquatic vegetation was sparse, and there was little in-water cover, with the exception of boulder and cobble substrate.

Fish habitat features were more variable along the Manitoulin Island shoreline. Although aquatic vegetation was sparse, it was not limited to the water's edge. In addition to boulder and cobble, areas with predominantly sand substrate were observed.

In situ water quality recorded during the June 2019 field investigations indicated cool water temperatures (approximately 13°C) and high dissolved oxygen concentrations ranging from 11.1 to 12.1 mg/L, which is above the Provincial Water quality Objective for both cold-water and warmwater fish communities.

In addition to the North Channel, a small unmapped and unnamed drainage feature on Goat Island, east of Highway 6, was investigated during Stantec's June 2019 field investigations. At the time of the field visit, shallow isolated pockets of standing water were observed, and are assumed to be associated with recent precipitation events. The drainage feature did not have a defined streambed or banks, and it did not provide fish habitat; however, it was observed to convey surface water directly into the North Channel. In addition, there were numerous barriers to fish movement observed, specifically rocks and boulders across the drainage pathway.

Aquatic Species at Risk

One aquatic Species at Risk (SAR), Lake Sturgeon (*Acipenser fulvescens*), with Significant Habitat is present within the study area, as defined by the *MTO Best Management Practices Manual for Fisheries* (MTO 2018). While not observed during the June 2019 field visit, background data indicates the potential presence of this species within the study area. The Great Lakes – Upper St. Lawrence Population of Lake Sturgeon is designated as Endangered; therefore, the species and its habitats are protected by *Ontario's Endangered Species Act*, 2007.

Lake Sturgeon spawn in large rivers with high velocities over a variety of substrates, including gravel. General habitat requirements for Lake Sturgeon include diverse habitats, such as shallow sand bars with low velocity and deep water with moderate velocity over a variety of substrates. Substrate preference for general habitat is also variable and may vary between systems and populations. Based on the diversity of habitats (substrates and water depths) and the documented presence of Lake Sturgeon in Georgian Bay, the design and construction of the Recommended Plan will need to consider potential impacts to Lake Sturgeon and its habitats.

4.1.4.2 Terrestrial Ecosystems

The terrestrial ecosystem is defined as the interaction of land, air, water, and biotic components functioning as an ecological unit over space and time, and includes vegetation, wetlands, wildlife, and wildlife habitat. The primary terrestrial concerns related to transportation projects include loss of habitat or habitat function, and habitat fragmentation.

The study area has been influenced by human activity including agricultural activities, and residential, industrial and commercial land use. Based on available background data and field investigations carried out as part of the Terrestrial Ecosystems Existing Conditions Report, vegetation units and wildlife habitat were identified.

Vegetation Communities

The study area is situated within Ecoregion 6E (Lake Simcoe-Rideau Ecoregion), and more specifically the Ecodistrict of 6E-17 (Gore Bay). Most of this Ecodistrict consists of Paleozoic dolomitic limestone bedrock near the surface or exposed. Approximately 84% of Ecodistrict 6E-17 remains in natural cover (primarily forest). The land is predominantly pasture and abandoned fields. Other land uses include gravel pits, quarries, and settlement areas.

Vegetation communities in the study area are characterized by shallow soils over flat calcareous (limestone) bedrock.

A detailed inventory of the vegetation communities observed within the study area at the time of the June 2019 field investigations are discussed within the Terrestrial Ecosystems Existing Conditions Report, which is on file with MTO. The study area generally consists of meadow, thicket, woodland, thicket, forest, wetland, Alvar and constructed vegetation communities.

Species of Conservation Concern

Significant species are considered at a number of levels, including globally, nationally and provincially. In Ontario, significant species include species that are provincially rare (with a Provincial S rank of S1 to S3) or listed as Endangered, Threatened, or Special Concern on the Species at Risk in Ontario list (SARO) and/or Schedule 1 of the federal *Species at Risk Act* (SARA).

The Ontario *Endangered Species Act, 2007* prohibits harm or harassment to Threatened or Endangered species, and damage or disturbance to their habitat. The ESA applies on all private and Crown owned lands in Ontario. Habitat protection under the ESA typically includes all habitats that directly or indirectly support SAR.

Federally protected Endangered, Threatened and Special Concern species are listed in Schedule 1 of the *Species at Risk Act, 2002* and apply only to federally owned lands. Fish species are protected under the *Fisheries Act* and migratory bird species are protected under the *Migratory Bird Convention Act*, both of which are afforded protection on all lands.

Provincial ranks (S-ranks) are used by the NHIC to set protection priorities for rare species and vegetation communities. They are based on the number of occurrences in Ontario and are not legal designations. By comparing the global and provincial ranks, the status, rarity, and the urgency of conservation needs can be determined. Species with provincial ranks of S1 to S3, and those tracked by the MNRF, are considered species of conservation concern. Provincial S-ranks are defined as follows:

- S1: Critically imperiled-usually fewer than 5 occurrences
- S2: Imperiled- usually fewer than 20 occurrences
- S3: Vulnerable- usually fewer than 100 occurrences
- S4: Apparently secure- uncommon but not rare, usually more than 100 occurrences
- S5: Secure- common, widespread, and abundant
- S-rank followed by a “?” indicates that the rank is uncertain

The probability that a Significant Species may be present within the study area was assessed by comparing preferred habitat types to existing conditions documented within the background review and during the June 2019 field investigations. Significant Species with preferred habitat in the study area were considered likely to be present. Significant Species with no preferred habitat in the study area were assumed to be absent.

Based on a review of the background databases, 11 SAR and 18 SOCC may be present within the Study Area. The detailed findings of the background review are documented within the Terrestrial Ecosystems Existing Conditions Report, a copy of which is on file with MTO.

Rare Vegetation

Rare vegetation was identified and documented during the 2019 field investigation, including the scientific plant names, species statuses and locations. A total of 233 vascular plants were recorded, including:

- 150 native species have a provincial rank of S5, indicating they are common with a secure population in Ontario
- 30 native species have a provincial rank of S4, indicating they are uncommon to common, but not rare in the province and populations are apparently secure
- 5 provincially rare native species with a provincial rank of S2 or S3, indicating they are imperiled, and often susceptible to extirpation. There are usually few occurrences of the species. In the study area, they were restricted to high quality alvar areas
- 41 highly sensitive native plant species with a high coefficient of conservatism value of 8, 9 or 10 were observed in the study area. This is a high number of sensitive plant species and it reflects the unique and sensitive nature of the alvar communities present in the study area

As noted above, vegetation communities in the study area are characterized by shallow soils over flat calcareous (limestone) bedrock. Alvars, which are unique vegetation communities that can grow in these conditions, are present in the study area and generally consist of open areas with sparse tree cover containing several characteristic plant species known as alvar indicators. The alvar communities identified in the study area are considered provincially rare in Ontario and most of these are also considered to be globally rare. Of the Alvar communities observed, five (5) are considered provincially at risk or of conservation concern.

Significant Wildlife Habitat

Significant Wildlife Habitat (SWH) is defined as habitat that is ecologically important in terms of features, functions, representation or amount of contribution to the quality and diversity of an identifiable geographic area or Natural Heritage System, and is protected under the *Provincial Policy Statement*, 2020.

Significant Wildlife Habitat includes habitats that fall within any of the following four categories:

- Seasonal concentration areas: such as moose aquatic feeding and wintering areas, deer winter yards, colonial bird nesting sites, reptile hibernacula, and heronries
- Rare vegetation communities and specialized habitats for wildlife: such as old-growth forest, areas known to support an unusually high diversity of species or vegetation communities, raptor nesting habitat, areas with concentrations of cavity trees, and moose or bear foraging areas
- Habitats for species of conservation concern, such as special concern species or species ranked provincially S1-S3, excluding the habitats of endangered and threatened species
- Animal movement corridors

The following candidate SWH features were investigated in the study area:

- Seasonal Concentration Areas – Bat hibernacula, deer wintering congregation areas and deer yards, colonially – colonial nesting bird breeding habitat (bank and clifftrees/shrubs and ground), waterfowl stopover and staging areas, shorebird migratory stopover area, raptor wintering areas, bat maternity colonies, reptile hibernacula, turtle wintering area, migratory butterfly stopover area, and landbird migratory stopover area
- Rare Vegetation Communities – Sand barren, alvar, cliffs and talus slopes, prairie and savannah, old growth forest, other rare vegetation communities
- Specialized Habitat for Wildlife – Waterfowl nesting areas, Bald Eagle and Osprey nesting/foraging and perching habitat, Woodland raptor nesting habitat, turtle nesting areas, seeps and springs, amphibian breeding habitat (woodland and wetland), woodland area sensitive breeding bird habitat
- Habitat for Species of Conservation Concern – Open country bird breeding habitat, shrub/early successional bird breeding habitat, marsh bird breeding habitat, terrestrial crayfish, Special Concern and provincially rare (S1-S3) wildlife
- Animal Movement Corridors – Amphibian movement corridors, deer movement corridors

Seasonal Concentration Areas

Seasonal concentration areas are those sites where large numbers of a species gather at one time of the year, or where several species congregate. Such areas include, but are not limited to deer yards, snake and bat hibernacula, waterfowl staging and moulting areas, raptor roosts, bird nesting colonies, shorebird staging areas, and passerine migration concentrations. Only the best examples of these concentration areas are usually designated as SWH. Areas that support a Species at Risk, or areas where a large proportion of the population may be lost if the habitat is destroyed, are examples of seasonal concentration areas which should be designated as significant.

The following candidate habitat for seasonal concentration areas was identified within the study area during field investigations:

- Bat Maternity Colonies: Present in forest community that has potential to provide habitat for bat maternity colonies but is considered low quality (i.e., young trees). Species can be found in mixed and deciduous forests and swamps with large diameter dead or dying trees with cavities
- Reptile Hibernacula: May be present throughout study area in places where there are crevices in the bedrock. No features were observed during field investigations. Species can generally be found in rock piles or slopes, stone fences or crumbling foundations
- Turtle Wintering Area: Turtle overwintering habitat was identified on Goat Island. Species can generally be found in permanent waterbodies and large wetlands with sufficient dissolved oxygen; man-made ponds are not considered SWH

Rare Specialized Habitat

Rare or Specialized habitats are two separate components. Rare habitats are those with vegetation communities that are considered rare in the province. Specialized habitats are microhabitats that are critical to some wildlife species. The SWH Criteria Schedules for Ecoregion 6E identifies a number of habitats that could be considered specialized habitats, such as habitat for area-sensitive species, forests providing a high diversity of habitats, amphibian woodland breeding ponds, turtle nesting habitat, highly diverse sites, seeps and springs. The following candidate habitats for rare or specialized habitat were identified within the study area:

- Sand Barren, Alvar, Cliffs and Talus Slopes: Alvar communities are present in the study area. This type of community includes areas of exposed bed rock and patchy soil development, near vertical exposed bedrock and slopes of rock rubble
- Turtle Nesting Habitat: Suitable turtle nesting areas were present in the form of road shoulders throughout the length of the study area when within range of aquatic features. Such areas contained loose gravel and exposed sand. Although gravel roadsides are generally suitable for turtles nesting, they are not considered candidate SWH. No other nesting areas were visible from the highway ROW and no nests were observed
- Amphibian Breeding Habitat (woodland and wetland): Swamp and fen communities in the study area have the potential to support breeding amphibians. Species can generally be found in treed uplands with vernal pools and wetland ecosites

Animal Movement Corridors

Migration corridors are areas that are traditionally used by wildlife to move to one habitat from another. This is usually in response to different seasonal habitat requirements. There are two types of animal movement corridors in Ecoregion 6E: amphibian and deer movement corridors. These corridors are identified after amphibian breeding habitat (woodlands) and/or deer wintering/yarding areas are confirmed. No deer wintering habitat was present within the study area; however, amphibians are assumed to be present based on amphibian breeding habitat observed during the June 2019 field visit.

Avian Species and Migratory Birds

No bird species protected under the Migratory Birds Convention Act (MBCA), including nests and/or nesting behaviours were observed at the time of the June 2019 field visit, with the exception of an Osprey nest observed at the top of a hydro tower located within the study area. The field visit included an inspection of the existing bridge structure and culvert located at the Goat Island channel, although no protected bird species were observed. A flock of resident Rock Pigeons congregated on the swing bridge, and they were presumed to be breeding on the structure; however, this species is not protected under the MBCA.

4.1.4.3 Summary of Key Terrestrial and Aquatic Ecosystem Features

Detailed terrestrial and aquatic studies have been conducted as part of this study to confirm information gathered from secondary sources The main ecological characteristics of the region include:

- Predominantly Dry-Fresh Calcareous Bedrock Mixed Meadow/Mixed Thicket/Coniferous Woodland/Coniferous Forest/Mixed Swamp, and Sedge/Shrub/Meadow Alvar vegetation communities
- Many alvar indicators that are considered provincially rare in Ontario
- One (1) record of Lake Sturgeon, an aquatic Species at Risk (SAR)
- Several terrestrial Species of Conservation Concern (SOCC) recorded in the area including: Grooved Yellow Flax, Houghton's Flatsedge, Prairie Dropseed, Slender Blazing-star, Monarch, Eastern Milksnake, Snapping Turtle, Common Nighthawk, Eastern Wood-Pewee, Golden-winged Warbler, Grasshopper Sparrow, Wood Thrush
- Potential or Confirmed habitat for Species at Risk (SAR): SAR vegetation, Blanding's Turtle, Barn Swallow, Bobolink, Chimney Swift, Eastern Meadowlark, Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis
- Primarily sportfish species

4.2 Socio-Economic Environment

4.2.1 Land Uses

The study area is located within the Town of Northeastern Manitoulin and the Islands (NEMI) in Manitoulin District. The Little Current Swing Bridge is located on Highway 6 in the community of Little Current. The only roadway access to Manitoulin Island is provided via the Little Current Swing Bridge and Highway 6.

The land use south of the bridge is a core commercial area, with open space and residential settlements. North of the bridge, Goat Island, is open area with little to no urban development.

4.2.1.1 Official Plan

The NEMI Official Plan (2014) and District of Manitoulin Official Plan (2016) provide guidance for land use and development in the study area. No land use is designated on Goat Island to the north of the Little Current Swing Bridge. To the south of the swing bridge, the immediate area is designated as Open Space Area, surrounded by Arterial Commercial Areas. There are no areas marked for future development in or adjacent to the study area.

Two specific policy areas exist in the vicinity of the study area but are not located immediately adjacent to the swing bridge or study area. To the southeast of the study area, an area is designated for seasonal residential uses that only have access by water and have no access to maintained roads. The Official Plan indicates that four season residential uses may be permitted in this area if access is provided by a municipal road that is maintained year-round. The other specific policy area lies to the southwest of the study area, where endangered and/or threatened species have been identified through a habitat evaluation completed by a qualified professional.

4.2.1.2 Mineral Resources

There are no parcels of land that have been identified as Mineral Reserve, Aggregate Resource or Protected Areas in the study area. However, there are at least two aggregate operations in proximity to the community of Little Current that contribute to the region's economic growth.

4.2.2 Potentially Contaminated Property

A Contamination Overview Study (COS) was completed in 2019 to assess the potential presence of subsurface contamination in the study area associated with current or historical land uses in the area. The COS included desktop review of available datasets, as well as a site visit conducted in 2019.

Based on the findings of the COS, several potential sources of contaminating activities were identified, including records of historical spills, waste storage and handing, and rail operations, as well as current and former industrial operations and automotive storage, repair, and fueling operations. In addition, aboveground bulk fuel storage tanks were observed on Goat Island, within the limits of the study area. In total, approximately 29 properties were identified as having low, moderate or high potential for environmental concern within and/or in the vicinity of the study area. More detailed information is documented within the COS report, a copy of which is on file with MTO.

4.2.3 Business Impact Assessment

A Business Impact Assessment (BIA) was completed to consider potential changes in accessibility to existing business, current and future traffic volumes, market orientation

(highway and tourism versus local customer-based), market trends and stability of classes of business, and community dependence (service and employment).

4.2.3.1 Regional Study Area

For the purposes of the BIA, a Regional Study Area (RSA) was established and consisted of Manitoulin District, located in northeastern Ontario. The area was formed in 1888 is primarily comprised of Manitoulin Island, the largest island in the District, and a number of smaller islands surrounding it. With an area of 2,766 km^2, Manitoulin Island is the largest freshwater island in the world and contains more than a hundred lakes on its own; the three most prevalent lakes are Lake Manitou, Lake Kagawong and Lake Mindemoya (Manitoulin Tourism 2015). Manitoulin Island separates the larger part of Lake Huron to its south, west from Georgian Bay, and the North Channel to its north.

Manitoulin is the world's largest freshwater island and is a popular area for boating and highway touring and affords tourists with numerous sandy beaches, scenic roadways, lighthouses, and museums to visit. During summer months the island's usual population (approx. 12,600) grows by more than a quarter due to tourists who come to the island for boating and other recreational activities in scenic areas. Manitoulin Island offers many sporting and recreational activities such as hiking, boating, fishing, hunting, horseback riding, cycling, mountain biking, and golfing. Several cycling and hiking trails and community events draw visitors to the area.

A wide range of cultural arts and entertainment activities are also offered throughout the island, such as eco-tourism and educational interpretative tours guided by Indigenous communities. The 24 communities within Manitoulin Island are involved in a diverse range of practices, from organic farming to hunting and trapping, and from permaculture to aquaculture, all of which attract tourists to the area. Over the past three decades the economy has shifted from manufacturing and resource-related jobs to service and knowledge-based jobs.

4.2.3.2 Local Study Area

A Local Study Area (LSA) comprising the Township of NEMI and Little Current, and Indigenous communities of Sucker Creek 23 (Aundeck-Omni-Kaning First Nation), Sheguiandah 24 (Sheguiandah First Nation), as well as other smaller communities was also established as part of the BIA. The majority (i.e., 84.4%) of the LSA population lives within the Township of NEMI. Formed in 1998 through the amalgamation of the former Little Current, Township of Howland and the McGregor Bay area, the Township of NEMI is located on the northeast side of Manitoulin Island within the Manitoulin District. Little Current is the largest community within NEMI, as well as its administrative centre. NEMI also includes several smaller communities and reserves, most of the smaller islands surrounding Manitoulin.

Historically, Little Current's lumbering trade was foremost in the region, and transformed the Town into a major commercial centre on Lake Huron. The local economy in the latter half of the 1900s was dependent on lumbering and farming. Today, the local economy continues to include farming and lumbering but tourism is the main sector that brings commercial spending to the area.

The LSA is a summer destination for marine visitors, travelling along the North Channel as well as a desirable location for cottagers, enjoying the summer months. The economy of the LSA is currently driven by seasonal tourism activities and supported by retail and other small businesses that serve permanent residents, as well as the agricultural sector. The LSA is a popular summer tourist destination supported and sustained by recreational outfitters and operations that benefit from a large influx of summer residents and tourists. Like the RSA, the two most prevalent occupations in the LSA were sales and service occupations, and trades, transport, equipment operators and related occupations.

4.2.4 Student Transportation/Education Facilities

There are two schools in the community of Little Current, Little Current Public School and Cambrian College (Manitoulin Campus), and several other public, Anishnabek and high schools located throughout Manitoulin Island. Students The Little Current Swing Bridge provides the only year-round access for students and/or study transportation services requiring access to these schools, or to/from the island.

4.2.5 Marine Infrastructure

Six marinas operate in the community of Little Current. One marina is located to the southeast of the study area, while the other five marinas are located to the west. A water aerodrome is also located to the west of Little Current, on the north shore of Manitoulin Island.

4.2.6 Navigable Waters

Navigable waters include bodies of water that are used by vessels for any part of the year as a means of transport or travel for commercial or recreational purposes, or as a means of transport or travel for Indigenous peoples of Canada exercising rights recognized and affirmed by section 35 of the Constitution Act, 1982.

The Little Current Swing Bridge spans the North Channel, which is a scheduled navigable water protected under the *Canadian Navigable Waters Act (CNWA).* The Navigation Protection Program (NPP), which administers the CNWA, helps keep Canada's navigable waters open for transport and recreation. Any major works that may interfere with navigation must apply for approval from the Minister of Transport.

4.2.7 Recreational Trails

Highway 6, including the Little Current Swing Bridge, has been identified as part of the Province-wide Cycling Network, which is a network of cycling routes across Ontario that will:

- Promote recreational cycling and cycling tourism
- Connect municipal cycling routes and places of interest

- Identify areas of provincial infrastructure that should accommodate cycling
- Prioritize future cycling infrastructure investments on provincial highways

This corridor has been identified as part of the on-road cycling route, which follows the entirety of Highway 6, from Highway 17 north of Espanola, to South Baymouth.

The study area lies in District 12 of the Ontario Federation of Snowmobile Clubs (OFSC). Side roads in Little Current and portions of Lake Huron are used as snowmobile trails in the winter months; however, the existing bridge has not been identified as an OFSC trail crossing, nor has the North Channel beneath the bridge.

Many recreational trail systems are available throughout Manitoulin Island, such as walking trails through the Town of NEMI, as well as nearby hiking trails which lead pedestrians through forested areas.

The Little Current Recreational Walking Trail is approximately 7 km of interconnected trails, which generally encircles the town of Little Current. Trails includes the waterfront boardwalk downtown and the Information Booth Park. The Information Booth Park, which joins the Waterfront Trail, connects the south end of the bridge area to downtown Little Current.

4.2.8 Emergency Services

Emergency Services consist of police, fire, and medical response providers. The following is the summary of emergency services within the study area and on Manitoulin Island:

- Police service in the study area is provided by the Ontario Provincial Police (OPP) – Little Current Detachment, the UCCM Anishnaabe Police Service, Wiikwemkoong Tribal Police Service
- Fire services are provided by Municipality of Central Manitoulin Fire Department, the Gore Bay/Allen Township Fire Department, the Northeastern Manitoulin and the Islands Fire Department and the Town of Assiginack Fire Department
- Manitoulin-Sudbury District Services Board provides ambulance service to the Chapleau, Espanola, Foleyet, Gogama, Gore Bay, Hagar, Killarney, Little Current, Massey, Mindemoya, Noëlville, and Wikwemikong. The EMS headquarters are located in Espanola
- The community of Little Current is served by the Manitoulin Health Centre, located approximately 500 m southwest of the existing bridge, as well as its Mindemoya Hospital location, situated approximately 40 km to the southwest. On the mainland, the nearest hospital is located within Espanola beyond which is Health Services North in Sudbury

4.2.9 Agriculture

There are no active agricultural lands or operations located directly within the study area. However, agricultural land is located in proximity to the study area. The Town of NEMI Official Plan does not identify any designated agricultural areas within the study area.

4.3 Cultural Heritage Environment

4.3.1 Archaeological Resources (Land)

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Archaeological potential criteria includes proximity to previously identified archaeological sites, distance to various types of water sources, soil type, and topography. Distance to modern or ancient water sources is generally accepted as the most important determinant of past human settlement patterns and considered alone, may result in a determination of archaeological potential. However, any combination of two or more other criteria, such as well-drained soils or topographic variability, may also indicate archaeological potential. Soil texture can be an important determinant of past settlement, usually in combination with other factors such as topography. The study area contains Farmington loam, which is moderately stony and has good drainage.

For Euro-Canadian sites, archaeological potential can be extended to areas of early Euro-Canadian settlement, including places of military or pioneer settlements; early transportation routes; properties listed on the municipal register or designated under the Ontario Heritage Act; and properties that local histories or informants have identified with possible historical events, activities or occupations. European settlement of Manitoulin Island began in the early 1800s with many settlers from southern Ontario emigrating to the island. The European settlement of Little Current began to increase in the 1860s with the establishment of a post office as well as saw and grist mills at Little Current.

It should be noted that extensive land disturbance can eradicate archaeological potential.

A Stage 1 Archaeological Assessment (under PIF #P415-0181-2019) of the study area was carried out in accordance with the *Standards and Guidelines for Consultant Archaeologists* (2011) and the *Ontario Heritage Act* (1990) to determine the potential for the presence of known and/or potential archaeological resources in the area based on a review of relevant background information and site visit conducted in May 2019. Based on the findings of the assessment, the following is noteworthy:

- The study area currently consists of existing roads, shorelines, undeveloped fields, woodlots, quarries and lake-bottom
- The existing Highway 6 ROW has limited archaeological potential due to previous ground disturbances
- The closest potable water source is Lake Huron, which is adjacent to, and bisects, the study area
- The settlement at Little Current was founded by Indigenous peoples in the 1850s in order to take advantage of the natural harbour. Later it was used to provide wood for the steamers that passed through as it was a shipping channel
- There are two registered archaeological sites located within 1 km of the study area. Both sites are pre-contact Indigenous sites of indeterminate time period or archaeological cultural affiliation

Based on the above, the study area demonstrates potential for recovery of Indigenous and Euro-Canadian archaeological resources. However, many portions of the study area do not retain archaeological potential given that past disturbance associated with the development of roadways, ditches, quarries. In addition, there are low and permanently wet areas on Manitoulin Island and Goat Island within the study area, as well as steep slopes The remaining portion of the study area, consist of scrubland, grassland, woodlot, and retains potential for the recovery of archaeological resources.

A Stage 2 Archaeological Assessment was undertaken in September 2020 (under PIF #P415-0246-2020) for the lands within the preferred alignment identified as having archaeological potential, as identified within the Stage 1 Archaeological Assessment. The purpose of the Stage 2 assessment was to further assess the potential for the recovery of archaeological resources. The findings of the assessment indicated that there were no archaeological resources identified within the area, and that no further archaeological assessment activities were required within the area assessed. The report has been entered into Ontario Public Register of Reports

4.3.2 Marine Archaeological Resources

A marine archaeological overview assessment, under License #2020-11, was completed for the North Channel within the area of the preferred alignment, the findings of which indicated that the area is associated with several indicators of marine archaeological potential. While the marine portion of the study area may retain potential for submerged cultural resources associated with the original historical occupation, the study area has been subjected to complex changes in channel depth due to historical and modern dredging, strong currents, and fluctuations in water levels. The in-water geotechnical investigation undertaken as part of this study indicated that there is minimal to no soil over top of bedrock along the channel bottom within the area assessed, and therefore the preservation of in situ marine cultural resources is considered unlikely. In addition, there is also no historical documentation or accounts of historic wrecks within the study area.

As such, the potential for marine archaeological resources to be present in the area is considered low, and there is low to no potential for the identified for pre-contact Indigenous, post-contact Indigenous, and Euro-Canadian marine archaeological resources. MCM's letter dated November 8, 2020, confirmed that the report was entered into the Ontario Public Register of Reports from MCM.

4.3.3 Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Resources Assessment Report, dated 17 December 2019, was undertaken by Stantec to identify any known or potential built heritage resources and/or cultural heritage landscapes within and adjacent to the study area. The report, based on a review of land use history and windshield survey conducted in May 2019 identified a total of 12 properties within the study area as having potential cultural heritage value or interest (CHVI). Each property was evaluated according to O. Reg. 9/06, the criteria for determining CHVI. In addition, each potential heritage resource was considered both as an individual structure and as a landscape. Based on the findings, none of the properties, associated structures and/or landscapes were identified as having CHVI. As such, with the exception of the existing swing bridge, there are no known or potential built heritage resources and/or cultural heritage landscapes within or adjacent to the study area.

4.4 Indigenous Communities

The study area is situated within the traditional territory of the Anishnaabe. Manitoulin Island and the surrounding area is home to seven Anishinaabe Indigenous communities:

- Aundeck Omni Kaning First Nation
- Sheguiandah First Nation
- M'Chigeeng First Nation
- Sheshegwaning First Nation
- Whitefish River First Nation
- Wiikwemkoong Unceded Territory
- Zhiibaahaasing First Nation

With the exception of Wiikwemkoong, these Indigenous communities belong to the United Chiefs and Councils of Mnidoo Mnising (UCCMM).

These Anishnaabe communities have historic ties to the Confederacy of Three Fires (Odawa, Ojibway and the Pottawattomi Nations).

4.4.1 Historical Occupation

The study area has been potentially occupied from 7000 BC until the present day. Lake Huron was beneath the Wisconsin Glacier until approximately 7000 BC when Paleo-Indian groups moved into the area from the west or south. The earliest record of Euro-Canadian contact with Indigenous people from Manitoulin Island was in 1615 when Samuel de Champlain met with a group of Odawa at the mouth of the French River. The Odawa played an important intermediary role in the fur trade that developed during the early and mid-1600s (Cooper and Robertson 1992:22). A Jesuit mission on Manitoulin Island was reportedly created in 1648 by Father Joseph Poncet (Perkins 1989). The mission was established during a time of open warfare between the Huron and Haudenosaunee (Iroquois) First Nations and in 1650 the mission was abandoned after a raid by the Haudenosaunee. Following this attack, Manitoulin Island was mostly uninhabited, except for fishing and hunting activity (Pearen 1996:4-5). With the dispersal of the Huron, the Odawa role in trading was reduced due to conflict with the Haudenosaunee and the Algonkian 'Fire Nation' from the southern Lake Huron area (Cooper and Robertson 1992:22). As European settlement continued in the United States and southern Canada, Indigenous people began to resettle Manitoulin Island in 1833.

4.4.2 Historic Treaties

Treaties were signed during a period of increasing land pressure from non-Indigenous settlers and industries arriving in the region. The Manitoulin Treaty of 1836 was signed with the Ottawa and Chippewas (the Odawa and Ojibway) on Manitoulin Island. The treaty negotiators, led by Lt. Governor Bond Head, sought to make Manitoulin Island a place of residence for those groups to reside. The negotiators noted the arrival of Europeans and wished to separate the territory from the settlers under the protection of the Crown. Communities in the region, including Wiikwemkoong, have claimed that the treaty did not include a surrender clause. Based on information reviewed, Bond Head's 1836 agreement did not remove land but rather brought it under the protection of the Crown and provided a written guarantee from the Lieutenant Governor that the land was theirs, although under the protection of the Crown for all "Indians" to reside on them.

Following the signing of the 1836 treaty, the treaty negotiators attempted to encourage Indigenous communities to move to Manitoulin Island was not successful. Instead, settler pressure continued to exert itself on Manitoulin Island and the surrounding region. Reserves were not set up on Manitoulin Island as part of the 1836 treaty.

By the mid-1800s, there was increased interest in what would become northern Ontario as settlers and merchants began seeking timber, minerals, and other resources. Increased population and interaction with the Indigenous populations in this area prompted a push for treaty negotiations. The 1850 Robinson-Huron Treaty was signed and included the surrender of lands north of Lake Huron. It also included the establishment of a system of reserves. Notably, the treaty included provisions to allow hunting and fishing. Whitefish River First Nation is a signatory of the Robinson Huron Treaty.

The 1862 Treaty was the result of Treaty Commissioner William McDougall, Superintendent General of Indian Affairs. The treaty included surrender language, namely that "it has been deemed expedient (with the view to the improvement of the condition of Indians as well as the settlement and improvement of the country) to assign the Indians now upon the island certain specific portions thereof to be held by patent from the Crown and to sell the other portions thereof fit for cultivation to settler…." (Manitoulin Island Treaty (1862), No. 94). Six reserve sites were established under the treaty.

Wiikwemkoong Unceded Territory asserts that they did not sign the 1862 treaty, and therefore the reserve lands remain unceded to the Crown. In 1997, the Wiikwemikoong Unceded Territory submitted a boundary claim to islands in Georgian Bay. Ontario received a mandate to begin negotiations with Wiikwemkoong and Canada in 2008.

4.5 Transportation Conditions

4.5.1 Provincial Highways

Within the study area, Highway 6 is classified as a north-south, 2-lane, undivided provincial highway (RCU – 100) that connects the community of Little Current and Manitoulin Island to the mainland areas of Northeastern Ontario. The posted speed limit of the highway is 80 km/h and the design speed is 100 km/h; however, this section of Highway 6 has two reduced speed zones: 1) a posted speed of 40 km/h begins for southbound traffic approximately 115 m north of Sim Street (entering the Town of Little Current); and 2) an advisory speed of 20 km/h is present for both northbound and southbound traffic at both ends of the single lane approaches to the Swing Bridge. A posted speed of 80 km/h begins for northbound traffic approximately 210 m north of the Swing Bridge.

4.5.2 Railways

Rail traffic to Manitoulin Island ended in the 1980s, at which time ownership of the bridge was transferred from the CP Rail to MTO. There is currently no active rail line in the study area, however, CP Rail maintains ownership of the abandoned rail line and associated rail yard situated on south shore of Goat Island, as well of portion of the study area within Little Current.

4.5.3 Utilities

Utility companies with infrastructure within the study area were requested to provide information on the location and types of the existing utility plants. **Table 4-1** provides a summary of the existing utility plants.

Table 4-1: Summary of Existing Utilities

Utility Company	Type & Location
Bell Canada	• Aerial on wood poles on east side of Highway 6 • 24 Fibre Optic submarine cable crossing North Channel, from south channel bank to east side of concrete pier, extending to north channel bank; as well as a 25 pair copper cable at the same location. The dip poles are highly visible on the island side 25-30 m away from the bridge while the mainland side is approximately 15 m away • Aerial on wood poles on east side of Highway 6
Eastlink	• Aerial on wood poles on east side of Highway 6 • Underwater fibre cable crossing North Channel, same as Bell • Aerial on wood poles on east side, then crossing Highway 6 to west side at Sta 21+038

Utility Company	Type & Location
Hydro One	• Distribution lines overhead on wood poles on east side of Highway 6, with a crossing at Sta 20+530 to a pole on the west side of the highway • Underground distribution cable crossing Highway 6 at Sta 20+813 • Overhead distribution lines on wood poles on east side crossing Highway 6 at Sta 21+632 • Hydro sub-station approximately 55 m east of Highway 6 centreline at Sta 21+600 • Overhead transmission lines cross Highway 6 from steel tower on east side to wood pole on west side at Sta 21+640 • Overhead transmission lines on steel towers cross the North Channel (vertical clearance is estimated to be approximately 36 m above water level, based on correspondence from Hydro One)

5.0 Generation and Evaluation of Design Alternatives

5.1 Generation of Design Alternatives

The purpose of this study was to identify a safe and reliable crossing of the North Channel via Highway 6 in the Town of Northeastern Manitoulin and the Islands. Given the number of possible alternatives that could be reasonably considered, a staged evaluation approach was carried out. As a first step, a long list design alternatives was identified, which included the initial development of seven corridor alternatives and five alternative structure types, as described below.

5.1.1 Corridor Alternatives

The development of the corridor alternatives was a systematic process that included consideration and input from the public, agencies and stakeholder groups to help identify project specific issues and impacts. The process began with identifying and evaluating a range of potential corridors that cross the North Channel from Little Current and connect back into Highway 6 to the north and structure type alternatives that correspond to each corridor alternatives. The corridor alternatives were developed based on the *Principles for Generating Alternatives in the Class EA for Provincial Transportation Facilities* (2000), with a goal of providing a cost-effective crossing while minimizing environmental and community related impacts during both construction and operation. The proposed corridor alternatives are summarized in the subsections below and illustrated in **Figure 4.**

5.1.2 Alternative Structure Types

Five alternative structure types were considered based on different highway alignments and bridge characteristics. Three (3) of the structure alternatives consisted of movable bridge types, including a bascule bridge, lift bridge and swing bridge. One structure alternative would generally maintain the existing alignment of Highway 6. Three of the alternatives would result in a new horizontal alignment to the highway, one that requires a significant realignment of Highway 6 approximately 650 m to the west of the existing bridge, and two of which would require a shift in the alignment Highway 6 approximately 80 m west and 80 m east of the existing bridge.

Table 5-1 provides a preliminary assessment of the alternative structure types that were considered at this stage of the planning process.

Figure 4: Corridor Alternatives



Table 5-1: Alternative Structure Types

Criteria	 Swing Bridge **A movable bridge with its primary structural support on a centre pivot pier, which allows for the spans to rotate horizontally, to allow taller boat access past the bridge**	 Vertical Lift Bridge **A movable bridge which allows for the span to be raised vertically from each end to allow taller boat access past the bridge**	 Bascule (Double-Leaf) Bridge **A movable bridge where the span can rotate vertically about its support(s) through the use of counterweights to open the two spans in the middle to allow taller boats unimpeded access under the bridge**	 Fixed Bridge **A non-movable bridge (like most Ontario highway concrete bridges) which must be constructed high enough to allow taller boat access under the bridge**	 Tunnel **A sub-surface (under the North Channel) fixed structure which must be constructed a safe distance below the bottom of the North Channel to sustain structural integrity and allows for unrestricted boat traffic**
Geometrics & Safety	+ Flatter roadway approach grades when compared to a fixed bridge or tunnel + Unlimited vertical clearance for boat traffic in the open position + Maintains existing horizontal navigational clearance (48 m) + Maintains two navigation channels	+ Flatter roadway approach grades when compared to a fixed bridge or tunnel – Limited vertical clearance (36 m) for boat traffic in the open position + Maintains existing horizontal navigational clearance (48 m) – Provides one navigation channel	+ Flatter roadway approach grades when compared to a fixed bridge or tunnel + Unlimited vertical clearance for boat traffic in the open position + Maintains existing horizontal navigational clearance (48 m) – Provides one navigation channel	– Requires steeper roadway approach grades when compared to a movable bridge – Limited vertical clearance (36 m) for boat traffic + Provides larger horizontal navigational clearance (55 m) compared to movable bridge alternatives + Provides two navigation channels – High level bridge elevation may be prone to high winds on bridge	– Requires steeper roadway approach grades when compared to a movable bridge + Unlimited vertical clearance for boat traffic + Unlimited horizontal navigational clearance – Does not provide a comfortable environment for pedestrians in an enclosed space
Reliability	– Mechanical breakdown could require temporary bridge closures – Can experience alignment problems over time due to wear at the pivot machinery	– Mechanical breakdown could require temporary bridge closures + Typically more reliable than a swing bridge due to smaller movable span and smaller mechanical equipment	– Mechanical breakdown could require temporary bridge closures + Typically more reliable than a swing bridge due to smaller movable span and smaller mechanical equipment	+ A fixed bridge is significantly more reliable than a movable bridge with mechanical components – Severe winter weather or high winds could require temporary bridge closures	+ A tunnel is more reliable than a movable bridge with mechanical components + The roadway within the tunnel is protected from winter weather and high winds – Malfunction of tunnel ventilation or electrical systems could require temporary tunnel closures

Constructability	– The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques – Construction could temporarily disrupt or delay boat access	– The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques – Construction could temporarily disrupt or delay boat access	– The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques – Construction could temporarily disrupt or delay boat access	+ The structure type (slab on girder) is common in Ontario and requires relatively standard construction techniques – Construction could temporarily disrupt or delay boat access	– Roadway tunnels are not common in Ontario and require specialized construction techniques + No impact to boat access during construction – Significantly higher construction risks when compared to the bridge alternatives
Cost	+ Similar construction cost when compared to the fixed bridge (~ $140 m range) – Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives	– Similar construction cost when compared to the fixed bridge (~ $130 m range) – Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives	+ Similar construction cost when compared to the fixed bridge (~ $130 m range) – Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives	– Similar construction cost when compared to the movable bridge alternatives (~ $150 m range) + No operating costs + Maintenance (snow plowing) costs are similar to other bridges in Ontario	– Significantly higher construction cost when compared to the bridge alternatives (~ $500 m range) – Requires operation costs for ventilation and electrical systems + Lower maintenance (snow plowing) costs compared to bridge alternatives
Community	+ Minimal impacts to existing viewscapes + The bridge type is sympathetic to the local heritage value of the existing bridge	+ Moderate impacts to existing viewscapes – The bridge type is not sympathetic to the local heritage value of the existing bridge + The movable feature provides some uniqueness and provides opportunities for enhanced aesthetics	+ Minimal impacts to existing viewscapes – The bridge type is not sympathetic to the local heritage value of the existing bridge + The movable feature provides some uniqueness and provides opportunities for enhanced aesthetics	– Significant impacts to existing viewscapes – The bridge design is significantly different than the existing bridge, and is not sympathetic to the local heritage value of the existing bridge	+ No impacts to existing viewscapes

5.2 Description of Long List of Design Alternatives

As noted, each of the corridor alternatives considered was compatible with specific structure types. A long list of design alternatives was developed and evaluated at this stage of the planning process, as described herein.

Alternative 1 – Movable Bridge West of Goat Island

Alternative 1 incorporates the following key design features:

- A new movable bridge on a new alignment approximately 650 m west of existing bridge
- Alter the horizontal and vertical alignment of Highway 6 through Goat Island and Little Current
- Accommodates two lanes of traffic and pedestrian and cycling facilities
- Requires opening of the bridge to accommodate boat traffic
- Does not require a temporary detour and a temporary movable bridge

Alternative 2 – Movable Bridge West of Existing Bridge

Alternative 2 incorporates the following key design features:

- A new movable bridge on a new alignment approximately 80m west of existing bridge
- Minor horizonal and vertical alignment alterations to Highway 6
- Accommodates two lanes of traffic and pedestrian and cycling facilities
- Requires opening of the bridge to accommodate boat traffic
- Does not require a temporary detour and a temporary movable bridge

Alternative 3 – Movable Bridge Existing Alignment

Alternative 3 incorporates the following key design features:

- A new structure at the same location as the existing structure
- Maintain the existing horizontal and vertical alignment of Highway 6
- Accommodates two lanes of traffic and pedestrian and cycling facilities
- Requires opening of the bridge to accommodate boat traffic
- Requires a temporary detour and a temporary movable bridge

Alternative 4 – Movable Bridge East of Existing Bridge

Alternative 4 incorporates the following key design features:

- A new movable bridge on a new alignment approximately 80m east of existing bridge
- Minor horizonal and vertical alignment alterations to Highway 6
- Accommodates two lanes of traffic and pedestrian and cycling facilities
- Requires opening of the bridge to accommodate boat traffic
- Does not require a temporary detour and a temporary movable bridge

Alternative 5a – Fixed Bridge West of Goat Island Hydro Sub-Station

Alternative 5a incorporates the following key design features:

- A new fixed bridge on a new alignment approximately 500 m east of existing bridge
- Accommodates two lanes of traffic and pedestrian and cycling facilities
- Provides free-flow traffic and will eliminate traffic delays
- Requires steeper approach grades compared to a movable bridge
- Significantly more reliable than a movable bridge
- Does not require a temporary detour and a temporary movable bridge

Alternative 5b – Tunnel West of Goat Island Hydro Sub-Station

Alternative 5b incorporates the following key design features:

- A new tunnel on a new alignment approximately 500 m east of existing bridge
- Accommodates two lanes of traffic
- Provides free-flow traffic and will eliminate traffic delays
- Requires steeper approach grades compared to a movable bridge
- Smallest environmental impacts compared to bridge alternatives
- Does not require a temporary detour and a temporary movable bridge

Alternative 6a – Fixed Bridge East of Goat Island Hydro Sub-Station

Alternative 6a incorporates the following key design features:

- A new fixed bridge on a new alignment approximately 700 m east of existing bridge
- Accommodates two lanes of traffic and pedestrian and cycling facilities
- Provides free-flow traffic and will eliminate traffic delays
- Requires steeper approach grades compared to a movable bridge
- Significantly more reliable than a movable bridge
- Does not require a temporary detour and a temporary movable bridge

Alternative 6b – Tunnel East of Goat Island Hydro Sub-Station

Alternative 6b incorporates the following key design features:

- A new tunnel on a new alignment approximately 700 m east of existing bridge
- Accommodates two lanes of traffic
- Provides free-flow traffic and will eliminate traffic delays
- Requires steeper approach grades compared to a movable bridge
- Smallest environmental impacts compared to bridge alternatives
- Does not require a temporary detour and a temporary movable bridge

Alternative 7 – Tunnel By-Pass

Alternative 7 incorporates the following key design features:

- A new tunnel on a new alignment approximately 900 m east of existing bridge
- The new alignment by-passes the Town of Little Current
- Accommodates two lanes of traffic
- Provides free-flow traffic and will eliminate traffic delays
- Requires steeper approach grades compared to a movable bridge
- Does not require a temporary detour and a temporary movable bridge

5.3 Initial Screening of Long List of Design Alternatives

An initial screening was completed to assess the feasibility of the long list of design alternatives, prior to carrying out a detailed evaluation of a short list alternatives. Based on the findings of the screening exercise, Alternatives 1, 3 and 7 were screened out due to various engineering, environmental and community related reasons; however, the balance of the design alternatives were carried forward for further evaluation. The findings of the initial screening are briefly described herein.

Alternative 1 – Movable Bridge West of Goat Island

Alternative 1 was screened out due to the following reasons:

- Significantly impacts existing marinas and boat facilities
- Significantly impacts the existing road network and traffic patterns
- Impacts several residential properties
- The alignment is located in an area of potentially contaminated land on Goat Island

Alternative 2 – Movable Bridge West of Existing Bridge

Alternative 2 was **carried forward** because:

- It does not impact existing marinas and boating facilities
- It does not impact existing road network and traffic patterns

Alternative 3 – Movable Bridge Existing Alignment

Alternative 3 was screened out due to the following reasons:

- Required temporary detour and a temporary movable bridge
- Significantly impacts fish habitat and the riverbed in the North Channel due to the temporary bridge
- Cost is significantly higher when compared to other movable bridge alternatives due to the temporary movable bridge that is required

Alternative 4 – Movable Bridge East of Existing Bridge

Alternative 4 was **carried forward** because:

- It does not impact existing marinas and boating facilities
- It does not impact existing road network and traffic patterns

Alternative 5a – Fixed Bridge West of Goat Island Hydro Sub-Station

Alternatives 5a was **carried forward** because:

- It does not impact existing marinas and boating facilities
- It does not impact existing road network and traffic patterns

Alternative 5b – Tunnel West of Goat Island Hydro Sub-Station

Alternative 5b was **carried forward** because:

- It does not impact existing marinas and boating facilities
- It does not impact existing road network and traffic patterns

Alternative 6a – Fixed Bridge East of Goat Island Hydro Sub-Station

Alternatives 6a was **carried forward** because:

- It does not impact existing marinas and boating facilities
- It does not impact existing road network and traffic patterns
- The alignment avoids areas of potentially contaminated materials on Goat Island

Alternative 6b – Tunnel East of Goat Island Hydro Sub-Station

Alternatives 6b was **carried forward** because:

- It does not impact existing marinas and boating facilities
- It does not impact existing road network and traffic patterns
- The alignment avoids areas of potentially contaminated materials on Goat Island

Alternative 7 – Tunnel By-Pass

Alternative 7 was screened out due to the following reasons:

- It by-passes the Town of Little Current which has significant potential economic and community related impacts
- Significantly impacts the existing road network and traffic patterns

Based on the findings of the screening of the long list of design alternatives, a short list of design alternatives was carried forward for further evaluation, as described in Section 5.4.

5.4 Evaluation of Short List of Design Alternatives

5.4.1 Evaluation Process

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

This process includes identifying evaluation criteria through the input received through the consultation process, the project team's experience on similar projects, provincial guidelines, and existing study area conditions. Draft evaluation criteria and associated weight factors were presented for public review and comment at Public Information Centre (PIC) 2, following which the evaluation criteria and weightings were reviewed and confirmed. As noted in Section 5.4.2, engineering criteria included bridge and highway engineering factors, traffic operations, constructability, and cost. Community criteria included considerations for visual aesthetics and cultural heritage, noise, businesses, recreation, property, contamination, and archaeology. Natural environment criteria included considerations for environmentally sensitive areas, species of conservation concern, fish and fish habitat, and terrestrial ecosystems.

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

The next step in the process included evaluating the short list of design alternatives. A comparative analysis of transportation and environmental effects associated with each alternative is undertaken based on the criteria, weightings, and measures. A reasoned argument approach was also applied to the evaluation, which considered the net environmental effects of each alternative.

A preliminary preferred plan is selected as the aggregate of design alternatives that achieve the best overall balance of transportation engineering, individual environmental factor impacts, and overall environmental impact, taking into consideration the net environmental effects by applying conceptual mitigation measures.

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

With respect to the detailed evaluation of the movable bridge alternatives, the precise bridge type (bascule, lift or swing) was taken into consideration when applying the evaluation criterion. As such, a total of 10 design alternatives were subsequently subjected to the detailed evaluation process. These design alternatives are briefly listed in **Table 5-2** and illustrated in **Figure 5** through **Figure 10**.

Table 5-2: Short List of Design Alternatives

Alternative		Crossing Type	Alignment
2	Alternative 2a	Bascule Bridge	80 m west of existing bridge
	Alternative 2b	Lift Bridge	
	Alternative 2c	Swing Bridge	
4	Alternative 4a	Bascule Bridge	80 m east of existing bridge
	Alternative 4b	Lift Bridge	
	Alternative 4c	Swing Bridge	
5	Alternative 5a	Fixed Bridge	500 m east of existing bridge
	Alternative 5b	Tunnel	
6	Alternative 6a	Fixed Bridge	700 m east of existing bridge
	Alternative 6b	Tunnel	

Figure 5: Alternative 2



Figure 6: Alternative 4



Figure 7: Alternative 5a



Figure 8: Alternative 5b



Figure 9: Alternative 6a



Figure 10: Alternative 6b



5.4.3 Evaluation Criteria

In accordance with the MTO *Class EA for Provincial Transportation Facilities* (2000), a wide range of potential impacts to the natural, social, cultural environments in the study area are to be considered in the development and evaluation of design alternatives.

As noted in Section 5.7, the preliminary evaluation criteria were provided for public review and feedback as part of PIC 2. The criteria are independent variables, each of which may contribute a positive or negative influence on the overall suitability of an alternative based on the scoring methodology. Although it is important to explicitly consider the suitability of an alternative in terms of each criterion, it is also necessary to establish an overall composite score by determining appropriate weighting (relative importance) among the criteria. Each evaluation criterion is assigned a weight that represents its relative importance to the other criteria.

The weight for each criterion was determined based on a pairwise comparison of each criterion against another criterion. The comparison was based on engineering judgement, environmental significance, input received from external agencies, and input received from the public. The results for this process are depicted in **Figure 11**.

Table 5-3, **Table 5-4** and **Table 5-5** identify the evaluation criteria for this study including the factors considered for each criterion, and the methodology and measurement for the scoring of each factor.

Figure 11: Evaluation Criteria Weight

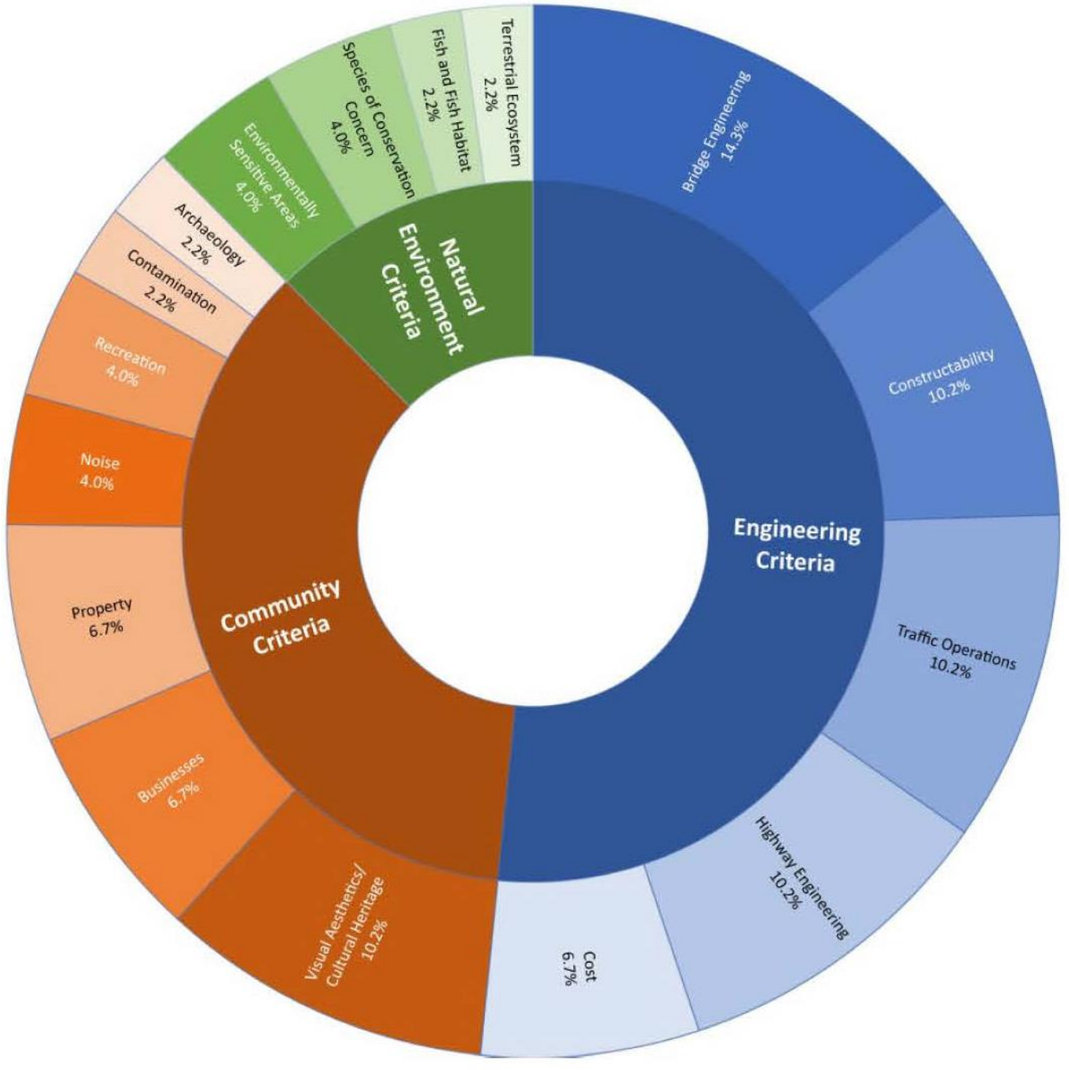


Table 5-3: Engineering Evaluation Criteria

Engineering				
Criteria	**The Best Improvement Plan…**	**Factor**	**Factor Sub-Weight**	**Method of Measurement/ Scoring**
Traffic Operations (10.2%)	• Provides acceptable travel times across the bridge with the least emergency access waiting times	Travel time	60%	Measure of total travel time across the bridge (Minutes)
		EMS access	40%	Number of hours available per year for emergency vehicle access across the bridge
Highway Engineering (10.2%)	• Meets the provincial design standards • Does not discourage active travel modes • Has the least impact on existing utilities	Grade	40%	A measure of the steepest grade across the length of the crossing (%)
		Design speed	20%	The assumed driving speed over the crossing on which the crossing geometries are based on (km/h)
		Potential to ice	15%	A measurement of the length of structure which has the potential to ice (m)
		Exposure to wind	15%	A measure of the structure height over water
		Utilities	10%	A measure of the length of impact on utilities (m)
Constructability (10.2%)	• Can be constructed using conventional construction techniques • Can be constructed with minimal impacts to traffic	Conventional construction techniques/complexity	60%	Pairwise Comparison of construction techniques/complexity for each alternative
		Foundation complexity	15%	Pairwise Comparison of foundation complexity for each alternative
		Temporary impacts to traffic	10%	Pairwise Comparison of temporary impacts to traffic for each alternative
		Schedule risk delay	15%	A measure of the delay on the construction schedule due to schedule risk (months)
Bridge Engineering (14.3%)	• Is a crossing that is durable and reliable over its lifespan	Durability of superstructure	40%	Pairwise Comparison of durability of the crossing for each alternative
		Reliability	30%	Pairwise Comparison of reliability for each alternative
		Structural redundancy	20%	Pairwise Comparison of structural redundancy for each alternative
		Complexity of inspections	10%	Pairwise Comparison of the complexity of bridge inspections for each alternative
Cost (6.7%)	• Has the lowest total cost across its lifespan	Life cycle cost	70%	Total cost of the crossing across its life span ($M)
		Cost risk	30%	The additional potential costs associated with unforeseen circumstances

Table 5-4: Community Evaluation Criteria

Community				
Criteria	**The Best Improvement Plan…**	**Factor**	**Factor Sub-Weight**	**Method of Measurement/ Scoring**
Property (6.7%)	Has the least impact to private property	Area of impact to private property	30%	Measure of the area of private properties impacted (ha)
		Number of private properties impacted	70%	The number of private properties impacted
Recreation (4.0%)	Has the least impact on recreational users using the crossing and the surrounding area	Boat access	25%	The number of hours per year during which there is boat access
		Available channel width	15%	A measure of the available channel width (m)
		Tourism Centre impacts	10%	Pairwise Comparison of the impacts to the Tourism Centre for each alternative
		Trails and park impacts	10%	Pairwise Comparison of the impacts to trails and parks for each alternative
		Active transportation grade	20%	A measure of the grade for active travel modes (%)
		Active transportation comfort	20%	Pairwise Comparison of the comfort levels associated with travelling using active modes for each alternative
Businesses (6.7%)	Has the least impact on businesses	Business impacts	100%	Pairwise Comparison impacts to existing businesses for each alternative
Visual Aesthetics (10.2%)	Does not impact the visual aesthetics of the area	Impacts to existing viewscapes	25%	Pairwise Comparison of impacts to the existing viewscapes for each alternative
		Sympathetic design	75%	Pairwise Comparison of how sympathetic the crossing design is to the aesthetics of the local area based on the existing situation
Noise (4.0%)	Minimizes impacts at Noise Sensitive Receivers	Number of noise sensitive receivers	100%	Number of noise sensitive receivers that have the potential to experience an increase in noise
Archaeology (2.2%)	Has the least impact on Archaeological resources	Area impacts to archaeological resources/potential areas	50%	The area of impact to registered archaeological resources and sites (ha)
		Area impacts to marine archaeological potential areas	50%	The area of impact to marine archaeological potential areas (ha)
Contamination (2.2%)	Minimized the number of properties impacted with potential sources of contamination	Number of properties impacted with potential sources of contamination	100%	The number of properties impacted

Table 5-5: Environment Evaluation Criteria

Environment				
Criteria	**The Best Improvement Plan…**	**Factor**	**Factor Sub-Weight**	**Method of Measurement/ Scoring**
Terrestrial Ecosystem (2.2%)	Has the least impact on wildlife habitat and on trees and/or vegetation	Impact to wildlife habitat	85%	Identify area of wildlife habitat impacted (ha)
		Impact to woodlot areas	15%	Identify areas of woodlot impacted (ha)
Species of Conservation Concern (4.0%)	Does not impact Species at Risk or habitat associated with Species at Risk	Impact to potential SAR habitat	100%	Identify area of impact to potential rare or Species-at-Risk habitat (ha)
Environmentally Sensitive Areas (4.0%)	Has the least impact on Alvar areas	Impact to alvar habitat	60%	Identify areas of Alvar impacted (ha)
Fish & Fish Habitat (2.2%)	Minimizes impacts to fish and fish habitat	In-water footprint	20%	Identify area of impact to identified fish habitat (m^2)

5.4.4 Advantages and Disadvantages

A summary of the advantages, disadvantages, and overall score of Alternatives 2 and 4 (movable bridges) is provided in **Table 5-6**.

Table 5-6: Advantages and Disadvantages of Alternative 2 and Alternative 4

Category	Criteria	Alternative					
		2a Bascule Bridge	**2b Lift Bridge**	**2c Swing Bridge**	**4a Bascule Bridge**	**4b Lift Bridge**	**4c Swing Bridge**
Highway Engineering	**Traffic Operations**	+ Provides two lanes of traffic and an improvement to the traffic operation compared to the existing situation - Does not provide continuous emergency services vehicle access and opening the bridge will result in traffic delays					
	Highway Engineering	+ The roadway profile provides generally flat grades for pedestrians and cyclists + Lower impact to utility lines compared to other bridge alternatives			+ The roadway profile provides generally flat grades for pedestrians and cyclists - Alignment impacts fibre optic utility lines on the eastern side of existing bridge		
	Constructability	- Structure type is not common in Ontario and requires specialized fabrication and construction techniques + Minimal impacts to the existing road network					
	Bridge Engineering	- Not as durable or reliable compared to fixed bridge or tunnel crossing alternatives - Complexity of bridge inspections would be higher compared to fixed bridge or tunnel crossing alternatives					
	Life Cycle Cost	Approximately $100 M	Approximately $102 M	Approximately $111 M	Approximately $102 M	Approximately $104 M	Approximately $113 M

Category	Criteria	Alternative					
		2a Bascule Bridge	**2b Lift Bridge**	**2c Swing Bridge**	**4a Bascule Bridge**	**4b Lift Bridge**	**4c Swing Bridge**
Social & Cultural Environment	**Business & Property**	+/- Minor: Potential impact to 5 ha of private land and 2 number of private properties + Minimal impact to Little Current Business Area			+ /- Minor: Potential impact to 6 ha of private land and 8 number of private properties + Minimal impact to Little Current Business Area		
	Recreation	+ Gentle roadway grade and higher active transport comfort level compared to fixed bridge and tunnel alternatives - Provides intermittent boat access - Impacts existing walking trails and municipal park			+ Gentle roadway grade and higher active transport comfort level compared to fixed bridge and tunnel alternatives + No impacts to existing walking trails and municipal park - Provides intermittent boat access		
	Visual Aesthetics	+ Sympathetic Design	- Impacts existing viewscapes + Sympathetic Design	+ Provides the most sympathetically designed structure	+ Sympathetic Design	- Impacts existing viewscapes + Sympathetic Design	+ Provides the most sympathetically designed structure
	Archaeology	+ Minimal: Potential impact to 0.85 ha of archaeological resources +/- Minor: Potential impact to 1.1 ha of marine archaeological resources			+/- Moderate: Potential impact to 2.25 ha of archaeological resources +/- Minor: Potential impact to 1 ha of marine archaeological resources		
Natural Environment	**Terrestrial Ecosystem** **Species of Conservation Concern** **Environmentally Sensitive Areas**	+ Lowest footprint on terrestrial ecosystems, species of conservation concern and environmentally sensitive areas when compared to other alternatives			+/- Lower footprint on terrestrial ecosystems, species of conservation concern and environmentally sensitive areas when compared to fixed bridge and tunnel alternatives		
	Fish & Fish Habitat	+/- Moderate impact: 755 m^2	+/-Moderate impact: 1085 m^2	+/- Moderate impact: 972 m^2	+/- Moderate impact: 755 m^2	+/- Moderate impact: 1085 m^2	+/- Moderate impact: 972 m^2
Overall Weighted Score		7.11	7.10	7.37	6.28	6.27	6.54
*** The following factors that are relevant to this study had minor impacts in the same degree or in the same way for all the alternatives: Noise and Contamination.**							

A summary of the advantages, disadvantages, and overall score of Alternatives 5 (fixed bridge) and Alternative 6 (tunnel) is provided in **Table 5-7**.

Table 5-7: Advantages and Disadvantages of Alternative 5 and Alternative 6

Category	Criteria	Alternative			
		5a Fixed Bridge	**5b Tunnel**	**6a Fixed Bridge**	**6b Tunnel**
Highway Engineering	**Traffic Operations**	+ Provides two lanes of free-flowing traffic + Does not require bridge closure + Provides continuous emergency services vehicle access			
	Highway Engineering	- Requires steeper approach grades than a movable bridge - Impacts utility lines	- Requires steeper approach grades than a movable bridge	- Requires steeper approach grades than a movable bridge	- Requires steeper approach grades than a movable bridge
	Constructability	+ Structure type common in Ontario and requires relatively standard construction techniques	- Roadway tunnels are not common in Ontario and require specialized construction techniques	+ Structure type common in Ontario and requires relatively standard construction techniques	- Roadway tunnels are not common in Ontario and require specialized construction techniques
	Bridge Engineering	+ Highest structural redundancy	+ Most durable crossing type	+ Highest structural redundancy	+ Most durable crossing type
	Life Cycle Cost	+/- Approximately $135 M	- Approximately $436 M	+/- Approximately $134 M	- Approximately $437 M
Social & Cultural Environment	**Business & Property**	- Potential impact to 10 ha of private land and 10 number of private properties - Potential impact to Little Current Business areas		- Potential impact to 10 ha of private land and 10 number of private properties - Potential impact to Little Current Business areas	
	Recreation	- Steep roadway grade and lower active transport comfort level compared to movable bridge alternatives + Provides continuous boat access - Impacts to tourism centre			
	Visual Aesthetics	- Does not provide a sympathetically designed crossing	- Does not provide a sympathetically designed crossing + Does not impact existing viewscapes	- Does not provide a sympathetically designed crossing	- Does not provide a sympathetically designed crossing + Does not impact existing viewscapes
	Noise	- Highest impact on noise sensitive receivers			
	Archaeology	- Potential impact to 3.7 ha of archaeological resources +/- Minor: Potential impact to 0.8 ha of marine archaeological resources	- Potential impact to 3.7 ha of archaeological resources +/- Minor: Potential impact to 0.8 ha of marine archaeological resources	- Potential impact to 3.7 ha of archaeological resources +/- Minor: Potential impact to 0.8 ha of marine archaeological resources	- Potential impact to 3.7 ha of archaeological resources +/- Minor: Potential impact to 0.8 ha of marine archaeological resources
Natural Environment	**Terrestrial Ecosystem**	+ Largest footprint on terrestrial ecosystems, species of conservation concern and environmentally sensitive areas when compared to other alternatives			
	Species of Conservation Concern				
	Environmentally Sensitive Areas				
	Fish & Fish Habitat	+/- Minor impact: 80 m^2	+ No impact	+/- Minor impact: 80 m^2	+ No impact
Overall Weighted Score		5.93	5.56	5.69	5.34
*** The following factors that are relevant to this study had minor impacts in the same degree or in the same way for all the alternatives: Noise and Contamination.**					

5.4.5 Quantitative Evaluation

A quantitative assessment that provides a score for each design alternative was completed based on the following methodology:

Each factor associated with the evaluation criteria was given a score for each of the fixed bridge, movable and tunnel design alternatives based on the methodology set out in Table 5-6 and:

1. The set of scores for each factor were normalized across the design alternatives
2. The criteria weightings and the factor sub-weightings were applied to the normalized scores
3. The total score for each design alternative was obtained and the alternatives were ranked according to the total score

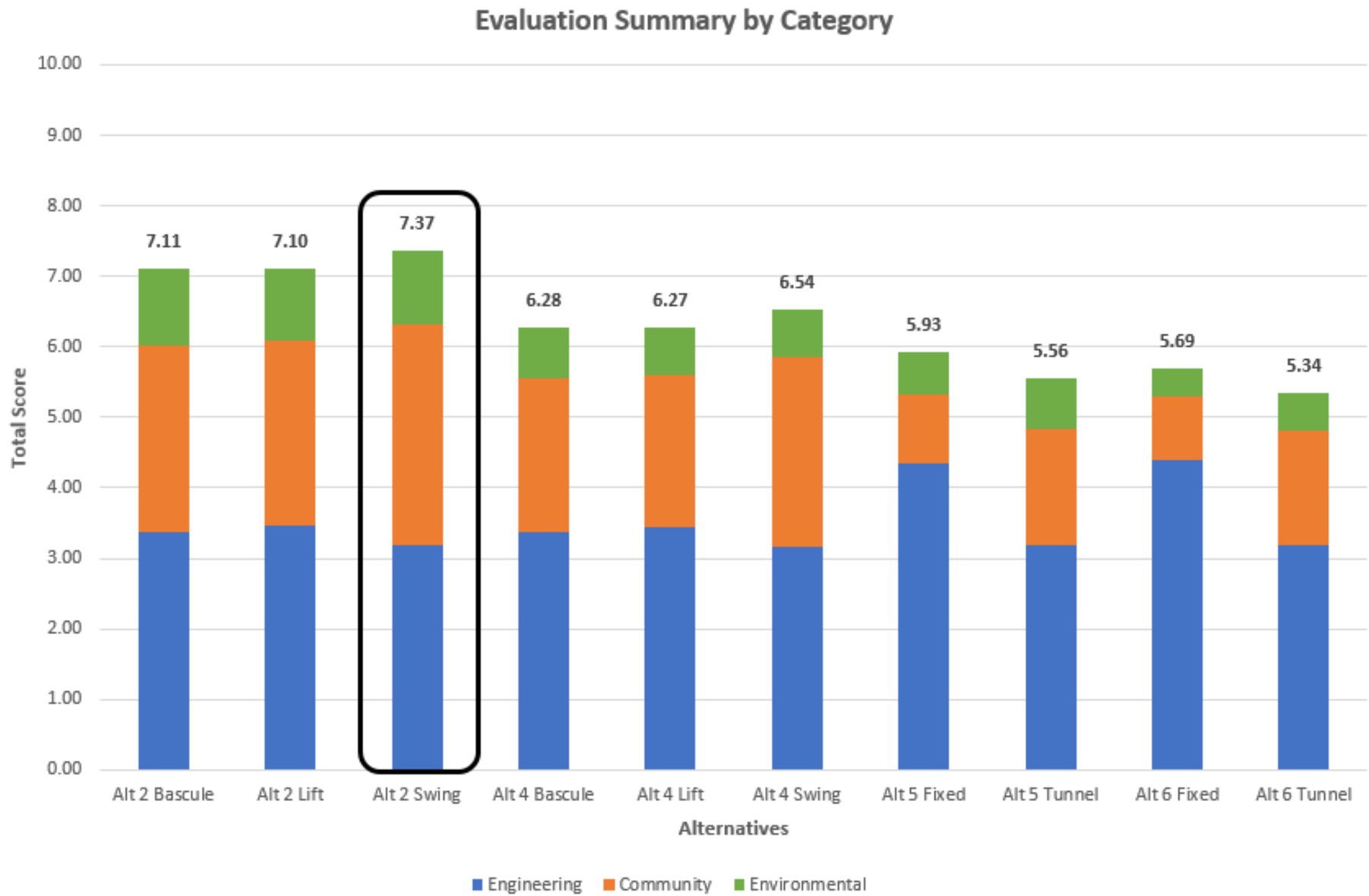
A summary of the final weighted scores for the alternatives evaluated in detail is shown in **Table 5-8** and summarized in **Figure 12**.

It is important to note that the Preliminary Preferred Plan was not identified solely on the merits of mathematical calculations. The matrices and application of weightings to data or numeric values were used as a tool to identify the alternative with the greatest advantages and least disadvantages. When the matrices were completed, it was confirmed that the Preliminary Preferred Plan that was identified through the data gathering, analysis and evaluation process was the “best” plan, with the largest number of advantages and that the decision-making process that led to its selection was rational and took into consideration information received, including public and agency input.

Table 5-8: Overall Score of Alternatives Evaluated in Detail

Alternative		Crossing Type	Criteria			Overall Weighted Score
			Highway Engineering	**Social & Cultural Environment**	**Natural Environment**	
2	Alternative 2a	Bascule Bridge	3.38	2.65	1.09	7.11
	Alternative 2b	Lift Bridge	3.46	2.63	1.02	7.10
	Alternative 2c	**Swing Bridge**	**3.18**	**3.15**	**1.04**	**7.37**
4	Alternative 4a	Bascule Bridge	3.36	2.19	0.72	6.28
	Alternative 4b	Lift Bridge	3.44	2.17	0.66	6.27
	Alternative 4c	Swing Bridge	3.17	2.69	0.68	6.54
5	Alternative 5a	Fixed Bridge	4.34	0.98	0.62	5.93
	Alternative 5b	Tunnel	3.18	1.66	0.72	5.56
6	Alternative 6a	Fixed Bridge	4.39	0.92	0.38	5.69
	Alternative 6b	Tunnel	3.19	1.62	0.53	5.34

Figure 12: Summary of Evaluation Results



Based on the detailed evaluation, Alternative 2c (through-truss swing bridge located 80 m west of existing bridge) was carried forward as the Preferred Plan because it:

- Provides two lanes of traffic and an improvement to the traffic operation compared to the existing situation
- Roadway profile provides relatively flat grades for pedestrians and cyclists
- Minimizes impacts to the existing roadway network
- Does not impact existing utilities (bell fibre optic, hydro)
- Lower construction cost when compared to the fixed bridge or tunnel alternatives
- Smaller footprint when compared to the fixed bridge alternatives
- Lowest impacts to wildlife habitat and woodlot areas
- Lowest impacts to potential Species at Risk (SAR) habitat
- Lowest impacts to environmentally sensitive areas (alvar)
- Lowest impacts to existing residential properties
- Lowest impacts to noise sensitive receivers
- No change to access to Little Current business areas
- Minimal change to existing viewscapes from Little Current and the channel

A new sympathetically designed Swing Bridge will help maintain the character of the local and marine communities, which will help mitigate the heritage impacts associated with the removal of the old bridge.

6.0 Recommended Plan

The Recommended Plan, shown in Figure 13, includes the replacement of the Little Current Swing Bridge with a new, through truss swing bridge located approximately 80 m west of the existing bridge. Additional drawings that illustrate details of the Recommended Plan are provided in **Appendix A**.

Figure 13: Recommended Plan



6.1 Design Criteria

Highway 6 within the study area is classified as a two-lane Rural Collector Undivided highway. The existing posted speed limit on Highway 6 is 80 km/h and the design speed is 100 km/h. However, this section of Highway 6 has two existing reduced speed zones. A posted speed of 40 km/h begins for southbound traffic approximately 115 m north of Sim Street (entering the Town of Little Current), and an advisory speed of 20 km/h is present for both northbound and southbound traffic at both ends of the existing single-lane approaches to the Swing Bridge. With the new swing bridge accommodating two-way traffic, a revision to the posted speed limit within the existing reduced speed zone will be investigated during the next stage of design. The existing posted speed of 80 km/h, which begins for northbound traffic approximately 210 m north of the Swing Bridge, will be maintained.

6.2 Highway 6

6.2.1 Alignment

The minimum design radius for horizontal curves with a 6% superelevation rate and design speed of 100 km/h is R=450 m. There are four existing horizontal curves within the project limits. Two existing horizontal curves will be retained, as they are both outside the proposed construction limits and satisfy the design requirement for their respective design speed. There will be three new horizontal curves within the construction limits due to the realignment of the highway. The entire new Highway 6 alignment (please refer to **Appendix A**) is located within reduced speed zones and satisfy the requirements for a minimum design speed of 60 km/h.

6.2.2 Cross-Section

The minimum cross-section for a two-lane rural highway with a design speed of 100 km/h and an AADT greater than 4000 vehicles is 3.75 m wide lanes with 2.5 m shoulders. There are two different cross-sections recommended for the new Highway 6 alignment.

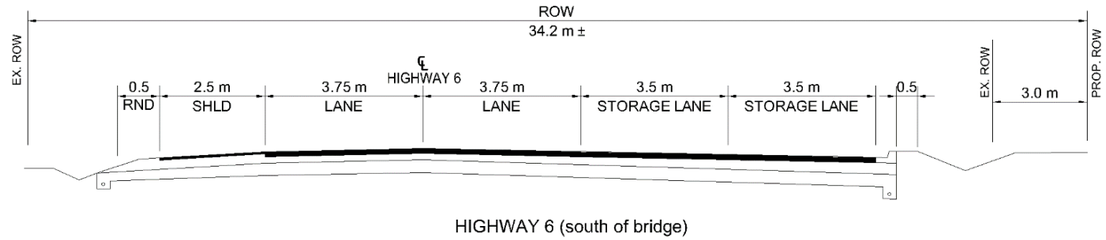
South of the new bridge a cross-section comprising a 2.5 m paved southbound shoulder, one 3.75 m southbound lane, one 3.75 m northbound lane, and two 3.5 m northbound storage lanes with adjacent barrier curb on right is recommended. The storage lanes will start at station 20+233 and extend to station 20+400 to provide 167 m of vehicle queueing storage when the bridge is closed to vehicle traffic. The three northbound lanes will be reduced to one through a taper from station 20+400 to station 20+500 (please refer to **Appendix A**).

North of the new bridge across-section comprising a 2.5 m paved shoulder both sides, one 3.75 m southbound lane, and one 3.75 m northbound lane is recommended.

Three northbound traffic lanes will be provided on the approach to the bridge for vehicle storage during bridge openings to marine traffic. This will provide approximately 500 m of total vehicle storage (i.e., 3 m x 167 m per lane) for northbound vehicles.in addition, the shoulders on Highway 6 throughout the project limits will be paved

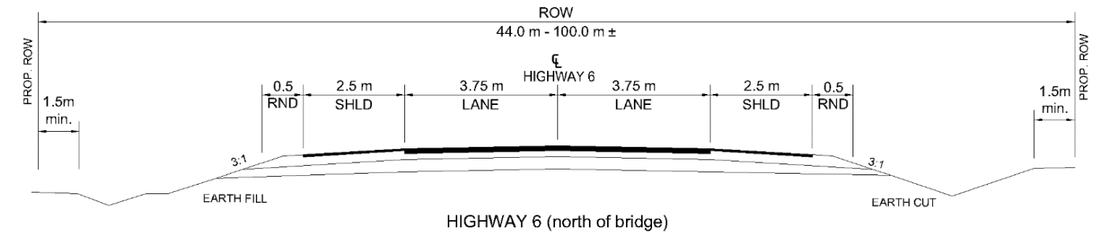
Figure 14 and **Figure 15** illustrate the Highway 6 cross-sections south and north of the Little Current Swing Bridge.

Figure 14: Highway 6 Cross-Section South of Bridge



HIGHWAY 6 (south of bridge)

Figure 15: Highway 6 Cross-Section North of Bridge



HIGHWAY 6 (north of bridge)

6.2.3 Grading

Grading for cut and fill slopes will be designed in accordance with OPSD 200.010 and OPSD 201.010 and the MTO *Roadside Design Manual* (May 2020).

Crossfall on tangents will be -2.0% from centreline to edge of pavement. Superelevation on horizontal curves will be in accordance with MTO design standards.

6.2.4 Drainage

Highway 6 will be on a new horizontal alignment; however, the roadway will essentially provide the same impervious coverage as the current alignment. Given the proximity to a large body of water, the low erodibility of surrounding soils, and the relatively small increase in impervious coverage, end-of-pipe stormwater management (SWM) facilities are not anticipated to be required for water quantity control. A SWM design that will meet SWM design guidelines and policies as outlined in the MTO *Drainage Management Manual* (1997), the Ministry of the Environment *Stormwater Management Planning and Design Manual* (2003) and the MTO

Highway Drainage Design Standards (HDSS) (2008) will be required during the next stage of design to minimize the impacts of the Recommended Plan.

6.2.4.1 Drainage Modelling

A bathymetric survey was completed on the North Channel on May 29 and 30, 2018. Areas outside of the channel were based on aerial photogrammetry. The hydraulic model extends approximately 500 m upstream and 800 m downstream of the bridge crossing.

Historical water levels recorded approximately 750 m west of the existing Swing Bridge include:

- 175.42 m – Minimum Daily Water Level – February 2013
- 176.46 m – Average Water Level
- 177.69 m – Maximum Daily Water Level – November 1986
- 178.02 m – Peak Instantaneous Water Level – November 1985

Comparing the proposed conditions to MTO design standards provides the following results:

- The design flow water level is 178.25 m upstream of the proposed bridge with a water depth of approximately 9.0 m. The design water level meets the minimum clearance requirement of 1.0 m for a bridge crossing on a rural arterial undivided highway
- The check flow water level is 178.59 m upstream of the bridge and does not overtop the roadway (183.40 m)
- Water levels upstream of the proposed bridge are approximately 0.2 m lower than existing conditions due to the wider bridge span and lower velocities (and lower head loss) at the location of the proposed bridge
- The new bridge proposed as part of the Recommended Plan meets all MTO design standards

6.2.4.2 Roadside Drainage Facilities

It is anticipated roadside drainage facilities will consist of vegetated ditches as the primary water quality controls for enhancing the storm drainage from the highway/bridge. The MTO HDSS (SW-3) requires that roadside ditches have a minimum base width of 1.0 m and a minimum length of 40 m. The roadside ditches will be planted with vegetation to prevent erosion and trap sediments. Highway embankments can also be used to improve water quality where applicable.

More specifically, standard roadside ditches are required for areas of the new Highway 6 alignment where a rural cross-section is required. South of the new swing bridge, Highway 6 will have a semi-mountable curb adjacent to the right side, northbound storage lane. Roadway surface drainage to the east side will be controlled by the gutter and concrete curb outlets, to a scratch ditch on the east side. Additionally, roadway sub-drains will be required on Highway 6, south of the new swing bridge.

6.2.4.3 Channel Scour and Erosion Protection

Where earth fill is used in the banks adjacent to the bridge, slope protection will be provided consisting of 50% of the rip rap (rocks) having at least 400 mm diameter and placed in a minimum 600 mm thick layer. The slope protection will be placed to the toe of slope and extended approximately 5 m upstream and downstream of the edge of the structure.

6.2.4.4 Floating Debris and Ice

Floating Debris

The proposed bridge is higher and wider than the existing bridge and significant debris accumulation is not anticipated.

Ice Loads

Floating Ice

Assuming an ice thickness of 1.12 m with half of the ice above the surface, the proposed structure will consider flowing ice conditions at an elevation of 178.81 m (0.56 m above the design water level).

Ice Jam

MTO maintenance staff did not note any significant ice accumulation at the bridge site during the spring melt and runoff events.

Ice Forces

An effective ice strength of 1500 KPa and ice thickness of 1.12 m, dynamic ice forces will be used in calculating ice forces on the structure.

6.2.5 Entrances

The Recommended Plan will impact five existing entrances on Highway 6 within the study limits. **Table 6-1** provides a summary of impacted entrances as they relate to the new Highway 6 alignment.

Table 6-1: Summary of Impacts on Entrances

Side of Road	Entrance Type	Comment
Left	Commercial – Ice Cream Shop	Maintain existing with minor entrance adjustments
Left	Commercial – Manitoulin Hotel & Manitoulin Tourism Centre (shared)	Maintain existing with minor entrance adjustments

Side of Road	Entrance Type	Comment
Left	Commercial – Manitoulin Tourism Centre	Maintain existing with minor entrance adjustments
Left	Other – Public parking lot	New entrance and new parking area for Swing Bridge Control Booth Operator
Left	Commercial/Industrial	Maintain existing with minor grade adjustments

6.2.6 Roadside Safety

Clear zone requirements will be provided in accordance with the Roadside Safety Manual. Embankments and guiderail will be designed as per MTO standards and policies during the next stage of design.

6.2.7 Traffic Signals

There are currently two sets of permanent traffic signals which control traffic crossing the existing single-lane bridge. These will be removed to facilitate the new Highway 6 alignment.

The proposed new Highway 6 alignment and new two-lane bridge will require a new set of permanent traffic signals at the approaches to both ends of the new Swing Bridge. A northbound stop bar, overhead traffic signals, as well as the vehicle queues in the two additional northbound storage lanes will be implemented to control the movement of northbound traffic.

A southbound stop bar and one set of traffic signals will be required to control southbound traffic movement.

In addition, vehicle barrier gate arms will be required approximately 20 m in advance of each approach to the new bridge.

6.2.8 Queueing Lanes

When the new bridge is operating and closed to traffic, it is expected that the maximum queue length will be 500 m for both the northbound and southbound directions. A queue of this length in the northbound direction will extend approximately to Walcot Street. Two additional auxiliary lanes, 167 m in length, to store vehicles are required to reduce the impact within the town while the bridge is closed to traffic. It is recommended that additional lane controls measures be implemented to direct drivers to the queue lanes to reduce the length of queuing. These measures include:

- Lane detectors to identify when a queue has reached a certain length and the lane is full
- Lane direction signals to identify which lanes are at capacity and to direct drivers to the appropriate lane
- Traffic signals at the start of the auxiliary lane to control which lanes are to re-enter the roadway based on their arrival sequence
- Signal timing or sensors to identify when a lane has cleared and that a new lane will be given green time

The operation and implementation of these measures will be investigated further during the next stage of design.

It is not expected that the queue in the southbound direction requires additional considerations.

6.2.9 Illumination

Existing illumination under MTO jurisdiction is present at the approaches to and on the existing bridge. Illumination requirements on Highway 6 will be maintained and will be completed during the next stage of design.

6.2.10 Utilities

Utility relocations will be required to accommodate the realignment of Highway 6. Potential utility conflicts are summarized in **Table 6-2**. Final utility relocations will be determined during the next stage of design.

Table 6-2: Summary of Utility Impacts

Utility Type	Approximate Length
Utility Poles (Hydro One, Bell, Eastlink)	100 m

6.3 Structures

The Recommended Plan includes replacement of the existing bridge with a new steel through-truss swing bridge situated on a new alignment approximately 80 m west of the existing crossing. The following sections provide additional details of the new structure.

6.3.1 Span Arrangement

The configuration of the replacement structure will be similar to that of the existing bridge which has two movable swing spans and fixed spans at each approach. An overall bridge length of 273 m will position the new abutments immediately beyond the edge of water at each end. A six-span structure is proposed with two equal movable spans along with two fixed spans at each approach.

The span lengths for the swing component have been selected to match existing. Since the central pivot pier will be wider than that of the existing bridge, the resulting width available for

navigation will be somewhat reduced. The proposed structure has spans of 40.0 m – 40.0 m – 56.5 m – 56.5 m – 40.0 m – 40.0 m. The movable spans will align approximately with those of the existing structure such that the navigation channel alignment is unchanged.

The bridge will be square with no skew. The north end of the bridge is within a 130 m radius curve of the roadway.

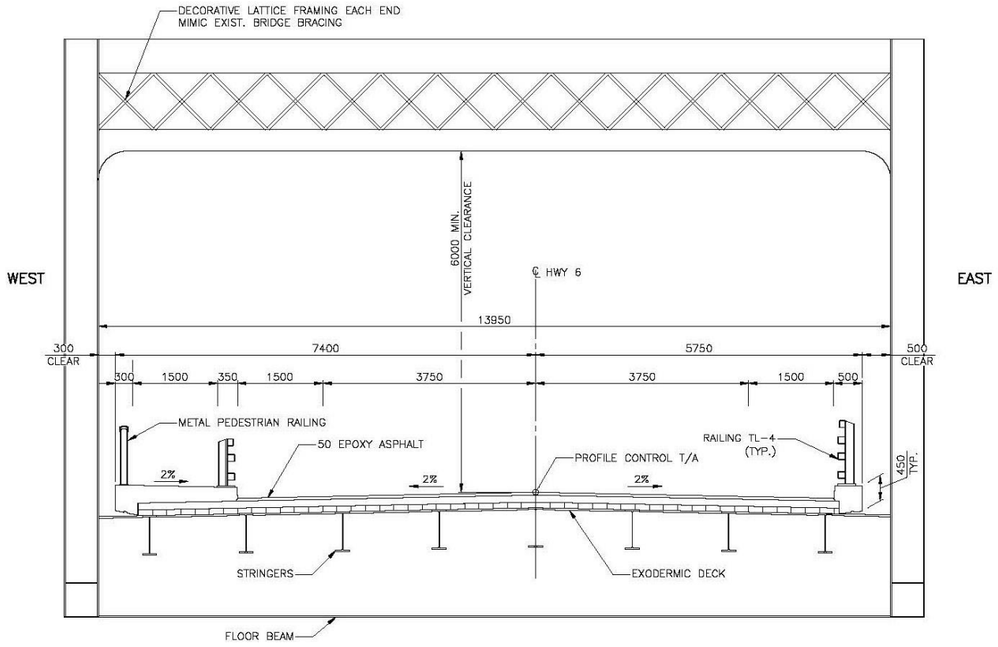
6.3.2 Cross-Section

The bridge cross-section will have two 3.75 m lanes.

A 1.5 m sidewalk will be provided on the west side separation railing between the sidewalk and the roadway.

In accordance with the MTO design, the required horizontal clearance from edge of lane to barrier is 1.5 m. The proposed cross-section is displayed in **Figure 16**.

Figure 16: Proposed Cross-Section



6.3.3 Superstructures

6.3.3.1 Movable Spans

A through-truss system will be used for the swing span structure. A ‘warren’ style truss that is sympathetic to the existing bridge is preferred. The truss will be coated a black color similar to existing.

To reduce the risk of a vehicle strike, the clearance provided will be the maximum that can be achieved by the design. A 6.0 m minimum clearance is desired.

The clearance between the deck fascia and the truss will be confirmed at detailed design in collaboration with the Ministry.

A variety of deck systems are available for the movable spans. In general, efforts will be made to minimize the structure’s mass as this will provide benefits in terms of the truss design and the machinery requirements to move the bridge. The following systems will be considered:

- Conventional Reinforced Concrete Deck
- Open Steel Grid Deck
- Grid Reinforced Concrete Deck
- Orthotropic Deck

MTO has advised that an exposed concrete riding surface will not be permitted and the standard waterproofing and asphalt system adds considerable weight. Polymer surface system will be considered given that they are effective in inhibiting the ingress of chlorides and have a minimal thickness.

6.3.3.2 Fixed Approach Spans

A slab-on-girder system supporting a 225 mm concrete deck will be provided at the approach spans. The deck will be waterproofed and paved.

The girders can be either steel or precast concrete. The girders can be curved to follow the road alignment at the north end of the bridge.

The steel girders will be coated to match the color of the truss.

6.3.4 Substructures

The abutments will be supported on spread footings founded on bedrock. Conventional cantilever abutment walls are appropriate. Wingwalls and retaining walls will be provided to prevent the roadway embankment from spilling into the watercourse.

Piers 1 and 5 are expected to consist of circular concrete columns and a pier cap. Each column will extend directly from a concrete drilled shaft caisson that is socketed into bedrock at the channel bed.

Piers 2 and 4 will be shaft-type piers.

The pivot pier will be large, having a diameter approximately equivalent to the bridge width. It can be constructed using a ”well” foundation that is sunk to bedrock. Alternatively, a precast “tub” can be floated into position and sunk onto a series of caissons to act as the formwork for the pier.

Given the size of the resting and pivot piers, mass placement concrete techniques will need to be employed to ensure a consistent curing temperature.

6.3.5 Vessel Collision Considerations

As per applicable guidelines, bridges over navigable waterways where there is a risk of vessel collision will have all elements designed for vessel impact or be suitably protected by fenders or similar devices. It can be inferred that this requirement would apply to bridges with relatively low risk of being hit such as this one where the cruise ships must wait for clearance before entering slowly into the bridge vicinity. The vessel impact design approach will be confirmed during the next stage of design.

6.3.6 Machinery for Swing Spans

The new bridge will utilize a centre pivot thrust bearing at the pivot pier to transfer the dead load of the span to the pier during operation. The bridge will be equipped with balance wheels to prevent the span from tipping during rotation.

Most of the machinery for the swing span, such as the motors, brakes, and other equipment will be in the operator’s control room above deck level.

6.3.7 Barriers / Railings

A 3-rail system mounted on a concrete curb (SS110-39) will be used on the new bridge. The east railing will be extended to meet height requirements for cycling facilities. A metal pedestrian railing will also be provided at the outside edge of the sidewalk.

6.3.8 Foundations

Stantec conducted subsurface investigations and laboratory testing to determine founding conditions for a replacement structure. Six boreholes were drilled along the proposed new alignment, west of the existing structure, including four within the channel.

The land-based and near-shore boreholes encountered shallow layers of fill and gravel, typically less than 0.7 m thick. These soils are underlain by bedrock. Bedrock is exposed at the channel bed in the remaining three in-water boreholes. The dolomitic limestone bedrock is higher weathered at the surface, but quality improves with depth. Highly to completely weathered bedrock was inferred to extend to depths ranging from 0 m to 0.9 m. The sound bedrock is considered to have a strength of medium strong to very strong.

Shallow foundations seated on bedrock are recommended for the abutments.

For the piers, rock socketed caissons are preferred. Permanent steel liners, set a minimum of 300 mm into good quality rock, will be utilized. The depth of the socket will be established during the next stage of design; however, will be at least twice the caisson diameter. Axial capacity will depend on diameter and depth of the socket. A well-type foundation may be considered at the pivot pier.

Due to the shallow bedrock, there are no settlement or stability concerns associated with the approach embankments.

The design frost depth for this location is 1.7 m.

6.4 Construction Considerations & Staging

Construction of most of the Recommended Plan will be away from the existing road and bridge. Construction of these areas are not expected to affect existing traffic operations. During the new highway tie-in to the existing alignment, construction staging will include single-lane flagging.

Barges and other watercraft will be used by the contractor for access to pier construction areas, for the movement of equipment and materials, and for the delivery and erection of bridge components. Warnings consisting of signing, buoys, and lighting will be required in the channel to advise other boat operators of the hazards presented by construction operations. Detailed navigation protection plans will need to be prepared for approval by Transport Canada’s Navigation Protection Program.

Timing restrictions for in-water work may dictate pier construction methodologies. Steel liners for pier columns must be installed within the allowable window. Once installed and seated, it’s expected that work can continue inside the liners beyond the allowable in-water work period.

The truss structure is of a length and width that allow the span to be constructed off-site or nearby and moved into position with a barge.

The new bridge is relatively close to the existing structure and the channel alignments are remaining the same. Therefore, both swing spans will not be able to operate simultaneously. This will require a closure of the navigational channel for the period after installation of the new bridge and prior to demolition of the existing structure. If temporary restrictions on navigation are not possible, the erection will be scheduled during the non-navigation period of November through March. Testing of the operation of the new swing bridge can be expected to take one month.

Construction of the new bridge is expected to take four (4) years. Decommissioning of the existing bridge is anticipated to occur in the year following construction of the new bridge.

7.0 Environmental Impacts and Mitigation

In accordance with the *Class EA for Provincial Transportation Facilities* (2000) and the *Environmental Reference for Highway Design* (2006), a description of the anticipated impacts associated with the Recommended Plan, and appropriate mitigation at a Preliminary Design level of detail, is described herein. The details of the Recommended Plan will be refined and finalized during the next stage of the planning design process, subsequent to the Class EA.

7.1 Natural Environment

Impacts to the natural environment have been minimized in part, by minimizing footprint impacts to undisturbed natural environments. This includes selecting a Recommended Plan that minimizes impacts to the rare and highly sensitive vegetation communities identified within the study area, as well as a structure design that imposes a reduced area of impacts to the bed of the North Channel, when compared to the other alternatives.

To the extent possible, project facilities and components will be sited to avoid and minimize interactions with wetlands, highly sensitivity habitats such as alvars, and areas of high archaeological potential; where avoidance is not possible, mitigation or compensation measures will be developed in consultation with the applicable regulatory authorities.

Although the Recommended Plan will have direct impacts to wildlife habitat and vegetation, impacts at the larger watershed and ecosystem scale are not expected to be significant.

7.1.1 Indigenous Rights

The North Channel and surrounding waters are located within the Traditional Territory of the Anishnaabe, and the protection of the water during construction activities is critically important. During the course of this study, it was requested that, given their respected and vital role as community advisors, a table of Elders (or Getsijg) be established as an advisory body before any work is undertaken within the water for this project. Further, it was noted that methods to mitigate potential impacts to the natural environment should be beyond the minimum standards.

During the next stage of planning and design for this project, engagement with Indigenous communities will be carried out at the initiation of the design and construction planning process.

7.1.2 Physiography, Geology and Soils

This study included a review of potential erosion and sediment control requirements for the Recommended Plan, based on the results of the geotechnical investigation and available background information, including soils and geological mapping.

Various mitigation techniques will be employed during construction to reduce the risk of impacts to natural environment features. Mitigation measures for sedimentation, erosion, and dust control will be implemented to prevent sediment and dust from entering sensitive natural features. An Erosion and Sediment Control Plan is recommended to be developed during the next stage of the planning and design process to confirm appropriate erosion and sediment protection measures when construction staging plans are developed.

The primary principles associated with sedimentation and erosion protection measures are to: (1) minimize the duration of soil exposure; (2) retain existing vegetation, where feasible; (3) encourage re-vegetation; (4) divert runoff away from exposed soils; (5) keep runoff velocities low; and (6) trap sediment as close to the source as possible. To address these principles, the following mitigation measures are proposed:

- The limits of construction (site boundaries) adjacent to all natural areas will be flagged and/or fenced prior to construction, and monitored during construction (along with sediment and erosion control measures)
- No equipment will be permitted to enter any natural areas beyond the sediment fencing or other delineator (site boundaries) during construction
- All materials requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance from any sensitive natural features
- All exposed soil areas will be stabilized and re-vegetated. Seed and mulching, or seed and/or an erosion control blanket will be applied to disturbed sites promptly upon completion of construction activities
- Refuelling of equipment will be carried out away from any sensitive natural features to avoid potential impacts, in the event that an accidental spill occurs
- In addition to any specified requirements, additional sediment fencing or construction barrier will be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency
- All sediment and erosion controls will be monitored regularly and properly maintained, as required. Controls will be removed only after the soils of the construction area have been stabilized and vegetation cover is re-established
- Any natural areas that are temporarily disturbed for access or construction will be restored to natural self-sustaining conditions
- Environmental controls will be monitored by an environmental inspector

7.1.3 Drainage, Surface Water, Groundwater, and Source Water

There is potential for impacts to surface water and groundwater as a result of construction activities and disturbance of contaminated soils, leaks and accidental spills during construction. Protection and mitigation measures for surface water and groundwater impacts will be confirmed during the next stage of planning design, and once construction methods and

activities are identified. In the interim, preliminary proposed protection and mitigation measures include:

- Complete a drainage design to provide appropriate drainage capacity
- Direct runoff and overland flow away from working areas and areas of exposed soils
- Store all oils, lubricants and other chemicals in suitable containers and handle them in accordance with applicable regulations
- Do not permit refueling within 30 m of a watercourse
- During construction, identify best management practices for fuel management including secondary containment of temporary fuel storage
- Identify spill response plan for construction and clean up all spills immediately and dispose of contaminated materials in an approved manner. The MCEP will be informed of reportable spills
- Obtain draft Permit to Take Water (PTTW), if required

7.1.4 Potential Contaminated Property

The Recommended Plan is expected to impact two properties identified as having the potential to have contaminated subsurface soil and/or groundwater conditions. These properties include a portion of the former rail yard site located on Goat Island, and the location of a historical diesel spill that reportedly occurred along Highway 6 and adjacent to the existing tourism centre.

Based on the findings of the Contamination Overview Study (COS) completed as part of this study, the area on Goat Island has a high potential for environmental concern given the historic and existing presence of potentially contaminating activities being undertaken on-site. The historical spill along Highway 6 is considered to be of low potential for environmental concern, particularly since spill mitigation measures were implemented when the incident occurred.

Further on-site investigations are recommended at these sites during the next stage of design to confirm or refute the presence of contaminated subsurface soil and/or groundwater. In addition, the following mitigation measures are recommended:

- Further assessment, including Phase 1 and/or Phase 2 Environmental Site Assessment activities, are required to investigate the potential for contamination
- The selection of soil for analysis will include consideration and observations of unusual odours, staining, or debris/waste in the recovered material
- Excess soils will be managed in accordance with O.Reg. 406/19 (On-Site and Excess Soil Management) made under the Environmental Protection Act, R.S.O. 1990, c. E.19, as well as the MECP's *Rules for Soil Management and Excess Soil Quality Standard*, dated 2020
- Should excess water be generated during construction of the realigned roadway, water quality analysis will be conducted to determine appropriate management methods. This work will be done by a Qualified Person (QPESA as defined by Ontario Regulation 153/04)
- Should evidence of soil or water impacts be identified during construction, samples will be collected for laboratory analysis to confirm concentrations of potential contaminants to develop appropriate handing and health and safety guidelines

7.1.5 Fisheries and Aquatic Resources

Based on the Recommended Plan, in-water work will be required and there will be a new permanent footprint below the ordinary high-water mark due to the construction of bridge piers and a submarine cable. This summary of potential impacts is based on conceptual design information and will need to be updated during the subsequent planning and design phase of the project. Potential enhancement opportunities and/or habitat offsetting measures (if required) will also be identified at that time.

The permanent footprint of the Recommended Plan below the ordinary high-water level is approximately 972 m^2. The area is distributed among five in-water piers. The largest pier is the centre pier which will be located in deep water (i.e., approximately 8 m to 9 m deep, dependent on the water level of Lake Huron).

Habitat characteristics at the centre pier will be documented during the subsequent planning and design phase of the project. Potential impacts of construction of the submarine cable from the shore to the centre pier will also need to be determined when the location and construction methods are available.

Potential impacts to fish during construction include effects from vibration due to drilling/construction of piers and changes in water quality due to sediment or spills. Nearshore habitat beneath temporary in-water work pads for the construction of piers will be unavailable for use by fish during construction. The extent and duration of temporary disturbance will need to be determined during the next phase of design for this project.

In consultation with DFO, MTO has developed the *Best Management Practices Manual* (MTO 2020c) (i.e., Protocol) and a table of *Routine MTO Works* for activities within the MTO right-of-way that are not within a waterbody (i.e., Table 2). The Best Management Practices (BMPs) and Table 2 of the Protocol were developed for routine activities in or near water with minimal to no impacts to fish and fish habitat. Table 2 of the Protocol is not applicable to this project and there is no applicable BMP; therefore, a fisheries assessment (Step 4 of the Protocol) is required for construction of the Recommended Plan.

During the next planning and design phase of the project, the Preliminary Fisheries Assessment will need to be updated to determine the likelihood of the death of fish or harmful alteration, disruption or destruction (HADD) of fish habitat (Step 4 of the Protocol) based on the final design. Due to the nature and extent of in-water work, it is likely that a Request for Review form will need to be submitted to DFO (Step 6 of the Protocol) for review under the *Fisheries Act*.

The Fisheries Assessment can be updated for the Recommended Plan when final details of the bridge and construction methods/phasing are available, including:

- Permanent footprint areas of in-water piers and any other permanent in-water structures or materials (e.g., rock protection)
- The size and location of temporary in-water work areas associated with bridge construction (e.g., platforms/work pads for pier construction)
- The duration of in-water work, including the duration for which temporary platforms/work pads will be in place
- Construction methods for isolation and de-watering of in-water work areas
- Construction methods for, and location of, the submarine cable(s)

Using the final design and construction details, the Fisheries Assessment will update DFO's Pathways of Effects (POEs) used in the Preliminary Fisheries Assessment to determine the residual effects of the project. MTO's Template Table D4 of the Protocol will be updated and submitted to MTO prior to preparation of a Request for Review form for DFO review.

A preliminary list of the POEs that may be applicable to construction of the new Highway 6 Swing bridge is provided below.

In-Water Activities:

- Placement of Material of Structures in Water
- Fish Passage
- Use of Industrial Equipment
- Addition or Removal of Aquatic Vegetation

In addition to the above POEs, a noise assessment may be required to address potential effects of drilling during construction of the bridge piers.

Land-Based Activities:

- Vegetation Clearing
- Excavation
- Use of Industrial Equipment
- Grading
- Use of Explosives

Residual effects of the above POEs are identified in MTO's Template Table D3 and summarized in Template Table D4 of the Protocol.

7.1.5.1 Likelihood of the Death of Fish or HADD of Fish Habitat

Additional field data are required to document potential habitat use at the proposed bridge location. Design details, construction methods and additional mitigation measures (if required) are necessary to update the Preliminary Fisheries Assessment and to determine if the project may result in the death of fish or HADD of fish habitat.

7.1.5.2 Potential Enhancement Measures

The need for habitat offsetting will be determined during the next stage of design. Opportunities for habitat enhancement identified during Stantec's 2019 field investigations include increases in habitat complexity and cover in shallow, nearshore areas. This could be achieved through the addition of boulders and/or rock piles; however, recreational use of the area must also be considered (e.g., boating). Opportunities for habitat enhancement at the piers of the proposed new bridge and restoration of the lakebed upon removal of the existing bridge will be considered during the next stage of design.

The MNRF's Upper Great Lakes Management Unit (Lake Huron) will be contacted during the next stage of design to determine if there are specific fisheries management objectives for the North Channel of Georgian Bay. If available, the objectives can be considered as potential habitat enhancement measures that may be incorporated as part of project design.

7.1.5.3 Mitigation Measures

Timing Windows

Works adjacent to aquatic resources that provide fish habitat, or have the potential to support fish habitat, are often restricted to certain periods to reduce the risk of construction-related impacts to fish during their most sensitive / vulnerable life cycles (i.e., during reproduction and early development stages of off-spring). Therefore, construction activities are often not permitted close to or within fish habitat during these periods.

In-water construction activities are permitted from July 16 to August 31 (i.e., no work from September 1 to July 15) (MNRF 2018); however, upon request from MTO, the MNRF may adjust the timing window upon review of the bridge design, construction plan, and mitigation measures. Due to the potential presence of Lake Sturgeon, review of the timing window by the Ministry of Environment, Conservation and Parks (MECP) is also recommended.

Ontario Provincial Standard Specifications

The following Ontario Provincial Standard Specifications (OPSS) are applicable to this project:

- **OPSS 180 –** General Specification for the Management of Excess Materials
- **OPSS 182 –** General Specification for Environmental Protection for Construction in Waterbodies and on Waterbody Banks
- **OPSS 517 –** Construction Specification for Dewatering
- **OPSS 803** – Construction Specification for Vegetative Cover
- **OPSS 804** – Construction Specification for Temporary Erosion Control
- **OPSS 805** – Construction Specification for Temporary Sediment Control
- **OPSS 825 –** Construction Specification for Placement of Aggregates in Waterbodies
- **OPSS 1005 –** Material Specification for Aggregates – Waterbody

The OPSS are applicable to the following general activities:

- Equipment Use – The use of equipment will be in accordance with OPSS 182
- Fish Salvage – Fish salvage operations will be conducted in accordance with OPSS 182
- Dewatering and the Use of Pumps – Dewatering activities and the use of pumps will be conducted in accordance with OPSS 517
- Preservation of Riparian Vegetation – Removal of riparian vegetation will be in accordance with OPSS 182
- Erosion and Sediment Control – The installation, monitoring, maintenance, and removal of temporary erosion and sediment control measures will be according to OPSS 182, OPSS 804 and OPSS 805
- Restoration of Disturbed Areas – Vegetation protection and rehabilitation will be completed in accordance with OPSS 182 and OPSS 803 and OPSS 804
- Management of Excess Materials – Excess material will be managed in accordance with OPSS 180
- Placement of Aggregates in Waterbodies **–** The use of aggregate in waterbodies will be according to OPSS 825 and OPSS 1005

Other Mitigation Measures

Other mitigation measures may be required, pending the final details of bridge design and construction. Additional measures may include:

- Drill the piles for bridge piers using sealed casings (since turbidity curtains may not be effective in the area due to the water current)
- Measures associated with drilling to mitigate potential effects of vibration
- Measures associated with temporary in-water platforms/work pads, if required (e.g., materials, size, location, duration, installation and removal methods)
- Measures associated with submarine cable installation (e.g., install in a trench near shore, design and implement measures for the protection of fish, isolate in-water trenching, control of sediment)

7.1.5.4 Recommendations and Next Steps

The following additional tasks are recommended to support a Fisheries Assessment during the next stage of design of the project:

- Indigenous community members from member First Nations of the United Chief and Councils of Mnidoo Mnising Territory as well as Wiikwemkoong Unceded Territory will be consulted early in the process
- Document physical habitat characteristics at the proposed pier locations and at in water and nearshore work areas (e.g., work areas associated with installation of the submarine cable(s), temporary in-water work platforms and other areas that may be identified during the next stage of design where work will occur within 30 m of fish habitat)
- Following additional agency consultation with respect to aquatic SAR, and additional field data collection, complete a desktop assessment of anthropogenic noise (drilling activities required during construction of the new bridge piers) on fish with particular attention to Lake Sturgeon
- Once the next stage of design information and construction methods are available, consult with MECP and/or prepare and submit an Information Gathering Form. MECP will review the project to determine if the project contravenes the *Endangered Species Act* (based on the potential use of the area by Lake Sturgeon)
- If a change to the in-water timing window is required, a review of the timing window change will be undertaken
- The MNRF's Upper Great Lakes Management Unit (Lake Huron) will be contacted during the next stage of design to determine if there are specific fisheries management objectives for the North Channel of Georgian Bay. If available, the objectives can be considered during the design of potential habitat enhancement measures that may be incorporated as part of project design
- Update MTO's Template Table D4 (Fish and Fish Habitat Impact Documentation) of the Protocol and provide to MTO prior to completion of a Request for Review form

7.1.6 Terrestrial Habitat

Construction of the Recommended Plan will result in the direct loss of terrestrial habitat including vegetation communities within new route segments immediately north and south of the proposed bridge location, and roadside vegetation communities along the existing Highway 6 where realignment will occur. Direct loss is quantified by vegetation community type in **Table 7-1**.

There will be direct loss to three natural vegetation communities (SAR vegetation, FOMM8-1 and MEMR1c). The potential effects to communities are relatively low, as no new edges to natural features will be created.

Temporary and short-term disturbance to terrestrial habitat may also be required in the Recommended Plan area to accommodate construction. Additional details such as precise tree clearing requirements, will be determined during design. Standard mitigation is available to address construction disturbance including vegetation protection and revegetation strategies, as described in Section 11.0.

Table 7-1: Vegetation Community Types in the Recommended Plan Area

Code	Description	Provincially Rare Community?	Approximate Area of Direct Loss (ha)
Natural			
SAR Vegetation		Yes	0.24
FOMM8-1	Fresh – Moist Poplar Mixed Forest	No	0.10
MEMR1a/ THDM4-1	Dry – Fresh Calcareous Bedrock Mixed Meadow / Native Deciduous Regeneration Thicket	No	1.19
MEMR1c	Dry – Fresh Calcareous Bedrock Mixed Meadow	No	0.07
Constructed			
CGL_2	Parkland	No	0.52
CVC_1	Commercial	No	0.11
CVC_3	Residential	No	0.38
CVI_1	Transportation	No	0.70
Disturbed	Disturbed Gravel Area	No	0.03
FOMM8-1	Fresh – Moist Poplar Mixed Forest	No	0.10
MEMR1a/THDM4-1	Dry – Fresh Calcareous Bedrock Mixed Meadow / Native Deciduous Regeneration Thicket	No	1.19
MEMR1c	Dry – Fresh Calcareous Bedrock Mixed Meadow	No	0.07

Potential Disturbance to Species at Risk

Habitat for SAR vegetation was identified within the Recommended Plan area. Construction may require removal of individual plants and disturbance to habitat.

Approximately 0.24 ha of SAR vegetation habitat is within the Recommended Plan area and may be disturbed by construction. Standard mitigation is available to address construction disturbance including habitat protection strategies.

If SAR vegetation cannot be avoided by refining work areas during the next stage of design, authorization under the ESA will be required for each identified species. The project is not eligible for exemption regulations under Ontario Regulation 242/08; therefore, a permit application under ESA Section 17.2(c) (overall benefit) would be required. The overall benefit permit application would require submission of the following documents to the MECP:

- Information Gathering Form (IGF)
- Avoidance Alternatives Form (AAF)
- 17.2(c) Permit Application Form (C-PAF)
- MECP must post the application to the Environmental Registry for public review and comment
- The Minister must determine if the application meets the following legal tests prior to issuing a permit:
- Either of the following conditions will be or have been met:
- Overall benefit to the species will be achieved within a reasonable time through requirements imposed by conditions of the permit, or
- The person who would be authorized by the permit to engage in the activity has agreed to pay any species conservation charge that is required by the permit
- Reasonable alternatives have been considered, including alternatives that would not adversely affect the species, and the best alternative has been adopted, and
- Reasonable steps to minimize adverse effects on the species are required by conditions of the permit

7.1.6.1 Other Potential Species at Risk

There is suitable habitat for the following SAR in the Recommended Plan area:

- Bobolink and Eastern Meadowlark (Threatened) – MEMR1a/THDM4-1
- Eastern Small-footed Myotis, Little Brown Myotis and Northern Myotis (Endangered) – large diameter canopy trees

Bobolink and Eastern Meadowlark were not detected during field investigations; however, additional preconstruction surveys are recommended using an accepted protocol such as the Ontario Ministry of Natural Resources' 'Bobolink Survey Methodology" (MNR 2012) to determine if these species are nesting in MEMR1a/THDM4-1 and to identify any required mitigation and authorization requirements under the ESA.

Endangered bats may use large diameter trees (generally greater than 10 cm diameter at breast height [DBH]) as maternity and summer roosts if present in the Recommended Plan area. Preconstruction surveys are recommended to determine if suitable roost trees will be removed and to identify any required mitigation and authorization requirements under the ESA.

Endangered Bats

To reduce the likelihood of accidental harm to bats, removal of trees greater than 10 cm DBH will occur outside the period when bats use trees for maternity roosts. Endangered bats typically give birth in late-May to early-June, and females fly with newborn young until they become excessively heavy. Young begin to fly in mid- to late- June, at age three to four weeks. Rearing is completed by August when the bats move to hibernacula (Broders et al. 2006, Cagle and Cockrum 1943, Gerson 1984).

Therefore, to avoid endangered bats, tree removal will not occur between May 1 to August 31. If tree clearing is required between May 1 to August 31, maternity exit surveys may be conducted prior to the tree removals to determine if bats are using the trees. Maternity exit surveys are conducted during the evening and will include visual and acoustic surveys using accepted protocols.

Turtles & Snakes

Erosion and sediment control measures may also serve as a barrier for wildlife where construction abuts areas of natural vegetation, including SAR (Blanding's Turtle) and SOCC (Snapping Turtle and Milksnake).

A thorough visual search of the work area will be conducted by construction contractors before work commences in new a work area to locate any turtles or other wildlife, particularly between June 1 or after September 1 when nesting turtles are most active. If turtles or other wildlife are encountered during construction, work at that location will stop, and wildlife will be permitted reasonable time to flee the area on their own. If necessary, a qualified professional can move wildlife to a location that is both safe and suitable. Factsheets will be provided to assist contractors in the identification of potential SAR and SOCC (Blanding's Turtle, Snapping Turtle and Milksnake). Observations of SAR will be reported to MECP with 48 hours.

7.1.6.2 Potential Interference with Migratory Birds

In accordance with MTO's *Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operation and Maintenance* all activities will be carried out to prevent the destruction of migratory birds or their nests and minimize the release of oil, oil wastes or any other substance harmful to migratory birds to any waters or any area frequented by migratory birds.

During field investigations, a flock of resident Rock Pigeons were observed on the swing bridge, and they were presumed to be nesting on the structure; however, this species is not protected under the MBCA.

Vegetation clearing during nesting periods in migratory bird breeding habitat can destroy active nests and violate the MBCA.

7.1.6.3 Potential Disturbance to Environmentally Sensitive Areas

There was one significant natural area within the Recommended Plan area that was identified as SAR vegetation. Approximately 0.24 ha of the SAR vegetation is within the Recommended Plan area and may be disturbed by construction. Standard mitigation and site-specific mitigation is recommended to address construction disturbance including vegetation protection and revegetation strategies (Section 11.0). Given the sensitive nature of alvar habitats, additional site-specific mitigation will be determined in consultation with the MNRF or other experts during the next stage of design, as appropriate.

7.1.6.4 Erosion and Sediment Control

Mitigation measures will be employed during construction to reduce the risk of impacts to the natural environment (terrestrial and aquatic). The primary principles associated with sedimentation and erosion protection measures to address impacts to the natural environment are to:

- Reduce the duration of soil exposure
- Retain existing vegetation, where feasible
- Encourage re-vegetation
- Divert runoff away from exposed soils
- Keep runoff velocities low
- Trap sediment as close to the source as possible

To address these principles, the following mitigation measures are recommended:

- Sediment fencing and/or other construction barrier will be used along construction areas that are adjacent to Environmentally Sensitive Areas, SAR habitat and SOCC habitat. Equipment and material stock piling will not be permitted within natural areas beyond the barrier fencing
- All materials requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance (>15 m) from natural areas
- All exposed soil areas within 120 m of sensitive natural features will be stabilized and re-vegetated, through the placement of seed and mulching or seed and an erosion control blanket within 15 days of soil exposure (45 days in all other areas) but no later than October 30
- Equipment will be refueled a minimum of 30 m away from sensitive natural features (e.g., wetlands and watercourses) to avoid potential impacts, if an accidental spill occurs
- In addition to any specified requirements, additional sediment fencing or other barrier will be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency
- It is recommended that all erosion and sediment be monitored regularly and properly maintained, as required. Controls are to be removed only after the soils of the construction area have been stabilized and adequately protected until cover is re-established
- The Contractor is required to restore any disturbed natural areas to pre-construction conditions
- Banks of watercourses disturbed during site access or ditch construction will be re-stabilized to pre-construction configuration and condition (or better) using species native and naturally occurring to the area, where possible

7.1.6.5 Vegetation Protection

The primary mitigation strategy to protect vegetation communities and terrestrial habitat is to reduce the footprint of the new and realigned highway. This includes designing the new highway as close to existing grade as possible to reduce the requirement for roadside banks.

Roadside banks are particularly problematic in alvar habitats because they alter drainage and create slopes that favor non-native plant species (MNRF 2014). If ditches are required in alvar habitat, they will also be constructed at grade without excavating into the alvar surface, if possible, to maintain sensitive alvar hydrology.

Sediment fencing or other construction barrier fencing will be used to separate work areas from Environmentally Sensitive Areas (i.e., SAR vegetation), SAR habitat and SOCC habitat.

Topsoil, seed banks and organic matter will be salvaged and reintroduced to any areas disturbed during construction, as appropriate. New seed will be introduced to disturbed substrates as soon as feasible following construction (within 15 days for areas less than 200 m from a waterbody or watercourse, and 45 days for other areas), and the sediment fencing and/or construction barrier will remain in place until vegetation cover is re-established.

Site specific revegetation plans will be prepared by a biologist or other qualified professional to preserve the ecological integrity of sensitive alvar communities. Planting plans will use native species mixes and avoid non-native grass and legumes that are typically used in roadside plantings and agriculture because they are common invaders of alvar habitats (MNRF 2014).

Implementation of revegetation efforts will be monitored to track and correct deficiencies with establishment and colonization of invasive or other non-desirable species that pose a threat to provincially rare alvars, and SAR and SOCC habitat.

During operations of the highway post-construction, herbicides will be avoided to control vegetation in roadside habitats and consideration will be given to de-icing compounds other than salt particularly in alvar habitat (MNRF 2014).

Site-Specific Mitigation

Preconstruction surveys for vegetation SAR and SOCC are recommended to review and refine the limits of work areas during the next stage of design, including surveys for:

- SAR vegetation
- SOCC plants

If possible, occurrences of SAR and SOCC will be avoided and protected during construction with sediment fencing or other barrier to prevent inadvertent trampling and sedimentation.

If it is not possible to avoid SAR and SOCC, individual plants of biennial will be salvaged and transplanted to a location that is suitable and out of harm's way. The salvage activity will be overseen by a biologist or other qualified professional, and a maintenance plan will be implemented, including provisions for watering transplants and weeding competitive plants.

Other mitigation measures for SAR vegetation may be required to authorize the activity under the ESA, including measures to achieve overall benefit under Section 17.2(c) of the ESA. Potential measures to achieve an overall benefit may include:

- Localized removal of select non-SAR vegetation to maintain open alvar habitats, address succession and remove competition to existing populations in the study area
- Undertaking assisted dispersal of seed heads to increase the likelihood that seeds fall on suitable substrate
- Seed collection and propagation in a controlled environment, and reintroduction of plants in suitable habitats in the study area

Monitoring to evaluate the effectiveness of overall benefit activities.

7.1.6.6 Protection of Migratory Birds

The Primary Nesting Period (PNP; the period when the percent of total nesting species is greater than 10%) for migratory bird species in the study area is April 15 to August 13 (Environment Canada 2014), although nesting may occur outside of this period, particularly for birds that nest multiple times within the breeding season. Activity must avoid active nests at any time.

7.1.6.7 Protection from Invasive Species

The *Ontario Invasive Species Act, 2015* prohibits the import, possession, transport, or release of restricted species including invasive Common Reed (*Phragmites australis subsp. australis*) which was not recorded in the study area. Invasive species tend to be opportunistic and aggressive and will colonize disturbed substrates if left unattended. To protect vegetation communities including provincially rare alvars, and SAR and SOCC habitat, the following measures are recommended:

- Standard construction phase mitigation for sediment and erosion control are required to reduce substrate disturbance to the extent possible, and to revegetate disturbed areas with desirable species as soon as possible following disturbance (Section 11.0)
- Equipment and vehicles coming on site will be inspected inside and out prior to entering the site for debris such as mud or accumulation of dirt, plant material or snow/ice. Special Provision No. ENVR 0011 requires that equipment and vehicles are inspected as close to the site entrance as possible
- Equipment and vehicles with debris noted above will be cleaned in an area where risk of contamination is low, ideally on a mud free hard surface, at least 30 m away from watercourses or other drainage features, waterbodies, wetlands or other natural areas, if possible. Where risk of runoff is high, cleaning stations will be contained by a sediment fence and/or construction barrier as per standard erosion and sediment control specifications
- Large, accumulated debris may be removed using a compressed air device, high pressure hose or other device as necessary. Clean the top of equipment and vehicles first and work down, with particular attention to the undersides, wheels, wheel arches, guards, chassis, engine bays, grills and other attachments
- Clean inside vehicles by sweeping, vacuuming, or using a compressed air device, including the floor, foot wells, pedals, seats and under the seats

- Cleaning is complete when no accumulations of dirt or snow/ice are visible on the vehicle exterior, radiators, and grills, and the vehicle interior is free of dirt, plant material and snow/ice
- Avoid driving through any wastewater when exiting the cleaning site

7.2 Socio-Economic Environment

7.2.1 Land Use

7.2.1.1 Business Impact Assessment

A range of mitigation and management actions will be implemented during construction, in cooperation with local businesses, affected landowners, and the Township of NEMI. Temporary and permanent detours and access will be provided, where necessary, to maintain continued access to residential and business properties. A Traffic Management Plan will be developed to maintain the safe and efficient movement of goods and traffic. To provide support to local businesses and affected landowners, a Business Continuity Plan and property acquisition program will be established which will aim to mitigate potential adverse effects on businesses and maintain the safe integration of project infrastructure into the built environment, respectively.

Short-Term Effects

In terms of business impacts, the temporary increase in commuting times and inconvenienced access to identified businesses within the vicinity of the project could result in minor but temporary declines in patron visits for some businesses; however, the likelihood of this occurring is low based on the application of mitigation and management measures, continued use of the existing road network and swing bridge during construction, and maintenance of access to businesses along Meredith Street East.

Businesses more likely to realize adverse effects are those whose market orientation primarily relate to seasonal regulars, tourists and other off-island customers. As such, food and accommodation businesses are more susceptible to changes in traffic and access, while businesses such as McQuarrie Motor Products Inc., which are more oriented to providing services to the local population, are considered more resilient. These types of impacts can be mitigated to some degree with signage along the newly constructed route, development of a Traffic Management Plan to maintain traffic movement, well-connected street networks, and access to businesses and other properties along the provincial highway, and business continuity planning to maintain access and parking for businesses and business operations. The extent to which identified businesses within the vicinity of project could experience adverse revenue effects is also dependent on the timing of construction.

Should construction, and in particular ‘tie-in’ phases, occur during seasonally high-revenue months (June through August) adverse effects could be more pronounced than seasonally low-revenue months (November through May). Adverse effects to businesses situated beyond the local project area are anticipated to be negligible.

For some businesses, increased spending activity by the local labour force and project could off-set nuisance effects during construction. There will be a need for specialized services and materials.

Long-Term Effects

Once operational, the project will provide increased mobility and accessibility for Little Current as well as improved entry into Manitoulin Island. Business continuity planning and property acquisition programing will aim to mitigate potential adverse effects on businesses and maintain the safe integration of the project into the built environment, respectively. Long-term nuisance effects are expected to be similar to existing conditions. A Traffic Management Plan will be developed, including proper signage, to maintain the safe and efficient movement of goods and traffic. Ongoing consultation will address issues identified by affected landowners and stakeholders.

7.2.1.2 Property

The Recommended Plan is expected to result in the partial acquisition of approximately seven (7) properties, as summarized in **Table 7-2**.

Table 7-2: Summary of Impacted Property Type and Area

Property Type	Number	Area (ha)
Private	1	0.05
Public	6	2.05
Total	**7**	**2.1**

The preliminary property requirements are illustrated on the preliminary design plans, copies of which are provided in **Appendix A**.

7.2.1.3 Communities

There are no direct impacts to community facilities located in the Town of Little Current. There will be a minor alteration to the entrance of the Manitoulin Tourism Association building located directly to the west of the Recommended Plan. No other impacts/minor changes are anticipated to community facilities in the study area.

7.2.1.4 Student Transportation

No permanent impacts are anticipated to student transportation routes as a result of the Recommended Plan. There may be minor temporary delays for students/school transportation services that travel to or from the mainland; however, all student transportation services will be

consulted during the next stage design, and will be notified of any delays prior to construction, if any.

7.2.1.5 Marine Navigation

For the purposes of the preliminary design for the Recommended Plan:

- The underside elevation of the new bridge will not be lower than that of the existing structure
- A minimum 45 m wide clearance is proposed for the new bridge, which is approximately 3 m less than the existing lateral clearance
- The bridge piers and superstructure will be designed for vessel impact in accordance with Annex A3.3 of the CHBDC
- According to the NPP, the construction of movable span bridges in Navigable Waters Listed in Schedule 1 of CNWA is designated as major works. In accordance with the CNWA, an Application for Approval for major works will be required to be submitted to the Minister of Transport during the next stage of design of this project. During the next stage of design, subsequent to this Class EA study, Transport Canada's NPP will review these recommendations as part of the formal permit application process

7.2.1.6 Active Transportation

The Recommended Plan includes a 1.5 m sidewalk located along the west side of the new bridge. In addition, a separation railing will be provided between the sidewalk and the roadway, and the horizontal clearance from the edge of the 3.75 vehicular lanes to the barrier/separation railing will be approximately 1.5 m. An additional railing, located on the east side of the bridge, will be extended to meet height requirements for cycling facilities.

There may be minor temporary delays or closures of the active transportation facilities on the existing swing bridge for tie-ins of the new structure into Highway 6.

7.2.1.7 Emergency Services

No permanent impacts are anticipated for emergency service providers that service the study area and surrounding communities. There may be temporary delays for EMS on Manitoulin Island during construction activities, including new tie-ins to Highway 6. All emergency service providers, including municipal, regional and Indigenous community services, will be consulted during the subsequent design stage, and will be notified of any delays prior to construction.

7.2.1.8 Municipal Services

No impacts to municipal services are anticipated as a result of the Recommended Plan.

7.2.1.9 Recreational Features

The Recommended Plan impacts the Information Booth Park (Town of NEMI municipal park) and a part of the Linear Waterfront Trail (municipal trail) that runs along the waterfront from the existing swing bridge and connects to the marinas and waterfront in downtown Little Current. Impacts can be mitigated through design and reconfiguration/relocation of the existing park space a trail during the next stage of design, in consultation with the Town of NEMI.

7.2.2 Air Quality and Greenhouse Gas Assessment

7.2.2.1 Operational Air Quality

An air quality and greenhouse gas assessment was carried out to assess the predicted air quality levels associated with implementation of the project in accordance with the *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects* (MTO AQ Guide).

As part of the assessment, existing air pollutant emission data was obtained based on 2018 air quality and traffic data was characterized and compared against the air quality modelled for a future "build" (i.e., operation of the new bridge in 2038) and compared against the air quality measured for a future "no build" scenario (i.e., without construction of the new bridge in 2038). Greenhouse gas emissions were also evaluated as part of the assessment.

To assess changes in air quality, both sensitive (residences) and critical receptors (hospitals, retirement homes, childcare centres, etc.) located within 500 m from the project location were identified., along with potential future receptors (vacant lands along Highway 6). In total, the potential changes in air quality at thirty-nine (39) receptors were measured and compared against the applicable air quality standards (i.e., Ambient Air Quality Criteria (AAQC) and Canadian Ambient Air Quality Standards (CAAQS)).

The contaminants of potential concern considered in the assessment included nitrogen dioxide (NO2), carbon monoxide (CO), particulate matter with diameter less than 10 microm (PM10), particulate matter with diameter less than 2.5 microm (PM2.5), acrolein, benzene, 1,3-butadiene, benzo(a)pyrene (B(a)P), acetaldehyde and formaldehyde. Greenhouse gas (GHG) emissions in the form of CO2e were also quantified.

The findings of the assessment indicated the following:

- The maximum predicted concentration of CoPCs associated with operation of the project were below the applicable air quality standards, with the exception of B(a)P
- The maximum predicted cumulative (i.e., operation of the new bridge, including background air quality of CoPCs are below the applicable air quality standards, with the exception of B(a)P
- The maximum predicted B(a)P concentrations for the future "build" scenario are above the AAQC for existing conditions at three special receptors located closest to Highway 6 and within the Town of Little Current
- The maximum predicted B(a)P concentrations are below the AAQC for existing conditions at the remaining special receptors assessed, and is predicted to decrease in both future "build" and "no build" scenarios

- The maximum predicted cumulative concentrations of B(a)P (operation of the new bridge including background air quality) also exceed the 24-hour and annual AAQCs at all special receptor locations, with background concentrations alone exceeding the 24-hour and annual average AAQC by 6% and 118%, respectively
- An incremental decrease in GHG emissions due to the future “build” scenario when compared to the future “no build” scenario

It should be noted that a decrease in maximum predicted concentrations is expected over time due to advances in cleaner fuels and emissions control technology, which are anticipated to lower all vehicle contaminant tailpipe emissions in the future. Based on the above, measures to mitigate the changes in air quality associated with operation of the project are not required.

7.2.2.2 Air Quality During Construction

Dust will be the primary CoPC during construction. CoPCs such as NO2 and VOCs will also be emitted from equipment used during construction. As the construction activities will be short-term and intermittent, emissions are expected to be minor in nature, provided adequate mitigation measures are implemented.

The Environment and Climate Change Canada’s *Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities* provides recommendations for mitigation measures to reduce construction emissions, including material wetting or use of chemical suppressants to reduce dust, use of wind barriers and limiting exposed areas which may be a source of dust, and equipment washing. It is recommended that these best management practices be followed during construction.

7.2.3 Noise Impact Assessment

7.2.3.1 Operational Noise

A noise impact assessment was carried out in accordance with the MTO’s 2008 *Environmental Guide for Noise* (MTO guideline) to measure the anticipated change in traffic noise levels associated with operation of the new bridge and to assess the need to investigate noise mitigation measures.

To help to assess the change in future noise levels, Points of Reception (PORs), identified as Noise Sensitive Areas (NSAs) in the MTO guideline, including land uses such as residences, hospitals and/or nursing homes for the aged that have outdoor living areas associated with them, are identified within a 600 m of the new bridge. In addition, future sound levels at PORs are modelled for a future “Build” (future operation of the new bridge) and compared against the predicted sound levels modelled for a future “no build” scenario (i.e., continued operation of the existing bridge).

If the sound levels measured at the identified PORs are predicted to be less than 65 dBA and generate less than a 5 dB increase over the “no build” scenario, an investigation of noise mitigation is not warranted.

Based on the results of the assessment, the expected change sound levels measured for the PORs are expected to be less than 65 dBA and generate less than 5 dB increase. As such, the need to investigate noise mitigation as part of this project is not required.

7.2.3.2 Construction Noise

To minimize the potential for construction noise impacts, it is recommended that provisions be written into the contract documentation for the contractor, as outlined below.

- All equipment will be properly maintained to limit noise emissions. As such, all construction equipment will be operated with effective muffling devices that are in good working order
- The Contract Documents will contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to are in effect
- In the presence of persistent noise complaints, all construction equipment will be verified to comply with MECP NPC-115 guideline
- In the presence of persistent complaints and subject to the results of a field investigation, alternative noise control measured may be required, where reasonably available. In selecting appropriate noise control and mitigation measures, consideration will be given to the technical, administrative and economic feasibility of the various alternatives

7.3 Cultural Heritage Environment

7.3.1 Marine Archaeological Resources

The Marine Archaeological Assessment determined that the potential for marine archaeological resources to be present in the area is considered low, and there is low to no potential for the identification for pre-contact Indigenous, post-contact Indigenous, and Euro-Canadian marine archaeological resources. Therefore, no impacts to marine archaeological resources are anticipated.

MCM’s (formerly Ministry of Heritage, Sport, Tourism and Culture Industries) letter dated November 8, 2020, confirmed that the report was entered into the Ontario Public Register of Reports.

7.3.2 Archaeological Resources (Land)

The findings of the Stage 2 AA indicated that there were no archaeological resources identified within the area, and that no further archaeological assessment activities were required within the area assessed. Therefore, no impacts to archaeological resources are anticipated.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990b). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant

archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990b).

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (Government of Ontario 2002) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services. The UCCMM Tribal Council and Wiikwemkoong First Nation will also be notified.

7.3.3 Built Heritage Resources and Cultural Heritage Landscapes – Existing Little Current Swing Bridge

A Heritage Impact Assessment (HIA) was completed to assess the impacts of the project to the existing bridge and to recommend appropriate conservation and/or mitigation measures. The HIA was also be used to inform and support MTO's Request for MCM's Minister's consent for the removal or demolition of the existing bridge.

The proposed undertaking to remove and replace the Little Current Swing Bridge with a new structure will result in direct, permanent, adverse impacts to all identified heritage attributes of the bridge, including removal of:

- All features of the existing movable swing bridge, including but not limited to, truss, piers and abutments, spans, mechanical equipment, control room and walkway
- A landmark structure in a prominent location in the channel visible to the community and visitors from Highway 6 and Little Current
- All remaining tangible features associated with the historical Algoma and Eastern Railway

There would be no beneficial effects to CHVI resulting from the proposed undertaking. The character of the surrounding community will be significantly impacted by the removal of the PHPPS as well.

In order to mitigate the loss of the CHVI associated with the Little Current Swing Bridge due to the preferred alternative, a series of mitigative measures is proposed. These include, but are not limited to:

- Documentation of the bridge prior to removal
- Salvage, in whole or in part
- Sympathetic design of the replacement bridge, including use of salvaged materials in the new design where practicable; and
- Commemoration of the bridge

7.3.3.1 Salvage, Relocation and Interpretation and Commemoration Plan

MTO will develop an Interpretation and Commemoration Plan for the Little Current Swing Bridge, in consultation with MCM, the municipality, and as appropriate, with Indigenous communities and other parties. The plan should be completed by during and prior to the completion of detail design.

MTO will also complete a salvage plan for the little Current Swing Bridge during detail design and prior to the decommissioning or removal of the bridge. The plan will investigate and document the bridge components and follow MTO's Environmental Guide for Built Heritage Resources and Cultural Heritage Landscapes – Section 6.3.2 Heritage Bridges.

For incorporation of heritage bridges elements, specific details, such as the following, should be included in the contract documentation:

- A requirement for expertise in cultural resource removal with a specialized knowledge in bridge construction
- Specifications with instructions for the labelling, storage and reassembly of elements
- A requirement to have photographic documentation of the re-assembly and have it filed with the construction record

Commemoration of the bridge will include information on the role of the bridge in local history, iconography, and tourism. Operating for more than 100 years, the history of the bridge is intimately linked with the development of Manitoulin Island. It is the only remaining remnant of the historic the Algoma Eastern Railway and physical reminder of the railway's importance in the connection between northern and southern Ontario which facilitated development of mining, pulp and paper, and timber industries in the north that needed access to markets in the southern Ontario.

The goal of salvaging the bridge in whole or in part, is to provide a tangible artifact for interpretation in a publicly accessible space. A suitable location for commemoration of the bridge may be a large public park or vacant land where the structure and some component pieces of machinery could be situated alongside commemorative/interpretive material (such as interpretive display panels, public art, and links to online resources through QR codes or similar technology). Preferably, the new site would be in close proximity to the original location of the bridge to enhance interpretation of the display.

7.3.3.2 Sympathetic Design of New Bridge

The design of the replacement bridge has potential to mitigate the removal of the existing bridge by careful integration of the original bridge design or type in the design or type of the new bridge, with allowances for use of modern materials. In accordance with the OHBG guidance for sympathetic design for replacement bridges, any new structure should reflect the heritage attributes of the existing bridge. The new design will respect the design principles of the original bridge and its setting.

Given the prominent status of Little Current Swing Bridge in the community, the new bridge will be designed to be a landmark structure. The proposed use of a swing bridge type to replace the existing bridge will provide a sense of continuity with the current experience of bridge users; locals and tourists alike.

As defined in Section 4.5.1 of the OHBG, sympathetic design for replacement bridges can be accomplished through aspects of design and construction.

The value of retaining the design and appearance of a bridge is also articulated in The Canadian Highway Bridge Design Code (CAN/CSA-S6-14), Clause 1.4.2.8, which states:

> "In the design and the rehabilitation of structures, consideration shall be given to the appearance of the finished structure and its compatibility with the surroundings. Wherever possible, the appearance of a structure shall be such that it will be generally perceived as an enhancement to its surroundings."

Therefore, in addition to the guidelines above from the OHBG and the required provincial safety and code requirements, the following sympathetic design guidelines may also be considered to enhance compatibility of any replacement structure:

- Maintain a similar size and multiple span design to the original structure
- Be a movable swing bridge type to maintain a prominent presence in the channel and continue the history of a movable bridge in MTO northeastern region
- Include high-profile vertical elements in design, such as tall piers, trusses, or towers to allow the bridge to be a landmark within the channel crossing and enhance the visual character of the crossing through its form, utility, views, and connectivity
- Employ contemporary design language of form and materials to provide a new element or layer in the channel crossing that contributes to its surroundings
- Respect the historical character of the crossing and the original bridge structure using materials such as concrete piers and the use of steel as either structural or decorative elements (e.g., trusses, towers, girders, railings, light standards
- Include commemoration of the original swing bridge in a prominent location in a safe and accessible spot for the public (pending further investigation and discussions with the municipality, the business association and heritage stakeholders

Prior to enacting any of the above mitigation measures and decommissioning the existing bridge, the Little Current Swing Bridge should be fully documented to capture its cultural heritage value and retain a record of the bridge for archival purposes. The documentation materials can also be used in the Commemoration Plan. Documentation will include digital photography, reality capture using LiDAR scanning or photogrammetry to create a point cloud model and video recording of the swing bridge in operation. A documentation report will be created and will include research from the CHER, Statement of Cultural Heritage Value or Interest (SCHVI) and any available photographs and drawings. Documentation should follow the standards of the National Park Services (NPS) Historic American Engineering Record (HAER). Upon completion the documentation should be deposited in appropriate institutions. When sending the documentation to the institutions, MTO shall copy MCM on the cover letter.

An electronic copy of the HIA was made available for review for a 30-day comment period, from January 7, 2022, to February 7, 2022. A summary of the key activities undertaken during the review period is provided in Table 7-3.

Table 7-3: Summary of Heritage Impact Assessment Report Consultation

Date	Activities
January 7, 2022	• Commencement of HIA review period • Letter notification of commencement of the HIA review period and a copy of the HIA report sent to Indigenous community leadership, Municipal contacts, members of the NEMI BIA, and heritage-related organizations. A copy of the HIA report was attached to the letter notification • The study website (www.swingbridgestudy.ca) was updated to indicate that a copy of the HIA was available for review upon request
January 17, 2022	• A total of 11 individuals requested to receive a copy of the HIA report in response to the notification of commencement of the HIA review period
February 7, 2022	• HIA review period concludes • 8 comments were directly received by the study team during the course of the HIA review period.

7.3.4 Minister of Citizenship and Multiculturalism's Decision

On November 2, 2022, the Minister of Citizenship and Multiculturalism provided written consent to the MTO for the removal of the existing bridge, subject to the following conditions:

1. Sympathetic Design of Replacement Bridge – MTO must ensure that:

   a. The existing Highway 6 Little Current Swing Bridge will be replaced with a sympathetically designed new two-lane structure that is a movable swing bridge design with through-truss components.

   b. The new design will respect the design principles of the original bridge and its setting and integrate the original bridge type with allowances for use of modern materials and where feasible may incorporate salvaged components from the heritage bridge.

   c. MTO will consult with the MCM, Town of Northeastern Manitoulin and the Islands, and key stakeholders to design a new landmark structure appropriate to the character of the area.

2. Property Documentation – Prior to the completion of detail design and in advance of decommissioning the existing bridge, MTO must:

   a. Retain a qualified person(s) to fully document the existing historic bridge. At a minimum, this must include:

- Measured drawings, photographic documentation and/or 3D modeling to fully document the existing Highway 6 Little Current Swing Bridge, its existing materials, components, and original location. Documentation is to meet the standards of the National Parks Services' Historic American Engineering Record in its approach.
- Reality capture including LiDAR scanning or photogrammetry to create a point cloud model of the bridge.
- Video/digital recording of the swing bridge in operation.

b. Upon completion, the document record shall be deposited with appropriate institutions, including but not limited to the MTO Regional Office and the appropriate local archive or library or the Archives of Ontario. When sending the documentation to institutions, MTO shall copy MCM on the cover letter.

3. Salvage and Relocation Plan - Prior to the completion of Detail Design and in advance of decommissioning the existing bridge, MTO must:

a. Complete a salvage plan for the Little Current Swing Bridge that will investigate the feasibility of relocating the existing bridge in whole or in part.

b. Document the bridge components following MTO's Environmental Guide for Built Heritage Resources and Cultural Heritage Landscapes – Section 6.3.2 Heritage Bridges, which states:

> "For incorporation of heritage bridges elements, specific details, such as the following, should be included in the contract documentation:

- A requirement for expertise in cultural resource removal with a specialized knowledge in bridge construction.
- Specifications with instructions for the labelling, storage, and reassembly of elements; and
- A requirement to have photographic documentation of the re-assembly and have it filed with the construction record."

4. Interpretation and Commemoration Plan – During Detail Design MTO must:

a. Develop an Interpretation and Commemoration Plan for the Highway 6 Little Current Swing Bridge, in consultation with MCM, the municipality(s), and as appropriate, with Indigenous communities and other parties.

b. The Plan must:

- Commemorate the bridge at an appropriate location that is associated with the bridge (preferably close by the crossing) and be publicly accessible.
- Record the history of the bridge and its impact on the area.
- Include interpretive materials such as display panels and
- If feasible, incorporate the bridge, as a whole, or significant components of it such as the gears and the control booth.

5. Annual Updates – Until all these conditions have been fully met, MTO will:

a. provide an annual report to the Director, Heritage Branch, MCM, an update on the status of the project and progress on implementing these conditions.

MCM will continue to be consulted during the design phase of the project. A copy of the Minister's letter of consent is provided in **Appendix B.**

8.0 Public Consultation

The main objective of consultation in the Class EA process is to ensure that project information is shared in a meaningful way, and that consideration is given to all aspects of the environment from the earliest stages of planning. Communication with potentially impacted and/or interested parties is key in the planning process and provides a mechanism for the proponent to define and respond to issues prior to key decisions being made. Recognizing this, the study team initiated a comprehensive program from the onset of the study, as described herein.

All interested parties were offered early and ongoing opportunities to review study information and provide input to the decision-making process. To achieve this, a variety of communication strategies were used to engage the public, agencies, interest groups, property owners and community members. As a first step, a Consultation Plan was developed and described the following elements:

- Study notifications (Notices of Study Commencement, Study Design Report, Public Information Centre (PIC) 1, PIC 2, Online PIC 3 and TESR)
- Communication with external agencies in order to obtain pertinent technical information and identify the requirement for legislative or regulatory approvals related to the undertaking
- Meetings with municipal staff and Council (Town of Northeastern Manitoulin and the Islands and Manitoulin Municipal Association)
- Communication with adjacent property owners where work proposed is likely to have temporary impacts on their property
- Communication with affected property owners where temporary or permanent interest in property is required
- Communication with local residents, businesses, and local highway users
- Three Public Information Centres (August 22, 2018, July 17, 2019, and March 30, 2021)
- Two Community Engagement Events (Haweater Festival, Gore Bay Farmer's Market, and Island Summer Market)
- Two Business Owner Information sessions, one prior to PIC's 1 and 2
- 30-Day Comment Period for the Study Design Report and all related consultation
- Agency webinar to review the Study Design Report
- Notice of Study Completion/*Transportation Environmental Study Report* 30-Day Comment Period (January 25, 2023)

A copy of all public notification materials is provided in **Appendix C**.

All input received was incorporated into the project findings and recommendations, as appropriate, and responses were provided to all input received.

All project correspondence to/from the public was collected in accordance with the *Freedom of Information and Protection of Privacy Act.* Accordingly, with the exception of personal information, all public comments form part of the public record.

8.1 Project Website

A project website (swingbridgestudy.ca) was developed at the onset of the study to provide the public with easy access to project information, which was maintained throughout the study process, including background, project team member contact information, PIC materials links to project-specific documentation (i.e., study notifications, EA processes, SDR, TESR) and supplementary information.

8.2 Project Email Address

The project website allowed interested parties to contact the project team directly through the dedicated project email address, or by using the online comment form (secured with certified encryption).

8.3 Notice of Study Commencement

The purpose of the Notice of Study Commencement was to inform the public and external agencies about the study and to seek initial input in relation to the study. The notice briefly outlined the objective of the study, the Class EA process, study area location map and contact information for project team representatives.

The Notice of Study Commencement was communicated via newspaper advertisements in the *Manitoulin Expositor* and the *Sudbury Star* on Wednesday, July 4, 2018, and the *Manitoulin West Recorder* on Friday, July 6, 2018. It was also posted on the project website.

Individual notification letters were also sent to federal, provincial, and municipal agencies, property owners and stakeholder groups that were expected to have an interest in the study on June 29, 2018, and July 2, 2018. Letters to agencies requested information on the environmental (i.e., natural, social, or cultural) features of the study area and to seek their input on the project. The correspondence included a flyer with additional information about the study, including a map of the study area.

In addition, the following external agencies and stakeholders also received an agency comment sheet, requesting input by August 3, 2018:

Provincial Agencies

- Ministry of Natural Resources and Forestry
- Infrastructure Ontario
- Ministry of Municipal Affairs and Housing
- Ministry of Northern Development and Mines
- Ministry of the Environment, Conservation and Parks
- Ministry of Citizenship and Multiculturalism – Heritage Program Unit
- Ministry of Citizenship and Multiculturalism – Archaeology Programs Unit
- Ministry of Indigenous Relations and Reconciliation

Federal Agencies

- Environment and Climate Change Canada
- International Joint Commission
- Transport Canada – Ontario Region Office
- Transport Canada – Navigation Protection Program

Municipal Agencies

- Town of Northeastern Manitoulin and the Islands – Clerk, Chief Administrative Officer, Manager of Public Works, Director of Planning and Development, Economic Development
- Town of Gore Bay – CAO/Clerk, Public Works Foreman
- Municipality of Central Manitoulin – Chief Administrative Officer/Clerk, Roads Superintendent
- Township of Assiginack – Clerk, Administrative Officer, Public Works Superintendent
- Municipality of Billings – Clerk Treasurer, Public Works Superintendent
- Township of Burpee & Mills – Clerk-Treasurer, Road Superintendent
- Municipality of Gordon/Barrie Island – Chief Administrative Officer/Clerk-Treasurer, Roads Superintendent
- Township of Tehkummah-Reeve
- Manitoulin Municipal Association

Local Elected Representatives

- MPP – Algoma-Manitoulin
- Town of Northeastern Manitoulin and the Islands – Mayor
- Town of Northeastern Manitoulin and the Islands – Ward Councillors

Emergency Services

- Ontario Provincial Police – Little Current
- Manitoulin-Sudbury District Services Board
- Northeastern Manitoulin and the Islands Fire Department
- Township of Assiginack Fire Department
- Township of Burpee & Mills Fire Department
- Municipality of Central Manitoulin Fire Department
- Gore Bay/Allen Township Fire Department
- Canadian Coast Guard/Fisheries and Oceans Canada
- UCCM Anishnaabe Police Service

School Boards/ Bus Service

- Rainbow District School Board
- Conseil Scolaire de District du Grand Nord de l'Ontario
- Le Conseil Scolaire Catholique du Nouvel Ontario
- Sudbury Catholic District School Board
- Sudbury Student Services Consortium

Other Stakeholders

- Owen Sound Transportation Company
- Ontario Trucking Association
- Ontario Federation of Agriculture
- Manitoulin Snowdusters Club – OFSC District 12
- LaCloche & Manitoulin Business Assistance Corporation (CFDC)
- Manitoulin Tourism Association
- Waubetek Business Development Corporation
- North Channel Martine Tourism Council
- Spider Bay Marina/Port of Little Current
- Canadian Pacific Railway
- Little Current Yacht Club
- Manitoulin Island Cycling Advocates (MICA)

A copy of the agency mailing list is provided within **Appendix D.1**.

It should be noted that staff from the Town of Northeastern Manitoulin and the Islands (NEMI) was kept informed throughout the duration of the study. Council meetings with the Town of NEMI were planned in advance of each PIC. In addition, council meetings with the Manitoulin Municipal Association were also held throughout the study. Where required, additional meetings were held with relevant agencies or municipalities to discuss project specific issues.

A total of 88 comment sheets, letters, emails, and phone calls were received following the Notice of Study Commencement up to, and beyond the requested submission date of August 3, 2018. A copy of the comments received from agencies and public and associated responses are provided in. A copy of the notices issued in relation to study commencement is provided in **Appendix E.1**. A copy of the public and agency correspondence received following the Notice of Study Commencement is located in **Appendices E.9** and **D.5**, respectively.

8.4 Community Event 1

As part of the consultation program for this study, members of the project team attended the local Haweater Festival on August 4, 2018, in Little Current. An information booth about the project was on display at the time of the festival, at which time project team members spoke with approximately 60-65 people, spoke with 10 local business owners, handed out approximately 200 project flyers and 100 copies of the Notice of Public Information Centre (PIC) 1, left project flyers at two local marinas and at three local businesses (i.e., Loco Beanz, Boarderline, Manitoulin Tourism Association). The team members also spoke with approximately 35-40 summer residents (cottagers and boaters) who attended the festival. During discussions with festival attendees, the following comments were noted:

- Maintain the bridge as-is (30 comments)
- Replace the bridge (30 comments)
- Provide a tunnel (10-15 comments)
- Provide a two-lane bridge (approximately 20 comments)
- A clear span bridge is not the right choice for the island
- Highway 6 should not by-pass Town
- Large boats and cruise ships pass through the channel
- The bridge must accommodate boats

8.5 Public Information Centre 1

The first PIC was held on August 22, 2018, from 4:00 PM to 8:00 PM at the Manitoulin Hotel and Conference Centre. The purpose of the PIC was to generally introduce the project and associated background information, present and gather feedback on the problems and opportunities, the study area existing conditions, and the Alternatives to the Undertaking.

The PIC was held in a ‘drop-in’ style format where representatives from MTO and Stantec were available to discuss the study, answer questions, and receive input on the existing conditions in the study area.

The PIC was advertised in the *Manitoulin Expositor,* and the *Sudbury Star* on Wednesday, August 8, 2018, and the *Manitoulin West Recorder* on Friday, August 10, 2018. The Notice was also posted on the project website in advance of the meeting.

In addition, notification letters were mailed to external agencies, businesses, stakeholders, property owners and the general public on August 7 and August 8, 2018.

Approximately eleven (11) representatives from external agencies were present at the PIC, as well as 23 business owners, and 78 members of the general public.

In total, 59 letters and emails were received following PIC 1 and by the requested submission date of September 28, 2018. In general, comments included heritage preservation concerns, support for pedestrian and bicycle lanes, preference for solutions, and requests to be added to the project mailing list.

A copy of the information displayed at PIC 1, as well as the feedback received at and following PIC 1 is provided in **Appendix E.2**.

8.5.1 External Agency Meeting

As part of PIC 1, external agencies and municipal staff were invited to attend an External Agency Drop-In Meeting between 3:00 PM and 4:00 PM, in advance of the public session held at the same location. An invitation to attend the meeting was sent to external agencies on the project mailing list on August 14, 2018. External Agencies and stakeholders that were represented at the PIC included: MECP and the Township of Assiginack. Following the external agency meeting, comments were received from the Town of Gore Bay, MNRF, and the MCM.

A record of external agency representatives in attendance at this meeting is provided in **Appendix D.2**. A summary of agency correspondence is provided in **Appendix D.5**.

8.5.2 Business Owner Meeting

The first Business-Owner Session was held on August 22, 2018, at the Manitoulin Hotel and Conference Centre prior to the PIC 1. In total, 23 business owners attended the meeting. The purpose of the meeting was to provide an overview of the project and to provide an opportunity for project team members to discuss any initial questions, comments and/or concerns with local business owners.

In addition, information related to the Business Impact Assessment (BIA), subsequently completed as part of this study, was also provided to the business owners in attendance at the meeting. In addition, permission forms were provided to attendees to request their participation in the BIA. The business owners at the meeting expressed concern for the town being by-passed by tunnel or fixed bridge alternatives and noted that the swing bridge is a tourist attraction that helps generate business in Little Current.

8.6 Study Design Report

Study Design Reports (SDRs) are prepared early in the Planning phase of a project, in consultation with government agencies and other potentially affect parties, to outline a project’s

need and justification, define the study area, and discuss Alternatives to the Undertaking. In addition, the SDR documents the EA process commitments to be followed throughout the duration of the Class EA study, including the consultation process to be followed.

An SDR was completed following PIC 1 and made available for public review from November 22, 2018, to December 21, 2018, at the following locations:

Northeastern Manitoulin and the Islands Municipal Building 14 Water Street East Little Current, Ontario Monday-Friday: 8:30am – 4:30pm	Gore Bay Union Public Library 15 Water Street Gore Bay, Ontario Monday, Tuesday: 2pm – 5pm Thursday: 2pm – 8pm Friday: 10am – 1pm, 2 – 5pm Saturday: 10am – 1pm	Providence Bay Library 11 Mutchmor Street Providence Bay, Ontario Tuesday: 6:30pm – 8:30pm Wednesday:1pm – 3:30pm Friday: 1pm – 4:30pm	Northeastern Manitoulin and the Islands Public Library 50 Meredith Street West Little Current, Ontario Tuesday, Wednesday, Friday: 10am – 5pm Thursday: 10am – 8pm Saturday: 10am – 4pm

The SDR was also made available on the project website (www.swingbridgestudy.ca). Additionally, digital copies were provided to any agencies and stakeholders who requested the report.

Notification of the SDR was sent via letter to federal, provincial, and municipal agencies, property owners and stakeholder groups expected to have an interest in the study on November 15, 2018. The letter correspondence included a flyer with additional information and a map of the study area. The Notice of the SDR was advertised in the *Manitoulin Expositor* and the *Sudbury Star* on Wednesday, November 21, 2018, and the *Manitoulin West Recorder* on Friday, November 23, 2018. The Notice was also posted on the project website.

In response to the SDR and associated notification, eleven comments were received from members of the public, which included preferences for a new swing bridge, tunnel or lift bridge, and comments related to the heritage value of the existing bridge and the evaluation of alternatives process. Comments were also received from the representatives of the MECP, Township of Assiginack and MCM. The MCM also provided suggested revisions to the SDR, which were incorporated following the 30-day comment period. The final SDR was made available for viewing at PIC 2 and was also posted on the project website.

A copy of the correspondence received in response to the SDR is provided in **Appendix E.3**.

8.7 Agency Webinar

An agency webinar was held in advance of PIC 2. The purpose of the webinar was to present and seek input on the existing study area conditions within the study area, problems and opportunities, the screening of Alternatives to the Undertaking, the preliminary design alternatives and the evaluation process. As part of the virtual presentation an overview the MTO's obligation to assess the existing bridge in accordance with the Ontario Heritage Bridge Conservation Options.

Invitations to participated in the webinar were issued via mail on June 28, 2019. The virtual webinar was held on July 9, 2019, from 2:00 PM to 4:00 PM and representatives from Transport Canada, MECP, MNRF, and MCM were in attendance. The webinar included a presentation by the project team, followed by a question-and-answer period.

As part of the webinar, there was a discussion regarding the heritage designation of the existing bridge. MCM noted that the existing bridge is a provincial heritage property and that, as per Provision F.4. of the Standards & Guidelines, the removal or demolition of any building or structure on a provincial heritage property will only be considered a last resort, after all other alternatives have been considered, subject to heritage impact assessment and public engagement. MCM also noted that in the case of a Provincial Heritage Property of Provincial Significance (PHPPS) the consent of the MCM Minister must be obtained.

A copy of the information presented at the Agency Webinar and the associated meeting notes are provided in **Appendix D.2**.

8.8 Community Event 2

The second community event for this project included a project information booth attended by project team members at the Gore Bay Farmer's Market and the Island Summer Market in M'Chigeeng on July 12, and July 13, 2019, respectively. The project team was available at the Gore Bay Farmer's Market on July 12, 2019, from 8:30 AM to 1:30 PM, at which time team members spoke to approximately 20-25 people, handed out project flyers and spoke with full time residents, summer residents and visiting boaters. The team members were available at the Island Summer Market in M'Chigeeng on July 13, 2019, from 9:00 AM to 2:00 PM, at which time members of the project team spoke with approximately 30-35 people and handed out project flyers.

During discussions with people at these markets, the following comments were noted:

- Overall cost will matter the most in choosing the right option
- Project team should do presentations in other communities
- Elderly people may have difficulty accessing the website for comments or display material
- Wait time for boasts is too long, need a better option
- No matter what the decision, keep the bridge in some way as it is a landmark of the island
- In favor of an immersion tunnel
- New option should by-pass town for less traffic congestion
- New option should go through town for businesses
- Two-lane reliable bridge required, currently people don't respect the traffic lights
- Need for a new bridge – pro lift bridge
- Keep the bridge as a pedestrian bridge
- Need for a new bridge, especially for EMS to get off the island
- Keep 1 lane on the Swing bridge and 1 lane on the new bridge
- Fixed bridge height may be an issue in the winter due to ice and high winds

- Create an alternative boat channel north of Goat Island and keep bridge in place

8.9 Public Information Centre 2

The second PIC was held on July 17, 2019, from 4:00 PM to 7:00 PM, at the Manitoulin Hotel and Conference Centre to provide the public and stakeholders with an opportunity to review and comment on the assessment of Alternatives to the Undertaking, alignment alternatives, structure type alternatives, the evaluation process and criteria, the preliminary heritage conservation options assessment, project activities to date and next steps in the study process.

The PIC was held in a 'drop-in' style format where representatives from MTO and Stantec were available to discuss the study, answer questions, and receive input on the information shared as part of the PIC.

The PIC was advertised in the *Manitoulin Expositor* and the *Sudbury Star* on July 3, 2019, and the *Manitoulin West Recorder* on July 5, 2019. The Notice was also posted on the project website in advance of the meeting.

In addition, notification letters were mailed to external agencies, stakeholders, property owners and the general public on July 4, 2019.

Approximately seven (7) representatives from external agencies, 20 business owners, and 102 members of the general public attended PIC 2.

A total of 111 letters and emails were received at and/or following the PIC by the requested submission date of August 16, 2019. General comments included concern about the heritage conservation of the existing bridge, impacts to businesses, cost and timing, boating/navigation, property impacts, contaminated lands, alternative preferences, impacts to the natural environment, active transportation possibilities, consultation activities that have undertaken, potential impacts to emergency services, and traffic impacts. A copy of the information displayed, as well as the comments received, and the associated responses are provided in **Appendix E.4**.

8.9.1 External Agency Meeting

External agencies and municipal staff were invited to attend an External Agency Drop-In Meeting prior to PIC 2 from 3:00 PM to 4:00 PM, in advance of the July 17, 2019, public session held at the same location. An invitation to attend the meeting was sent to external agencies on the project mailing list on July 2, 2019. External Agencies and stakeholders that were represented at the PIC include: Town of Billings and Ministry of Energy, Northern Development and Mines. Following the external agency meeting, comments were received from the Township of Billings, the Town of NEMI, Manitoulin East Municipal Airport, and the Waterfront Regeneration Trust.

A record of external agency representatives in attendance at this meeting is provided in **Appendix D.2**. A summary of agency correspondence is provided in **Appendix D.5**.

8.9.2 Business Owner Meeting

As part of the consultation plan for this project, a second Business-Owner Session was held prior to the PIC from 2:00 PM to 3:00 PM, on July 17, 2019, at the Manitoulin Hotel and Conference Centre prior to the PIC. In total, 20 business owners attended the meeting. The purpose of the meeting was to provide an opportunity to review the assessment of Alternatives to the Undertaking, preliminary design alternatives, the proposed evaluation criteria and evaluation process, and address questions or concerns directly with representatives of the project team. In addition, business owners were asked to participate in a Business Impact Assessment (BIA) survey to assess potential impacts of the design alternatives on local businesses.

A copy of the survey responses is provided in **Appendix E.6**.

8.9.3 Property Owner Meeting

A property owner meeting was held on July 18, 2019, following the second PIC at the Manitoulin Hotel and Conference Centre. Potentially impacted property owners were invited to attend that meeting, and members of the project team and MTO Property Section representatives were present to discuss the alternatives presented at PIC 2, the MTO process to purchase property, dimensions of the proposed bridge alternatives, and potential construction impacts.

A copy of the notes taken at this meeting are provided in **Appendix E.7**.

8.10 Letter Notice of Study Update

On August 14, 2020, a letter notification was issued to staff representing the following municipalities, to provide a brief update on study progress, including the study team's intent to hold arrange for an online PIC 3 event, given that in person events may not be feasible for the foreseeable future:

- Town of NEMI
- Town of Gore Bay
- Township of Assiginack
- Municipality of Billings
- Township of Burpee and Mills
- Municipality of Central Manitoulin
- Municipality of Gordon/Barrie Island
- Township of Tehkummah

The letter also provided notification of archaeological and geotechnical investigations that were being planned within the study area in September 2020 (i.e., during the COVID-19 pandemic).

A copy of the letter notice is provided in **Appendix D.6.**

8.11 Online Public Information Centre 3

A third PIC was held to present the preliminary findings of investigations, the evaluation of planning alternatives, the preliminary preferred plan and associated rationale, potential impacts and preliminary proposed mitigation measures, and next steps in the Class EA process. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 was held in an online format.

Online PIC 3 consisted of a recorded presentation that was hosted on the study website (www.swingbridgestudy.ca) beginning on March 30, 2021. Comments related to the online PIC were requested by April 30, 2021. Hardcopies of the presentation and transcript were available for mailout for those unable to access the online PIC 3 materials offered on the study website.

The online PIC was advertised in the *Manitoulin Expositor* on Wednesday, March 24, 2021, the *Sudbury Star* on Tuesday, March 23, 2021, and the *Manitoulin West Recorder* on Friday, March 26, 2021. The Notice was also posted on the project website in advance of the meeting.

In addition, notification letters were mailed to external agencies, stakeholders, property owners and the general public the week of March 18, 2021.

Statistics were gathered during the online PIC review period (i.e., from March 30, 2021, to April 30, 2021), to determine the number of viewers of the online presentation. The website visit statistics were broken down into the following two categories:

- Unique Visitors – the total number of people that visited the website. The same person visiting the website multiple times during the PIC time period is only counted once
- Number of Visits – the total number of visits by browsing session. If a visitor viewed another page on the site within 30 minutes of their last pageview, it is counted as the same visit. If a visitor returns to the study website 30 minutes after their last pageview, it counted as a separate visit

In total, 2,057 unique visitors and 4,533 visits were made to the project website during the online PIC review period. The online PIC presentation included a brief YouTube video, which accumulated a total of 11,731 views.

In total, 27 letters and emails were received during the online PIC review period. In general, comments consisted of concerns with heritage conservation with respect to the existing bridge, the existing bridge condition, boating/navigation, park space impacts, preferred solution, impacts to the natural environment, active transportation possibilities, and consultation undertaken as part this study. A copy of the information presented, as well as the comments received during the online PIC review period is provided in **Appendix E.5.**

8.12 Letter Notice of Study Update

On November 22, 2022, a letter notification was issued to staff representing the following municipalities, to provide a brief update on study progress, including receipt of the MCM Minister's consent for the removal of the existing bridge, as well as the estimated timing of the Notice of Study Completion:

- Town of NEMI
- Town of Gore Bay
- Township of Assiginack
- Municipality of Billings
- Township of Burpee and Mills
- Municipality of Central Manitoulin
- Municipality of Gordon/Barrie Island
- Township of Tehkummah

Given the lapse of time since PIC 3 (i.e., spring 2021) , the letter provided an overview of the Recommended Plan, as well as notification that the MCM Minister had provided consent for the removal of the existing swing bridge on November 2, 2022.

The letter also provided a brief outline of the approximate timing and next steps of the study, including the completion of the TESR, the associated Notice of TESR Completion, and the subsequent 30-day comment period. It was also noted in the letter that the Notice of TESR Completion would be mailed and emailed to Indigenous communities, agencies, stakeholders, and other interested persons, as well as published in the *Manitoulin Expositor, Sudbury Star,* and *Manitoulin West Recorder* newspapers in early 2023. The letter also indicated that a hardcopy of the TESR would be couriered to their municipal offices.

An email response to the letter notification was subsequently received from the Township of Billings, requesting to receive a hardcopy of the TESR to make available in their municipal offices.

A copy of the letter notice is provided in **Appendix D.6.**

8.13 Municipal Consultation

In addition to providing local municipal staff notification of key study milestones and/or consultation events, the project team also made presentations to local municipal Councils. Presentations were generally made as part of regularly scheduled Council meetings in advance of PICs, and included an overview of the information to be shared at the associated PIC, followed by a question and answer period.

- Town of NEMI Council Meeting prior to PIC 1 on August 7, 2018
- Manitoulin Municipal Association Council Meeting on September 19, 2018
- Town of NEMI Council Meeting prior to PIC 2 on July 16, 2019

- Town of NEMI Council Meeting (virtual) prior to PIC 3 on March 30, 2021
- MMA Council Meeting on April 21, 2021

It should be noted that a virtual presentation was made to the Algoma-Manitoulin MPP on April 7, 2021. However, the same information that was presented to the Town of NEMI Council was also presented to the MPP.

A copy of the information shared at each meeting, including a summary of the feedback received is provided in **Appendix D.4**.

8.14 Boating Survey/Consultation

A boating survey was developed to help the study team confirm the navigational vertical and horizontal clearance needs by collecting data related to existing boat and marine vessel sizes, boating habits, etc. that use the North Channel.

The boating survey was available in Survey Monkey format via a direct link offered on the project website between July 17 and October 9, 2019. The survey was also distributed as follows:

- Hard copies of the survey were available for attendees at PIC 2 (held on July 17, 2019)
- Letter notification of the survey were mailed to local marinas, boating organizations, and boating businesses on July 26, 2019, along with a request to post the notice of the boating survey in visible space at their marina, and to distribute the notice to any interested boaters that would be interested in participating in the survey
- Hard copies of the survey were mailed to boating stakeholders on July 26, 2019

It should be noted that letter notification of the survey included a brief introduction about the study, the purpose of the boating survey and a link to access the survey on the project website. A copy of the boating survey notice/poster was also attached to the letter notification.

In total, approximately 91 surveys were completed, nine (9) of which were hard copies. Based on the responses received through the boating survey, the following was noted:

- Most individuals taking the survey use the North Channel for recreation or commercial boating purposes (i.e., 95.56%)
- Boat lengths ranged between 7 ft to 65 ft
- Boat widths ranged between 5 ft to 24 ft
- Boat heights ranged between 5 ft to 75 ft
- Approximately 76% of recreational boats are motorized, the balance of which are sailboats or sailboats with motors
- Wiarton Harbor was the most popular departure point, followed by Harbourview or Spider Bay
- “Recreational only” was the top response for boat usage (i.e., 95%), followed by “shopping/errands” (37%) and “accessing fishing locations” (22%). Individuals could check more than one option
- Boaters use the North Channel at all times of day. There was no significant preference for time of use noted
- Nearly 60% of respondents indicated that they would not be more likely use the channel if they did not need to wait for the bridge to open, and nearly 40% of respondents indicated that they would be more likely to use the channel if they did not have to wait for the bridge to open. However, 39 respondents to the survey did not offer a response to this question
- No commercial/fishing or passenger/cruise ship operators completed the survey

The results of the survey are documented within a memorandum, a copy of which is provided in **Appendix E.8.**

8.15 Agency Correspondence

A number of agencies were consulted to verify the existing conditions of the study area, and to solicit feedback throughout the study on the alternative solutions, and requirements of the area. MCM is a key agency regarding the heritage recommendations for the existing Swing Bridge structure. Transport Canada was consulted regarding navigation requirements for the Swing Bridge, which will be utilized during the next stage of design stage. A copy of all agency correspondence is provided in **Appendix D.5.**

8.16 Summary of Public Comments

Over the duration of the study, many comments were received from the public that covered various themes including boating and navigation in the channel, active transportation facilities on the bridge, the significance of the existing bridge and associated viewscapes, emergency services access, and comments on the preferred plan. **Table 8-1** provides a summary of the main comments and themes and the associated response provided by the project team. With the exception of correspondence carried out at/following public consultation events, a copy of all remaining public correspondence is provided within **Appendix E.9**.

Table 8-1: Summary of Public Comments and Responses

Comment	Response Provided and/or Action Taken
Existing Bridge Condition	
• Article shows that the bridge is in good condition • Concerns over safety and age of existing bridge • The important landmark should remain in use	The bridge is over 100 years old. Since 1985, the Ministry has invested almost $18 million to maintain the bridge to provide a safe and reliable link between Manitoulin Island and the mainland. This has included extensive maintenance and replacement of the bridge deck, structural steel and centre bearing replacement, and pier and abutment repairs. This annual average investment of over $500, 000 per year is much higher than other typical bridges in the provincial highway network (typically<$100,000 per year). Furthermore, because of its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times, traffic delays and increased costs due to manufacturing. The bridge is inspected every two years following the Ontario Structural Inspection Manual (OSIM) to ensure its safety, quantify the material deteriorations and determine the Bridge Condition Index (BCI). The single lane bridge with its unique operation and maintenance demands is over 100 years old and is nearing the end of its service life. The swinging operation depends on outdated mechanical and electrical systems with many obsolete moving parts that cannot be relied upon much longer. The BCI is posted on the Ministry of Transportation's website and can be found at https://data.ontario.ca/en/dataset/bridge-conditions. Information for the Swing Bridge can be found within the table on Row 4824. The 2020 BCI is 73.56 and refers to the condition of the structure at the time of inspection. More information on the BCI is found on the MTO bridge safety page at http://www.mto.gov.on.ca/english/highway-bridges/ontario-bridges.shtml.
Heritage of Existing Bridge	
• "Heritage site" needs to be maintained • New bridge should retain the same design as the old bridge structure • Pleased that repurposing components of the old bridge will be considered • Keep old structure as an informative historical site • Relocating the old bridge as a tourist attraction would be a PLUS • "Heritage site" needs to be maintained • Suggests moving current bridge to Goat Island as a monument and building a small info booth allowing vehicles to pull in and stop. Maybe repurpose old tourist info booth which currently has higher traffic accidents due to sudden stops in line of traffic • Uncertain of the heritage options for the existing structure. Asked if the option to retain the current structure in place would mean that the existing bridge would be open for marine traffic, but would not be accessible for any other purposes	The existing bridge is a rare remaining example of the movable swing bridge type in Ontario and is the oldest known example in the province. The bridge is a landmark in the community and is of both local and provincial significance. It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually, and historically linked to its surroundings. The *Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges* outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening, or replacement that may be required. The following bridge conservation options were considered for the existing structure: 1. Retention of the existing bridge with no major modifications undertaken 2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design 3. Retention of the existing bridge with sympathetic modification 4. Retention of the existing bridge with a sympathetically designed new structure in proximity 5. Retention of the existing bridge but close it to vehicular traffic and adapt it for a new use 6. Retention of the existing bridge as a heritage monument for viewing purposes only 7. Relocation of the existing bridge to a new location of continued or adaptive use 8. Removal and replacement of the existing bridge with a sympathetically designed structure Conservation Options 1 through 6 retain the bridge in its existing location; however, these options were not selected based on a number of rationale, including but not limited to:

Comment	Response Provided and/or Action Taken
• Suggested the existing bridge could be moved to land as a museum piece • Indicated options detailed to date should consider removal of old bridge	• The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the movement of people and goods • The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections, maintenance and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs • The swing function of the bridge would no longer be operable as the bridge would be left or welded in the open position to allow for continuous flow of boat traffic through the channel • Maintenance of two separate structures significantly increases maintenance and operating costs • The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions • Retention of the bridge in-situ could potentially attract recreational swimming and introduce a new significant safety concern within the channel Conservation Option 7, relocation of the existing bridge to a new location for continued or adaptive use, and Conservation Option 8, removal and replacement of the existing bridge with a sympathetically designed structure, will be carried forward for further consideration during the next stage of design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed. The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment, the following mitigation measures are recommended: • Design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge will be explored • Prepare photographic documentation and measured drawings in accordance with appliable guidelines • Undertake the salvage and relocation of the existing bridge, in whole are part, to a publicly accessible location, supplemented with a commemorative strategy • Prepare a Strategic Conservation Plan (SCP) to provide guidance on the relocation, dismantling/reconstruction, and long-term conservation, use, repair, maintenance, and/or disposal of the bridge • Provide opportunities for public input for the long-term conservation and commemoration of the bridge as part of preparation of the SCP Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during the next stage of design. This may include elements such as steel truss members, plate girders, or wedges, gears, or parts of the control room, where integrating these elements is technically and economically feasible.
Navigation	
• Prefer a bridge that has the capability to open for large ships and has an air draft of 40+ feet (majority of marine traffic could pass without opening) • The North Channel is second only to the Mediterranean for Sailors. Water clarity and deep-water dockage make it ideal! • Having a clearer passage through centre of channel once cribs and existing bridge are removed would make for safer passage	The Ontario Ministry of Transportation (MTO) recognizes that the North Channel through Little Current is part of Lake Huron, which is listed as a Scheduled Waterway in the Canadian Navigable Waters Act (CNWA). As such, Transport Canada and the associated Navigation Protection Program have been engaged as part of this study to help to identify, at a preliminary level, navigational clearance requirements at this location. In 2019, a boating survey was distributed amongst local marinas, boating organizations, boating stakeholders and boating-related businesses to help the study team confirm the navigational vertical and horizontal clearance needs by collecting data related to existing boat and marine vessel sizes, boating habits, etc. that use the North Channel. The data collected as part of this survey helped the study team determine the preliminary clearances for the new bridge. As part of detail design of this project, a Notice of Major Works will be prepared and submitted to the Minister of Transport for review and approval. As such, the horizontal and vertical navigational clearances for the new bridge will meet the requirements of the

Comment	Response Provided and/or Action Taken
• Protocol that gives cruise ships priority over road traffic cannot be changed • Concerns expressed regarding the changes to the channel width, depth, and impacts on the already strong current. All upgrades should go through the Canadian Coast Guards Notices to Mariners program • Consider placement of a current gauge in the channel, on the centre abutment • Will the design consider increasing the bridge height or air draft to allow more boats to pass under the structure? This could reduce the number of bridge swings required • Will the bridge allow sufficient space for future and possibly larger commercial vessels to pass through?	Navigation Protection Program. In addition, the Department of Fisheries and Oceans (DFO) have been circulated on all study notifications, and will be further engaged during the next stage of the planning and design process, following this Class EA study. A marine archaeological assessment was also undertaken as part of this study, the findings of which confirmed that dredging operations within the North Channel near Little Current have occurred almost annually since the turn of the 20th century to maintain the safe operation of shipping vessels. In addition, a boating survey was distributed to all marinas and their boaters in Little Current to obtain information on boating activity, including the size of vessels and frequency of visits. This information has helped the project teamwork with Transport Canada/the Navigation Protection Program to help to ensure that the Preferred Plan can accommodate present and future boating activity within the channel. It should be noted that, as part of the Preferred Plan, the existing swing bridge is proposed to be removed in part due to the potential navigational hazards and to help reduce the risk of boat-bridge collisions. We appreciate the suggestion to consider feedback from the Great Lakes Pilotage Authority and Canadian Coast Guard, and have updated our study mailing list to include these authorities.
Preferred Solution	
• Pleased with the preferred solution for a new double lane swing bridge • Suggestions for new name for the new bridge • Keeps the atmosphere and charm of the old bridge. Preserves the culture and history of the area. The Island needs more modernized access than the swing bridge • Disagree with the preferred solution. Still limits marine traffic, emergency vehicles, and does not provide unrestricted traffic flow • A tunnel would be a better suited option • Should be more than two lanes to accommodate future traffic • Bridge should not turn as often for marine traffic to pass through • Long term, the bridge will still have mechanical issues. A bascule makes the most sense • Preference to keep and maintain the existing bridge • Many residents on Manitoulin Island would like to see the current structure maintained	Following a detailed evaluation of alternatives, the swing bridge was selected as the preferred plan because it best addresses the current and future transportation needs at the bridge crossing, while minimizing impacts to the community and the natural environment. Based on the feedback received at/following PICs 1 and 2, there is a strong desire to maintain the existing viewscapes and character of the area, and to minimize potential impacts to the natural and cultural environments. Increasing the vertical clearance of the new swing bridge would result in greater impacts the Highway 6 road profile, which would be raised several m and require significant embankments on both sides of the crossing. These approach embankments would result in significant impacts to ecological features, as well as increases in property requirements including entrance redesign/removal. This profile raise would also reduce the ability to provide a safe and comfortable environment for active transportation users. The existing swing bridge is the oldest and longest known example of a swing bridge within the province, 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. Thus, a new swing bridge at a similar height to the existing bridge also provides a better opportunity to provide a sympathetic design that maintains the character of the local and marine communities. Since 1985, the Ministry has invested almost $18 million to maintain the bridge to provide a safe and reliable link between Manitoulin Island and the mainland. This has included extensive maintenance and replacement of the bridge deck, structural steel and center bearing replacement, and pier and abutment repairs. This annual average investment of over $500,000 per year is much higher than other typical bridges in the provincial highway network (typically<$100,000 per year). Furthermore, because of its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times, traffic delays and increased costs due to manufacturing. The purpose of this study is to identify a recommended plan that will address the current and future transportation needs at the bridge crossing as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. While the existing swing bridge was originally intended for predominantly railway travel, the new bridge will be designed to today's standards to service both vehicle travel and active transportation users, reducing the risk of malfunction and repair costs, as well as providing a reliable structure for the longer term.

Comment	Response Provided and/or Action Taken
Construction Timing	
• A project timeline of construction of this project would be helpful • It is important to move forward with the project as soon as practicable, due to stated concerns of risks related to the current bridge failing • Replacement should be done as soon as possible before existing bridge fails	Please note that timing has not been confirmed for the next stage of design or construction. The Little Current Swing Bridge Study is part of the MTO's ongoing review of the provincial highway network. Although the timeline for implementing the project are not confirmed, this planning study will assist the Ministry, municipalities, business owners, and private landowners with future planning and development within the study area.
Cost	
• What exactly is wrong with the current bridge? Is it a problem sourcing material to maintain it? • Prefer to continue repairing old bridge – can do a lot of repairs for $150 m but as an alternate; a two-lane lift or bascule are good options • Please provide estimates on maintenance and repair costs beyond the initial 5 years, for the next 20 years after that, for each bridge or tunnel option • Spending $1 m a year for maintenance, is a lot better than spending $100 m or more for a new alternative	The Ontario Ministry of Transportation has a mandate for moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life. The existing bridge is nearing the end of its service life and the Ministry is conducting this planning study to identify an appropriate solution and plan for the only year-round crossing from the mainland to Manitoulin Island. The annual average investment to maintain the existing bridge is over $500,000 per year. Other bridges in the provincial highway network typically cost less than $100,000 per year to maintain. Furthermore, due to its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times and traffic delays. These components are also typically costly to manufacture. In comparison, the maintenance cost of any of the other structure alternatives for the first 25 years will be relatively low. Typically, a minor rehabilitation of concrete, joint components, and deck pavement would be required within 25 years of construction. A single minor rehabilitation of any of the structure alternatives would result in an annual average maintenance cost that is much lower than the $500,000 a year that the existing bridge requires to remain operational.
Consultation	
• What consultation has been undertaken with Indigenous communities?	The project team has been in contact with Aundeck-Omni Kaning First Nation, the other member First Nations of the United Chiefs and Councils of Mnidoo Mnising, and Wiikwemkoong Unceded Territory since commencement of this study to help to ensure that opportunities to share information and participate in this study have been offered throughout the duration of this study. Notification of the following key study milestones has been provided to the Chiefs, as well as community members that expressed an interest in receiving notifications about this study: • Notice of Study Commencement and Request to Consult (June 29, 2018) • Notice of Public Information Centre 1/Community Information Sharing Sessions (August 14, 2018) • Notice of Public Information Centre 2 / Community Information Sharing Sessions (July 3, 2019) • Notice of Online Public Information Centre 3 (March 18, 2021) In addition, Community Information Sharing Sessions 1 and 2 were held at the Four Directions Community Centre on August 23, 2018, and July 25, 2019, respectively. Notification of these community events was also included in the community newsletter and posters were placed within high traffic areas of the community. Community Information Sharing Sessions 1 and 2 were also held within the other member UCCMM member nation communities and Wiikwemkoong Unceded Territory in 2018 and 2019.

Comment	Response Provided and/or Action Taken
	In general, the feedback received from these Community Information Sharing Sessions included: • Priority to have two-way traffic with less delays • Ensure that vehicle and boat traffic is accommodated for the long-term future • Preserve the heritage value of the old bridge • The existing bridge is a significant tourist attraction • Indigenous communities have a special relationship with the water. It is traditional territory and impacts will be minimized • Concerns regarding safety and the ability to travel on and off of the island in the case of an emergency In light of COVID-19 and associated physical distancing requirements, community information sharing/Public Information Centre (PIC) 3 was planned online. In response to requests to offer the PIC in Anishnaabemowin, a translated version of the recorded presentation and comment form was prepared for online review. In addition, copies of the English and translated materials were mailed to each of the Indigenous communities' administration offices for review and comment.
Contaminated Land	
• It is time for the contaminant on Goat Island to be cleaned up • CPR and Vale should be forced to clean up Goat Island • Contaminated area of Goat Island should not be an issue with this project – provincial or federal government needs to step in and have this cleaned up	Your concern regarding the contaminated land on Goat Island has been noted by the project team. The contaminated materials on Goat Island are on private property, and the decision to remediate the land and dispose of the contaminated materials are the prerogative of the landowner. Any property impacted by future construction will be tested for contaminants and if the property is purchased, the MTO will be responsible for remediating the soil, as appropriate.
Active Transportation	
• Swing bridge remain open for pedestrians and cyclists • Important to have access on foot and bike • Allow for as much shoulder on the northbound lane of the bridge • Allow space for cyclists to travel so they do not have to cycle on the pedestrian sidewalk • Walkway on west side of the bridge should be wider than the current one to allow cycling	The project team has noted your preference to retain the existing bridge and rehabilitate it for active transportation access (i.e., pedestrian and cycling access). This is one of several conservation options being considered as part of the heritage investigations being undertaking for this study. An evaluation of the conservation options and selection of an option will be undertaken and documented in the *Transportation Environmental Study Report* (TESR). The TESR will be available for a 30-day comment period following its completion in a later phase of the study. The Ontario Ministry of Transportation (MTO) recognizes that Highway 6 is designated as part of the Province-wide Cycling Network. The Preferred Plan, a new through-truss swing bridge, will maintain existing grades for active transportation users and is currently proposed to include a sidewalk on the west side of the bridge. In addition, a 1.5 m shoulder has been recommended on the structure that can accommodate cyclists, separated from pedestrians. The design of these active transportation facilities will be confirmed during detail design, the timing of which is currently unknown
Emergency Services	
• Feels important issues such as emergency vehicles can be addressed with advance warning systems to alert the controller and ensure the bridge remains open, or a helicopter which is normal practice in remote areas • Sees only possible problem with current bridge to be multi-party emergencies – which can be covered by Orange helicopters	Comment noted

9.0 Indigenous Community Consultation

The appropriate Indigenous communities and/or organizations contacted with respect to this study were identified based on desktop research during the initial stages of the planning process. Through this review, the following Indigenous communities were identified as having a potential interest within the study, and were notified of the study commencement, Study Design Report completion, public information centres, community information sharing sessions within their respective communities, notification regarding geotechnical and archaeological fieldwork being undertaken in the study area, and the study completion:

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

9.1 Pre-Consultation Notice

The first point of contact for this study consisted of a pre-consultation letter that was issued to the above-mentioned communities via mail and email on April 23, 2018. The purpose of this letter was to indicate that Stantec Consulting Ltd. had been retained to undertake the planning and preliminary design of this study, and that the study team would be reaching out to Indigenous communities individually upon study commencement. The letter also requested that each Indigenous community provide the study team with any previously established consultation protocols or indicate how they wish to be consulted as part of this study.

A copy of this initial letter is provided within **Appendix F.1**.

9.2 Notice of Study Commencement

The Notice of Study Commencement and Request to Consult was sent via mail and email to the above noted communities on June 29, 2018. The purpose of this correspondence was to provide information related to the study purpose, the Class EA process, and to invite each Indigenous community to participate in the consultation process. Follow-up phone calls and emails were made to help ensure that communities had sufficient information to determine their level of interest in the study and to discuss any initial questions and/or concerns.

A copy of the Notice of Study Commencement and Request to Consult is provided within **Appendix F.1.**

9.2.1 Wiikwemkoong Unceded Territory and Chief and Council Meetings

Following the distribution of the Notice of Study Commencement and Request to Consult, designated representatives from Wiikwemkoong Unceded Territory indicated their interest in discussing the study further. As such, a meeting was held between the Chief, two other community representatives, and the study team on August 8, 2018. At this meeting, the study team provided an overview of the study process and information regarding problems and opportunities, alternatives to the undertaking, ongoing environmental investigations, the existing environment, and a tentative schedule of future consultation events. Following the presentation, a discussion was held to respond to questions and discuss any initial comments and/or concerns expressed by representatives of the Indigenous community.

Additionally, a follow-up meeting was held between the study team and the Wiikwemkoong Chief and Council as part of a regularly scheduled Council meeting on September 10, 2018, where a similar presentation was shared.

A copy of these presentations and associated meeting notes is provided in **Appendix F.6**.

9.3 Community Information Sharing Session 1

Community Information Sharing Sessions (CISSs) were held within four Indigenous communities to generally introduce the project and associated background information, present and gather feedback on the problems and opportunities, the study area existing conditions, and the Alternatives to the Undertaking.

CISS 1 was designed to engage Indigenous community members early in the study process to identify concerns and provide an opportunity for input by allowing community members to attend in-person to share their ideas and interests directly with members of the study team.

Four separate CISS 1 events were held within Indigenous communities, as follows:

- Aundeck-Omni-Kaning First Nation – August 23, 2018
- Sheshegwaning First Nation – August 24, 2018
- Wiikwemkoong Unceded Territory – October 23, 2018
- M'Chigeeng First Nation – October 24, 2018

CISS events were coordinated with designated representatives of the participating Indigenous communities and tailored letters were addressed to each First Nation Chief to provide the Notice

of Public Information Centre 1, and to confirm CISS 1 details for each community. These letters were sent via mail and email on August 14, 2018.

Tailored posters providing information about each of the four CISS 1 sessions, including the date, time and location of each session, were provided to each community representative to post in community public spaces, including the administration or band offices, on their websites and social media pages, and within their monthly newsletters.

The CISS 1 events were organized to include a brief presentation, followed by a formal question and answer session. Comment sheets were provided to each of the attendees, who were encouraged to return comments either within the comment sheet box at the session, or to their local administration/band office following the event.

A copy of the CISS 1 Summary Report, including a copy of the notification letter and posters, the information presented, and a record of the feedback received and associated response from the project team is available within **Appendix F.2**.

9.3.1 Whitefish River Meeting

Following CISS 1, representatives from the Whitefish River First Nation indicated their interest in holding a meeting with the study team to discuss the study in further detail. As such, a meeting was held at their Council chambers on October 24, 2018, where the study team provided an overview of study background information, the MCEA process, alternatives to the undertaking, ongoing investigations, what future consultation events were being planned, and answered any questions and/or concerns attendees had.

A copy of the presentation and associated meeting notes are provided in **Appendix F.6**.

9.4 Study Design Report

The study team coordinated notification and review of the SDR with designated representatives of each participating First Nation and notification of the event was provided through tailored letters addressed to each First Nation Chief, along with the Notice of SDR. These letters were sent via mail and email on November 15, 2018.

Tailored notices providing information about the SDR, including notice that a copy of the SDR was available for review at community administration offices, were provided to each Indigenous community representative to share the notice with community members, along with a copy of a comment form to gather community member feedback on the SDR.

Copies of the SDR notices are provided in **Appendix F.3**.

9.5 Community Information Sharing Session 2

The purpose of CISS 2 was to present and gather feedback from interested Indigenous community members on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options for the existing bridge, and project activities to date.

Five individual CISS 2 events were held within Indigenous communities, as follows:

- M’Chigeeng First Nation – July 18, 2019
- Sheshegwaning First Nation – July 19, 2019
- Whitefish River First Nation – July 23, 2019
- Wiikwemkoong Unceded Territory – July 24, 2019
- Aundeck-Omni-Kaning First Nation – July 25, 2019

The study team coordinated the CISS 2 events with designated representatives of each participating First Nation and notification of the event was provided through tailored letters addressed to each First Nation Chief, along with the Notice of PIC 2. These letters were sent via mail and email on July 3, 2019.

Tailored posters providing information about each event, including the location, date and time, were provided to each Indigenous community representative to post in community public spaces including administration/band offices, on their websites and social media pages, and within their monthly newsletters.

Each CISS 2 session included a brief presentation, followed by a formal question and answer session. It should be noted that given limited attendance at the M’Chigeeng First Nation event, no presentation was provided, instead the event was hosted in an open house format with information displays available and study team members available to discuss questions, comments and/or concerns in an informal setting. Comment sheets were also provided at each CISS 2 event, and attendees were encouraged to return any completed comment sheets to the comment sheet box provided, or to their local administration/band office following the event. Each CISS event was also catered by a local community member.

Hard copies of the presentation, information displays, and comment forms were also provided to designated community contacts to offer an opportunity for those who were unable to attend to review the study information and provide feedback.

Additionally, a boating survey was made available at each of the five CISS 2 events to collect information from boaters to form a better understanding of the existing and potential boating activity within the study area.

A copy of the CISS 2 Summary Report, including a copy of the notification letter and posters, the information presented, and a record of the feedback received and associated response from the project team is available within **Appendix F.4**.

9.5.1 UCCM Tribal Council Meeting

Following CISS 2, designated representatives from the United Chiefs and Councils of Mnidoo Mnising (UCCMM) indicated their interest in attending an individual meeting with the study team, which was held on February 24, 2020. At this meeting, the study team provided and overview of the study process, evaluation of alternatives to the undertaking, alignment and structural alternatives, evaluation criteria to be used in the assessment, feedback received to date, conservation opportunities for the existing bridge and next steps in the study process.

A copy of the presentation and associated meeting notes taken during this meeting is provided within **Appendix F.6**.

9.6 Letter Notice of Study Update

On August 14, 2020, a letter notification was issued to UCCMM Tribal Council and Chiefs of the member First Nations, as well as the Chief and staff at Wiikwemkoong First Nation, to provide a brief update on study progress, including the study team's intent to hold arrange for an online PIC 3 event, should in person events not be feasible for the foreseeable future. The letter also provided notification of archaeological and geotechnical investigations that were being planned within the study area in September 2020 (i.e., during the COVID-19 pandemic). The letter further indicated that the findings of the archaeological assessments will be documented within draft Stage 1 Marine Archaeological Assessment and draft Stage 2 Archaeological Assessment reports, and shared with the Indigenous communities for review and approval, when they became available. Responses to the letter notification were not received during the course of this study.

A copy of the letter notice is provided in **Appendix F.4**.

9.7 Online PIC 3

As indicated above, due to the COVID-19 pandemic and associated physical distancing requirements, in person events were not arranged and PIC 3 was held online on the study website between March 30, 2021, and April 30, 2021. Further details regarding the purpose and format of Online PIC are provided in Section 8.10; however, a description of how notification and information sharing with the Indigenous communities was carried out in lieu of an in person/CISS event is described herein.

Following conversations with designated representatives of each Indigenous community during the planning stage of Online PIC 3, the study team was informed that a portion of the Indigenous population within the study area is not fluent in written and/or spoken English, but rather Anishnaabemowin, and therefore may have difficulty viewing and listening to the Online PIC 3 presentation, as well as using the online comment form. As such, the study team retained a local organization (the Debajehmujig Theatre Group) to complete a full translation of the presentation (both the audio voiceover and transcript), as well as the comment form, into Anishnaabemowin to allow Indigenous community participants to choose a version suited to their preferred language. A formal cover letter and Notice of Online PIC 3 was issued to the Indigenous communities on March 18, 2021, via mail and email.

Additionally, as not all members of the community have reliable internet services, arrangements were made to deliver hardcopies of the presentation materials and comment forms in both languages to each of the local Indigenous community administrative/band offices, so that they could be available upon request. The following was included within each hardcopy package couriered to local administrative offices on April 1, 2021:

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

These packages also included hardcopies of a tailored poster to provide each Indigenous community with the opportunity to advertise information on how to participate in PIC 3 by posting them at frequented public spaces, on their social media pages and website, and within their monthly newsletters. The posters also indicated that hardcopy materials of PIC 3 would be available at the local administrative office and provided contact information for the local community representative. Electronic copies of the posters were also emailed to local representatives on March 26, 2021, along with a request to post these notices within their local newsletters and social media outlets.

A copy of all Anishnaabemowin presentation materials, comment forms and Indigenous community posters provided for Online PIC 3 is available within **Appendix F.5.**

9.8 Letter Notice of Study Update

On November 22, 2022, a letter notification was issued to UCCMM Tribal Council and Chiefs of the members of Frist Nations, as well as the Chief and staff at Wiikwemkoong Unceded Territory, to provide a brief update on study progress, including receipt of the MCM Minister's consent for the removal of the existing bridge, as well as the estimated timing of the Notice of Study Completion. Given the lapse of time since PIC 3 (i.e., spring 2021), the letter provided an overview of the Recommended Plan, as well as notification that the MCM Minister had provided consent for the removal of the existing swing bridge on November 2, 2022.

The letter also provided a brief outline of the approximate timing and next steps of the study, including the completion of the TESR, the associated Notice of TESR Completion, and the subsequent 30-day public comment period. It was also noted in the letter that the Notice of TESR Completion would be mailed and emailed to UCCMM and its member First Nations, and Wiikwemkoong Unceded Territory, as well as published in the *Manitoulin Expositor, Sudbury Star,*

and *Manitoulin West Recorder* newspapers in early 2023. The letter also indicated that a hardcopy of the TESR would be couriered to the administration office of each First Nation.

An email response to the letter notification was subsequently received from Wiikwemkoong Unceded Territory and M'Chigeeng First Nation indicating contact information changes within their organization. In addition, it was noted that they would like to continue to receive correspondence related to the study.

A copy of the letter notification is provided in **Appendix F.7.**

10.0 Notice of Study Completion

The Notice of Study Completion was placed in local newspapers (*Manitoulin Expositor, Sudbury Star* and *Manitoulin West Recorder)* when the Transportation Environmental Study Report (TESR) was made available for public review. The Notice was also made available on the project website and distributed to agencies, key stakeholders, Indigenous communities, and the public on the project mailing list.

10.1 Future Consultation

During the subsequent stage of design stage of this undertaking, the external agencies, Indigenous and Métis communities, and property owners will continue to be contacted and consulted regarding design/construction details and commitments to future work as outlined in this document, where appropriate and/or necessary.

10.2 Future Commitments

Future consultation will be required during the next phase of planning and design to deal with all outstanding issues, including permits and approvals from external agencies (international, federal, provincial), consultation with Indigenous communities and detailed environmental investigations regarding impacts and mitigation, and engineering investigations to confirm the final design.

Future consultation is expected to include notification of the start of next phase of planning and design, and CISSs and a PIC near the completion of design stage to display plans, and to answer questions about the final design and proposed mitigation measures. The coordination of provincial, federal, and international permits and approvals is a key component of this project and for future project phases. A summary of proposed future consultation is in **Table 10-1**.

Table 10-1: Future Consultation with External Agencies

External Agency	Subject of Consultation
Fisheries and Oceans Canada	• Requirements of current MTO/DFO/MNRF Fisheries Protocol • Confirm fisheries impacts, and final bridge recommendations • Timing restrictions and other fisheries mitigation in contract package • Fisheries Act Authorization, if required
Transport Canada	• Confirm navigational clearances during design stage • Assist the Navigation Protection Program in any additional consultation requirements, as needed • Obtain Canadian Navigable Waters Act Permit for Major Works
Ministry of Natural Resources and Forestry	• Natural environment (terrestrial and aquatic) timing restrictions and mitigation in contract package • Confirm terrestrial impacts and mitigation • Determine if specific fisheries management objectives are available (MNRF Upper Great Lakes Management Unit) • Endangered Species Act authorization/permit, if required
Ministry of Citizenship and Multiculturalism	• MTO will comply with the conditions of the MCM Minister's Consent
Ministry of the Environment, Conservation and Parks	• Permit application under ESA Section 17.2(c) (overall benefit) • Information Gathering Form (IGF) • Avoidance Alternatives Form (AAF) • 17.2(c) Permit Application Form (C-PAF) • MECP must post the application to the Environmental Registry for public review and comment
Indigenous Communities	• Subsequent planning and design process engagement • Construction planning within Traditional Territory and traditional waters of North Channel • Detailed ecological field surveys participation and information sharing • Construction timing, traffic management planning
Town of Northeastern Manitoulin and Islands, Manitoulin Municipal Association	• Ongoing consultation during subsequent planning and design phase of project
CP Rail	• Ongoing consultation during subsequent planning and design phase of project
Emergency service agencies (i.e., OPP, Fire, ambulance, UCCM and Wiikwemkoong Police Services, etc.)	• Ongoing consultation during subsequent planning and design phase of project to minimize impacts to emergency response times during and after construction
All other agencies/groups involved in planning and preliminary design study	• Ongoing consultation during subsequent planning and design phase of project
Utility companies	• Ongoing consultation during subsequent planning and design phase of project

Other issues to be dealt with during subsequent planning and design process include:

- Property concerns and entrance closures through negotiations with individual property owners
- Additional details of the Recommended Plan such as tree clearing requirements

11.0 Summary of Environmental Effects, Proposed Mitigation and Commitments to Future Work

A summary of environmental effects, proposed mitigation, and commitments to future work, as identified during the course of this study, is provided in **Table 11-1**, and forms a comprehensive ‘checklist’ of outstanding issues identified at the end of Class EA and Preliminary Design and will serve as a starting point for the subsequent planning and design phase of the project.

Table 11-1: Summary of Environmental Effects, Proposed Mitigation and Commitments for Future Work.

Legend

DFO: Department of Fisheries and Oceans
MTO: Ministry of Transportation
MNRF: Ministry of Natural Resources and Forestry
MUN: Local Municipalities
PUB: General Public
EMS: Emergency Medical Services
RES/BUS: Local Residents/Business Owners
MECP: Ministry of Environment, Conservation and Parks
MCM: Ministry of Citizenship and Multiculturalism
STS: Student Transportation Services
UCCMM: Tribal Council: United Chiefs and Councils of Mnidoo Mnising

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
Natural Environment				
1.0	Surface Water • Potential impacts to surface water and groundwater from disturbance of contaminated soils, leaks and accidental spills	MTO MECP UCCMM Tribal Council Wiikwemkoong First Nation	1.1	Complete drainage design to provide appropriate drainage capacity.
			1.2	Direct runoff and overland flow away from working areas and areas of exposed soils.
			1.3	Store all oils, lubricants and other chemicals in suitable containers and handle them in accordance with applicable regulations.
			1.4	Do not permit refueling within 30 m of a watercourse.
			1.5	At minimum, best management practices will be applied for fuel management including secondary containment of temporary fuel storage.
			1.6	Install debris platforms and/or collection systems to prevent dust, debris, effluent and visible emissions falling into watercourse.
			1.7	Prepare and follow spill response plan for construction. All spills will be cleaned up immediately, and contaminated materials will be disposed of in an approved manner. The MECP will be informed immediately of all reportable spills.
			1.8	Run-off from construction and stockpiles will be contained and discharged to prevent entry of sediment to water.
			1.9	Obtain draft Permit to Take Water (PTTW), if required.
2.0	Fish & Fish Habitat • Works adjacent to aquatic resources that provide fish habitat, or have the potential to support fish habitat, may present a risk of construction-related impacts to fish during their most sensitive / vulnerable life cycles (i.e., during reproduction and early development stages of off-spring)	MTO MECP MNRF DFO UCCMM Tribal Council Wiikwemkoong First Nation	2.1	Complete update to Preliminary Fisheries Assessment, including additional field data collection, to determine the likelihood of causing the death of fish or HADD of fish habitat (Step 4 of the Protocol).
			2.2	Complete an assessment of potential effects of anthropogenic noise on fish during construction (drilling activities during construction of the new bridge piers), with particular attention to Lake Sturgeon.
			2.3	A comprehensive Erosion and Sediment Control Plan will be completed during next stage of planning and design. At minimum, the Best Management Practices set forth in the Environmental Guide for Erosion and Sediment Control During Construction of Highway Project will be followed.
			2.4	Applicable in-water work restrictions (i.e., In-water construction activities are permitted from July 16 to August 31 (i.e., no work from September 1 to July 15) (MNRF 2018); however, upon request from MTO, the MNRF may adjust the timing window upon review of the bridge design, construction plan, and mitigation measures. Due to the potential presence of Lake Sturgeon, review of the timing window by the MECP will be undertaken during the next stage of planning and design.
			2.5	Once construction methods are available, consult with MECP and/or prepare and submit an Information Gathering Form for review and determination if project contravenes the ESA (based on potential use by Lake Sturgeon).
			2.5	The MNRF's Upper Great Lakes Management Unit (Lake Huron) will be contacted to determine if there are specific fisheries management objectives for the North Channel.
			2.6	An update to MTO's Template Table D4 (Fish and Fish Habitat Impact Documentation) will be completed prior to completion of a Request for Review form.
			2.7	Any fish stranded within the work area will be salvaged and relocated.
			2.8	Fish exclusion measures (i.e., block nets) to prevent fish from re-entering work areas will be implemented.
			2.9	Fish and fish habitat management during flow diversion/dewatering.
			2.10	Request for review form submitted to DFO (per Step 6 of the Protocol) for review under the Fisheries Act.
			2.11	Vehicle and equipment refueling will be carried out away from the North Channel and any adjacent waterway.

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
			2.12	A spill containment plan will be established prior to construction and remain on-site during construction activities.
			2.13	Opportunities to improve fish habitat and fish passage will be considered.
			2.14	Best Management Practice for Maintenance of Riparian Vegetation in existing right-of-way.
			2.15	Best Management Practice for Ditch Maintenance Within 30 m of a Waterbody will be followed.
			2.16	Exposed soil areas will be stabilized.
			2.17	All activities will adhere to Best Management Practices Manual for Fisheries.
3.0	Vegetation • Potential for localized impacts to vegetation due to disturbance of common species	MTO MECP MNRF UCCMM Tribal Council Wiikwemkoong First Nation	3.1	Right-of-Way clearing will be minimized to the extent possible. Any additional property holdings or Excess Material Management Areas adjacent to forest or wetland areas will be rehabilitated to forested vegetation communities to further reduce impacts.
			3.2	All vegetation clearing and grubbing activities will take place outside of the breeding bird window (April 1 to August 31 of any year), and comply with the Migratory Birds Convention Act (1994).
			3.3	Vegetation removal associated with construction related activities will be minimized, and where required Environmentally Sensitive Areas will be established to restrict access to sensitive areas during construction.
			3.4	Stockpiling of materials will be kept away from adjacent natural areas.
			3.5	Stormwater discharge during construction will be directed away from adjacent natural areas.
			3.6	A comprehensive Erosion and Sediment Control Plan will be completed during next stage of planning and design. At minimum, the Best Management Practices set forth in the Environmental Guide for Erosion and Sediment Control During Construction of Highway Project will be followed.
			3.7	Topsoil, seed banks and organic matter will be salvaged and reintroduced to any areas disturbed during construction. New seed will be introduced to disturbed substrates as soon as feasible following construction (within 15 days for areas less than 200 m from a waterbody or watercourse, and 45 days for other areas) and sediment fencing or other barrier will remain in place until vegetation cover is re-established.
			3.8	Alvar communities will be avoided to the extent possible. These communities contain provincially rare native species, and highly sensitive native plants. Authorization under ESAs will be required if these communities are impacted. Sediment fencing or other construction barrier fencing will be used to separate work areas from the Environmentally Sensitive Areas, SAR habitat and SOCC habitat. A permit application under ESA Section 17.2(c) (overall benefit) will be required if impacts to alvar community cannot be avoided. The overall benefit permit application requires the following documentation to be submitted to MECP: • Information Gathering Form (IGF) • Avoidance Alternatives Form (AAF) • 17.2(c) Permit Application Form (C-PAF)
4.0	Wildlife and Species at Risk (SAR) • Potential for species at risk (SAR) habitat within or adjacent to the study area, and potential interactions with wildlife during construction	MTO MNRF MECP UCCMM Tribal Council Wiikwemkoong First Nation	4.1	Interaction with SAR and other wildlife during construction may occur. The Contractor will ensure all SAR sighted or encountered are protected and avoided if under immediate threat from construction activities.
			4.2	Once design details are confirmed, additional surveys will be carried out in potential habitat for SAR to confirm potential impacts to SAR species identified. The following SAR and provincially rare species are present within the study area: Grooved Yellow Flax, Houghton's Flatsedge, Prairie Dropseed, Slender Blazing-star, Monarch, Eastern Milksnake, Snapping Turtle, Common Nighthawk, Eastern Wood-Pewee, Golden-winged Warbler, Grasshopper Sparrow, Wood Thrush.
			4.3	Preconstruction surveys will be carried out to determine the presence and/or absence of breeding occurrences of Bobolink and Eastern Meadowlark, as well as suitable maternity roost trees for Endangered bats. If species observed to be present, additional mitigation and authorization requirements under the ESA will be determined.
			4.4	Wildlife fence will be installed without breaks or gaps along their entire length. Fencing will be removed immediately after site specific work has been completed. Removals will be in accordance with OPSS 510.
			4.5	If impacts cannot be avoided through design, appropriate mitigation measures will be developed as required in accordance with the most up to date legislation at that time, including any applicable approvals under the Endangered Species Act.

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
			4.6	A thorough visual search of machinery and the work area for turtles or other wildlife, particular between June 1 or after September 1, when nesting turtles are most active will occur before work commences each day by construction contractors to avoid interaction with wildlife. If encountered, work will stop and wildlife will be permitted reasonable time to flee the area on their own. If necessary, a qualified professional can move wildlife to a location that is both safe and suitable. Factsheets will be provided to assist contractors in the identification of potential SAR and SOCC (Blanding's Turtle, Snapping Turtle and Milksnake). Observations of SAR will be reported to MECP within 48 hours.
			4.7	To avoid potential impacts to endangered bats, tree removal will not occur between May 1 to August 31, if required. If tree clearing is required between May 1 to August 31, maternity exit surveys may be conducted prior to the tree removals to determine if bats are using the trees. Maternity exit surveys are conducted during the evening and will include visual and acoustic surveys using accepted protocols.
			4.8	Candidate habitat for seasonal concentration areas for Bat Maternity Colonies, Reptile Hibernacula and Turtle Wintering Areas. Proper mitigation and avoidance will be determined.
5.0	Migratory Birds and Protected Nests • Potential for protected birds to establish nests on existing structures	MTO MNRF	5.1	Active nests (nests with eggs or young birds), and birds will be protected under the Migratory Birds Convention Act (MBCA).Tree removal will occur outside the Primary Nesting Period (PNP) of April 15 to August 13.
6.0	Erosion and Sedimentation • Erosion and sedimentation during activities associated with construction have the potential to impact the watercourses and drainage ditches within the study area	MTO MNRF	6.1	A comprehensive Erosion and Sedimentation Control Plan will be developed, prior to construction. Erosion and sedimentation control measures will be implemented in accordance with the Contract Documents to avoid or mitigate impacts to adjacent habitats, and property inside or outside of the right-of-way.
			6.2	At minimum, the Best Management Practices set forth in the Environmental Guide for Erosion and Sediment Control During Construction of Highway Project will be followed.
			6.3	Impacts at approaches to watercourses, including installation of sediment control fencing or construction barrier, slope restoration and stabilization during construction, will be minimized to the extent possible.
			6.4	Sloped areas will be inspected regularly during construction to identify erosion problems and seepage areas and plan for appropriate temporary stabilization and drainage measures.
			6.5	Depending on the proposed grading determined during design, rip rap may be required to protect the embankments.
			6.6	The limits of construction (site boundaries) adjacent to all natural areas will be flagged and/or fenced prior to construction, and monitored during construction (along with erosion and sediment control measures).
			6.7	No equipment will be permitted to enter any natural areas beyond the sediment fencing (site boundaries) during construction. Equipment arriving on-site will be inspected inside and out prior to entering the site for debris such as mud or accumulation of dirt, plant material or snow/ice. Special Provision No. ENR 0011 requires that equipment and vehicles are inspected as close to the site entrance as possible. Equipment will be cleaned in an area where risk of contamination is low, ideally on a mud free hard surface, at least 30 m away from the North Channel or other drainage features, waterbodies, wetlands or other natural areas. Where risk of runoff is high, cleaning stations will be contained by sediment fence as per standard erosion and sediment control specifications.
			6.8	All materials requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance from any sensitive natural features.
			6.9	All exposed soil areas will be stabilized and re-vegetated. Native seed and mulching, or seed and an erosion control blanket will be applied to disturbed sites promptly upon completion of construction activities.
			6.10	Refueling of equipment will be carried out away from any sensitive natural features to avoid potential impacts, in the event that an accidental spill occurs.
			6.11	In addition to any specified requirements, additional sediment fence will be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency.
			6.12	All sediment and erosion controls will be monitored regularly and properly maintained, as required. Controls will be removed only after the soils of the construction area have been stabilized and vegetation cover is re-established.
			6.13	Any natural areas that are temporarily disturbed for access or construction will be restored to natural self-sustaining conditions.
			6.14	Environmental controls will be monitored by an environmental inspector.

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
Social and Economic Environment				
8.0	Land Use and Property • Potential direct and indirect impacts to adjacent properties, including disruption during construction • Temporary delay or disruption to EMS providers during construction	MTO CP NEMI Wiikwemkoong First Nation UCCMM Tribal Council	8.1	Maintain access to private entrances and sideroads during construction.
			8.2	Notify the public, Indigenous communities and associated emergency service providers, OPP, fire department and ambulance of start of the next stage of design, construction staging, start of construction, etc. to minimize delay in emergency response times during and after construction.
			8.3	Maintain liaison/coordinate construction with responding agencies (including school boards).
			8.4	Engage with impacted property owners to review, discuss and\ confirm impacts to property and associated mitigation measures.
			8.5	Consult general public through newspaper notices and directly affected/adjacent property owners through correspondence at the start of the subsequent design process.
			8.6	Hold Public Information Centre and Community Information Sharing Sessions during the next stage of design to display and seek input on detailed plan and construction staging.
			8.7	Establish and confirm construction staging and laydown areas.
			8.8	Prepare a detailed Traffic Management Plan.
	Subsurface Contamination • Portions of Goat Island have been identified as having the potential for environmental concern	MTO	8.9	Undertake Phase 1 and/or 2 Environmental Site Assessment (ESA) activities to confirm the presence or absence of on-site soil and/or groundwater contamination.
	Management of Excess Materials • Excess materials may be encountered during construction at the sites and require proper management/disposal	MTO MECP	8.10	Excess materials generated during construction will be managed in accordance with O.Reg. 406/19. All materials and debris will be removed upon completion of the work, in accordance with O.Reg. 406/19.
9.0	Construction Noise • Potential noise increase during construction associated with some equipment (e.g., boom trucks, pile drivers, dump trucks and paving machines)	MTO MUN RES/BUS PUB	9.1	Once equipment and construction schedules are finalized, construction equipment sound levels will be reviewed to confirm that nose emissions are within the permissible limits. If higher than permissible limits, noise control options will be explored.
			9.2	All equipment will be properly maintained to limit noise emissions. As such, all construction equipment will be operated with effective muffling devices that are in good working order.
			9.3	The contractor will be required to adhere to standard noise restrictions (i.e., proper maintenance of equipment, no unnecessary idling).
			9.4	The Contract Documents will contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to are in effect.
			9.5	In the presence of persistent noise complaints, all construction equipment will be verified to comply with MECP NPC-115 guideline.
			9.6	In the presence of persistent complaints and subject to the results of a field investigation, alternative noise control measured may be required, where reasonably available. In selecting appropriate noise control and mitigation measures, consideration will be given to the technical, administrative and economic feasibility of the various alternatives.
10.0	Archaeological Resources • Previously unknown/deeply buried artifacts/human remains could be uncovered during construction	MTO MCM UCCMM Tribal Council Wiikwemkoong First Nation	10.1	Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act (Government of Ontario 1990b). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act (Government of Ontario 1990b). The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 (Government of Ontario 2002) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services. The UCCMM Tribal Council and Wiikwemkoong First Nation will also be notified.
11.0	Built Heritage Resources and Cultural Heritage Landscapes	MTO	11.1	Sympathetic design and replacement of the existing bridge will respect the design principles of the original bridge and its setting and integrate the original bridge type with allowances for use of modern materials and where feasible used salvaged components from the heritage bridge, where feasible.

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
	• Cultural Heritage Value of Provincial Heritage Property of Provincial Significance (Removal and relocation of all or part of the existing bridge)	MCM Public UCCMM Tribal Council Wiikwemkoong First Nation		Consultation with MCM, Town of NEMI, and key stakeholders will be carried out to design the new structure. A salvage plan for the existing bridge will be undertaken during the next stage of design. The plan will investigate and document the bridge components and follow MTO's Environmental Guide for Built Heritage Resources and Cultural Heritage Landscapes – Section 6.3.2 Heritage Bridges, including incorporation of heritage bridges elements, and specific details, such as the following, should be included in the contract documentation: • A requirement for expertise in cultural resource removal with a specialized knowledge in bridge construction • Specifications with instructions for the labelling, storage and reassembly of elements; and • A requirement to have photographic documentation of the re-assembly and have it filed with the construction record Interpretation and Commemoration Plan for the Little Current Swing Bridge, in consultation with MCM, the municipality, and as appropriate, with Indigenous communities and other parties will be completed during the next stage of design and will include: • Commemorate the bridge at an appropriate location that is associated with the bridge (preferably close by the crossing) and publicly accessible • Record the history of the bridge and its impact on the area • Include interpretive materials such as display panels and, if feasible, the entire bridge or significant components of it such as the gears and the control booth Prior to decommissioning and replacement of the bridge, documentation of the historic structure will be conducted, including: • Photographic documentation in accordance with the NPS HAER guidelines (recommended in the absence of established Canadian documentation guidelines) • Measured drawings in accordance with the NPS HABS/HAER guidelines (recommended in the absence of established Canadian documentation guidelines) • Reality capture including LiDAR scanning or photogrammetry to create a point cloud model of the bridge • Video/digital recording of the swing bridge in operation
			11.2	MTO will comply with the conditions of the MCM Minister's Consent
12.0	Air Quality • Potential for dust from construction activities to adversely affect nearby land uses and watercourses	MTO MECP RES/BUS PUB	12.1	The Environment and Climate Change Canada's Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities will be followed. At minimum, best practices during construction will include material wetting or use of chemical suppressants to reduce dust, use of wind barriers and limiting exposed areas which may be a source of dust, and equipment washing.
13.0	Utilities • Impacts to existing utilities during construction	MTO UTL	13.1	Utilities will be contacted during next stage of planning and design to confirm location of existing utilities and potential conflicts.

12.0 Monitoring

The planning and preliminary design phase of the project is now complete. Specific mitigation measures identified in this report will require confirmation during the next design phase and monitoring during construction.

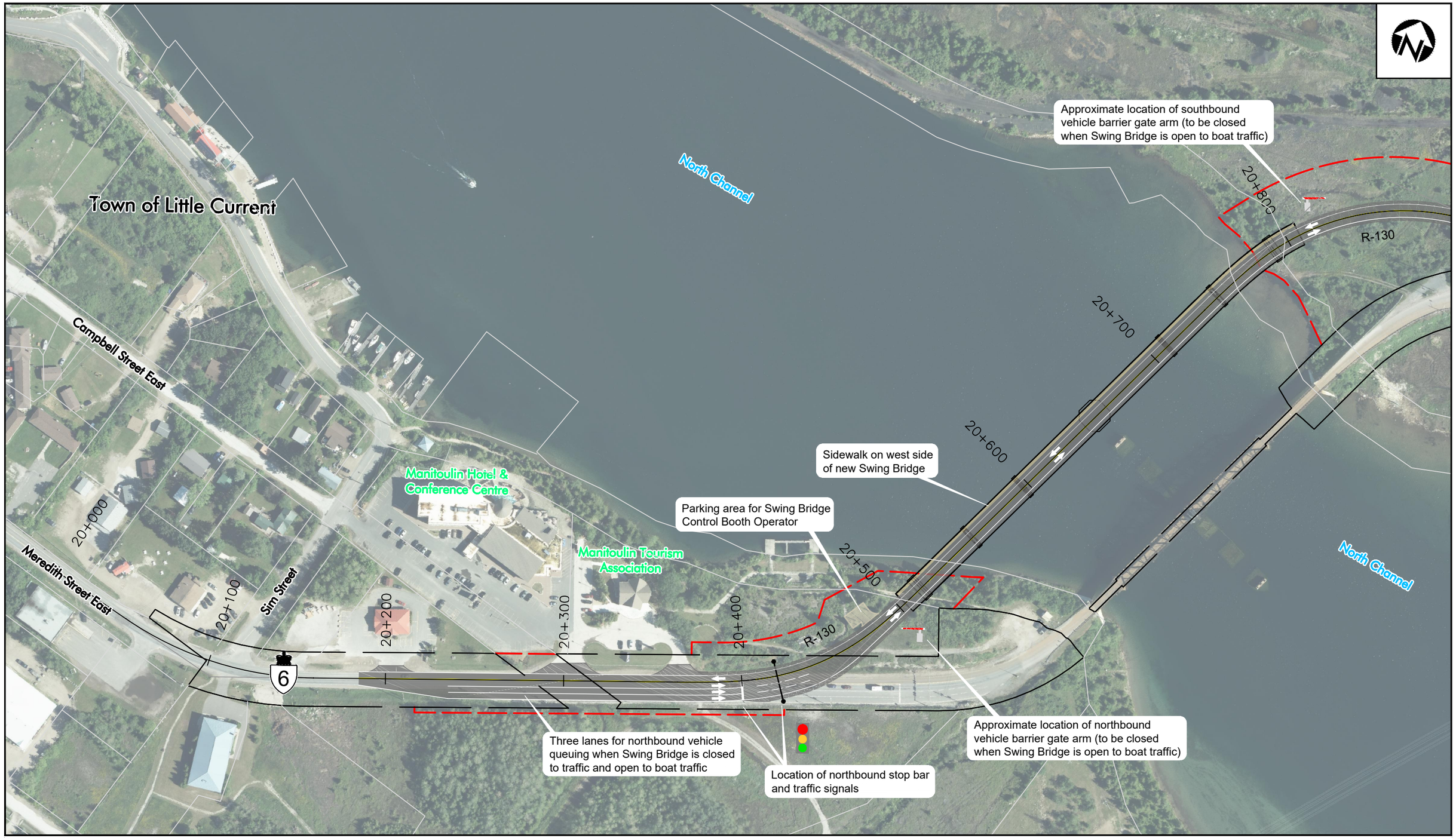
Monitoring will be conducted by on-site construction supervisory staff to make sure that environmental protection measures, as outlined in this report and confirmed during subsequent design phases, and included in the contract package, are implemented. This includes making sure that the implementation of mitigating measures and key design features is consistent with commitments made to external agencies prior to construction.

For certain activities, monitoring by a Qualified Environmental Specialist will be required.

In the event that protective measures do not address concerns identified or if major problems develop, the appropriate agency will be contacted to provide additional input.

In the event that the impacts of construction are different than anticipated, or that the method of construction is such that there are greater than anticipated impacts, the Contractor’s method of operation will be modified to reduce those impacts.

Appendix A Preliminary Drawings



Stantec

HIGHWAY 6
Little Current Swing Bridge Study
Preliminary Design &
Class Environmental Assessment
GWP 5268-14-00

Legend
- Existing Right-of-Way
- New Highway Lane and Traffic Direction
- Sidewalk on New Swing Bridge
- New Right-of-Way
- New Traffic Signal
- New Vehicle Barrier Gate Arm

20 m
Scale 1:2000

EXHIBIT 1

Recommended Plan
Highway 6
Sta 20+100 to Sta 20+800
Howland Township

Goat Island

Goat Island Rd

Approximate location of southbound vehicle barrier gate arm (to be closed when Swing Bridge is open to boat traffic)

20+900

21+000

21+100

21+200

21+300

20+800

R-130

R-600

6

Approximate location of southbound stop bar and traffic signals

20+700

North Channel

HIGHWAY 6
Little Current Swing Bridge Study
Preliminary Design &
Class Environmental Assessment
GWP 5268-14-00

Stantec

Legend

- Existing Right-of-Way
- New Highway Lane and Traffic Direction
- Sidewalk on New Swing Bridge
- New Right-of-Way
- New Traffic Signal
- New Vehicle Barrier Gate Arm

20 m
Scale 1:2000

EXHIBIT 2

Recommended Plan
Highway 6
Sta 20+800 to Sta 21+300
Howland Township

Appendix B Minister of Citizenship and Multiculturalism's Decision

MCM Minister's Consent

November 2, 2022

TO: Caroline Mulroney, Minister of Transportation

Consent pursuant to Section F.5 of the Standards & Guidelines for Conservation of Provincial Heritage Properties dated April 28, 2010, prepared pursuant to Section 25.2 of the *Ontario Heritage Act*.

Background

The Ministry of Transportation is the owner of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands as more particularly described in Schedule "A" hereto (the "Property").

The Highway 6 Little Current Swing Bridge was evaluated by the Ministry of Transportation and has been identified as a provincial heritage property of provincial significance.

The Ministry of Transportation has requested consent for the removal of the Highway 6 Little Current Swing Bridge and its replacement with a similar sympathetically designed bridge, to meet the transportation needs of the local and regional communities.

Consent

For the purposes of section F.5 of the Standards & Guidelines for Conservation of Provincial Heritage Properties dated April 28, 2010, prepared pursuant to section 25.2 of the *Ontario Heritage Act*, I hereby consent to the removal of the Highway 6 Little Current Swing Bridge, subject to the following conditions:

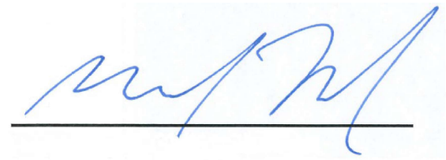
1. Sympathetic Design of Replacement Bridge – MTO must ensure that:
    a) The existing Highway 6 Little Current Swing Bridge will be replaced with a sympathetically designed new two-lane structure that is a movable swing bridge design with through-truss components.
    b) The new design will respect the design principles of the original bridge and its setting and integrate the original bridge type with allowances for use of modern materials and where feasible may incorporate salvaged components from the heritage bridge.
    c) MTO will consult with the Ministry of Citizenship and Multiculturalism (MCM), Town of Northeastern Manitoulin and the Islands, and key stakeholders to design a new landmark structure appropriate to the character of the area.

2. Property Documentation - Prior to the completion of detail design and in advance of decommissioning the existing bridge, MTO must:
    d) Retain a qualified person(s) to fully document the existing historic bridge. At a minimum, this must include:
        • Measured drawings, photographic documentation and/or 3D modeling to fully document the existing Highway 6 Little Current Swing Bridge, its existing materials, components, and original location. Documentation is to meet the standards of the National Parks Services' Historic American Engineering Record in its approach.
        • Reality capture including LiDAR scanning or photogrammetry to create a point cloud model of the bridge.
        • Video/digital recording of the swing bridge in operation.
    e) Upon completion, the document record shall be deposited with appropriate institutions, including but not limited to the MTO Regional Office and the appropriate local archive or library or the Archives of Ontario. When sending the documentation to institutions, MTO shall copy MCM on the cover letter.

3. Salvage and Relocation Plan - Prior to the completion of Detail Design and in advance of decommissioning the existing bridge, MTO must:
    f) Complete a salvage plan for the Little Current Swing Bridge that will investigate the feasibility of relocating the existing bridge in whole or in part.
    g) Document the bridge components following MTO's Environmental Guide for Built Heritage Resources and Cultural Heritage Landscapes – Section 6.3.2 Heritage Bridges, which states:
        "For incorporation of heritage bridges elements, specific details, such as the following, should be included in the contract documentation:
        - A requirement for expertise in cultural resource removal with a specialized knowledge in bridge construction.
        - Specifications with instructions for the labelling, storage, and reassembly of elements; and
        - A requirement to have photographic documentation of the re-assembly and have it filed with the construction record."

4. Interpretation and Commemoration Plan – During Detail Design MTO must:
    h) Develop an Interpretation and Commemoration Plan for the Highway 6 Little Current Swing Bridge, in consultation with MCM, the municipality(s), and as appropriate, with Indigenous communities and other parties.
    i) The Plan must:
        - Commemorate the bridge at an appropriate location that is associated with the bridge (preferably close by the crossing) and be publicly accessible.
        - Record the history of the bridge and its impact on the area.
        - Include interpretive materials such as display panels and
        - If feasible, incorporate the bridge, as a whole, or significant components of it such as the gears and the control booth.

5. Annual Updates - Until all these conditions have been fully met, MTO will:
    j) provide an annual report to the Director, Heritage Branch, MCM, an update on the status of the project and progress on implementing these conditions.



Minister of Citizenship and Multiculturalism

Schedule “A”

LOCATION OF PROPERTY
The Highway 6 Little Current Swing Bridge (MTO Site Number 49-02**)** crosses the Little Current Channel (North Channel) between Manitoulin Island and Goat Island in the Town of Northeastern Manitoulin and the Islands. (See Figure 1 below)

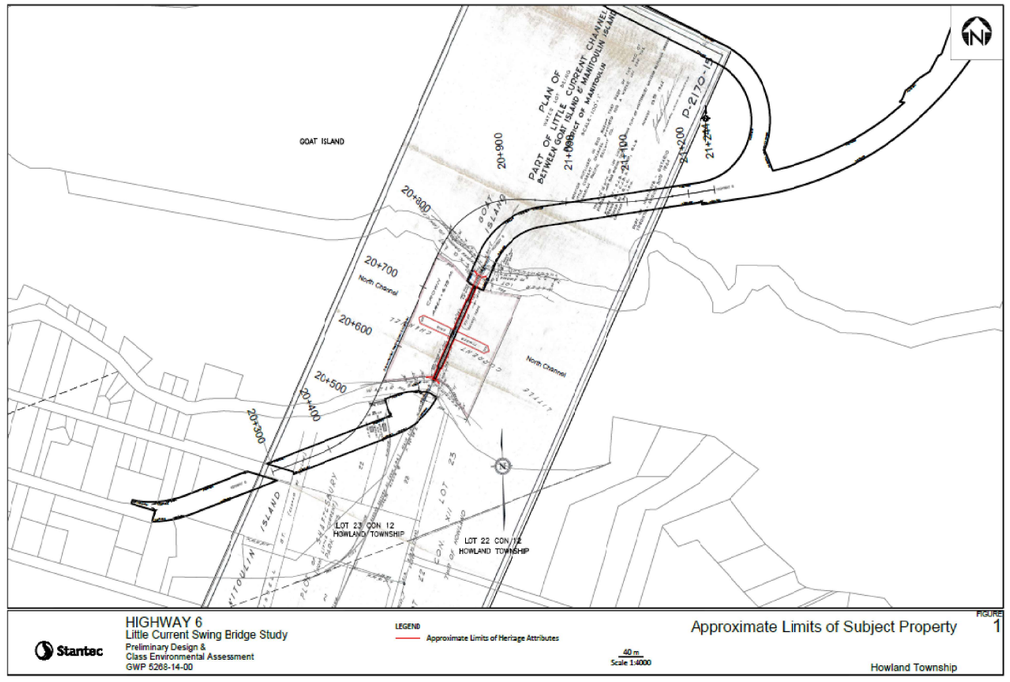
Figure1: Location of Highway 6 Little Current Swing Bridge circled in red



LEGAL DESCRIPTION – Highway 6 Little Current Swing Bridge (MTO Site Number 49-02)
Part of the Shore Road Allowance aka Part of Water Street, Town Plot of Shaftesbury, now town of Little Current, being part of PIN 47122-0890 (LT) and
Part of Water Lot being part of Little Current Channel between Goat Island & Manitoulin Island and
Part of Water Lot K.G.37 Adjoining Goat Island
District of Manitoulin,
As shown outlined in red on the attached sketch (See Figure 2 below)

The property in the area around the Highway 6 Little Current Swing Bridge and which forms part of the overall Project is approximately 973 sq. m.

Figure 2: Approximate property limits of Highway 6 Little Current Swing Bridge



Ministry of Citizenship and Multiculturalism

Office of the Minister

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Ministère des Affaires civiques et du Multiculturalisme

Bureau du ministre

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Ontario

November 2, 2022

Hon. Caroline Mulroney
Minister of Transportation
777 Bay Street, 5th Floor
Toronto, ON, M7A 1Z8

Dear Minister Mulroney,

Re: Consent to Remove and Replace the Highway 6 Little Current Swing Bridge, Town of Northeastern Manitoulin and the Islands, District of Manitoulin, Ontario, pursuant to Section F.5 of the Standards & Guidelines for Conservation of Provincial Heritage Properties

Thank you for the materials provided by the Ministry of Transportation on October 27, 2022 requesting my consent for removal of Highway 6 Little Current Swing Bridge, in the Town of Northeastern Manitoulin and the Islands, District of Manitoulin.

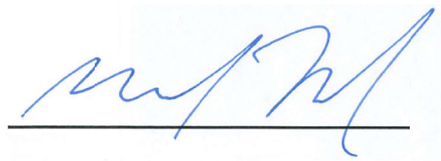
I understand that replacing this structure is key to meeting transportation needs of the local and regional community.

I recognize that MTO has undertaken due diligence related to heritage and has determined that removal of the bridge and replacement with a new bridge in a similar and sympathetic design is the preferred alternative. I also understand that in the next Detail Design phase, MTO will develop a salvage plan to consider the technical feasibility of relocating the existing bridge, in whole or in part. In consultation with the municipality(s), Indigenous communities, as appropriate and other community stakeholders, MTO will work toward establishing a site for the commemoration of the Little Current Swing Bridge and interpretation of the bridge as an important part of the rail and vehicle history of the area.

Acting under section F.5 of the Standards & Guidelines for Conservation of Provincial Heritage Properties, prepared pursuant to section 25.2 of the *Ontario Heritage Act*, I hereby consent, with conditions, to the removal of Highway 6 Little Current Swing Bridge. The consent document, signed by me, is attached.

I look forward to continued collaboration with MTO to implement the Standards and Guidelines. If your staff have any questions or require additional information, please contact Laura Hatcher, A/Heritage Advisor at 437-239-3404 or via email: laura.e.hatcher@ontario.ca.

Kindest regards,



Michael Ford
Minister of Citizenship and Multiculturalism

Copy to:
Ministry of Transportation
- Doug Jones, Deputy Minister
- Jennifer Graham-Harkness, Assistant Deputy Minister, Transportation Infrastructure Management Division
- Steve McInnis, Director, Design and Engineering Branch
- John Fraser, Manager, Design and Engineering Branch, Northeast
- Junaid Asghar, Head, Project Delivery Section, Northeast
- Melissa Delfino, Senior Project Manager, Project Delivery Section, Northeast

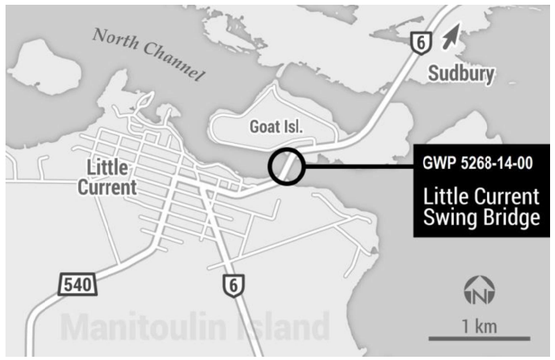
Ministry of Citizenship and Multiculturalism
- David Wai, Deputy Minister, Ministry of Citizenship and Multiculturalism
- Michelle Gittens, Assistant Deputy Minister
- Gavin Downing, A/Director, Heritage Branch
- James Hamilton, Manager, Heritage Planning Unit
- Laura Hatcher, A/Heritage Advisor, Heritage Planning Unit

Encl.

Appendix C Public Notifications

NOTICE OF STUDY COMMENCEMENT
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT - Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

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



THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment* (Class EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. This study will review existing conditions and conduct a Transportation Needs Assessment to determine the scope and extent of crossing requirements. A *Study Design Report* (SDR) will also be completed and will be made available for public review. The purpose of the SDR is to confirm the project Need and Justification, define the study area, assess alternative crossing types (Alternatives to the Undertaking), and document the Class EA process including consultation.

The study also includes developing and evaluating alternatives for the preferred crossing type, identifying appropriate improvements, and outlining environmental protection/mitigation measures. A Recommended Plan will be confirmed and a preliminary design completed at the end of the study.

Three Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers and sent to the project mailing list. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review.

COMMENTS

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

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

You are encouraged to visit the project website, swingbridgestudy.ca, where project information including study notices, background information, PIC displays, the SDR and the TESR will be made available as the study progresses. You can also submit comments to the project team on the project website.

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

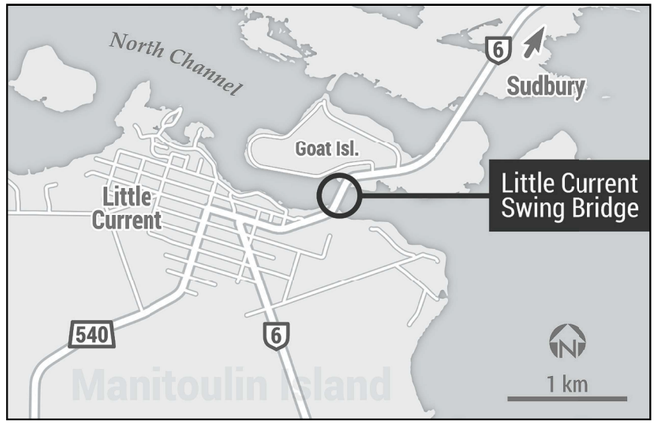
NOTICE OF PUBLIC INFORMATION CENTRE 1

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

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

THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public.
A *Study Design Report* (SDR) will also be completed and will be made available for public review. The purpose of the SDR is to confirm the project Need and Justification, define the study area, assess alternative crossing types (Alternatives to the Undertaking), and document the Class EA process including consultation.



PUBLIC INFORMATION CENTRE 1

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

Date: August 22, 2018
Location: Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, ON
Time: 4:00 p.m. to 8:00 p.m.

COMMENTS

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

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
tel: 905-381-3227
call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

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
e-mail: ProjectTeam@swingbridgestudy.ca

You are encouraged to visit the project website, **www.swingbridgestudy.ca** where project information is made available as the study progresses. You can also submit comments to the Project Team on the project website.

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

Ontario

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

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



THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for a 30-day public review with a notice of TESR Submission published in local newspapers.

PUBLIC REVIEW PERIOD

The *Study Design Report* (SDR) has been prepared and is available for a 30-day public review period from **November 22, 2018 to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following locations and on the project website (www.swingbridgestudy.ca):**

Northeastern Manitoulin and the Islands Municipal Building
14 Water Street East
Little Current, Ontario
Monday-Friday:
8:30am - 4:30pm

Gore Bay Union Public Library
15 Water Street
Gore Bay, Ontario
Monday, Tuesday: 2pm - 5pm
Thursday: 2pm - 8pm
Friday: 10am - 1pm, 2 - 5pm
Saturday: 10am - 1pm

Providence Bay Library
11 Mutchmor Street
Providence Bay, Ontario
Tuesday: 6:30pm - 8:30pm
Wednesday: 1pm - 3:30pm
Friday: 1pm - 4:30pm

Northeastern Manitoulin and the Islands Public Library
50 Meredith Street West
Little Current, Ontario
Tuesday, Wednesday, Friday: 10am - 5pm
Thursday: 10am - 8pm
Saturday: 10am - 4pm

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

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

Ontario

NOTICE OF PUBLIC INFORMATION CENTRE 2
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

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



THE PROCESS

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

PUBLIC INFORMATION CENTRE 2

The first Public Information Centre (PIC) was held on August 22, 2018. A second PIC is being held to provide the public and stakeholders with an opportunity to review the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and comment on project activities to date. The PIC will be a drop-in format, with members of the Project Team available to discuss the project with you and respond to any questions you may have. The second PIC will be held on:

Date: July 17, 2019
Location: Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, Ontario
Time: 4:00 p.m. to 7:00 p.m.

COMMENTS

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

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

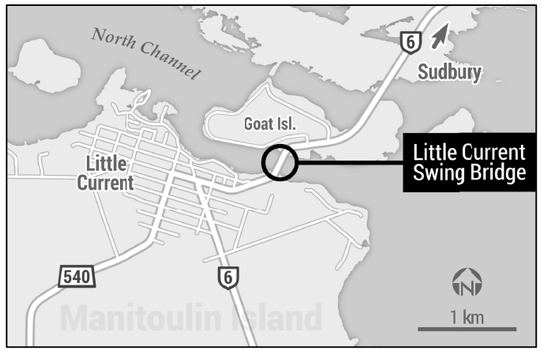
You are encouraged to visit the project website, **www.swingbridgestudy.ca** where project information is made available as the study progresses. You can also submit comments to the Project Team on the project website.

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

Ontario

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

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



THE PROCESS

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

ONLINE PUBLIC INFORMATION CENTRE 3

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

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

COMMENTS

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

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
Tel: (705) 497-6807 or (705) 491-7756
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

Please visit the project website, www.swingbridgestudy.ca, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

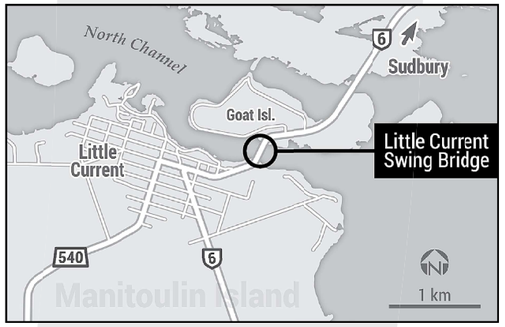
If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be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

Notice of Study Completion

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

THE PROJECT

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



THE RECOMMENDED PLAN

Based on the findings of this Class EA Study, the Recommended Plan includes the replacement of the Little Current Swing Bridge with a new, through-truss swing bridge situated on a new alignment located approximately 80 m west of the existing bridge. The new bridge will consist of two, 3.75 m wide, vehicular travel lanes (i.e., one lane in each direction), and 1.5 m shoulders. In addition, a 1.5 m wide sidewalk will be provided along the west side of the new bridge. New connections to Highway 6 will also be required as part of the Recommended Plan. The Minister of Citizenship and Multiculturalism has provided consent for the removal of the existing bridge, following construction of the new bridge. A plan to appropriately commemorate the existing bridge will also be confirmed following this Class EA Study.

THE PROCESS

This study was completed in accordance with the Class EA for Provincial Transportation Facilities (2000) for a Group 'A' project. A summary of the study process, including the identification and evaluation of alternatives, the Recommended Plan, anticipated environmental impacts, proposed mitigation measures, and consultation activities carried out as part of this study, has been documented within a Transportation Environmental Study Report (TESR), a copy of which is available for public review between **January 25, 2023, and February 24, 2023** at the following locations:

Northeastern Manitoulin and the Islands Town Office
14 Water Street East
Little Current, ON P0P 1K0
Mon – Fri: 8:30AM to 4:30PM

Township of Burpee Mills Municipal Office
8 Bailey Line Road,
Evansville, ON P0P 1E0
Mon – Fri: 8:30AM to 4:00PM

Gore Bay Municipal Office
15 Water Street,
Gore Bay, ON P0P 1H0
Mon – Fri: 8:30AM to 4:30PM

Township of Assiginack Municipal Office
156 Arthur Street,
Manitowaning, ON P0P 1N0
Mon – Fri: 8:30AM to 4:00PM

Municipality of Central Manitoulin Municipal Office
6020 ON–542,
Mindemoya, ON P0P 1S0
Mon – Fri: 8:30AM to 4:30PM

Municipality of Billings
15 Old Mill Road, P.O. Box 34
Kagawong, ON P0P 1J0
Mon – Thurs: 8:30AM to 4:00PM
Fri: 8:30AM to 12:00PM

The TESR is also available for review on the study website (www.swingbridgestudy.ca).

COMMENTS

Interested persons may provide written comments to our study team by February 24, 2023. All comments and concerns can be sent directly to either of the following study team members:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
tel: (289) 439-9630
e-mail: ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Project Delivery Northeast
Design and Engineering Branch
Ministry of Transportation
tel: (705) 491-7756
e-mail: ProjectTeam@swingbridgestudy.ca

REQUESTS TO THE MINISTER OF ENVIRONMENT, CONSERVATION AND PARKS

In addition, a request may be made to the Minister of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e., requiring an individual/ comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester's contact information and full name.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/ comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to the following as well as to the project contacts above:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto, ON M7A 2J3
e-mail: Minister.mecp@ontario.ca

Director
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto, ON M4V 1P5
e-mail: EABDirector@ontario.ca

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

Ontario

Appendix D Agency Consultation

D.1 Agency Mailing List

Highway 6 Swing Bridge
External Agencies - Project Mailing List

External Agencies and Stakeholders												
Title	**First Name**	**Last Name**	**Position**	**Organization**	**Address**	**Address 2**	**City**	**Province**	**Postal Code**	**Telephone**	**Fax**	**Email**
Provincial Agencies												
Ms.	Karla	Barboza	Team Lead (A), Heritage	Ministry of Tourism, Culture and Sport, Heritage Program Unit	401 Bay Street		Toronto	ON	M7A 0A7	416-314-7120		karla.barboza@ontario.ca
Ms.	Laurie	Brownlee	Coordinator	Ministry of Tourism, Culture and Sport - Tourism Division	159 Cedar Street	Suite 405	Sudbury	ON	P3E 6A5	705-564-3175		laurie.brownlee@ontario.ca
	Darja	Keith	Manager	Ministry of Tourism, Culture and Sport- Sport, Recreation and Community Programs Division	777 Bay Street	College Park 18th Flr	Toronto	ON	M7A 1S5	416-212-9311		darja.keith@ontario.ca
Mr.	Jeff	Elkow	Heritage Planner	Ministry of Tourism, Culture and Sport- Sport, Programs and Services Branch	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	416-314-7182		jeff.elkow@ontario.ca
Ms.	Paige	Campbell	Archaeology Review Officer, Thunder Bay	Ministry of Tourism, Culture and Sport, Archaeology Programs Unit	435 James Street South	Suite 334	Thunder Bay	ON	P7E 6S7	807-475-1628		paige.campbell@ontario.ca
Ms.	Rosi	Zirger	Heritage Advisor	Ministry of Heritage, Sport, Tourism and Culture Industries						416-786-6874		rosi.zirger@ontario.ca
Ms.	Lisa	Myslicki	Environmental Specialist	Infrastructure Ontario	1 Dundas St West	Suite 2000	Toronto	ON	M5G 2L5	416-557-3116	416-327-3937	lisa.myslicki@infrastructureontario.ca
Sir/Madam			Planning Coordinator	Infrastructure Ontario	1 Dundas St West	Suite 2000	Toronto	ON	M5G 2L5	416-327-3937	416-327-3937	tate.kelly@infrastructureontario.ca
Ms.	Nicholle	Eichenberger	Environmental Management Co-Op	Infrastructure Ontario	1 Dundas St West	Suite 2000	Toronto	ON	M5G 2L5	416-212-6975		nicholle.eichenberger@infrastructureontario.ca
Mr.	Ross	Hart	District Manager	Ministry of Natural Resources and Forestry, Sudbury District	3767 Highway 69 South	Suite 5	Sudbury	ON	P3G 1E7	705-564-7872	705-564-7879	ross.hart@ontario.ca
Ms.	Julie	McFarling	District Planner	Ministry of Natural Resources and Forestry, Sudbury District	3767 Highway 69 South	Suite 5	Sudbury	ON	P3G 1E7	705-564-7876	705-564-7879	julie.mcfarling@ontario.ca
Mr.	Wayne	Selinger	Management Biologist	Ministry of Natural Resources and Forestry, Sudbury District	3767 Highway 69 South	Suite 5	Sudbury	ON	P3G 1E7	705-564-7830		wayne.selinger@ontario.ca
Ms.	Shelley	Wainio	Environmental Planner/EA Coordinator, Technical Support, Northern Region	Ministry of the Environment, Conservation and Parks	199 Larch Street		Sudbury	ON	P3E 5P9	705-564-7171	705-564-4180	Shelley.Wainio2@ontario.ca
Mr.	Steven	Moggy	Senior Environmental Officer, Sudbury Office	Ministry of the Environment, Conservation and Parks	199 Larch Street		Sudbury	ON	P3E 5P9			
Sir/Madam				Ministry of Indigenous Affairs	160 Bloor Street East	9th Floor	Toronto	ON	M7A 2E6			maa.ea.review@ontario.ca
Mr.	Brian	McMahon	Director, Mineral Development and Lands Branch	Ministry of Energy, Northern Development and Mines	Willet Green Miller Ctr Level B6	933 Ramsey Lake Rd	Sudbury	ON	P3E 6B5	705-670-5787	705-670-5803	brian.mcmahon@ontario.ca
Mr.	Jason	Scott	Manager, Transportation and Infrastructure Unit	Ministry of Energy, Northern Development and Mines	Roberta Bondar Pl Suite 200	70 Foster Drive	Sault Ste. Marie	ON	P6A 6V8	705-945-5902	705-541-2140	jason.scott@ontario.ca
Ms.	Kristin	Luoma	Northern Development Advisor	Ministry of Energy, Northern Development and Mines, Regional Economic Development Branch, Sudbury and Area	159 Cedar Street	Suite 601	Sudbury	ON	P3E 6A5	705-282-1429		kristin.luoma@ontario.ca
Mr.	David	Welwood	Team Lead- Planning (A)	Ministry of Municipal Affairs and Housing	159 Cedar Street	Suite 401	Sudbury	ON	P3E 6A5	705-564-6855		david.welwood@ontario.ca
Federal Agencies												
Ms.	Tania	Havelka	NPA Officer	Transport Canada	100 Front Street South	1st Floor	Sarnia	ON	N7T 2M4	519-383-1831	519-383-1989	tania.havelka@tc.gc.ca
Sir/Madam			Navigation Protection Program	Transport Canada	100 Front Street South	1st Floor	Sarnia	ON	N7T 2M4			nppont-ppnont@tc.gc.ca
Mr.	Rob	Read	Sr. Compliance Promotion Officer	Environment and Climate Change Canada	867 Lakeshore Road, 5th Floor	Office L509A	Burlington	ON	L7S 1A1	905-336-4954		rob.read@canada.ca
Municipal												
Mr.	David	Williamson	Chief Administrative Officer	Town of Northeastern Manitoulin and The Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0		ext. 224	dwilliamson@townofnemi.on.ca
Ms.	Pam	Cress	Clerk	Town of Northeastern Manitoulin and The Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0		ext. 228	pcress@townofnemi.on.ca
Mr.	Gary	May	Manager of Public Works	Town of Northeastern Manitoulin and The Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-2093		gmay@townofnemi.on.ca
Ms.	Heidi	Ferguson	Economic Development Officer	Town of Northeastern Manitoulin and The Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0		ext. 230	hferguson@townofnemi.on.ca
Ms.	Annette	Clarke	CAO/ Clerk	Town of Gore Bay	15 Water Street	P.O. Box 590	Gore Bay	ON	P0P 1H0	705-282-2420 ext. 1	705-282-3076	aclarke@gorebay.ca
Ms.	Stasia	Carr	Deputy Clerk	Town of Gore Bay	15 Water Street	P.O. Box 590	Gore Bay	ON	P0P 1H0	705-282-2420 ext. 4	705-282-3076	scarr@gorebay.ca
Mr.	Darrin	Nodecker	Public Works Foreman	Town of Gore Bay						705-282-2708	705-282-3076	publicworks@gorebay.ca
Mr.	Jeremy	Rody	Clerk	Township of Assiginack	156 Arthur Street	P.O. Box 238	Manitowaning	ON	P0P 1N0	705-859-3196 ext. 204		jrody@eastlink.ca
Mr.	Alton	Hobbs	Chief Administrative Officer	Township of Assiginack	156 Arthur Street	P.O. Box 238	Manitowaning	ON	P0P 1N0	705-859-3196 ext. 201		clerktreasurer@eastlink.ca
Mr.	Ron	Cooper	Public Works Superintendent	Township of Assiginack	156 Arthur Street	P.O. Box 238	Manitowaning	ON	P0P 1N0	705-859-3780		assigroads@amtelecom.net
Ms.	Kathy	McDonald	Clerk Treasurer	Municipality of Billings	15 Old Mill Road	P.O. Box 34	Kagawong	ON	P0P 1J0	705-282-2611 ext. 221	705-282-3199	
Mr.	Floyd	Becks	Public Works Superintendent	Municipality of Billings	15 Old Mill Road	P.O. Box 34	Kagawong	ON	P0P 1J0	705-282-3433	705-282-3199	
Ms.	Bonnie	Bailey	Clerk-Treasurer	Township of Burpee & Mills	8 Bailey Line Road		Evansville	ON	P0P 1E0	705-282-0624	705-282-0624	bbaileyburpeemills@gmail.com
Mr.	Shane	Chatwell	Roads Superintendent	Township of Burpee & Mills	8 Bailey Line Road		Evansville	ON	P0P 1E0	705-282-0624	705-282-0624	burpeemills@vianet.ca
Ms.	Ruth	Frawley	CAO/Clerk	Municipality of Central Manitoulin	6020 Highway 542	P.O. Box 187	Mindemoya	ON	P0P 1S0	705-377-5726	705-377-5585	
Mr.	Perry	Chatwell	Roads Superintendent	Municipality of Central Manitoulin	6020 Highway 542	P.O. Box 187	Mindemoya	ON	P0P 1S0	705-377-5301	705-377-5585	
Ms.	Carrie	Lewis	CAO/ Clerk-Treasurer	Municipality of Gordon/Barrie Island	29 Noble Sideroad	P.O. Box 680	Gore Bay	ON	P0P 1H0	705-282-2702	705-282-2722	clerkgordonbarrieisland.ca
	Arran	Campbell	Roads Superintendent	Municipality of Gordon/Barrie Island	29 Noble Sideroad	P.O. Box 680	Gore Bay	ON	P0P 1H0	705-282-2702	705-282-2722	roaddept@gordonbarrieisland.ca
	Sir/Maddam			Manitoulin Planning Board	40 Water Street	Unit 1	Gore Bay	ON	P0P 1H0	705-282-2237		
Mr.	Eric	Russell	Reeve	Township of Tehkummah	456 Highway 542A		Tehkummah	ON	P0P 2C0	705-859-3293	705-859-2605	twptehk@amtelecom.net
Mr.	David	Jaggard	Reeve	Township of Tehkummah	456 Highway 542A		Tehkummah	ON	P0P 2C0	705-859-3293	705-859-2605	twptehk@amtelecom.net
Ms.	Barbara	Grigg	Deputy Clerk-Administrator	Township of Tehkummah	456 Highway 542A		Tehkummah	ON	P0P 2C0	705-859-3293	705-859-2605	Deputyclerk.administrator@tehkummah.ca
Councillor	William Dale	Scott		Municipality of Central Manitoulin	765 Elliot Road		Mindemoya	ON	P0P 1S0	705-377-4818		wmdalescott@gmail.com
Local Elected Representatives												
Mr.	Michael	Mantha	MPP	Algoma-Manitoulin	18 George Walk		Elliot Lake	ON	P5A 2A4	705-461-9710	705-461-9720	mmantha-qp@ndp.on.ca
Mayor	Alan	MacNevin		Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-3500	705-368-2245	amacnevin@townofnemi.on.ca
Councillor	Laurie	Cook	Ward 1	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-2205	705-368-2245	hlaurie.cook@yandex.com
Councillor	Michael	Erskine	Ward 2	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-1357	705-368-2245	mreerskine@gmail.com
Councillor	William	Koehler	Ward 2	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-3025	705-368-2245	koehlerwo@yahoo.ca
Councillor	Melissa	Peters	Ward 2	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 556	Little Current	ON	P0P 1K0	705-862-0518	705-368-2245	lissa_peters@hotmail.com
Councillor	Marcel	Gauthier	Ward 3	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-3247	705-368-2245	mwgauthier@sympatico.com
Councillor	Dawn	Orr	Ward 4	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-2608	705-368-2245	orrw@vianet.ca
Councillor	Paul	Skippen	Ward 4	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-7000	705-368-2245	pskipen@hotmail.com
Councillor	Bruce	Wood	Ward 4	Town of Northeastern Manitoulin and the Islands	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-3784	705-368-2245	brucewood@xplornet.com
Mayor	Ian	Anderson		Township of Billings	P.O. Box 21		Kagawong	ON	P0P 1J0	705-282-7740		mayoranderson@billingstwp.ca
Emergency Services												
			Detachment Commander	Ontario Provincial Police - Little Current	12 Campbell Road East	P.O. Box 638	Little Current	ON	P0P 1K0	705-368-2200	705 368-2666	
Sgt.	Kevin	Webb	Staff Sergeant	Ontario Provincial Police - Little Current	12 Campbell Road East	P.O. Box 638	Little Current	ON	P0P 1K0			
Mr.	Taylor	Sayers	Director of Corporate Services	UCCM Anishnaabe Police	5926 Highway 540	P.O. Box 332	M'Chigeeng	ON	P0P 1G0	705-377-7135	705-377-5583	
Mr.	Robert	Smith	Chief of Paramedic Services	Manitoulin-Sudbury District Services Board	210 Mead Boulevard		Espanola	ON	P5E 1R9	705-862-7850 ext. 600		robert.smith@msdsb.net
Chief	Duane	Deschamps	Fire Chief	Northeastern Manitoulin and the Islands Fire Department	14 Water Street East	P.O.. Box 608	Little Current	ON	P0P 1K0	705-368-3335	705-368-2245	
Mr.	Dwayne	Elliott	Fire Chief	Township of Assiginack	156 Arthur Street	P.O. Box 238	Manitowaning	ON	P0P 1N0	705-859-3196		assiginackfire@eastlink.ca
Ms.	Colleen	Bruder	Fire Chief	Township of Burpee & Mills	8 Bailey Line Road		Evansville	ON	P0P 1E0	705-282-8196		cbruder65@yahoo.ca
Mr.	John	Reid	Fire Chief	Municipality of Central Manitoulin	6020 Highway 542	P.O. Box 187	Mindemoya	ON	P0P 1S0	705-377-5726	705-377-5585	jarspring2000@yahoo.ca
Chief	Mike	Addison	Fire Chief	Gore Bay/Allen Township Fire Department	25 ON-540B		Gore Bay	ON	P0P 1H0	705-282-3233		
			Communications Branch	Canadian Coast Guard/ Fisheries and Oceans Canada	200 Kent Street	Station 13E228	Ottawa	ON	K1A 0E6	613-993-0999	613-990-1866	info@dfo-mpo.gc.ca

Highway 6 Swing Bridge
External Agencies - Project Mailing List

Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code	Telephone	Fax	Email
School Boards / School Transportation												
Mr.	Norm	Blaseg	Director of Education	Rainbow District School Board	408 Wembley Drive		Sudbury	ON	P3E 1P2	705-674-3171 ext. 7216		info@rainbowschools.ca
Mr.	Marc	Gauthier	Directeur de l'éducation	Conseil Scolaire de District du Grand Nord de l'Ontario	296, rue Van Horne		Sudbury	ON	P3B 1H9			
Mr.	Paul E.	Henry	Directrice de l'éducation, Secretary-Treasurer	Le Conseil Scolaire Catholique du Nouvel Ontario	201, rue Jogues		Sudbury	ON	P3C 5L7	705-673-5626 poste 274		paul.henry@nouvelon.ca
Ms.	Joanne	Benard	Director of Education	Sudbury Catholic District School Board	165A D'Youville Street		Sudbury	ON	P3C 5E7	705-673-5620 ext. 238		joanne.benard@sudburycatholicschools.ca
	Renee	Boucher	Executive Director	Sudbury Student Services Consortium	199 Travers Street		Sudbury	ON	P3C 3K2	705-521-1234	705-521-1344	trans@businfo.ca
Other Stakeholders												
Ms.	Susan	Schrempf	President and Chief Executive Officer	Owen Sound Transportation Company	717875, Highway 6		Owen Sound	ON	N4K 5N7	519-376-8740 x. 226		susan.schrempf@ontarioferries.com
Mr.	Jonathan	Blackham	c/o Karen McDowell	Ontario Trucking Association	555 Dixon Road		Toronto	ON	M9W 1H8	416-249-7401 x249		karen.mcdowell@ontruck.org
Mr.	Neil	Currie	General Manager	Ontario Federation of Agriculture	100 Stone Road West, Suite 206		Guelph	ON	N1G 5L3	519-821-8883	519-821-8810	currie@ofa.on.ca
Sir/Madam				Manitoulin Snowdusters Club - OFSC District 12						705-693-7669		ofscd12@hotmail.com
Mr.	Michael	Addison	General Manager	LaCloche & Manitoulin Business Assistance Corporation (CFDC) (LAMBAC)	30 Meredith Street	P.O. Box 130	Gore Bay	ON	P0P 1H0	705-282-3215		info@lambac.org
Mr.	Stan	Feguson	Director	Manitoulin Tourism Association	70 Meredith Street East	P.O. Box 119	Little Current	ON	P0P 1K0	705-368-3021		mta@manitoulin.net
Ms.	Dawn	Madahbee Leach	General Manager	Waubetek Business Development Corporation	6 Rainbow Valley Road		Birch Island	ON	P0P 1A0	705-285-4275	705-285-4584	waubetek@waubetek.com
Ms.	Pam	Lortie		North Channel Marine Tourism Council		P.O. Box 70	Spanish	ON	P0P 2A0	705-844-2300	705-844-2622	info@thenorthchannel.ca
Sir/Madam				Spider Bay Marina/Port of Little Current	14 Water Street East	P.O. Box 608	Little Current	ON	P0P 1K0	705-368-3148	705-368-2245	
Sir/Madam	Dale	Strilchuk	Director of Tracks and Structures	Canadian Pacific Railway	7550 Ogden Dale Road S.E.		Calgary	AB	T2C 4X9	1-888-333-6370		
Sir/Madam	Carol-Ann	Taylor	Real Estate department	Canadian Pacific Railway								carol-ann_taylor@cpr.ca
Commodore	O.H.	Rodgers		Little Current Yacht Club c/o Boyle Marine	29 W. Water Street	P.O. Box 167	Little Current	ON	P0P 1K0			info@lcyc.ca
Sir/Madam				Manitoulin Island Cycling Advocates (MICA)	6152 Highway 542		Mindemoya	ON	P0P 1S0			manitoulincycling@yahoo.ca
	Maja	Mielonen	President	Manitoulin Island Cycling Advocates (MICA)								majasilk@amtelecom.net
Mr.	Matthew	Redmond	Board Member	Manitoulin Island Cycling Advocates (MICA)								mredm037@uottawa.ca
Sir/Madam	Manager			Bruce Peninsula Transit	PO Box 10		Georgian Bluffs	ON	N0H 2T0	519-372-7822		brucepeninsulatransit@outlook.com
Sir/Madam				Owen Sound Transit Commission	1020 3rd Avenue East		Owen Sound	ON	N4K 2L2	519-376-3299		
Ms.	Marlaine	Koehler	Executive Director	Waterfront Regeneration Trust - Great Lakes Waterfront Trail - Lake Huron North Channel						416-943-8080		nmk@wrtrust.com
			Coordinator	Lake Huron North Channel Cycling Route Initiative c/o Tourism Northern Ontario	111 Elgin Street	Suite 304	Sault Ste. Marie	ON	P6A 6L6	705-575-9779	705-575-9780	info@tourismnorthernontario.com
Sir/Madam				Ontario Northland	555 Oak Street East		North Bay	ON	P1B 8L3			
Ms.	Seija	Deschenes	Project Coordinator	Manitoulin Streams Improvement Association	25b Spragge Street		Manitowaning	ON	P0P 1N0	705-859-1653		
Mr.	Ted	Taylor	President	Central Manitoulin Historical Society	PO Box 320		Mindemoya	ON	P0P 1S0			
Ms.	Kellie	Hunter	Secretary	Central Manitoulin Historical Society	PO Box 320		Mindemoya	ON	P0P 1S0			
Sir/Madam			Manitoulin Health Centre - Little Current Hospital	11 Meredith Street West			Little Current	ON	P0P 1K0	705-268-2300		

D.2 Agency Meeting

Ontario

11 Ext Ag.

Stantec

Public Information Centre 1
External Agency Sign-In
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study, GWP (5268-14-00)
Wednesday, August 22, 2018 - 3:00 PM to 4:00 PM
Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, Ontario

Name / Title	Address	Postal Code	Telephone	Email
Roy Eaton	P.O. Box 567, Little Current	POP1KO	705-368-2148	ROY.EATON@GMAIL.COM
Tim P. Beadman	210 Mead Blvd Espanola ONT Parmalee Sewer			
Bernie Picke	11585 Highway 542 Spring Bay	POP2BO	705-282 4312	bernie@hotmail.com
Shelley Wainio	MECP 199 Larch St, Sudbury, ON		705-564-7171	Shelley.Wainio2@ontario.ca
Jeremy Rody	156 Arthur St, Manitowaning ON POP1NO		705-859-3196	jrody@assiginack.ca
Bill Caesar	#470 Whites Point Rd. Little Current	POP1KO	705 368 3127	billcaesar@HOTMAIL.COM
Brenda & Gordon Fraser	44 Campbell St. E, Little Current	POP1KO	705-368-0947	GBFRASER@EASTLINK.CA
Juergen Schuette	P.O. Box 212, M'Chigeeng, ON. ~~POP1GO~~	POP1GO	705-480-1005	
John Hodder	1 Turner Lane	POP1KO	705-368-2774	

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. This information will be kept on file and may be included in study documentation, which will be made available for public review.

2

Ontario

Stantec

Public Information Centre 1
External Agency Sign-In
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study, GWP (5268-14-00)
Wednesday, August 22, 2018 - 3:00 PM to 4:00 PM
Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, Ontario

Name / Title	Address	Postal Code	Telephone	Email
Melissa Peters	Box 556 Little Current ON POP1KO		705-862-0518	lissa_peters@hotmail.com

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. This information will be kept on file and may be included in study documentation, which will be made available for public review.

1

Ontario

Stantec

Public Information Centre 2
External Agency Sign-In

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

Wednesday, July 17, 2019 - 3:00 PM to 4:00 PM

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

Name / Title	Address	Postal Code	Telephone
Kristin Luoma, Northern Development Advisor MENDM	Gore Bay, ON	POP 1HO	705.282.1429
FLOYD LOCKHEAD	37 CAMPBELL ST.		
	LITTLE CURRENT, ONT		
	POP 1KO	705-368-2114	
COREY STALINSKI	66 MEREDITH MALL	POP 1KO 705-368-9966	
Craig & KT TIMMERMANS	Little Current	POP 1KO	(705) 368-1419
Chuck & Linda Vanderbeek	Manitowaning	POP 1KO	859-1802

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. This information will be kept on file and may be included in study documentation, which will be made available for public review.

D.3 Agency Webinar

LITTLE CURRENT SWING BRIDGE STUDY

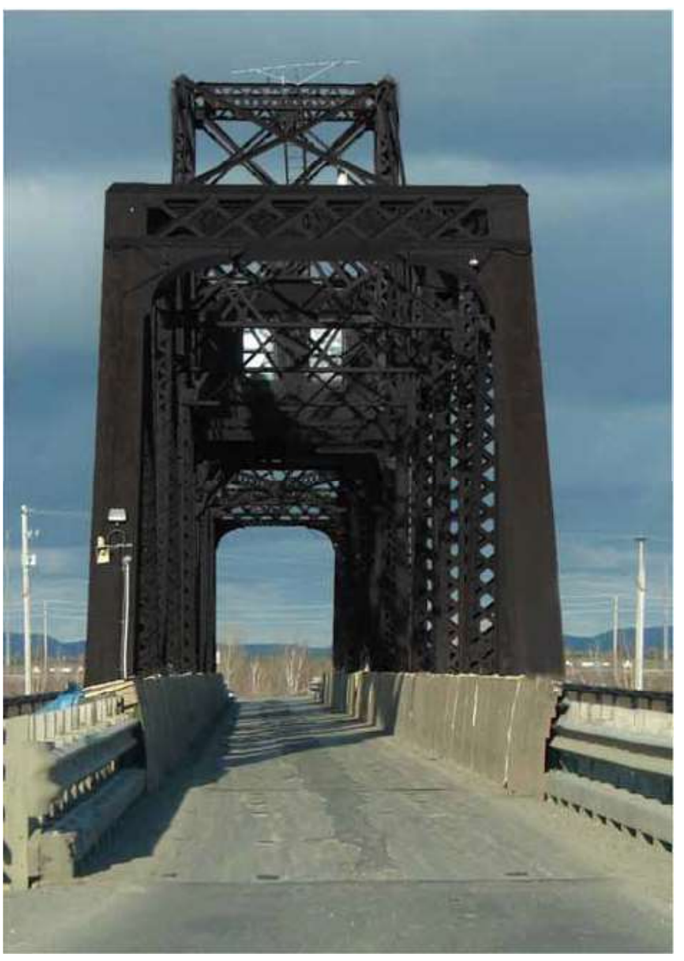
Agency Webinar # 1

July 2019

Ontario

Stantec

Agenda



1. Introductions
2. Webinar Overview
3. Study Process
4. Transportation Needs Assessment
5. Planning Alternatives
6. Heritage & Conservation
7. Next Steps
8. Questions

Project Team



- Melissa Delfino, MTO Senior Project Engineer
- Andrew Healy, MTO Senior Environmental Planner
- Gregg Cooke, Consultant Project Manager
- Nevena Gazibara, Consultant Environmental Planner
- Diana Addley, Consultant Indigenous Community Consultation Liaison

Agencies



- Transport Canada
- Environment and Climate Change Canada
- Ministry of Tourism, Culture and Sport
- Ministry of Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Energy, Northern Development and Mines
- Town of Northeastern Manitoulin and the Islands (NEMI)
- Town of Gore Bay
- Municipality of Billings
- Township of Burpee & Mills
- Municipality of Central Manitoulin
- Municipality of Gordon/Barrie Island
- Township of Assiginack
- Township of Tehkummah
- Emergency Service Providers
- School Boards
- Other Stakeholders (e.g., Owen Sound Transportation Company, North Channel Marine Tourism Council)

Purpose of the Agency Webinars

- Two agency webinars
- Purpose of first webinar is to present the project, project updates, results of investigations, preliminary design alternatives, and evaluation process
- Second webinar will take place in advance of Public Information Centre 3 and will present the results of the evaluation and the preferred plan



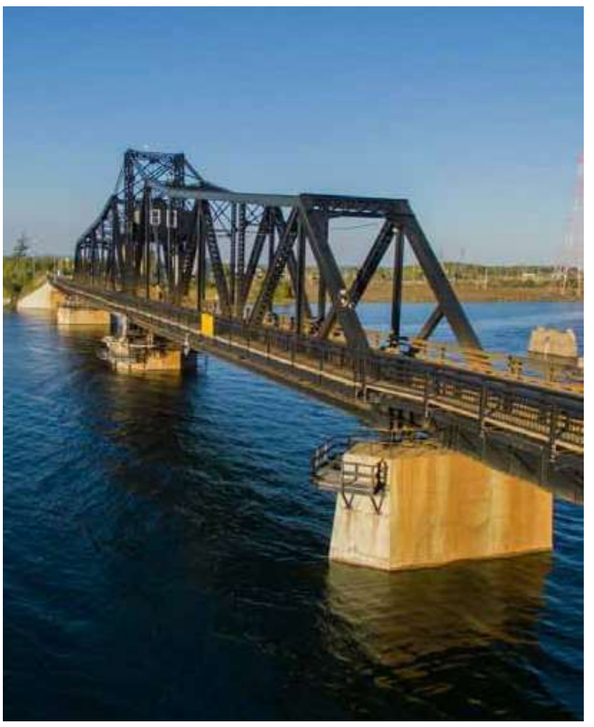
Study Process

Study Purpose

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

- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life

- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Environmental Assessment Process

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

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

Study Phases

Transportation Needs Assessment Phase

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

Planning Phase

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

Preliminary Design Phase

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

Study Phases

Documentation and Environmental Clearance

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

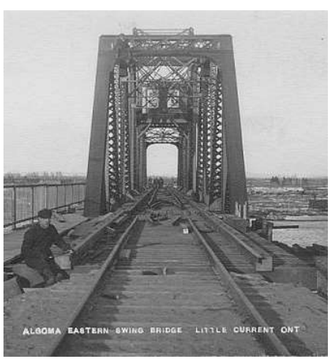
Future Phases

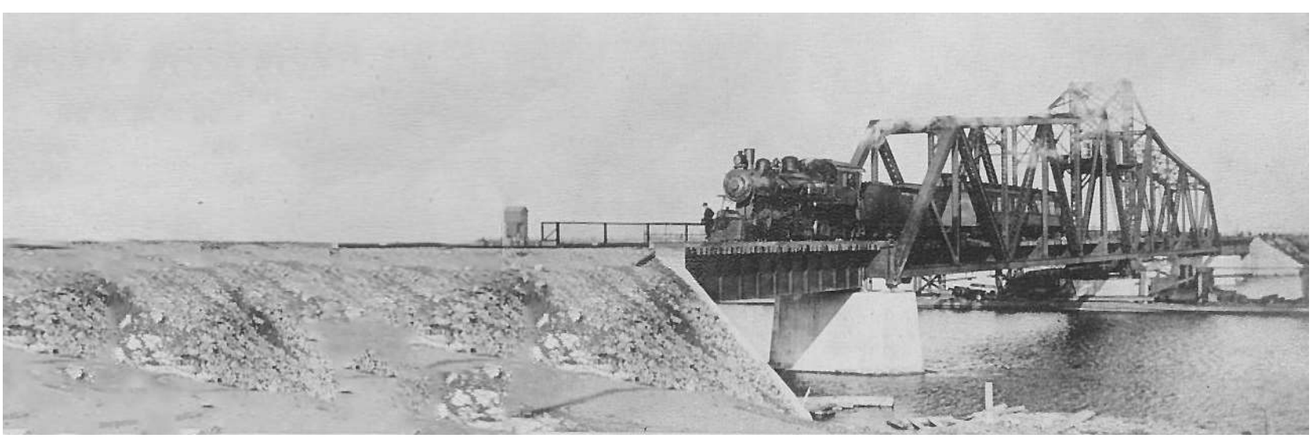
- Detail Design of the Recommended Plan
- Property Acquisition and Utility Relocation
- Construction

Transportation Needs Assessment Phase

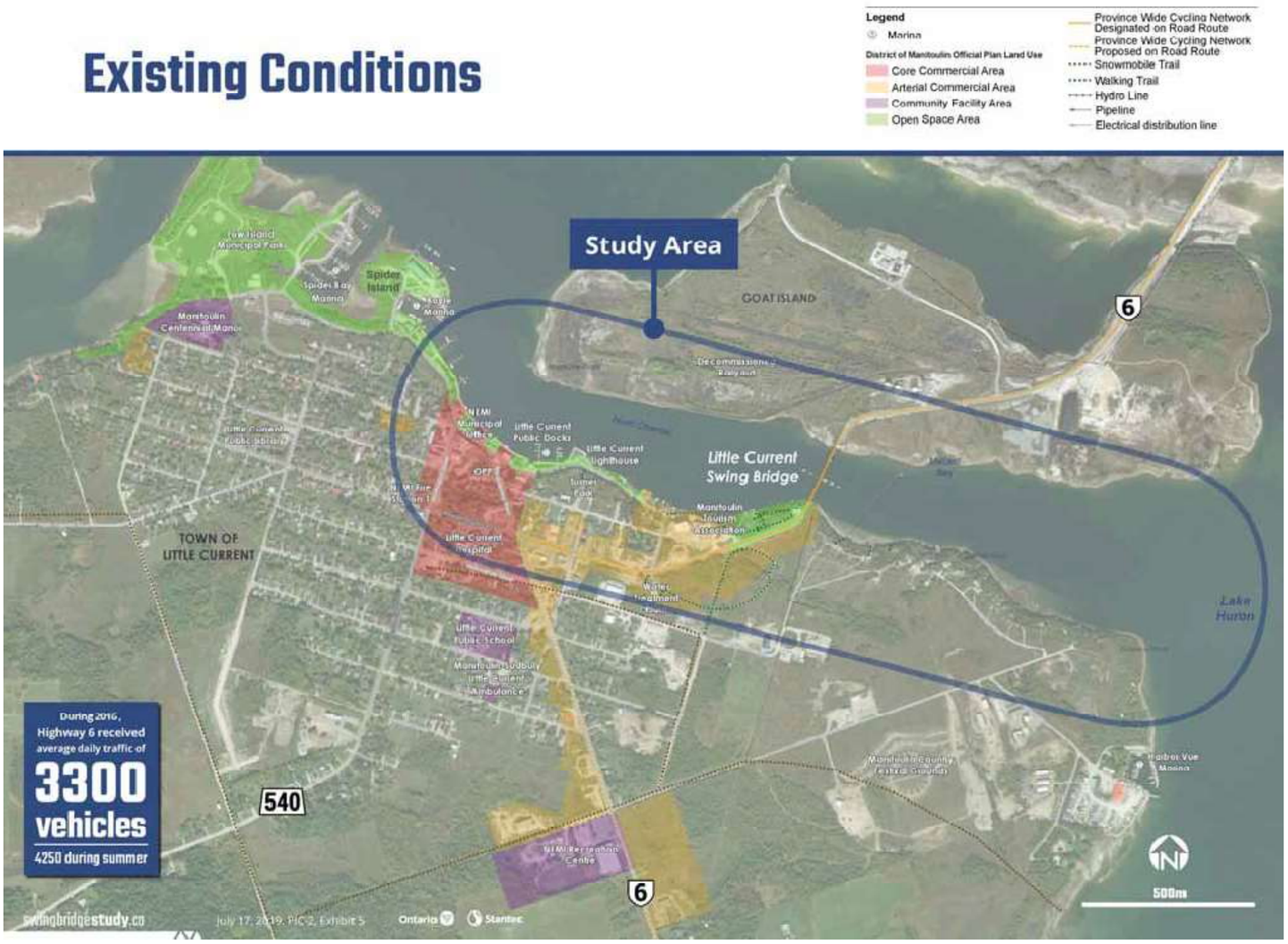
Background

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



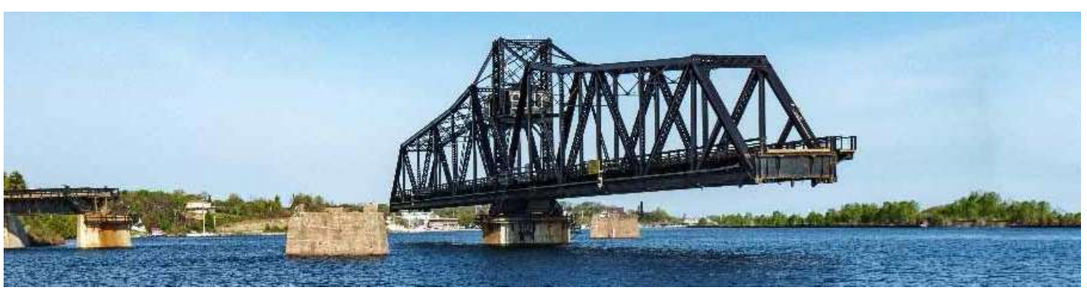


Existing Conditions



Problems and Opportunities

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



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

Problems and Opportunities



Alternatives to the Undertaking

Do Nothing



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

Replace with a **Ferry**



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

Replace with a 2-lane **Tunnel**



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

Replace with a **Moveable Bridge**



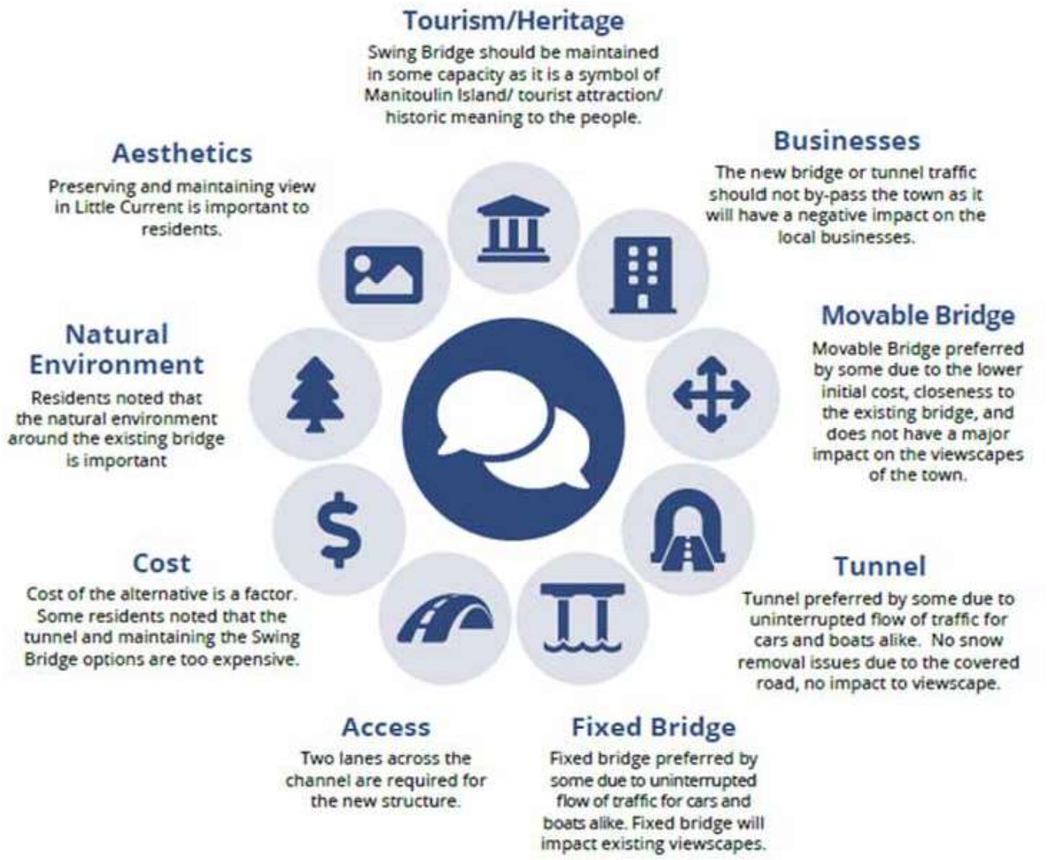
Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Replace with a 2-lane **Fixed Bridge**



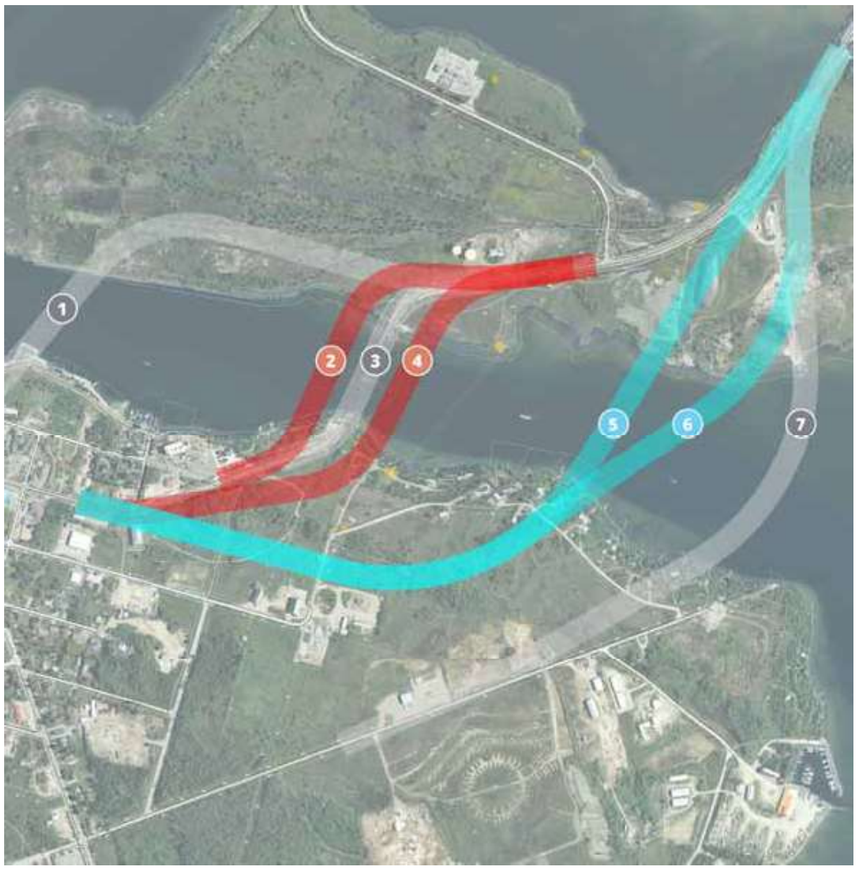
Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Public and Stakeholder Input from PIC 1



Planning Alternatives

Corridor Alternatives



Alternative 2









Alternative 4









Alternative 5a/5b







Alternative 6a/6b







Structure Alternatives









Preliminary Evaluation Criteria

Engineering

- Traffic Operations
- Geometrics & Safety
- Constructability
- Utilities
- Cost

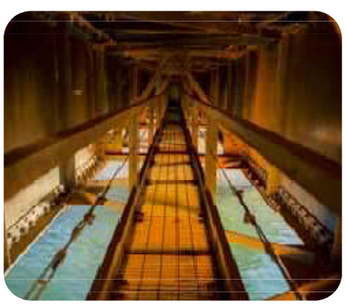
Environment

- Terrestrial
- Fish & Fish Habitat
- Species of Conservation Concern
- Environmentally Sensitive Areas
- Designated Areas

Community

- Property
- Emergency Services
- Recreation & Tourism
- Access to Businesses
- Visual Aesthetics
- Contamination
- Built & Cultural Heritage
- Archaeology

Investigations







Engineering

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

Natural Environment

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

Socio-economic

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

Key Issues

- Heritage and conservation options for existing bridge
- Potential Species at Risk (aquatic and terrestrial)
- Emergency access to mainland
- Delay times for movable bridge
- Stakeholder buy-in of alternatives
- Archaeological potential
- Cost
- Potential impacts to local businesses
- Contaminated land

Permits and Approvals

- Transport Canada
- Fisheries and Oceans Canada
- Ministry of Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- International Joint Commission

Heritage & Conservation

Heritage & Conservation

- 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

Heritage & Conservation

Conservation Options	Additional Assumptions
1. Retention of existing bridge with no major modifications undertaken	• Regular maintenance will continue • Remaining structure life, with no major modifications, is limited
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design	• Rehabilitation requiring strengthening of trusses, and reconstruction of pivot gear with original / similar parts • Remaining structure life, with restoration, is estimated to be 20 – 30 years
3. Retention of the existing bridge with sympathetic modification	• Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts • Remaining structure life, with sympathetic modifications, is estimated to be 30 – 40 years

Heritage & Conservation

Conservation Options	Additional Assumptions
4. Retention of existing bridge with sympathetically designed new structure in proximity	• Existing bridge will remain in place for single lane of traffic • Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts • Remaining structure life of existing bridge is estimated to be 30 – 40 years • Structure life of new bridge is approximately 75 years
5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use	• Existing structure rehabilitated for active transportation access • New 2-lane structure provided for vehicles on new alignment Remaining structure life is estimated to be 50 years

Heritage & Conservation

Conservation Options	Additional Assumptions
6. Retain existing bridge as heritage monument for viewing purposes only	• Bridge will be left in place and in open position for boat traffic • New 2-lane structure provided for vehicles and active transportation on a new alignment • Remaining structure life is estimated to be 50 years
7. Relocation of existing bridge to new location for continued or adaptive use	• Bridge spans moved off-site for re-use (as bridge or monument) • 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 with a sympathetically designed structure	• New 2-lane structure provided for vehicles and active transportation on a new alignment • Structure life of a new bridge is approximately 75 years

Next Steps

Consultation Schedule

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

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

Information Sharing



- Project Website (www.swingbridgestudy.ca)
- Email ProjectTeam@swingbridgestudy.ca
- Contact the project team:

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North Bay ON P1B 9S9
tel: 705-497-6807
toll-free: 1-800-461-9547



Questions?

D.4 Municipal Consultation

LITTLE CURRENT SWING BRIDGE STUDY

NEMI Council Presentation

August 7, 2018

Ontario

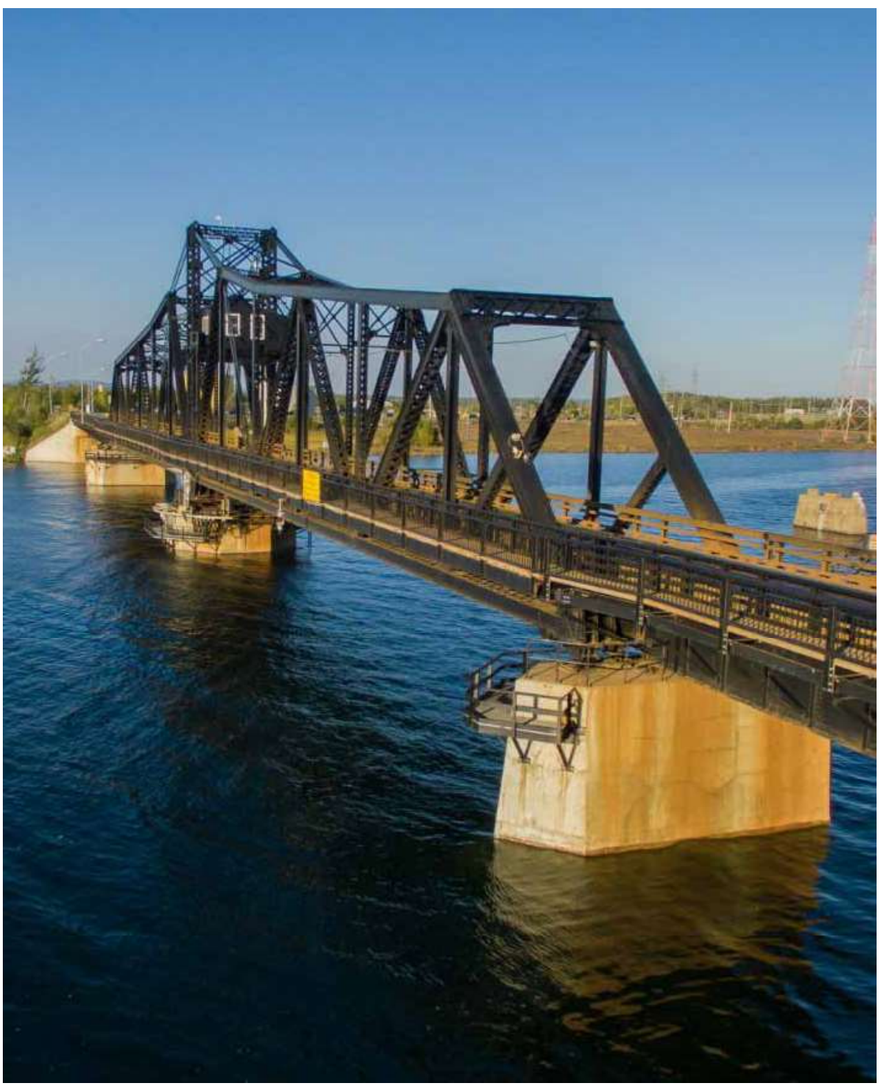
Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Manitoulin Municipal Association Council Presentation

September 19, 2018

Ontario



Agenda

1. Study Purpose
2. Study Process and Phases
3. Consultation
4. Background
5. Problems and Opportunities
6. Alternatives to the Undertaking
7. Investigations
8. Public Information Centre 1

Study Purpose

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

- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life

- The purpose of this study is to identify a plan that addresses current and future transportation needs at the bridge crossing

Study Process

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

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

Study Phases

Transportation Needs Assessment Phase

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

Planning Phase

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

Preliminary Design Phase

- Develop Recommended Plan ← PIC 3
- Confirm Environmental Impacts and Mitigation

Study Phases

Documentation and Environmental Clearance

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

Future Phases

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

Consultation

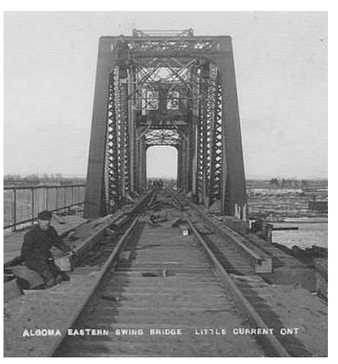
- Public Notices
- Project Website (www.swingbridgestudy.ca)
- Public Information Centres (3)
- Community Engagement Events (Haweater Festival)
- Indigenous Consultation
- Municipal Consultation (Town of Northeastern Manitoulin and the Islands, Manitoulin Municipal Association)
- External Agencies (Ministry of Natural Resources and Forestry; Ministry of Tourism, Culture and Sport; Ministry of Environment, Conservation and Parks; Transport Canada
- Study Design Report (SDR) Public Review
- Agency Webinars
- Business Owner Sessions
- Transportation Environmental Study Report (TESR) Public Review

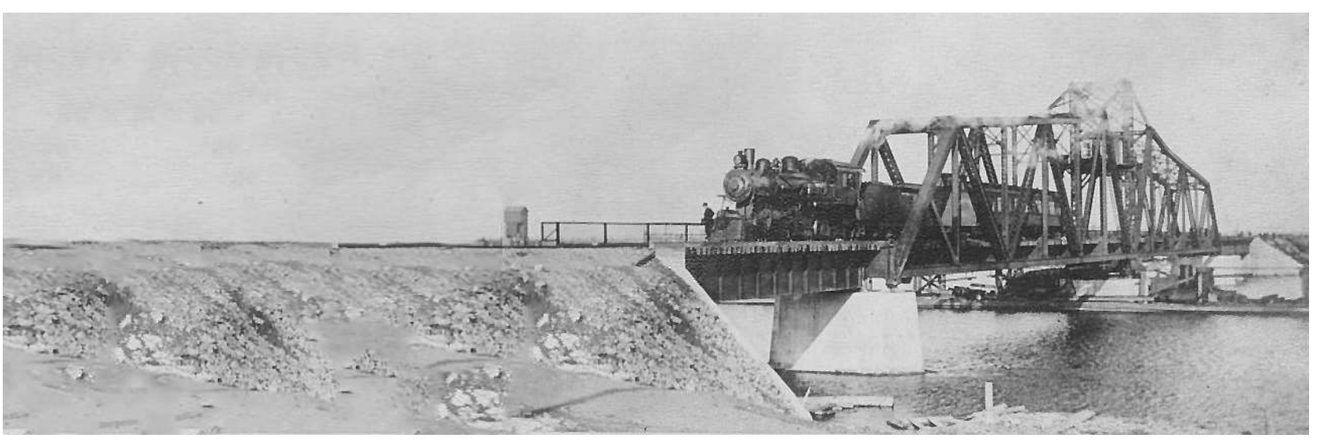
Consultation Schedule

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

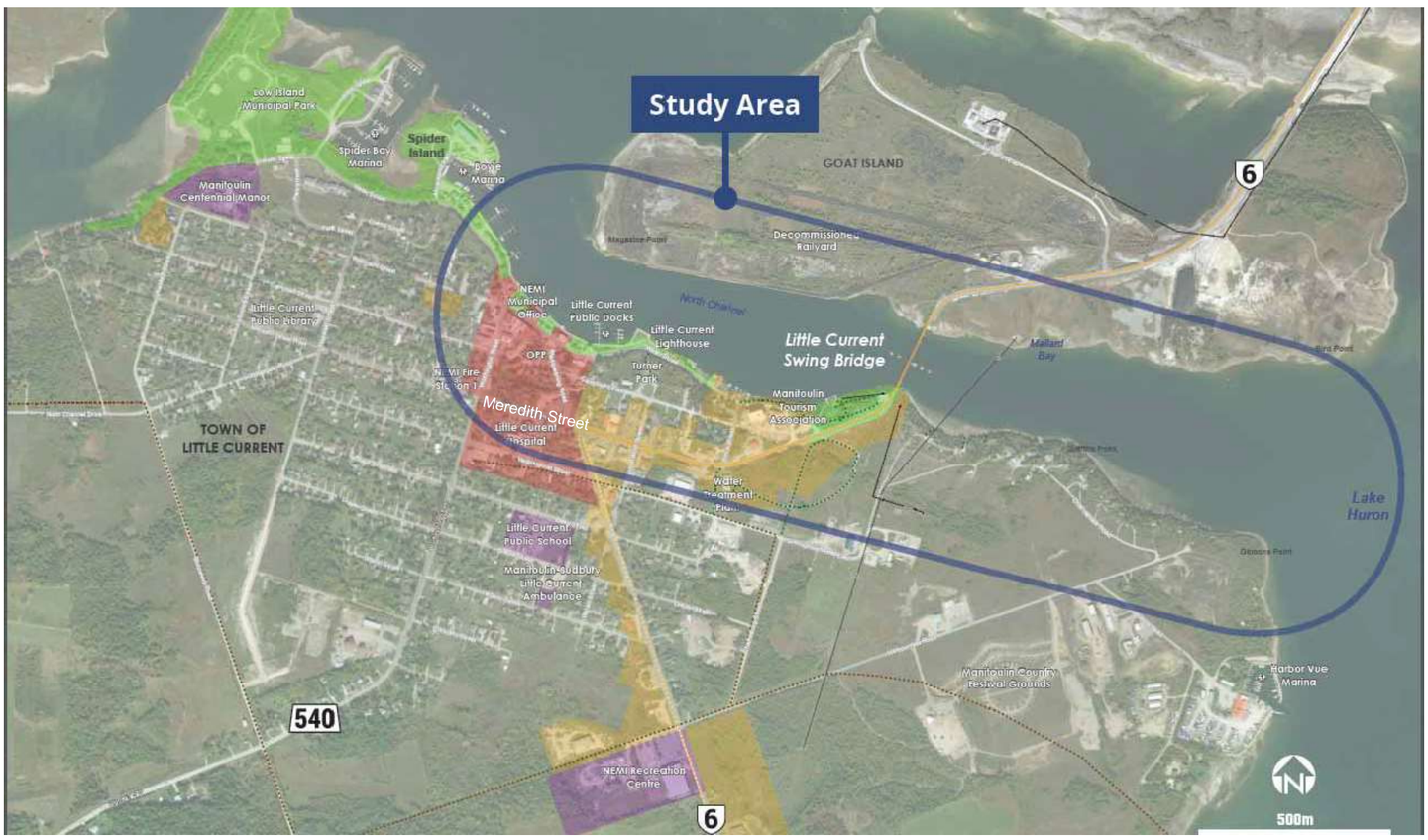
Background

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



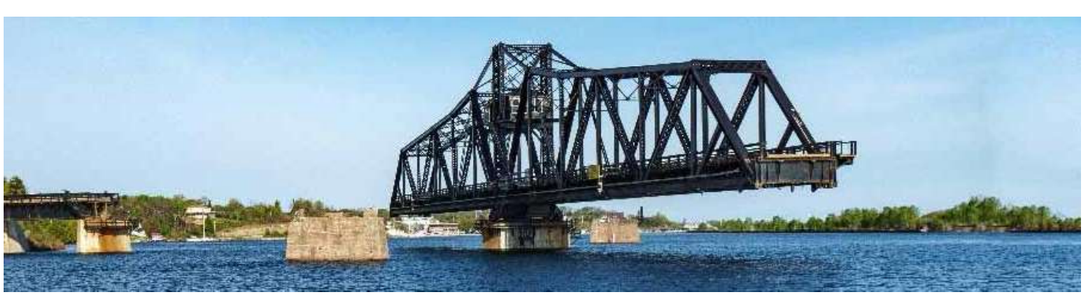


Study Area



Problems and Opportunities

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



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

Problems and Opportunities



Alternatives to the Undertaking

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

This involves two levels of analysis:

1. **Alternatives to the Undertaking** considers a broad range of alternatives that could address the project needs

2. **Alternative Methods of Carrying Out the Undertaking** are studied once the best Alternative to the Undertaking is selected

Alternatives to the Undertaking

Do Nothing



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

Replace with a **Ferry**



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

Replace with a 2-lane **Tunnel**



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

Replace with a **Moveable Bridge**



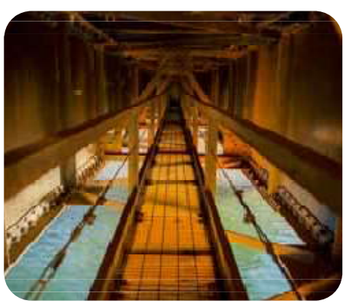
A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.

Replace with a 2-lane **Fixed Bridge**



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

Investigations







Engineering

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

Natural Environment

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

Socio-economic

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

Public Information Centre 1 (PIC 1)

- The first PIC is scheduled for August 22, 2018 at the Manitoulin Hotel and Conference Centre
  - Agency Session 3:00 PM – 4:00 PM
  - Public Session 4:00 PM – 8:00 PM

- The purpose of the first PIC is to present and seek input on the problem and opportunity statements, the alternatives to the undertaking, existing conditions and answer questions

- Notification about the PIC will be sent out to agencies, stakeholders and the public via mail, newspaper advertisement, and project website update



Questions?

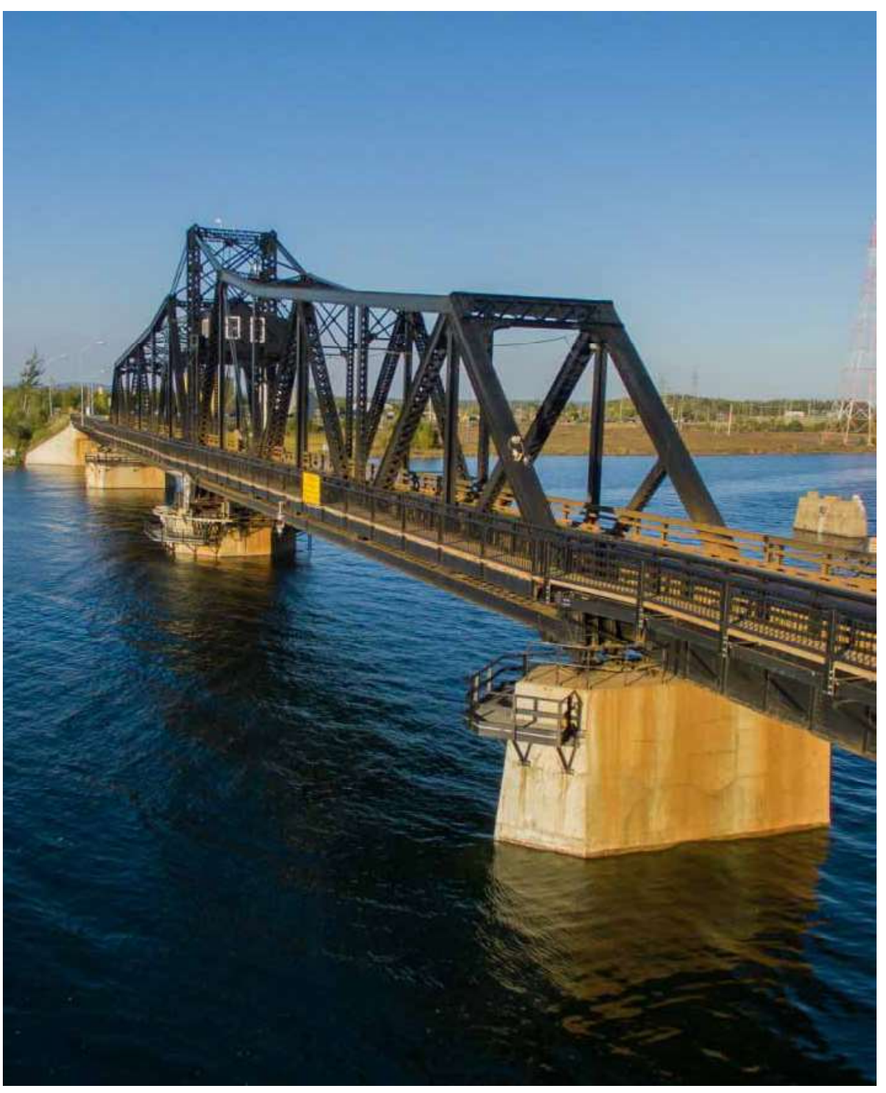
LITTLE CURRENT SWING BRIDGE STUDY

NEMI Council Presentation

July 16, 2019

Ontario

Stantec



Agenda

1. Study Process
2. Transportation Needs Assessment (PIC 1)
3. Planning Alternatives (PIC 2)
4. Next Steps
5. Questions

Study Process

Study Purpose

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



Environmental Assessment Process

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

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

Study Phases

Transportation Needs Assessment Phase

- Develop Problem and Opportunity Statements
- Identify Alternatives to the Undertaking (“Alternatives to”)

PIC 1

Planning Phase

- Publish Study Design Report (SDR)
- Develop Planning Alternatives (“Alternative Methods”)
- Evaluate Planning Alternatives
- Select Preferred Alternative

PIC 2

Preliminary Design Phase

- Develop Recommended Plan
- Confirm Environmental Impacts and Mitigation

PIC 3

Study Phases

Documentation and Environmental Clearance

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

30-day Public Review

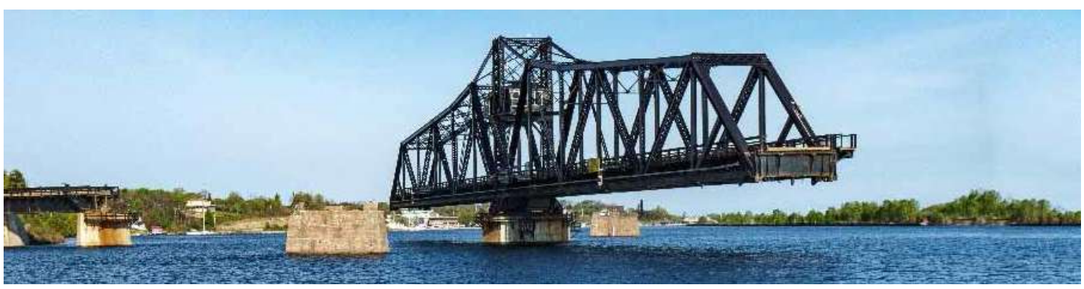
Future Phases

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

Transportation Needs Assessment Phase (PIC 1)

Problems and Opportunities

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



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

Existing Conditions



Alternatives to the Undertaking

Do Nothing



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

Replace with a **Ferry**



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

Replace with a 2-lane **Tunnel**



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

Replace with a **Moveable Bridge**



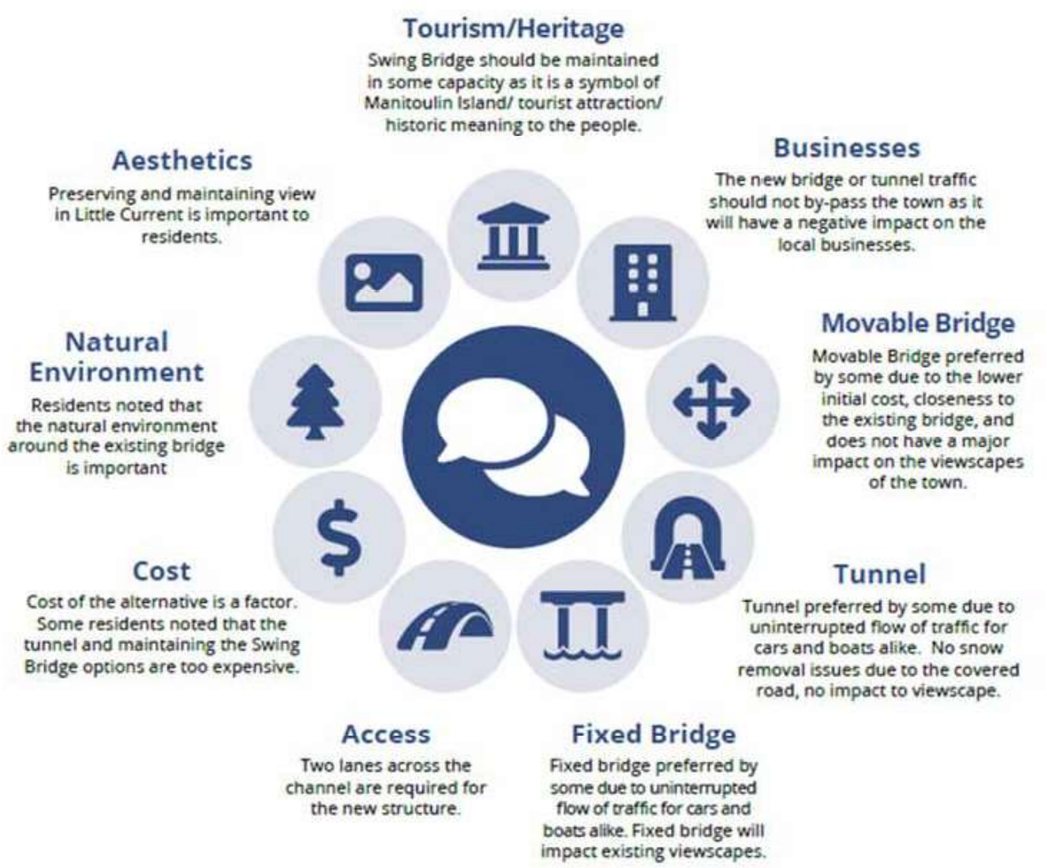
Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Replace with a 2-lane **Fixed Bridge**



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

Public and Stakeholder Input from PIC 1



Planning Alternatives (PIC 2)

Corridor Alternatives



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

Alternative 2




Lift Bridge


Bascule Bridge


Swing Bridge

Alternative 4




Lift Bridge


Bascule Bridge


Swing Bridge

Alternative 5a/5b







Alternative 6a/6b







Structure Alternatives


Swing Bridge


Lift Bridge


Bascule Bridge


Fixed Bridge

Preliminary Evaluation Criteria

Engineering

- Traffic Operations
- Geometrics & Safety
- Constructability
- Utilities
- Cost

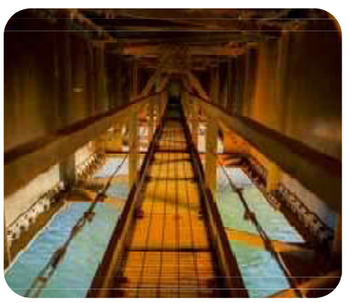
Environment

- Terrestrial
- Fish & Fish Habitat
- Species of Conservation Concern
- Environmentally Sensitive Areas
- Designated Areas

Community

- Property
- Emergency Services
- Recreation & Tourism
- Access to Businesses
- Visual Aesthetics
- Contamination
- Built & Cultural Heritage
- Archaeology

Investigations



Engineering

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



Natural Environment

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



Socio-economic

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

Heritage & Conservation

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

Key Issues

- Heritage and conservation options for existing bridge
- Potential Species at Risk (aquatic and terrestrial)
- Emergency access to mainland
- Delay times for movable bridge
- Stakeholder buy-in of alternatives
- Archaeological potential
- Cost
- Potential impacts to local businesses
- Contaminated land

Next Steps

Consultation Schedule

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

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

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- Email ProjectTeam@swingbridgestudy.ca
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North Bay ON P1B 9S9
tel: 705-497-6807
toll-free: 1-800-461-9547



Questions?

LITTLE CURRENT

SWING BRIDGE STUDY

NEMI Council Presentation

March 30, 2021

Ontario

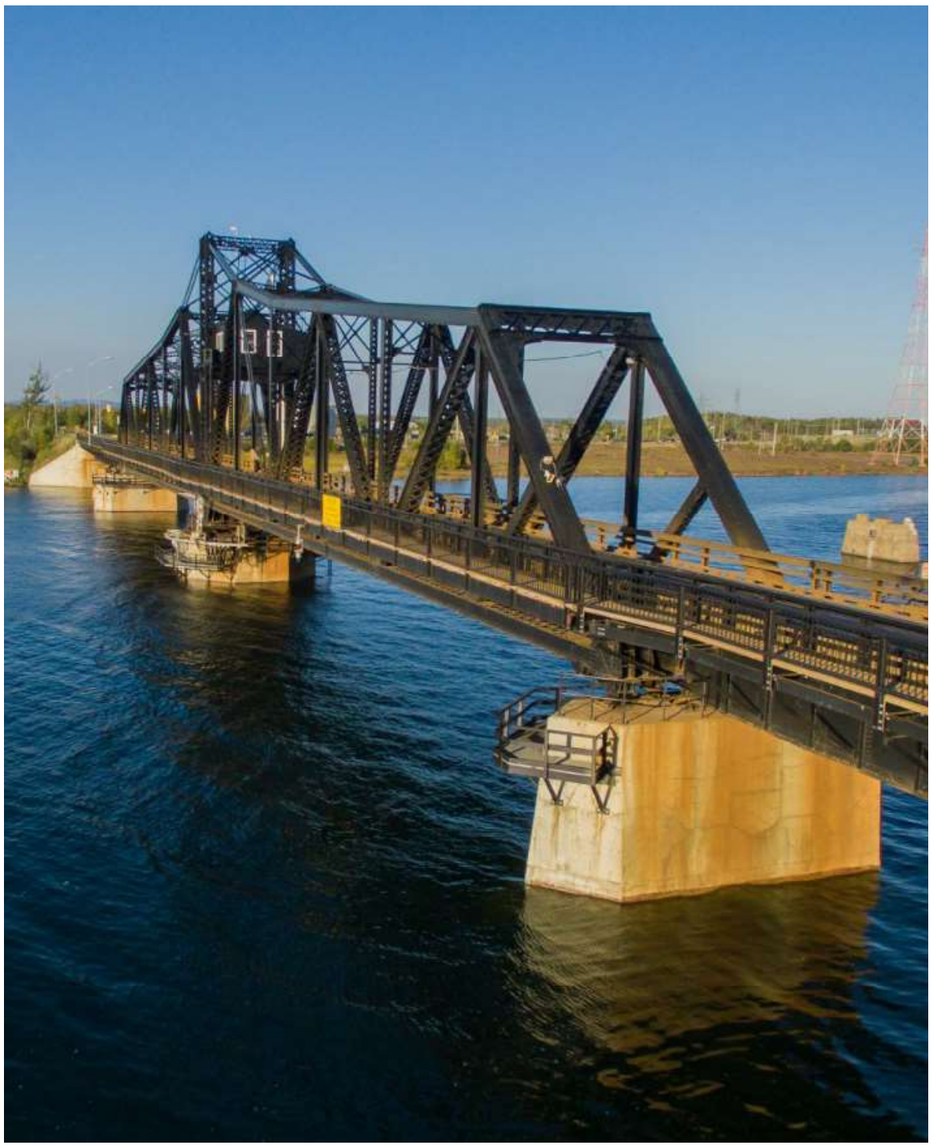
LITTLE CURRENT SWING BRIDGE STUDY

MMA Council Presentation

April 21, 2021

Ontario

Stantec



Agenda

- Study Background
- Alternatives
- Feedback Summary
- Evaluation Process
- Preferred Plan
- Potential Impacts & Mitigation
- Next Steps
- Questions

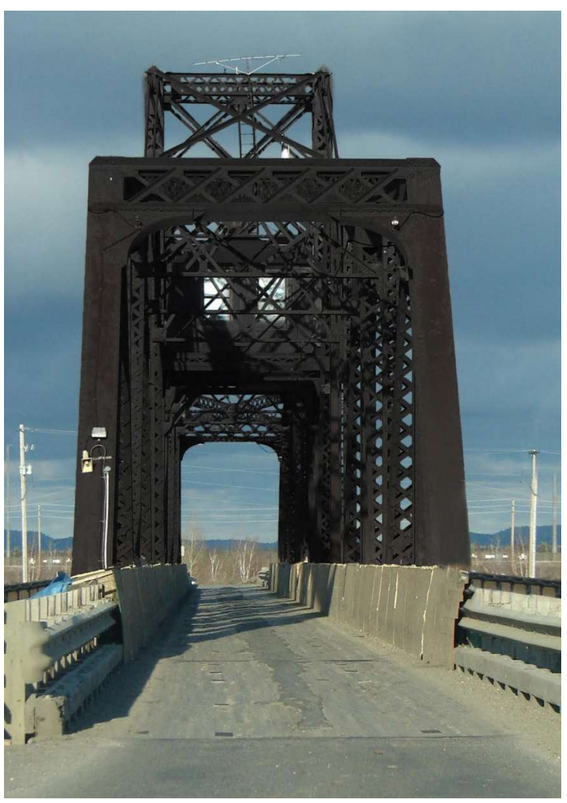
Study Background

Study Purpose

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

- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life

- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Environmental Assessment Process

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

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

Study Phases

Transportation Needs Assessment Phase

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

Planning Phase

- Publish Study Design Report (SDR)
- Develop Planning Alternatives (“Alternative Methods”) ← PIC 2
- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan ← PIC 3
- Confirm Environmental Impacts and Mitigation

Study Phases

Documentation and Environmental Clearance

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

30-day Public Review

Future Phases

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

Problems and Opportunities

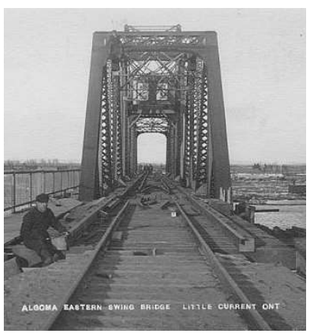
- The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland
- Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel
- The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



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

Alternatives

Heritage Bridge Conservation Options



MTO Heritage Bridge Guidelines for Provincially Owned Bridges (Guidelines) outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required.

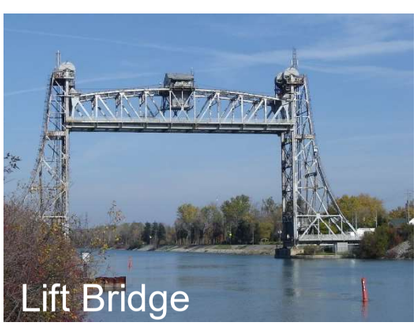
Bridge Conservation Options	
1. Retention of existing bridge with no major modifications undertaken	5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design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

Corridor Alternatives



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

Bridge Alternatives


Lift Bridge


Bascule Bridge


Swing Bridge


Fixed Bridge


Tunnel

Feedback Summary

Feedback Summary

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

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

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

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



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

Majority of respondents prefer Alignment 2 and movable bridge options

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

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

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

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

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

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

Evaluation Process

Evaluation Process

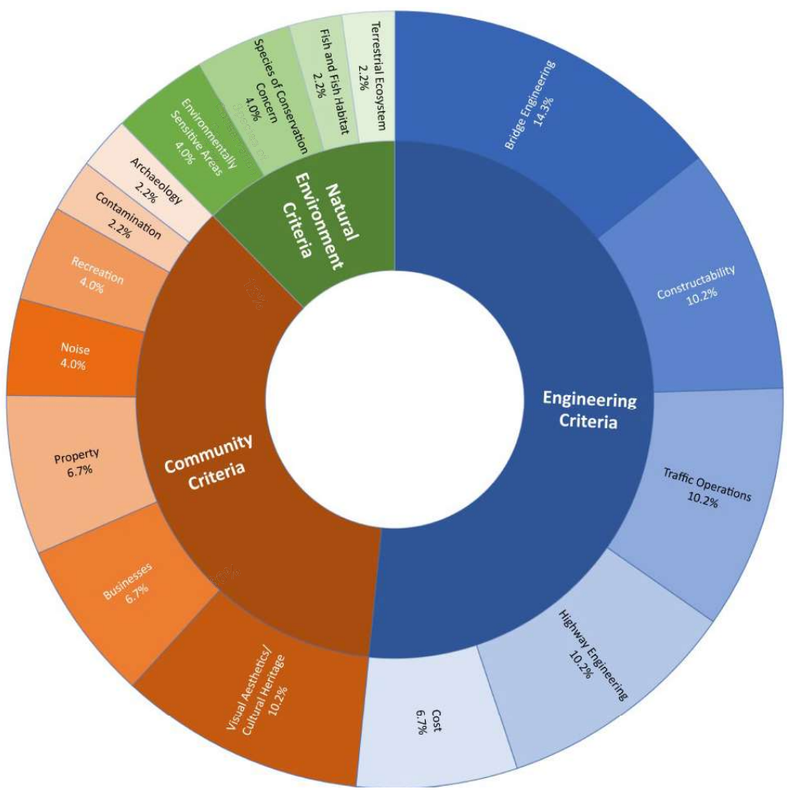
A detailed evaluation of alternatives has been carried out to identify an improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished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

Identify Criteria
Evaluation Criteria are established through:
- Public Input
- Similar Projects
- Provincial Guidelines
- Existing Conditions

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

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

The highest scoring alternative



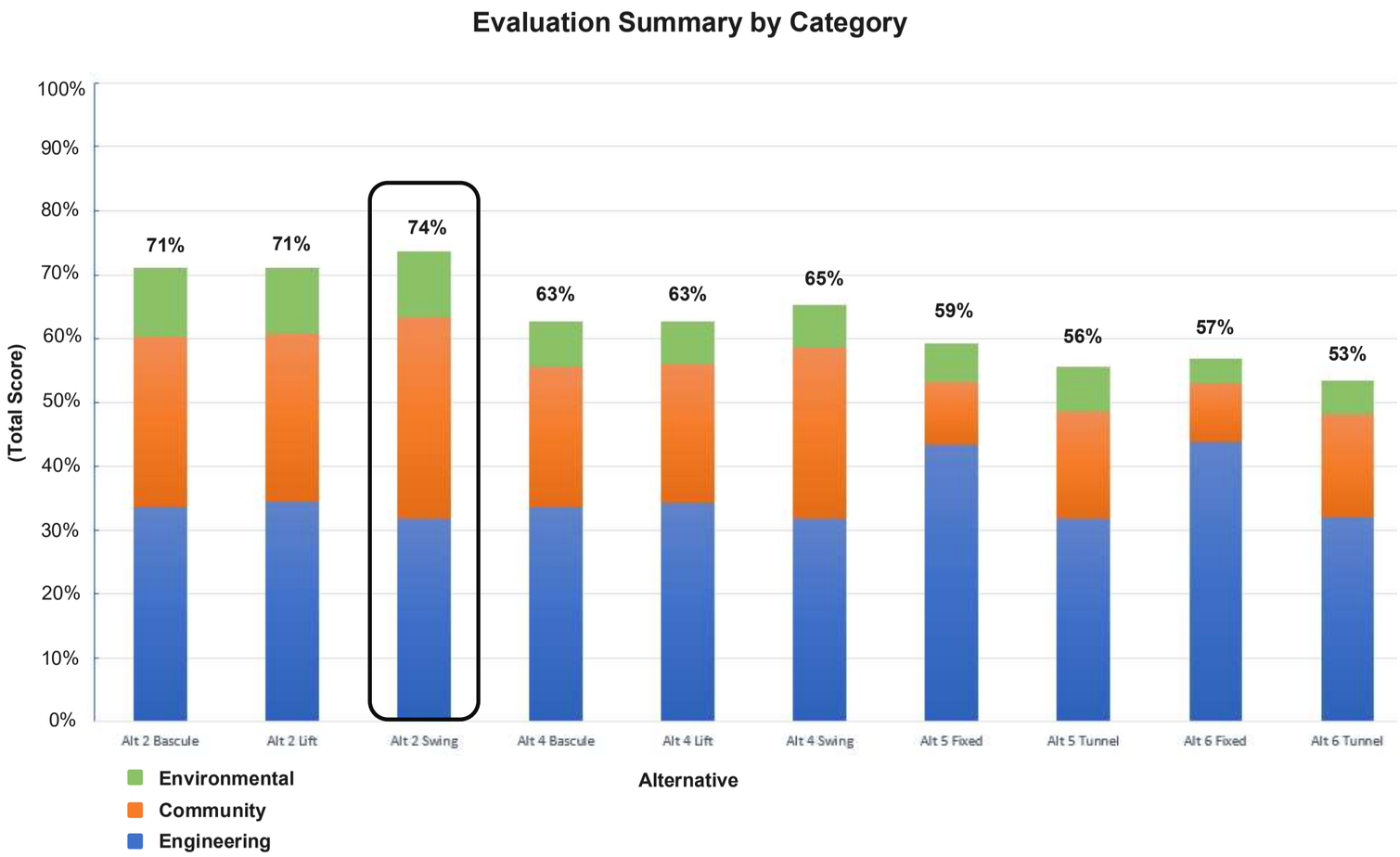
The recommended plan

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

This process includes:

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

Preliminary Evaluation of Alternatives



Evaluation Summary

A Swing Bridge on Alignment 2 is preferred because:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- Maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- Construction cost is lower when compared to other alternatives
- Lowest impacts to existing residential properties
- Lowest impacts to noise sensitive areas

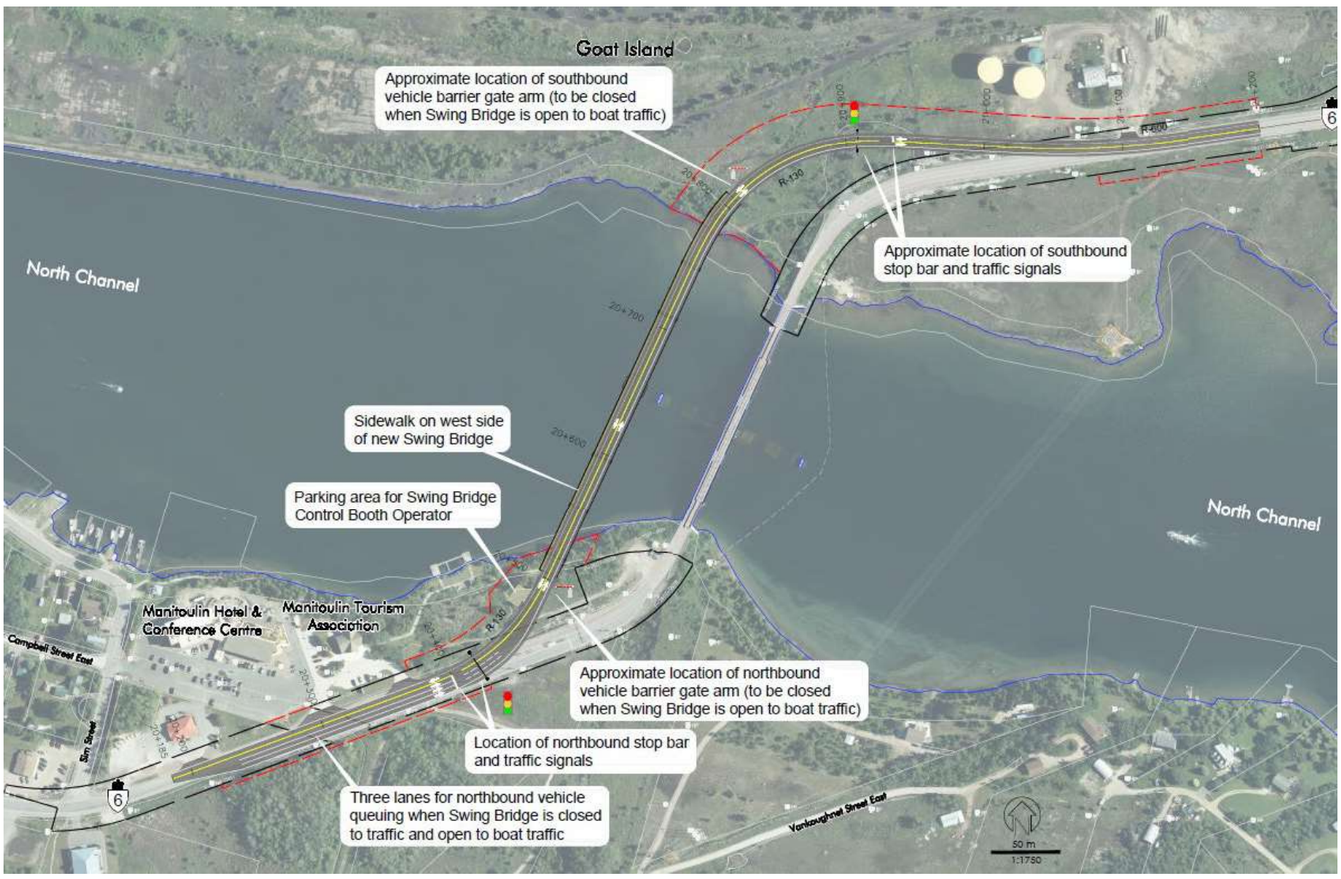
Evaluation Summary

A Swing Bridge on Alignment 2 is preferred because:

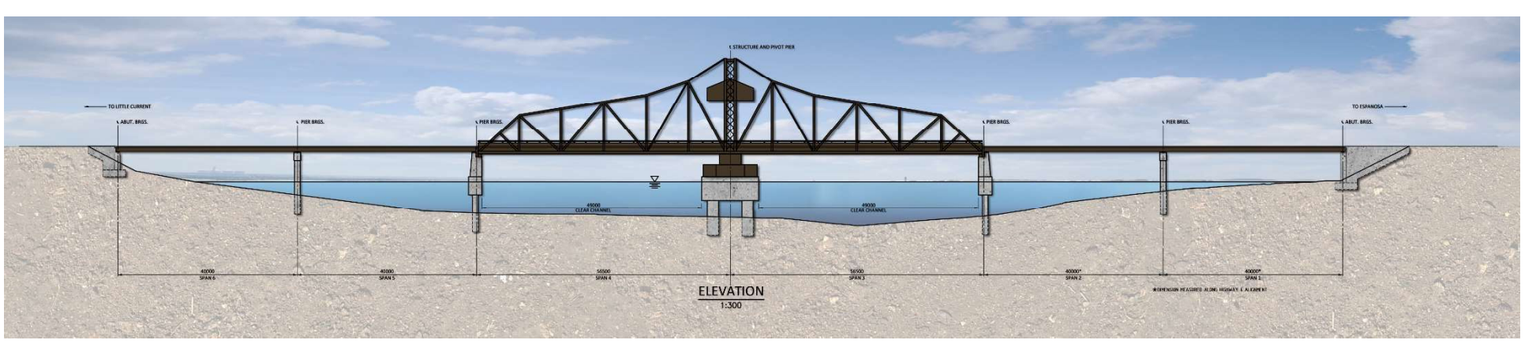
- No change to access to Little Current business areas
- Minimizes impacts to existing viewscapes from Little Current and the North Channel
- New sympathetically designed swing bridge will help maintain the character of the local and marine communities
- Lowest potential to impact wildlife habitat and Species at Risk
- Avoids impacts to the high quality Alvar community

Preferred Plan

Preferred Plan



Preferred Plan



Potential Impacts and Mitigation Measures

Environmental Impacts and Mitigation

Potential Impact	Preliminary Proposed Mitigation Measures
Aquatic Environment • Species at Risk (Lake Sturgeon) • Fish/Fish Habitat (warm, cool and cold-water species)	• In-water works will conform to the restricted activity windows for this area (i.e., between July 16 through August 31) • Sediment and erosion control measures will be implemented to prevent sediments entering the waterbody • Debris will be prevented from entering the water during bridge removal and/or construction • All works will be planned in consultation with the MNRF, UCCMM Tribal Council and Wiikwemkoong First Nation leadership
Terrestrial Environment • Loss of alvar habitat along the existing Highway 6 right-of-way • Species at Risk and habitat along the existing Highway 6 right-of-way (i.e., Houghton's Goldenrod) • Significant Wildlife Habitat / Habitat for Species of Conservation Concern (i.e., Common Nighthawk) • Small area of woodland along the existing Highway 6 right-of-way	• Reduce encroachment into alvars, Species at Risk habitat and Significant Wildlife Habitat / Habitat for Species of Conservation Concern • Authorize the project under the Endangered Species Act, 2007 including preparation of a mitigation plan to address adverse effects on Houghton's Goldenrod and its habitat; mitigation may include relocation of individual plants to outside the work area, assisted seed dispersal, localized removal of competitive plants, and monitoring • Avoid vegetation removal during sensitive wildlife periods such as the breeding season for Common Nighthawk and migratory birds that are protected by the Migratory Birds Convention Act, 1994 • Manage introduction of invasive plant species by washing and visually inspecting all machinery prior to entry onto the site, and revegetating disturbed areas
Archaeology • Discovery of archaeology finds during construction	• Stage 1 and 2 Archaeological Assessments and a Marine Archaeological Overview Assessment was completed for the Preferred Plan area • While the discovery of archaeological finds is not expected, if archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the UCCMM Tribal Council and Wiikwemkoong First Nation leadership, as well as MHSTCI, will be contacted immediately
Air/Noise • Changes in noise/air quality associated with construction and/or operation of project	• An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess potential changes in local and regional air quality, and to determine if mitigation measures are required • Potential changes in traffic noise associated with the Preferred Plan are currently being reviewed in accordance with Provincial guidelines to determine if measure are required to mitigate potential increases in traffic noise

Heritage Impacts and Mitigation

- The Preferred Plan includes the removal of the existing bridge
- The design of new bridge will be sympathetic to the existing bridge
- Feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to existing bridge to be explored
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines
- Salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative strategy
- Opportunities for the public to offer input to long-term conservation and commemoration of the bridge

Next Steps

Next Steps

Event/Activity	Approximate Date
PIC and CISS 1	August 2018 ✓
SDR 30-day Review	Fall 2018 ✓
PIC and CISS 2	July 2019 ✓
Online PIC 3	March 30 - April 30, 2021
TESR 30-day Review	Summer 2021

Next Steps



- Project Website: www.swingbridgestudy.ca
- Public Information Centre 3: Online PIC 3
- Contact the project team:

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

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

Email: ProjectTeam@swingbridgestudy.ca



Questions

D.5 Agency Correspondence

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

June 14, 2018
File: 165001086

Attention: Ms. Felicia Minotti, Deputy Director, Energy and Environment
Global Affairs Canada
125 Sussex Drive
Ottawa ON K1A 0G2

Dear Ms. Minotti,

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

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

This study is a "Group A" project under the *Class Environmental Assessment* (EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, indigenous communities, and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review

This letter is being sent to you in advance of the formal Notice of Study Commencement for the project to initiate agency-to-agency discussions regarding permitting requirements under the *Boundary Waters Treaty Act* and the International Joint Commission's Order of Approval process. All information for this project will be collected as part of the public record.

The project team will be following up via telephone to provide additional project information and discuss permitting requirements.

Please don't hesitate to contact the undersigned if you have any questions.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(MTO GWP 5268-14-00);
Agency Pre-Consultation

Regards,
Stantec Consulting Ltd.

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

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

Design with community in mind

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

June 14, 2018
File: 165001086

Attention: Ms. Trish Morris, Director
International Joint Commission
100 Ouellette Avenue, 8th Floor
Windsor ON N9A 6T3

Dear Ms. Morris,

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

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

This study is a "Group A" project under the *Class Environmental Assessment* (EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, indigenous communities, and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review

This letter is being sent to you in advance of the formal Notice of Study Commencement for the project to initiate agency-to-agency discussions regarding permitting requirements under the *Boundary Waters Treaty Act* and the International Joint Commission's Order of Approval process. All information for this project will be collected as part of the public record.

The project team will be following up via telephone to provide additional project information and discuss permitting requirements.

Please don't hesitate to contact the undersigned if you have any questions.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(MTO GWP 5268-14-00);
Agency Pre-Consultation

Regards,
Stantec Consulting Ltd.

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

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

Design with community in mind

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

June 14, 2018
File: 165001086

Attention: Ms. Julie McFarling, District Planner
Ministry of Natural Resources and Forestry- Sudbury District
3767 Highway 69
Sudbury ON P3G 1E7
Email: julie.mcfarling@ontario.ca

Dear Ms. McFarling,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(MTO GWP 5268-14-00);
Natural Heritage Information Request

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. This study will review existing conditions and conduct a Transportation Needs Assessment to determine the scope and extent of crossing requirements. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

Prior to the formal Notice of Study Commencement consultation, the project team is contacting specific agencies to obtain secondary source data as part of the existing conditions data collection process.

This study is a "Group A" project under the *Class Environmental Assessment* (EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, indigenous communities, and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. The study area is shown below.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(MTO GWP 5268-14-00);
Natural Heritage Information Request

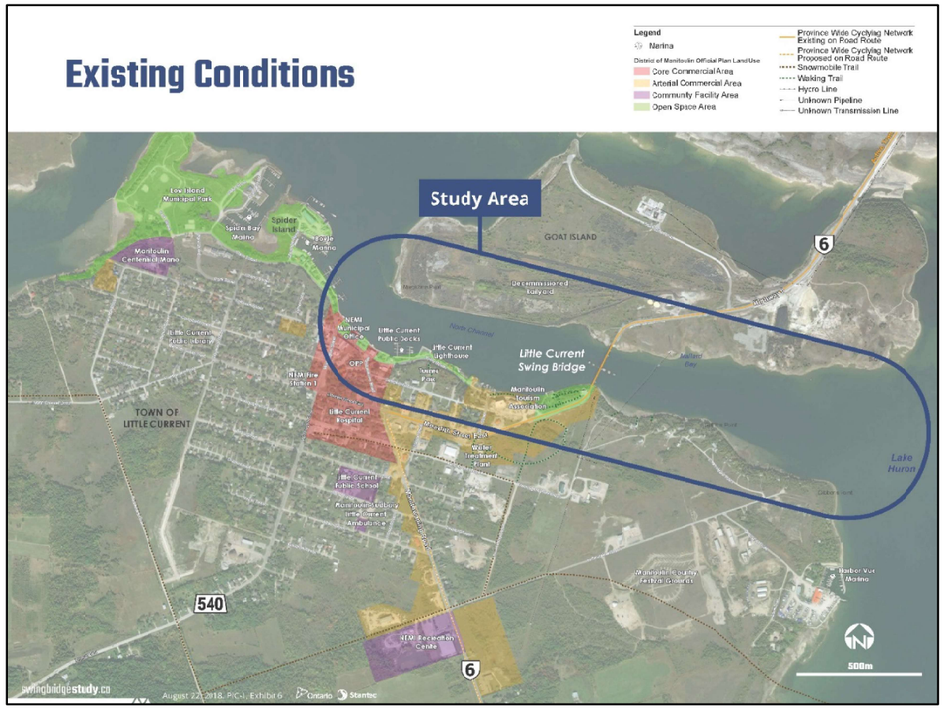


Figure 1. Study Area

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(MTO GWP 5268-14-00);
Natural Heritage Information Request**

The purpose of this letter is to seek your input on the existing conditions within the limits of the study area identified in Figure 1, and to identify any issues, concerns, or approval requirements that the MNRF may have. We would like to request the following natural heritage information from your office for the study area as identified. This information is required to complete our natural heritage update and review and all information will be collected as part of the public record.

Aquatic Resources

- Species/community information including any aquatic Species at Risk
- Watercourse thermal regime(s) and flow regime(s)
- Special habitat features
- Construction timing window(s)
- Important/exceptional fish habitat (e.g. groundwater upwelling, spawning areas, refugia, migratory routes)
- Presence/absence of aquatic invasive species
- MNRF fisheries management objectives, if applicable

The existing bridge crosses the North Channel of Georgian Bay on Lake Superior. Based on a preliminary screening of the MNRF's Natural Heritage Information Centre (NHIC) database, Lake Sturgeon habitat may occur within the study area.

Terrestrial Resources

- Species/community information including any terrestrial Species at Risk
- Natural heritage features (e.g., ANSIs, Provincially Significant Wetlands, conservation areas, other wetlands)

We respectfully request this information and the identification of any additional information you may have for the study area, including Species at Risk. Your input is requested by July 13, 2018.

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(MTO GWP 5268-14-00);
Natural Heritage Information Request**

If you would like further information regarding the study, please contact the undersigned.

Regards,

Stantec Consulting Ltd.



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

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

Design with community in mind

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

June 14, 2018
File: 165001086

Attention: Tania Havelka, Navigable Waters Protection Officer
Navigation Protection Program
Transport Canada
100 Front Street South
Sarnia ON N7T 2M4

Dear Ms. Havelka,

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

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

This study is a "Group A" project under the *Class Environmental Assessment* (EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, indigenous communities, and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review

This letter is being sent to you in advance of the formal Notice of Study Commencement for the project to initiate agency-to-agency discussions regarding design/permitting requirements, obtaining boating traffic information for the North Channel, and horizontal and vertical navigational clearances at a preliminary level. Please confirm that you are the appropriate contact at the Navigation Protection Program office for this project, and please let us know if you will be able to provide the above-mentioned information. All information for this project will be collected as part of the public record.

The project team will be following up via telephone to provide additional project information and discuss permitting requirements.

Please do not hesitate to contact the undersigned if you have any questions.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(MTO GWP 5268-14-00);
Agency Pre-Consultation

Regards,

Stantec Consulting Ltd.



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

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

Design with community in mind

EXTERNAL AGENCY COMMENT SHEET

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

Please submit your comments before August 3, 2018. Use the other side if required.
With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email 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, Fax (905) 385-3534
Email: nevena.gazibara@stantec.com

Comments submitted by:

Name of Contact: Seija Deschenes
Organization: Manitoulin Streams Improvement Association
Address (including Postal Code): 25B Sprague St. Box 238 Manitowaning, ON P0P 1N0
Telephone Number: (705) 859-1653
Email: streams@amtelecom.net

The contact name and mailing address for your organization/agency (please check one):
- ☑ Is correct; or
- ☐ Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required):
Manitoulin Streams main concern is the substrate under and around the swing bridge. This provides habitat along with fisheries

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:

I am providing a copy of background reports/existing information:
- ☐ With this comment sheet
- ☐ Via email / mail
- ☐ No background information available

The level of involvement you wish to have on this project is:
- ☐ Active participation
- ☑ Participation at key points
- ☐ None, please remove from mailing list

RECEIVED
AUG 01 2018

Additional comments:

the current that flows under the bridge for a prominent walleye population. We are concerned that this will be destroyed or disrupted during any construction or changes to the bridge + will impact the fishery.
It also is important habitat for bass + other fish species.
Diving ducks use the minnows etc as a forage base as well.
Any erosion or sedimentation that occurs over this habitat could impact spawning or cover eggs.
Manitoulin Island also is home to many species at Risk that should be identified + protected.
MNRF should be contacted to determine any other important fisheries values within this area.

Kielstra, David

From: Gazibara, Nevena
Sent: Monday, July 30, 2018 2:12 PM
To: Kielstra, David
Subject: FW: Notice of Commencement-Highway 6 Swing Bridge, Little Current, Ontario

Follow Up Flag: Follow up
Flag Status: Flagged

Hi David,

If you have a few minutes today can you please save this email in the comments folder and update the mailing list with the MECP contacts?

I will get started on filling out a Project Information form.

Thanks,
Nevena

From: Wainio, Shelley (MECP) <Shelley.Wainio2@ontario.ca>
Sent: Monday, July 30, 2018 1:50 PM
To: ProjectTeam@swingbridgestudy.ca; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Notice of Commencement-Highway 6 Swing Bridge, Little Current, Ontario

Thank you for the notice of commencement regarding the Planning and Preliminary Design and Class Environmental Assessment for the Highway 6 swing bridge in Little Current.

For your information the process for submissions has changed, for all future submissions please follow the steps outlined below:

> As of May 1, 2018, proponents who are following the planning process set out in the approved class environmental assessment or electricity or waste management streamlined environmental assessment process must, send their notices (Notices of Commencement, Notices of Completion) and completed 'Project Information Form' to the ministry's Regional email address(es) according to where the project is located. This is in addition to the existing notification requirements in each class/streamlined environmental assessment process. Complete information on this process can be found at Ontario.ca.
> Key steps in the process includes:
> 1. Completing a 'Project Information Form' – guidance on filling out the form can be found in a worksheet within the form itself
> 2. In preparing the email, attach the completed 'Project Information Form,' a copy of the project notice in PDF format and include in the subject line of the email (in this order): 1) project location 2) type of streamlined environmental assessment and 3) project name
> 3. Send the email to the appropriate ministry's Regional Office – the ministry's Regional Office can be identified in the 'Project Information Form' within the "Ministry of the Environment, Conservation and Parks regions" worksheet.

As you prepare to carry out the Environmental Assessment, please note that I will function as the primary MECP contact, and should receive copies of all mandatory notices provided during the

process. Please also provide copies of all notices and correspondence to Steven Moggy, Senior Environmental Officer, Ministry of the Environment and Climate Change, Sudbury Office, 199 Larch Street, Sudbury, ON P3E 5P9.

In addition, please note that the proponent is required to consult with affected government agencies, including the appropriate regional office of the ministry, during the course of the review. Prior to issuing a Notice of Completion, proponents are strongly encouraged to circulate the draft Study Design Report and Transportation Environmental Study Report to the appropriate regional office of the Ministry, as well as to other government agencies and key interested persons, to ensure that concerns have been addressed.

Please also note that proponents subject to the *Environmental Assessment Act* must consult with interested persons, which may include First Nations and Métis communities.

I have included a list of items to consider in your planning:

Potential permitting requirements - Any water taken at a combined rate of over 50,000 litres per day requires a Permit to Take Water. This can include dewatering excavation or temporary stream diversions to facilitate in-water work (Ontario Water Resources Act, sec. 34).

- **Climate change** – The province has now finalized a guide "*Considering Climate Change in the Environmental Assessment Process*", which is found online at https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes.
- **Sediment and erosion control** – Sediment control plans are developed and implemented to prevent sediment from entering and degrading watercourses using existing best management practices and MECP's Guideline B-6 – *Guidelines for Evaluating Construction Activities Impacting on Water Resources*.
- **Spill prevention and response** – Spill contingency plans and strategies are in place to prevent and, if necessary, report and respond promptly to spills, e.g. locate equipment away from shorelines; use appropriate containment; have available adequate spill clean-up equipment and supplies; ensure appropriate trained personal. Available guides include: Spills Reporting - A Guide to Reporting Spills and Discharges and Guideline for Implementing Spill Prevention and Contingency Plans Regulatory Requirements.
- **Waste management** - Waste generated from the work are managed and disposed in an environmentally responsible manner, using licensed waste management facilities.
- **Soils management** - Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "Management of Excess Soil-A Guide for Best Management Practices" (2014) available online at http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices.
- **Waste management** - Waste generated from the work are managed and disposed in an environmentally responsible manner, using licensed waste management facilities.
- **Air Quality, Dust and Noise**- If there are sensitive receptors in the surrounding area of this project, an air quality/odour/noise impact assessment may be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures.

If you have any questions or wish to discuss this further, please feel free to contact me.

Shelley Wainio

Ministry of the Environment, Conservation and Parks
Environmental Planner/EA Coordinator, Technical Support, Northern Region
Phone: 705-564-7171 | Fax: 705-564-4180 | Email: Shelley.Wainio2@ontario.ca

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 05, 2018 1:15 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from: Kristin Luoma
email: kristin.luoma@ontario.ca

message:
_____

Could you please add me to your mailing list?

Thank you

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

Dear Mr. Cooke and Ms. Delfino,

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

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

More to come,

Regards,

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

-----Original Message-----
From: Judith Jones [mailto:winterspider@eastlink.ca]
Sent: August-19-18 9:27 AM
To: projectTeam@swingbridgestudy.ca
Cc: Selinger, Wayne (MNRF); Boucher, Nikki (MNRF)
Subject: comments on swing bridge proejct

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

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

Thanks.

Judith Jones
Winter Spider Eco-Consulting
P.O. Box 278
Manitowaning, ON P0P 1N0
(705) 859-1027
(416) 268-0993 cell
winterspider@eastlink.ca

From: dale scott <wmdalescott@gmail.com>
Sent: Thursday, August 02, 2018 8:07 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: swing bridge project Little Current On.

Dear Nevena . My name is William Dale Scott a councillor with municipality of Central Manitoulin.
I recommend preserving the historical structure of the swing bridge or having the structure or portion of erected in the town of Little Current for future memorial.

765 Elliot rd. Mindemoya On. P0P1S0 705 377 4818

W.D.Scott

From: Eichenberger, Nicholle (IO) <Nicholle.Eichenberger@infrastructureontario.ca>
Sent: Thursday, August 02, 2018 2:34 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: IO Response to EA Notice - Highway 6 Little Current Swing Bridge Study

Good afternoon,

Thanks for sending us the Notice of Study Commencement for the Highway 6 Little Current Swing Bridge Study.

Our records indicate that Ministry of Infrastructure property is not within your project's study area. Since we are not a directly affected or interested stakeholder, the Infrastructure Ontario Environmental Management Team has no comments to provide on this project.

Yours Sincerely,

Nicholle Eichenberger
Environmental Management Co-op
Infrastructure Ontario
1 Dundas Street West, Suite 2000, 22nd Floor
Toronto, ON M5G 2L5
E-mail: nicholle.eichenberger@infrastructureontario.ca
Phone: 416-212-6975

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From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, July 23, 2018 3:49 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from: Mayor Alan MacNevin
email: amacnevin@townofnemi.on.ca

message:
_____

As Mayor of the Town of Northeastern Manitoulin and the Islands I would like to express our community's interest in actively participating in this study. Even though the Little Current swing bridge serves the population of all of Manitoulin Island, any decision to replace and or relocate the bridge will have a direct impact on our town. Changes to traffic patterns or highway access will create environmental, social and economic issues for our citizens and businesses alike. Consideration of the cultural and marine history and the effect of a bridge replacement on both commercial and recreational boating need to be closely evaluated. I understand that the project team will be meeting with our Council sometime in August of 2018 and I hope that this will take place. I feel that finding out the reasons for considering the replacement of an icon that has been so much a part of the identity of Manitoulin Island. I look forward to seeing the results of the study and working with you to mitigate the impact of the changes that may be put forward as the process unfolds.

From: Elkow, Jeff (MTCS) <Jeff.Elkow@ontario.ca>
Sent: Friday, August 03, 2018 2:59 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Kenedi, Walter (MTO) <Walter.Kenedi@ontario.ca>; McDermid, Jacqueline (MTO) <Jacqueline.McDermid@ontario.ca>; Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>
Subject: 0009304 - Little Current Swing Bridge

Nevena,

Thank you for providing the Notice of Commencement to MTCS for our review. Please see attached our preliminary comments and let me know if you have any questions.

Regards,

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

Ministry of Tourism, Culture and Sport

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

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7182
Téléc: 416 212 1802

Ontario

August 3, 2018 (EMAIL ONLY)

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

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

Dear Nevena Gazibara:

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

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

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

Project Summary

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

Standards and Guidelines for Conservation of Provincial Heritage Properties

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

Archaeological Resources

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

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

Built Heritage and Cultural Heritage Landscapes

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

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

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

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

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

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

Environmental Assessment Reporting

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

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

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

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

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

Sincerely,

Jeff Elkow
Heritage Planner
Jeff.Elkow@Ontario.ca

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

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

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Information Bulletin 2

Strategic Conservation Plans for Provincial Heritage Properties

The purpose of this Bulletin is to provide guidance on preparing a *Strategic Conservation Plan* to meet the requirements of the *Standards and Guidelines for Conservation of Provincial Heritage Properties*.

Purpose

The conservation of Ontario's cultural heritage resources is a matter of public and provincial interest. The purpose of the *Standards & Guidelines for Conservation of Provincial Heritage Properties* (S&Gs) is the conservation and good stewardship of provincial heritage properties – properties that the Government of Ontario owns or controls that have cultural heritage value or interest. Working together with other government legislation, regulations and policies, the S&Gs provide a framework for the consistent protection, maintenance, use and disposal of these properties. They are intended to ensure that decisions about these properties are made in an open and accountable way.

Context

Under section C.1. of the S&Gs, ministries and prescribed public bodies are required to prepare a *Strategic Conservation Plan*[1] for *provincial heritage properties* to provide guidance on conserving, maintaining, using and disposing of them.

As a guiding document, a *Strategic Conservation Plan* must be in place prior to any actions or decisions are made that could affect the cultural heritage value or interest of the property. The requirements of the S&Gs, including safeguarding a *provincial heritage property* from deterioration or damage, apply whether or not a *Strategic Conservation Plan* is in place.

For each *provincial heritage property of provincial significance,* the *Strategic Conservation Plan* must be submitted to the Ministry of Tourism, Culture and Sport (MTCS) for approval.

What is a *Strategic Conservation Plan*?

Strategic planning involves setting a long-term vision for an organization or property and defining, in broad terms, the steps or actions required to achieve that vision.

Under the S&Gs, a *Strategic Conservation Plan* documents how the requirements found in the S&Gs will be addressed and implemented in the management of a specific property. It is not intended to capture all possible operational requirements for a property; rather, it is a framework for decision-making. It articulates the overall objectives and goals for a *provincial heritage property,* explains how the property's cultural heritage value or interest will be conserved, and sets out strategies to guide decision-making to achieve

[1] Italicized terms are defined in the Glossary section of the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* document [link]

those goals. Commitment to the *Strategic Conservation Plan* and alignment with a ministry or prescribed public body's mandate and its cultural heritage conservation policy are critical factors for its success.

Under the S&Gs, a *Strategic Conservation Plan*:

- is based on the *Statement of Cultural Heritage Value*
- is prepared by a *qualified person(s)*
- is tailored to a property or to a grouping of properties[2]
- considers the property as a whole and addresses all cultural heritage aspects of the property whether *built heritage*, *cultural heritage landscape* and/or *archaeological resources*
- is an integral part of a ministry or prescribed public body's overall business planning[3]
- identifies and anticipates a future plan for the property as well as program and operational needs (e.g. accessibility requirements)
- articulates approaches the ministry or prescribed public body will take to manage change to the property and guide how that change will be implemented within realistic timelines
- provides guidance on other technical studies that may be required (e.g. Heritage Impact Assessments, archaeological assessments)
- takes into account the views of interested persons or communities.

When to prepare a *Strategic Conservation Plan*

A *Strategic Conservation Plan* must be prepared:

- once a property has been evaluated and identified as having cultural heritage value or interest, or
- in accordance with the timeframe identified for its completion in a ministry or prescribed public body's cultural heritage conservation policy and procedures, if they are in place.

Who prepares a *Strategic Conservation Plan*

A *Strategic Conservation Plan* is prepared by one or more *qualified person*(s) with individual expertise, recent experience and knowledge relevant to the type of cultural heritage resources[4] being considered.

A person qualified to work on a *provincial heritage property* will demonstrate:

[2] Properties may be grouped when they are of the same type, share similar physical characteristics and heritage attributes or as otherwise mutually agreed on with MTCS.

[3] See paragraph e. Responsibilities of Deputy *Ministers* of Ministries and Executive Leads of Prescribed Public Bodies of the S&Gs (page 10)

[4] Provincial heritage properties include three types of cultural heritage resources: built heritage resources, cultural heritage landscapes, and archaeological sites (see page 3 of S&Gs).

- qualifications and expertise gained through having personally worked on cultural heritage resources in the past (i.e. individual credentials and personal experience must be demonstrated over that of the consulting firm that may employ the individual)
- expertise that is relevant to the type of resource and the nature of the activity or project being considered
- recent experience in the *conservation* of cultural heritage resources (i.e. within the last three to five years)
- in accordance with the *Ontario Heritage Act*, only a licensed archaeologist may alter or disturb an *archaeological site.* If an archaeological site may be impacted, altered or disturbed in any way, the only *qualified person* is a licensed archaeologist[5].

The expertise of more than one *qualified person* working in a multi-disciplinary team may be required. For example, a complex property with more than one type of cultural heritage resource may require a historian, a professional engineer, an architect, a licensed archaeologist, a landscape architect, a specialist in historic preservation, conservator, heritage planner, or other. Similarly, determining appropriate solutions to address specific issues, such as accessibility, security, way finding system, signage, may also require specialized qualifications.

Before undertaking the development of a *Strategic Conservation Plan* the q*ualified person*(s) must have a thorough understanding of the property, its cultural heritage value or interest and the level of significance. This would require review of the *Statement of Cultural Heritage Value*, any other existing documents, reports or technical studies such as archaeological assessment(s) and site investigation(s).

Qualified person(s) must also have an understanding of the ministry or prescribed public body's heritage management process, and mandate, needs and objectives as they relate to the property. The ministry or prescribed public body should ensure that its consultant(s) is provided with all available documents, reports and information they may require.

Community Engagement

Under the S&Gs, ministries and prescribed public bodies are required to take into account the views of interested individuals and communities with associations to the *provincial heritage property* when making decisions about its future. Community engagement protects the public interest in identifying and protecting cultural heritage resources, while helping to ensure that any concerns are identified and appropriately addressed.

In the case of *Strategic Conservation Plans* engagement could include local communities (including Indigenous communities[6]), stakeholders, local government, other ministries and agencies, such as:

- municipal staff (e.g. municipal heritage planners and/or Municipal Heritage Committees)

[5] Archaeological assessment reports must conform to the MTCS's *Standards and Guidelines for Consultant Archaeologists* (2011) [link]

[6] The Crown has a duty to consult with Indigenous communities when it has knowledge, real or constructive, of an Aboriginal right or treaty right and the Crown contemplates conduct that might adversely affect the right in question.

- local neighbourhood or residential community
- heritage interest groups that operate locally or in the larger area
- those that may be affected by anticipated *alterations* or changes (e.g. affected users in implementing accessibility standards – see Provision E.5.)
- any person who is responsible for *maintenance*, inspection and *alterations* of the property, such as facility managers, service providers and/or maintenance personnel.

Community engagement should:

- provide for early and ongoing dialogue to inform appropriate strategies
- explain the purpose of the engagement and how the community's input will be used
- respect a community's preferences regarding information exchange (e.g. formal or informal face-to-face meetings, presentations, written communiqués, interviews and surveys).

Conclusions and recommendations should be shared with the consulted community to allow for further review, consideration and response. Conclusions and recommendations may have to be amended based on the community's response.

Content of a *Strategic Conservation Plan*

An effective *Strategic Conservation Plan* requires a thorough understanding of the property, its cultural heritage value or interest and the conditions affecting it, including physical, program or legislative. Consideration of some of the information listed below may be undertaken concurrently.

A *Strategic Conservation Plan* should include:

1. *Statement of Cultural Heritage Value*
2. Condition Assessment – Current and Future
3. Conservation Strategies
4. Action Plan
5. Summary of Community Engagement
6. Implementation
7. Monitoring

1. *Statement of Cultural Heritage Value*

The *Statement of Cultural Heritage Value* is the starting point in developing a *Strategic Conservation Plan.* It is based on the evaluation of the property using the ministry or prescribed public body's Identification and Evaluation process, and explains why a *provincial heritage property* is of cultural heritage value or interest, describes its *heritage attributes* and explains its level of significance.

A full copy of the *Statement of Cultural Heritage Value,* as approved by the ministry or prescribed public body, should be included. Supplementary material (e.g. a site plan, photographs and a key map) that can assist the reader in understanding the property, cultural heritage value or interest, *heritage attributes* and

the areas that may be affected by future plans for the site should also be included. The ministry or prescribed public body should ensure that its consultant(s) is provided with the approved *Statement of Cultural Heritage Value* and all available documents, reports and information they require.

Technical heritage studies and reports developed under the S&Gs are meant to be complementary and not duplicative. In developing a *Strategic Conservation Plan* the cultural heritage value or interest of the property should not be re-evaluated and the *Statement of Cultural Heritage Value* should not be modified. If new information comes to light that could affect the reliability of the *Statement of Cultural Heritage Value* the qualified person(s) should inform and seek advice from the ministry or prescribed public body.

2. Condition Assessment – Current and Future

Assessment of condition involves understanding the relationship between the physical condition of the property and the ongoing or future uses and program needs. It should address each of the property's heritage attributes reflected in the *Statement of Cultural Heritage Value*. *Heritage attributes* include the physical features or elements that contribute to a property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting.

Condition assessment should consider the property as a whole and within the context of its surroundings. For example, the property may be located in a rural setting, within a Heritage Conservation District, or adjacent to another heritage property. The provincial heritage property's relationship to other properties should also be considered (e.g. a court house may be located in proximity to a jail, town office).

The condition of the *provincial heritage property* should be assessed and documented under the following headings:

a) Program needs and property uses
b) Physical condition
c) Legislative and policy considerations
d) Future plans and needs (opportunities and constraints)

a) Program needs and property uses

The condition assessment should consider how the ministry or prescribed public body's program needs and property uses may affect the cultural heritage value or interest of the property. It should describe and address:

- the property's current use, occupancy status, current policy and program needs
- whether the current use is long-standing or the cultural heritage value or interest of the property is because of that use
- whether a property's current use will continue
- if program needs or use is likely to change, identify what areas of the property are sensitive to change and why.

b) Physical condition

The condition of the material components of the property should be assessed to a level sufficient to understand and identify:

- whether that condition is permanent, temporary or intermittent
- the need for actions prioritized as to urgency
- how well the physical conditions can accommodate the needs of a program or use that is currently operating on the property or may be contemplated in future
- the stage to which any archaeological assessment has been carried out, its results and any recommendations for further assessment.

c) Legislative and policy considerations

Ministries and prescribed public bodies are often required to address legislative or policy requirements, or other government priorities that may affect the provincial heritage property. These should be identified and considered in writing as part of the conditions assessment. These may include, but not be limited to:

- Building Code or Fire Code requirements, accessibility requirements, *health and safety requirements,* energy-saving upgrades
- municipal planning requirements (e.g. Official Plan Policies)
- current or anticipated operating needs or requirements (may include situations, such as multiple ownerships or leases, complex management arrangements, or acquisition and/or consolidation of properties)
- ministry or prescribed public body's mandate or priorities set out in a mandate letter or results based plan.

d) Future plans and needs (opportunities and constraints)

As part of the *Strategic Conservation Plan*, the ministry or prescribed public body's future short, medium and long-term needs and key objectives for the *provincial heritage property* should be identified and considered in writing. These may include, but not limited to:

- continuing its current active use
- anticipated future use(s) – confirmed uses as well as potential uses
- anticipated projects, interventions and *alteration*s
- requirements for interpretation and presentation of the property's *cultural heritage value or interest*
- other factors that may affect the *provincial heritage property*.

3. Conservation Strategies

Conservation strategies recognize, manage and use *provincial heritage properties* as assets, and recommend actions to manage and use the properties in a manner that can support ministry or prescribed public body mandates, physical needs, key objectives and program requirements.

Conservation strategies set out the goals or objectives for a property followed by general direction and short and long-term guidelines for their achievement. These guidelines in turn recommend appropriate actions and timelines for their implementation, and may include funding.

Conservation strategies describe what needs to be done to conserve the property's cultural heritage value or interest and *heritage attributes* – which may include its buildings, structures, archaeological resources or areas of archaeological potential, natural landforms, vegetation, water features or its visual setting – regardless of changes in use or program needs.

Conservation strategies should also address *areas of archaeological potential* or *archaeological sites* that have been identified. They should describe any short-term protection measures that have been taken for identified sites and include mapping that clearly delineates those parts of the property that are of further archaeological concern and those that are not of further concern. Conservation strategies should clearly identify any activities that may require excavation or land disturbance in an *area of archaeological potential* or the location of an *archaeological site*.

Conservation strategies provide general direction and short and long-term guidelines for a property's conservation, use, maintenance and disposal (if applicable). For example, a conservation strategy may be required for:

- routine *maintenance* – inspection and monitoring, including how and when it will be done
- capital repairs or other actions – works that address problems revealed in the conditions assessment, prioritized as to urgency
- accessibility requirements – emergency egress, public access, security
- *alterations* – introduction of new systems or materials for health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades, servicing needs
- risk preparedness and emergency management plans – this anticipates and plans for risks and emergency situations from natural events such as frost, flooding, storms or unforeseen events such as, fire and vandalism
- use – how will the current use of the property be managed and how will any proposed new uses will be accommodated. This may include direction on appropriate types of alternate uses for the property or uses that would be considered to be inappropriate. These could include appropriate interim uses (i.e. temporary uses that may occur between a current use and an intended future use). Explain the efforts that have been made or are being made to continue the property's current use, or the efforts to find an adaptive re-use.
- managing change – how will new uses and *adaptive re-use,* changes, additions or alterations to existing buildings or landscapes, addition of new buildings or structures on the property, parking expansion or circulation be managed

- interim protection measures – including stabilization, *maintenance, mothballing*, securing the property against the weather, vandalism or any other threats
- interpretation – potential for interpretation and enhancing public understanding of the property, including archaeology
- disposal – where disposal of all or parts of a property is anticipated, describe the process or steps to ensure ongoing protection of the cultural heritage value or interest of a property. Also indicate whether MTCS Minister's consent will be required.

4. Action Plan

The Action Plan provides guidance on how and when strategies will be put into action. This may be in the form of a table, chart or list and should include:

- a logical and practical sequence of actions to be undertaken, including a brief description of the required actions and an explanation of how those actions will help achieve the stated objectives
- priorities for work based on urgency or need
- effective timelines
- direction for special qualifications for anyone responsible for detailed conservation work
- strategies for ensuring appropriate funding requirements will be met.

5. Summary of Community Engagement

A summary of the community engagement should include:

- groups and individuals who were engaged
- how and when community engagement was undertaken
- the results of the engagement, including responses, comments or concerns expressed
- how they were considered (a detailed summary can be attached as an appendix).

6. Implementation

The *Strategic Conservation Plan* should articulate the management structures and decision-making processes that are in place or will be established to ensure that the conservation strategies will be integrated into and synchronized with all facilities planning. This should include how the ministries and prescribed public bodies will:

- approve and adopt the guidelines set out in the S*trategic Conservation Plan*
- ensure that relevant staff, contractors, consultants, lessees, occupants and decision makers are aware of the content of the *Statement of Cultural Heritage Value* and the recommended conservation strategies outlined in the plan prior to decisions or actions that may affect the property being taken

- ensure that the *Strategic Conservation Plan* is placed in a permanent archive and make it publicly accessible, observing security, privacy and other requirements (C.2.)
- file the *Strategic Conservation Plan* with the MTCS property record in PastPort[7].

7. Monitoring

This section describes how the actions and outcomes of the *Strategic Conservation Plan* will be monitored and reported on a regular basis, and includes, at a minimum:

- a commitment to review and amend the *Strategic Conservation Plan* as necessary or every five (5) years to monitor compliance and to ensure commitment to continual improvement
- a commitment to document successes or problems arising from applying the *Strategic Conservation Plan.* This will provide valuable information for the next iteration of planning. The cyclical nature of planning and continuous improvement provides opportunities to learn from each process.

Resources

Useful guides and or resources when developing conservation strategies include:

MTCS Resources

- *Eight Guiding Principles in the Conservation of Historic Properties* – http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm
- *Heritage Conservation Principles for Land Use Planning* – http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_landuse_planning.htm

Other Resources

- *Fram, M. (2003) Well-preserved: The Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation. (2ndEd.) Firefly Books Ltd.* http://www.heritagetrust.on.ca/Resources-and-Learning/Free-publications/Well-Preserved.aspx
- *Standards and Guidelines for the Conservation of Historic Places in Canada* – http://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf
- Secretary of the Interior's Guidelines for Architectural and Engineering Documentation - http://www.nps.gov/history/local-law/arch_stnds_6.htm
- *Preservation Brief 31: Mothballing Historic Buildings* (National Park Service (US)) http://www.nps.gov/tps/how-to-preserve/briefs/31-mothballing.htm

In the event that any of these resources provides advice that is inconsistent with the direction, policies or terminology of the Ontario *Standards and Guidelines for Conservation of Provincial Heritage Properties*, then the Ontario S&Gs are considered the authoritative statement on that matter.

[7] PastPort refers to the Heritage Properties Module of Ontario's Past Portal (PastPort), a web based tool developed to assist government with the management of provincial heritage properties. Ministries and prescribed public bodies will have on-line access to Past Port.

Submission Requirements

All *Strategic Conservation Plans* for *provincial heritage property of provincial significance* must be approved by MTCS. Deputy Minister's approval has been delegated to the Director of Programs & Services Branch, Culture Division. For further information refer to MTCS Approvals and Consents (February 2011).

Ministries and prescribed public bodies are encouraged to share a draft *Strategic Conservation Plan* with the appropriate MTCS Heritage Advisor for comments and feedback prior to submitting it for MTCS approval.

Once approved, MTCS will retain a copy of the *Strategic Conservation Plan* for information purposes and may use it to supplement advice to the Minister for requests for consent for *disposal*, demolition or removal.

Contact us:

Ministry of Tourism, Culture and Sport

Culture Division | Programs and Services Branch | Heritage Programs Unit
401 Bay Street, Suite 1700 | Toronto, ON M7A 0A7

Heritage Advisors and Registrar:
Provide technical heritage advisory services and/or comments on implementation of the S&Gs and province wide policies and procedures to ministries and prescribed public bodies.

Karla Barboza, Heritage Advisor
T. 416.314.7120 | F. 416.212.1802
Email: karla.barboza@ontario.ca

Deborah Hossack, Registrar/Heritage Advisor
T. 416.314.7204 | F. 416.212.1802
Email: deborah.hossack@ontario.ca

APPENDIX: Outline for a *Strategic Conservation Plan* for a *Provincial Heritage Property*
MTCS recommends that this format be used for *Strategic Conservation Plans* for all *provincial heritage properties* including those of *provincial significance* that are to be submitted for MTCS' approval.

Executive Summary (1-2 page maximum)
The Executive Summary provides a brief summary and key recommendations of the report.

Confirmation of Ministry or Prescribed Public Body Review and Acceptance of *Strategic Conservation Plan*
Include confirmation that the ministry or prescribed public body has reviewed the *Strategic Conservation Plan* and accepts the strategies set out in the report.

1.0 Introduction
The introduction provides an overview and the context for the *Strategic Conservation Plan*. It provides benchmark information about the property, the ministry or prescribed public body's overall objectives for the property and highlights key issues that shaped the development of the conservation strategies.

2.0 Statement of Cultural Heritage Value
A full copy of the approved *Statement of Cultural Heritage Value* is to be included and any supplementary material to assist with understanding the property, its cultural heritage value or interest, *heritage attributes* and key strategies.

3.0 Condition Assessment
The section provides an overview of the current condition and future needs or plans for the *provincial heritage property*, and includes:

a) Program needs and use
b) Physical conditions
c) Legislative and policy consideration
d) Future plans and needs (opportunities and constraints)

4.0 Conservation Strategies
This section provides a practical, overall direction for how the cultural heritage value or interest and *heritage attributes* of the property will be conserved, maintained, used or *disposed* of (if applicable) while achieving the ministry or prescribed public body's key objectives and program needs.

5.0 Action Plan
This section outlines how the conservation strategies will be put into action and provides concise direction and guidance on priorities, specialized conservation treatments, timelines and funding approaches.

6.0 Community Engagement
This section provides a brief summary of the groups and individuals who were engaged, how and when community engagement was undertaken and the results of the engagement, including responses, comments or concerns expressed and how they were considered (a detailed summary can be attached as an appendix).

7.0 Implemention
This section outlines how the *Strategic Conservation Plan* will be integrated into and synchronized with other facilities plans for the property. It should include:

- how the ministry or prescribed public body will approve and adopt the *Strategic Conservation Plan*
- the ministry or prescribed public body's commitment to ensure relevant staff, service providers, contractors, consultants, lessees, occupants and decision makers are made aware of the content of the *Statement of Culture Heritage Value* and the strategies recommended by the *Strategic Conservation Plan*
- how and where the *Strategic Conservation Plan* will be filed and the information made publicly accessible.

8.0 Monitoring
This section outlines a monitoring cycle for review of the property and the progress on and compliance with implementing the *Strategic Conservation Plan*. The *Strategic Conservation Plan* should be reviewed and amended as necessary, at a minimum of every five (5) years.

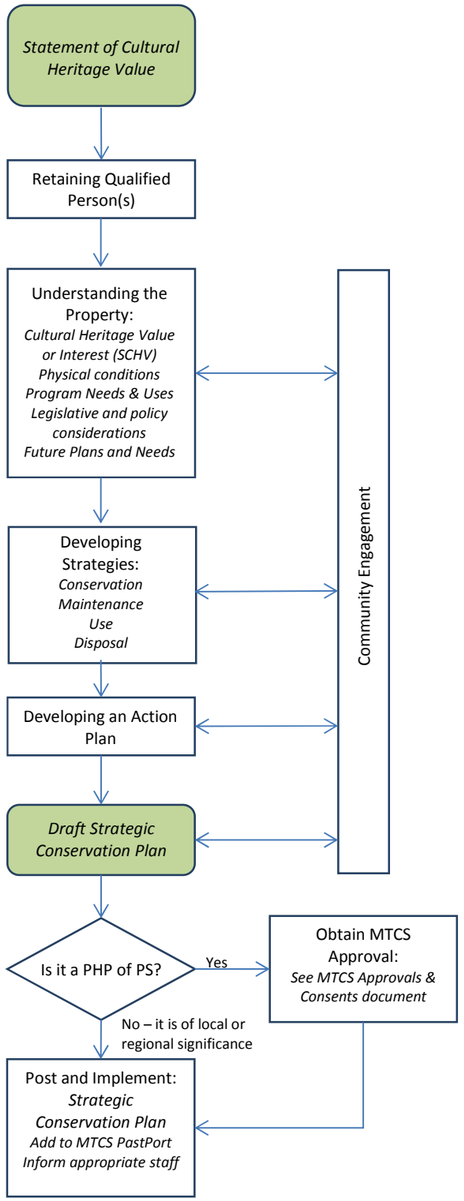
APPENDICES

References/Bibliography
This section will provide a list of the documents referenced in the *Strategic Conservation Plan*.

Project Personnel
List the personnel involved in preparing the report, indicating their qualifications and their role in preparing the report.

Supplementary Documents/Reports
Ministries and prescribed public bodies should list all supplementary materials and studies, such as engineering or structural reports, previous heritage reports, condition assessments, that have led to the development of the *Strategic Conservation Plan*. Please note MTCS may request any of these supplementary documents to assist its review.

Strategic Conservation Plan Process



Information Bulletin 3

Heritage Impact Assessments for Provincial Heritage Properties

The purpose of this Bulletin is to provide guidance on preparing a Heritage Impact Assessment to meet the requirements of the *Standards and Guidelines for the Conservation Provincial Heritage Properties*.

Purpose

The conservation of Ontario's cultural heritage resources is a matter of public and provincial interest. The purpose of the *Standards & Guidelines for Conservation of Provincial Heritage Properties* (S&Gs) is the conservation and good stewardship of provincial heritage properties – properties the Government of Ontario owns or controls that have cultural heritage value or interest. Working together with other government legislation, regulations and policies, the S&Gs provide a framework for the consistent protection, maintenance, use and disposal of these properties. They are intended to ensure that decisions about these properties are made in an open and accountable way.

Context

The S&Gs contain a principle that requires the assessment of impact of proposed activities that may affect the cultural heritage value or interest and the *heritage attributes* of a *provincial heritage property*[1] and inform decisions that may affect them. .

Provision F.4. requires that, the removal or demolition of any building or structure on a *provincial heritage property* be considered a last resort after all other alternatives have been considered, subject to heritage impact assessment and public engagement. Ministries and prescribed public bodies are required to use best efforts to mitigate loss of cultural heritage value or interest.

Provision F.5. requires that, in the case of a *provincial heritage property of provincial significance*, the consent of the Minister of Tourism, Culture and Sport (MTCS) be obtained before removing or demolishing buildings or structures on the property or before transferring the property from provincial control. A Heritage Impact Assessment will provide the documentation and rationale for applications for MTCS Ministers' Consent.

What is a Heritage Impact Assessment?

A Heritage Impact Assessment is an independent study to determine the impacts of a proposed activity on a *provincial heritage property*. It will recommend options and mitigation measures, consistent with the property's *Strategic Conservation Plan*, in order to reduce negative impacts, and *conserve* its cultural heritage value or interest.

A Heritage Impact Assessment under the S&Gs:

- is based on the *Statement of Cultural Heritage Value*

[1] Italicized terms are defined in the Glossary section of the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* document [link]

- is prepared by a *qualified person*(s)
- considers impacts to the whole property even if the proposed activity only directly affects a portion of it
- considers and recommends alternatives and mitigation measures that are consistent with the strategies articulated in the *Strategic Conservation Plan* approved by the ministry or prescribed public body and/or MTCS, if it is a *provincial heritage property of provincial significance*
- considers the relevant findings of any archaeological assessment(s) and other technical studies that have been undertaken
- takes into account the views of interested persons or communities.

When to Prepare a Heritage Impact Assessment

A Heritage Impact Assessment will be prepared when an activity is proposed for a *provincial heritage property* that may affect its cultural heritage value or interest and/or *heritage attributes* and:

- a Strategic Conservation Plan is not yet in place
- the adopted *Strategic Conservation Plan* directs that a Heritage Impact Assessment be prepared for a proposed activity (e.g. the removal or demolition of a building or structure on a *provincial heritage property*)
- the adopted *Strategic Conservation Plan* did not anticipate or consider in detail the proposed activity or cannot be followed for reasons that were unforeseen when it was completed.

Ministries and prescribed public bodies are encouraged to seek advice from MTCS to determine whether a Heritage Impact Assessment should be prepared.

Who prepares a Heritage Impact Assessment

A Heritage Impact Assessment is prepared by a *qualified person*(s) with individual expertise, recent experience and knowledge relevant to the type of cultural heritage resources[2] being considered and the nature of the activity being proposed.

A person qualified to work on a *provincial heritage property* will demonstrate:

- qualifications and expertise gained through having personally worked on cultural heritage resources in the past (i.e. individual credentials and personal experience must be demonstrated over that of the consulting firm that may employ the individual)
- expertise that is relevant to the type of resource and the nature of the activity or project being considered
- recent experience in the *conservation* of cultural heritage resources (i.e. within the last three to five years)

[2] Provincial heritage properties include three types of cultural heritage resources: built heritage resources, cultural heritage landscapes, and archaeological sites (see page 3 of S&Gs).

- in accordance with the *Ontario Heritage Act*, only a licensed archaeologist may alter or disturb an *archaeological site*. If an archaeological site may be impacted, altered or disturbed in any way, the only *qualified person* is a licensed archaeologist[3].

The expertise of more than one *qualified person* working in a multi-disciplinary team may be required. For example, a complex property with more than one type of cultural heritage resource may require a historian, a professional engineer, an architect, a licensed archaeologist, a landscape architect, a specialist in historic preservation, conservator, heritage planner, or other. Similarly, determining appropriate solutions to address specific issues, such as accessibility, security, way finding system, signage, may also require specialized qualifications.

Before undertaking the preparation of a Heritage Impact Assessment the q*ualified person*(s) must develop a thorough understanding of the property, its cultural heritage value or interest and the level of significance. In addition to site investigation(s), this would require review of the *Statement of Cultural Heritage Value*, the *Strategic Conservation Plan*, and any other existing documents, reports or technical studies such as archaeological assessment(s) provided to them by the ministry or prescribe public body.

Qualified person(s) must also have an understanding of the ministry or prescribed public body's heritage management process, and mandate, needs and objectives as they relate to the property. The ministry or prescribed public body should ensure that its consultant(s) is provided with all available documents, reports and information they may require.

Community Engagement

Under the S&Gs, ministries and prescribed public bodies are required to engage with and take into account the views of individuals and communities when making decisions about a property's future and when considering alterations that may affect property users (E.5.). Community engagement protects the public interest in identifying and protecting cultural heritage resources, while helping to ensure that any concerns are identified and appropriately addressed.

In the case of Heritage Impact Assessments engagement could include local communities (including Indigenous communities[4]), stakeholders, local government, other ministries and agencies, such as:

- municipal staff (e.g. municipal heritage planners and/or Municipal Heritage Committees)
- local neighbourhood or residential community
- heritage interest groups that operate locally or in the larger area
- those that may be affected by anticipated *alterations* or changes (e.g. affected users in implementing accessibility standards – see Provision E.5.)
- any person who is responsible for *maintenance*, inspection and *alterations* of the property, such as facility managers, service providers and/or maintenance personnel.

[3] Archaeological assessment reports must conform to the MTCS's *Standards and Guidelines for Consultant Archaeologists* (2011) [link]
[4] The Crown has a duty to consult with Indigenous communities when it has knowledge, real or constructive, of an Aboriginal right or treaty right and the Crown contemplates conduct that might adversely affect the right in question.

Community engagement should:

- provide for early and ongoing dialogue to inform appropriate strategies
- explain the purpose of the engagement and how the community's input will be used
- respect a community's preferences regarding information exchange (e.g. formal or informal face-to-face meetings, presentations, written communiqués, interviews and surveys).

Conclusions and recommendations should be shared with the consulted community to allow for further review, consideration and response. Conclusions and recommendations may have to be amended based on the community's response.

Coordination with other Planning Processes, Activities or Requirements

Under certain circumstances, a proposed activity may require a ministry or prescribed public body to follow and comply with legislative or regulatory requirements such as the Environmental Assessment Act, the Planning Act, and the Renewable Energy Approvals (REA) regulation. Where appropriate and to avoid duplication, common process elements, such as preparation of a Heritage Impact Assessment and the requirement for public or community engagement, may be coordinated, while ensuring that the requirements of the S&Gs are met.

Content of a Heritage Impact Assessment

The Heritage Impact Assessment must consider how the cultural heritage value or interest and *heritage attributes* identified in the approved *Statement of Cultural Heritage Value* will be affected by the proposed activity. The *qualified person(s)* are to develop a thorough understanding of the property, its cultural heritage value or interest and the level of significance. This requires a thorough review of the *Statement of Cultural Heritage Value*, and other relevant documents, reports or technical studies such as archaeological assessment reports, as provided by the ministry or prescribed public body, as well as site investigation(s).

A Heritage Impact Assessment under the S&Gs includes:

1. Introduction
2. *Statement of Cultural Heritage Value*
3. Assessment of Existing Conditions
4. Description and Purpose of Proposed Activity
5. Impact Assessment
6. Considered Alternatives and Mitigation Measures
7. Summary of Community Engagement
8. Recommendations

1. Introduction

The introduction provides an overview and context for the report that follows and includes:

- a brief description of the property, including its level of significance (i.e. provincial, regional or local significance)
- a brief summary of the proposed activity and the purpose for the activity. This may include a ministry mandate or priority.
- other applicable processes or requirements (e.g. Environmental Assessment, Renewable Energy Approval, Realty Directive)
- reference to the *Strategic Conservation Plan* and the applicable strategy
- a brief overview of the potential impacts to the property's cultural heritage value or interest
- a brief summary of the recommended mitigation measures
- if the removal or demolition of a building or structure is being proposed, provide a statement that all the other alternatives have been considered and rejected and that removal or demolition is the best alternative and a last resort
- if MTCS Minister's consent is being sought, provide rationale for Minister's approval for removal/demolition.

2. *Statement of Cultural Heritage Value*

A full copy of the *Statement of Cultural Heritage Value,* as approved by the ministry or prescribed public body, should be included. Supplementary material, such as site plan, photographs and a key map that can assist the reader in understanding the property, cultural heritage value or interest, *heritage attributes* and the areas that may be affected by the proposed activity should also be included.

Technical heritage studies and reports developed under the S&Gs are meant to be complementary and not duplicative. In preparing the Heritage Impact Assessment the cultural heritage value or interest of the property should not be re-evaluated and the *Statement of Cultural Heritage Value* should not be modified. If new information comes to light that could affect the reliability of the *Statement of Cultural Heritage Value* the *qualified person(s)* should inform and seek advice from the ministry or prescribed public body.

3. Assessment of Existing Conditions

A concise written and visual description of the property in its current condition should be included in the Heritage Impact Assessment and details of the on-site investigation(s) including:

- any significant changes in the current physical or material condition of the property from that depicted in the approved *Statement of Cultural Heritage Value*
- how, when and who conducted the on-site investigation(s)
- any limitations of the on-site investigation(s), such as limited access.

4. Description and Purpose of Proposed Activity

A written description of the proposed activity and its purpose should be provided and include:

- the rationale, purpose and need for the proposed activity

- how the proposed activity fits within the ministry or prescribed public body's objectives for the property
- where there is an adopted *Strategic Conservation Plan*, how the proposed activity fits within the ministry or prescribed public body's objectives as articulated in the *Strategic Conservation Plan*
- supporting graphic materials, such as site plans, design drawings and specifications, photographs and detailed descriptions supporting drawings and graphics as appropriate
- how the proposed activity fits within the physical context of the overall property, even if only a portion of the property will be directly impacted
- how the proposed activity fits within a broader community and land use planning context
- any other applicable considerations or planning process requirements or required permits or approvals, such as municipal planning considerations, Environmental Assessment, Renewable Energy Approval

5. Impact Assessment

The impact assessment will identify and assess the proposed activity to determine any impacts – positive or negative, direct or indirect – the proposed activity may have on the property's cultural heritage value or interest. For the purposes of this document, an impact is a change in an identified cultural heritage resource resulting from a particular activity.

In order to make predictions about potential impacts, additional factors should be considered. Factors may include the scale or severity of impacts, whether they are to be temporary or permanent, reversible or irreversible, etc.

A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a *heritage attribute* on all or part of the *provincial heritage property.* Examples of direct adverse impacts on a *provincial heritage property* may include, but are not limited to:

- removal or demolition of all or part of any *heritage attribute*
- removal or demolition of any building or structure on the *provincial heritage property* whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings)
- any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a *provincial heritage property*, including archaeological resources
- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs
- alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security

- introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features
- changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features
- change in use for the *provincial heritage property* that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest
- continuation or intensification of a use of the *provincial heritage property* without conservation of *heritage attributes.*

An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or *heritage attributes.* Examples of indirect adverse impacts include, but are not limited to:

- shadows that alter the appearance of a *heritage attribute* or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden
- isolation of a *heritage attribute* from its surrounding environment, context or a significant relationship
- vibration damage to a structure due to construction or activities on or adjacent to the property
- alteration or obstruction of a significant view of or from the *provincial heritage property* from a key vantage point.

Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or *heritage attributes.* Examples of positive impacts may include, but are not limited to:

- changes or alterations that are consistent with accepted conservation principles, such as those articulated in MTCS's *Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning,* Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*
- *adaptive re-use* of a property – alteration of a *provincial heritage property* to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest
- public interpretation or commemoration of the *provincial heritage property.*

6. Considered Alternatives and Mitigation Measures

The Heritage Impact Assessment must describe the alternative options and mitigation measures that were assessed in order to avoid or reduce any negative impacts to the property's cultural heritage value or interest. These should be consistent with the relevant conservation strategies established in the adopted *Strategic Conservation Plan* where one exists.

Where a proposed activity may result in a negative, irreversible impact to the property's cultural heritage value or interest or *heritage attribute*(s), the report should explain why the proposed course of action is the

only viable solution and why other alternatives that do not involve negative impact are not viable. In addition, the report should describe proposed mitigation measures and provide evidence as to why they should be adequate. The specific negative impacts should be listed, with statements made under each as to why they cannot be avoided, and what steps have been planned to mitigate their effects.

In cases where the proposed activity will result in the demolition or removal of a building or structure and/or MTCS Minister's Consent is being sought, the Heritage Impact Assessment must clearly demonstrate the efforts that have been made to mitigate the loss of cultural heritage value or interest, including but not limited to:

- the alternative options that were considered and why they were not feasible
- why the building(s) or structure(s) cannot be adapted to fit new uses
- why retention and/or modification of the building(s) or structure(s) is not viable
- that demolition or removal is the only viable option, and the last resort.

7. Summary of Community Engagement

The Heritage Impact Assessment should provide a brief summary of the steps and results of the community engagement and include:

- the groups and individuals who were engaged
- how and when community engagement was undertaken
- whether stakeholder and community engagement was combined with another planning process, such as Environmental Assessment, Renewable Energy Approval
- the results of the engagement, including responses, comments or concerns expressed and
- how they were considered (a detailed summary can be attached as an appendix).

8. Recommendations

The best alternative to the proposed activity should be summarized, describing how the proposed activity should proceed and the mitigation measures that are proposed. The recommendations should demonstrate how they are consistent with the objectives and strategies outlined in the adopted *Strategic Conservation Plan* where one exists. The recommendations should also provide direction for additional requirements such as:

- any required approvals and permits, such as municipal approvals/permits, federal permits, etc.
- special qualifications required for anyone responsible for conservation work
- further technical studies that may be required such as archaeological assessment(s).

Ministry or Prescribed Public Body Review and Acceptance of Recommendations

On completion of the Heritage Impact Assessment the ministry or prescribed public body should attach a written confirmation that it has reviewed the completed report and has accepted the *qualified person*(s) final recommendations on the preferred alternative and/or mitigation measures that will be implemented.

Submission Requirements

In the case of *provincial heritage properties of provincial significance* or properties not yet evaluated, MTCS Minister's consent is required before removing or demolishing buildings or structures on the property, whether or not they contribute to the cultural heritage value or interest of the property (i.e. non-contributing buildings, or before transferring the property from provincial control).

The Heritage Impact Assessment adopted/approved by the ministry or prescribed public body must accompany any application for MTCS Minister's consent.

For further information refer to MTCS Approvals and Consents (February 2011).

Ministries and prescribed public bodies are encouraged to seek the advice of MTCS Heritage Advisors and to share a draft of the Heritage Impact Assessment for comments and feedback prior to submitting application for MTCS Minister's Consent.

Contact us:

Ministry of Tourism, Culture and Sport

Culture Division | Programs and Services Branch | Heritage Program Unit
401 Bay Street, Suite 1700 | Toronto, ON M7A 0A7

Heritage Advisors and Registrar:
Provide technical advisory services and/or comments on implementation of the S&Gs and province wide policies and procedures to ministries and prescribed public bodies.

Karla Barboza, Heritage Advisor
T. 416.314.7120 | F. 416.212.1802
Email: karla.barboza@ontario.ca

Deborah Hossack, Registrar/Heritage Advisor
T. 416.314.7204 | F. 416.212.1802
Email: deborah.hossack@ontario.ca

APPENDIX: Outline for a Heritage Impact Assessment for a Provincial Heritage Property
MTCS recommends that this format be used for Heritage Impact Assessments for all *provincial heritage properties* including those of *provincial significance* that are to be submitted for MTCS' approval.

Executive Summary (1-2 page maximum)
The Executive Summary provides a brief summary and key recommendation(s) of the report.

Confirmation of Ministry or Prescribed Public Body Review and Acceptance of Recommendations
Provide confirmation that the ministry or prescribed public body has reviewed the Heritage Impact Assessment report and accepts the recommendations and mitigation measures articulated in it.

1.0 Introduction
The introduction provides an overview and context for the Heritage Impact Assessment. It includes benchmark information about the property, the activity being proposed, reference to the *Strategic Conservation Plan* and the applicable strategy, and the recommended mitigation measures.

The introduction should also state whether the removal or demolition of a building or structure is being proposed, provide a statement that all the other alternatives have been considered and rejected and that removal or demolition is the best alternative and a last resort.

If MTCS Minister's consent is being sought, provide rationale for Minister's approval for removal/demolition.

2.0 *Statement of Cultural Heritage Value*
A full copy of the approved *Statement of Cultural Heritage Value* is to be included and any supplementary material to assist with understanding the property and its cultural heritage value or interest, *heritage attributes* and the areas that may be affected by the proposed activity.

3.0 Assessment of Existing Conditions
This section provides a written and visual description of the cultural heritage resource(s) in its current condition, identifies any significant changes to the property, and provides key information about the on-site investigation(s).

4.0 Description and Purpose of Proposed Activity
This section provides a detailed written and visual description of the proposed activity, and the rationale, purpose and need for the proposed activity.

5.0 Impact Assessment
This section identifies and articulates how the proposed activity will affect the cultural heritage value or interest of the property and assesses impacts, whether positive or negative, direct or indirect.

6.0 Considered Alternatives and Mitigation Measures
The section provides details of alternative options that were considered and that would reduce or mitigate negative impacts. This section should also demonstrate how the alternatives or mitigation measures are consistent with conservation strategies established in the adopted *Strategic Conservation Plan*.

If the proposed activity will result in the demolition or removal of a building or structure, demonstrate why:

- the alternative options that were considered and why they were not feasible
- why the building(s) or structure(s) cannot be adapted to fit new uses
- why retention and/or modification of the building(s) or structure(s) is not viable
- that demolition or removal is the only viable option, and the last resort.

7.0 Summary of Community Engagement
This section provides a brief summary of the groups and individuals who were engaged, how and when community engagement was undertaken and the results of the engagement, including responses, comments or concerns expressed and how these were considered (a detailed summary can be attached as an appendix). Also indicate whether engagement was combined with the requirements of another process such as an Environmental Assessment.

8.0 Recommendations
This section describes how the proposed activity may proceed, the mitigation measures that are to be implemented, and provide direction for any additional requirements.

APPENDICES

References/Bibliography
Provide a list of the documents referenced in the Heritage Impact Assessment report.

Project Personnel
List the personnel involved in preparing the report, indicating their qualifications and their role in preparing the report.

From: Susan Schrempf <susan.schrempf@ontarioferries.com>
Sent: Wednesday, August 01, 2018 4:28 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: External Agency Comment Sheet

Good Afternoon,

I have attached the External Agency Comment Sheet on behalf of the Owen Sound Transportation Company (Chi-Cheemaun Ferry).

Kind Regards,
Susan Schrempf

Susan Schrempf
President and CEO
Président et PDG

Owen Sound Transportation Company
717875 HWY/Autoroutes 6
Owen Sound, Ontario, N4K 5N7
T:519.376.8740 ext./poste. 226
F:519.376.6384
susan.schrempf@ontarioferries.com

An Agency of the province of Ontario
Ministry of Energy, Northern Development and Mines.

Une société de la province de l'Ontario.
Ministère du Énergie, Développement du Nord et des Mines.

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EXTERNAL AGENCY COMMENT SHEET

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

Please submit your comments before August 3, 2018. Use the other side if required.
With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email 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, Fax (905) 385-3534
Email: nevena.gazibara@stantec.com

Comments submitted by:

Name of Contact:	SUSAN SCHREMPF
Organization:	OWEN SOUND TRANSPORTATION COMPANY
Address (including Postal Code):	717875 HWY 6 OWEN SOUND, ON N4K 5N7
Telephone Number:	519-376-8740 x 226
Email:	susan.schrempf@ontarioferries.com

The contact name and mailing address for your organization/agency (please check one):
- ☑ Is correct; or
- ☐ Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required):

OUR INTEREST IS TO STAY AHEAD OF HOW THE UNDERTAKING MAY IMPACT FERRY DEMAND AND OUR ABILITY TO SUPPLY TRANSPORTATION DURING FUTURE CONSTRUCTION, HIGHWAY DIVERSIONS, ETC.

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:

I am providing a copy of background reports/existing information:
- ☐ With this comment sheet
- ☐ Via email / mail
- ☐ No background information available

The level of involvement you wish to have on this project is:
- ☐ Active participation
- ☒ Participation at key points
- ☐ None, please remove from mailing list

OUR INTEREST IS LIMITED TO PROPOSALS REGARDING ALTERNATE ACCESS ROUTES TO THE ISLAND IN THAT IT MAY AFFECT FERRY.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Tuesday, August 07, 2018 8:14 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from: Melissa Peters
email: lissa_peters@hotmail.com

message:
_____

Hello

I'm a councillor in the Town of NEMI. A power point presentation was done.....I couldn't get half the information provided. Could you please email the presentation to me?

Thank you.

Melissa

From: Carrie Lewis, CMO <clerk@gordonbarrieisland.ca>
Sent: Thursday, August 16, 2018 9:40 AM
To: Town of Gore Bay Annette Clarke <aclarke@gorebay.ca>; Bonnie Bailey <bbaileyburpeemills@gmail.com>; Patsy Cress <twptehk@amtelecom.net>; Ruth Frawley <centralm@amtelecom.net>; Jeremy Rody <jrody@assiginack.ca>
Cc: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Swing Bridge

Please find letter from Council attached regarding Swing Bridge Comments.
Thank you
Carrie

Municipality of Gordon/Barrie Island
Carrie Lewis, CMO
CAO/Clerk-Treasurer
29 Noble Sideroad
PO Box 680
Gore Bay, ON P0P 1H0
Tel. 705-282-2702
Fax 705-282-2722
clerk@gordonbarrieisland.ca
www.gordonbarrieisland.ca

Gordon/Barrie Island
Amalgamated 2009

Office of the ***Clerk-Treasurer***

August 9/2018

RE: Little Current Swing Bridge Comments

To All Parties Concerned:

At the Regular Council meeting of the Municipality of Gordon/Barrie Island on August 7, 2018 the issue of comment on the Manitoulin Swing Bridge was discussed at length.

Council feels strongly that it is extremely important to realize it is the only access point to Manitoulin for most of the year; and they are in full support of new infrastructure that would serve Manitoulin's future needs.

For future development on Manitoulin we need a secure, dependable access link to Highway 17. We strongly support new infrastructure to replace the Manitoulin Swing Bridge. This structure has served Manitoulin well for over a century, but it is now time to move forward with a transportation link that will serve the future needs of both vehicular and marine traffic. It is important to recognize the needs of all modes of transportation, weather it be bicycle, transport, car, marine pleasure craft or cruise ship etc.

Council urges all parties, when considering this planning/design process, to please include all aspects of how this vital link connects Manitoulin Island to the rest of Northern Ontario and beyond.

Sincerely,

Carrie Lewis, CMO
CAO/Clerk-Treasurer

cc. Municipalities, Stantec Consulting, MPP, MP

29 Noble Sideroad · Box 680 · Gore Bay, ON · P0P 1H0 T: (705) 282 2702 · F: (705) 282 2722

Vanhell, Shane

From: Gazibara, Nevena
Sent: Monday, October 15, 2018 4:28 PM
To: Vanhell, Shane
Subject: FW: comments on swing bridge project (Little Current Swing Bridge Study GWP 5268-14-00)

Hi Shane,

Can you please save this comment in the PIC 1 folder and add to comments and responses table?

Thanks,
Nevena

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

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

Aquatic Resources

- Species/community information including any aquatic Species at Risk

No specific sampling records for this location; however, the North Channel of Lake Huron supports a diverse fish community characterized by warm, cool, and cold water species. Common sportfish include small and largemouth bass, northern pike, walleye, muskellunge, lake trout, rainbow trout, and pacific salmon. Lake Sturgeon may also utilize the general area and the Great Lakes – Upper St. Lawrence Population is presently designated as Endangered under the ESA.

- Watercourse thermal regime(s) and flow regime(s)

As per above, the North Channel supports warm, cool, and cold water species. Currents in the Channel can change from westerly to easterly depending on wave action and seiche.

- Special Habitat Features

We have no records of critical fish habitat in the immediate area; however, the absence of mapped values by no means indicates absence of sensitive habitat more so that the area has not been surveyed. If there is going to be significant in-water work, a new or expanded in-water footprint, or potential for input of sediment/debris, a survey of fisheries habitat values within the expected impact zone may be required to evaluate project implications. The Department of Fisheries and Oceans will need to be engaged to explore the implications of and potentially secure approval for in-water works.

- Construction Timing Window(s)

The standard in-water work window for this area would be July 16th through August 31st depending on the scope of the work and mitigation proposed. We await confirmation of project details and mitigation prior to finalizing our recommendations on this front.

- Important/exceptional fish habitat (e.g. groundwater upwelling, spawning areas, regugia, migratory routes)

As per above under Special Habitat Features.

- Presence/absence of aquatic invasive species

Not possible to provide a complete list but the Great Lakes are home to 200 aquatic invasive species give or take. Of concern locally are zebra and quagga mussels, round goby, rusty crayfish, spiny water flea, etc. It is also possible that Phragmites and / or other invasive plants could be present in the work area. The primary consideration for any

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

- MNRF fisheries management objective, if applicable

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

Terrestrial Resources

- Species/community information including any terrestrial Species at Risk

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

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

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

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

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

NOTE: If more detailed information (e.g. exact locations, observation details, etc.) for Species at Risk is required please:
1. Contact the Natural Heritage Information Centre (nhicrequests@ontario.c) to complete data sensitivity training; and,
2. Contact Sudbury District MNRF GIS Data Technician, Stephanie Korhonen (Stephanie.korhonen@ontario.ca) to enter into a Sensitive Data-sharing Agreement.

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

- Natural heritage features (e.g. ANSIs, Provincially Significant Wetlands, conservation areas, other wetlands)

We have no record of other identified Natural Heritage Features beyond the sensitive alvar habitats and protected/rare species discussed above; however, once again a lack of identified features does not necessarily mean an absence of other values.

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

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

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

Good afternoon Mr. Selinger,

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

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

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

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

stantec.com

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

Dear Mr. Cooke and Ms. Delfino,

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

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

More to come,

Regards,

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

-----Original Message-----
From: Judith Jones [mailto:winterspider@eastlink.ca]
Sent: August-19-18 9:27 AM

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

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

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

Thanks.

Judith Jones
Winter Spider Eco-Consulting
P.O. Box 278
Manitowaning, ON P0P 1N0
(705) 859-1027
(416) 268-0993 cell
winterspider@eastlink.ca

Vanhell, Shane

From: Gazibara, Nevena
Sent: Tuesday, September 11, 2018 4:37 PM
To: Vanhell, Shane
Subject: FW: 0009304 - Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: 0009304 - Hwy 6 Little Current Swing Bridge.pdf

Please save this letter in the PIC comments.

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

Nevena,

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

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

Thank you,

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

Ministry of Tourism, Culture and Sport

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

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7182
Téléc: 416 212 1802

Ontario

August 3, 2018 (EMAIL ONLY)

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

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

Dear Nevena Gazibara:

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

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

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

Project Summary

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

Standards and Guidelines for Conservation of Provincial Heritage Properties

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

Archaeological Resources

The study area has archaeological potential per the MTCS *Criteria for Evaluating Archaeological Potential* and as such, an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review. The AA should be undertaken prior to the completion of the EA process as its results may impact the evaluation of alternatives. Our records indicate that a Stage 1/2 archaeological assessment was undertaken in the project vicinity in 2009 (PIF# 018-245-2008) – please review this report to determine whether it encompasses the study area. If the study area differs additional archaeological assessment will be required.

Built Heritage and Cultural Heritage Landscapes

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

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

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

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

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

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

Environmental Assessment Reporting

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

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

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

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

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

Sincerely,

Jeff Elkow
Heritage Planner
Jeff.Elkow@Ontario.ca

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

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

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Vanhell, Shane

From: Gazibara, Nevena
Sent: Wednesday, September 05, 2018 6:36 AM
To: Vanhell, Shane
Subject: FW: Gore Bay council invote

FYI- another comment to save and add to the comments and responses table. I will be following up via telephone with the clerk and will pass along the telephone conversation notes to you to document.

Thanks!
Nevena

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

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

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

From: Hutchison, Carrie (MECP) <carrie.hutchison@ontario.ca>
Sent: Thursday, January 24, 2019 4:21 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Hwy 6 Little Current Swing Bridge Study

Hello Gregg Cooke, and Melissa Delfino,

I would like to just connect with you regarding my role within the Ministry of the Environment, Conservation and Parks (MECP) as this relates to the Hwy 6 Little Current Swing Bridge study (and generally for Class EA projects in the Sudbury and North Bay MECP Districts).

As Environmental Assessment Coordinator, my role is to ensure that the correct people review documentation regarding your project in order to assist you with considering the mandate of our ministry through the process.

To that end, I am requesting that you provide notices related to your project when they are issued, and especially as these relate to your agency webcasts, to me so I am aware of when they are to occur.

Please let me know if you have any concerns with meeting my request, or if you have questions. Please also confirm if you are able to provide me directly notices for this project.

Many thanks,

Carrie

Carrie Hutchison | Environmental Assessment Coordinator – Environmental Planner | Ministry of the Environment, Conservation and Parks.
Suite 331, 435 James Street South, Thunder Bay, Ontario, Canada, P7E 6S7
☎ Phone: (807) 475-1720 | Fax: (807) 475-1754 | ✉ Email: carrie.hutchison@ontario.ca

NORTHEASTERN MANITOULIN & THE ISLANDS

Box 608, Little Current, Ontario, P0P 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

RECEIVED
AUG 21 2019

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Friday, October 11, 2019 11:50 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from: Ruth Frawley-MUNICIPALITY OF CENTRAL MANITOULIN
email: centralm@amtelecom.net

message:

_____

At the last regular meeting of Council held on October 10, 2019 the following motion was made:
290-19 MOTION: Farquhar and Scott
That Council supports the lift bridge option as a replacement for the swing bridge in Little Current … carried.

Regards,

Ruth Frawley, CAO/Clerk
Municipality of Central Manitoulin

Stantec

Meeting Notes

Meeting with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)

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

Date/Time:	November 14, 2019 / 2:00 PM	
Place:	Conference Call	
Next Meeting:	TBD	
Attendees:	Melissa Delfino	MTO Project Manager
	Walter Kenedi	MTO Head, Bridge Rehabilitation & Heritage Bridge Committee
	Michelle Hedges	MTO Environmental Planner - Heritage
	Barbara Brownlee	MTO Head, Environmental Services
	Denise McGuire	MTO Regional Archaeologist
	Jane Haddow	MTO Environmental Planner
	Rosi Zirger	MHSTCI Heritage Advisor
	Karla Barboza	MHSTCI Team Lead - Heritage
	James Hamilton	MHSTCI Manager- Heritage Planning Unit
	Kimberly Livingstone	MHSTCI Heritage Planner
	Gregg Cooke	Stantec Project Manager
	Tim Belliveau	Stantec Assistant Project Manager
	Nevena Gazibara	Stantec Environmental Team Lead
	Meaghan Rivard	Stantec Heritage Specialist
Distribution:	Project Team	

Item:	Action:

1. Nevena Gazibara provided a brief overview of the project. The presentation was not available to all participants due to Skype issues; however, a copy of the presentation is attached to the meeting notes. A copy of the Comparison of Bridge Improvement Alternatives Relating to the OHBG Conservation Options was also provided in advance of the meeting.

2. This Planning and Preliminary Design Study was initiated by the Ministry of Transportation to address the identified problems and opportunities as documented at the first Public Information Centre and in the Study Design Report.

3. The Little Current Swing Bridge provides year-round, single-road access between Manitoulin Island and mainland areas of Northeastern Ontario. Currently road access is not available for 15 minutes of each daylight hour during the summer months, to provide boat access to the North Channel. Continuous road access with traffic signals is provided at night and during the winter months when the bridge is closed to boat traffic. The existing bridge requires significant and ongoing maintenance in order to maintain a safe and

Item:	Action:
reliable connection between Manitoulin Island and the mainland. Given the bridge's age, there is significant risk of mechanical breakdown to what is the only permanent link to the mainland from the island. There is also potential for disruptions to emergency service providers and access if the bridge has a mechanical breakdown.	
4. This EA study is being completed as a Group A project under the MTO *Class EA for Provincial Transportation Facilities* and includes undertaking environmental investigations and studies including archaeological and cultural heritage studies, developing a set of preliminary design alternatives, completing, evaluating the alternatives and selecting a preferred plan and completing a *Transportation Environmental Study Report* (TESR). The findings of the technical heritage studies will be documented in the TESR. Currently we have a set of alignment and structure types developed that we presented to the public this past summer at PIC 2 and we are in the process of collecting data for our evaluation of alternatives process and developing a framework on how we will be evaluating the new alternatives.	
5. This project also includes an extensive consultation program with the public and with indigenous communities in the study area. Consultation with agencies, community members, municipalities is taking place throughout the entire duration of the project and to-date we have held two public meetings and one agency webinar. The third public meeting is planned for next summer and the purpose of the meeting will be to present the evaluation of alternatives and the preferred plan to the public.	
6. To-date, members of the public have voiced many opinions and comments regarding the existing bridge, the importance of the bridge to Little Current, and the importance of protecting the heritage of the bridge. We have also heard comments regarding lack of reliability of the existing bridge, concerns with the bridge being single-lane, traffic concerns, and access for EMS providers. The Town of NEMI has passed a council resolution in support of a replacement bridge (bascule) to replace the existing swing bridge, and a few other municipalities have also made resolutions for other types of replacement movable bridges.	
7. The project team has also actively consulted with indigenous communities in the study area in the form of community information sharing sessions, meetings with elders, and with the United Chiefs and Councils of Mnidoo Mnising. General comments from the indigenous communities included preferences for a new crossing that would minimize traffic impacts, would not break down or cause delays, would be aesthetically pleasing, and would provide a safe and reliable crossing. We have also engaged the communities to participate in our environmental field investigations for the study.	
8. Stantec provided an overview of the Cultural Heritage Evaluation Report (CHER) completed. The CHER was completed in January 2019 to update the previous 2009 report and to evaluate the bridge in accordance with Ontario Reg. 9/06, 9/10 and the Ontario Heritage Bridge Guidelines. The bridge met criteria under each of these regulations. The bridge is a rare remaining example	

Stantec

November 14, 2019

Item:	Action:
of a movable swing bridge type in the province, as well as the longest known example in province. It is also a landmark in the community. Based on its review of the CHER, the MTO Heritage Bridge Committee identified the Little Current Swing Bridge as a provincial heritage property of provincial significance.	
9. The MHSTCI noted that the bridge being listed on the Ontario Heritage Bridge list is not considered a legal status. However, the MTO Heritage Bridge Committee identified the Little Current Swing Bridge as a provincial heritage property of provincial significance. As such, MHSTCI has previously noted that MTO must satisfy Provisions F.4. and F.5. of the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs). Specifically, Provision F.4 of the S&Gs requires that ministries and prescribed public bodies shall only consider removal or demolition as a last resort, after all other alternatives having been considered. Proposed demolition or removal would be subject to heritage impact assessment and public engagement, with use of best efforts to mitigate loss of cultural heritage value. In addition, Provision F.5 of the S&G's requires that the consent of the Minister of Heritage, Sport, Tourism, Culture Industries, must be obtained before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. Further, MHSTCI have advised that Minister's Consent (if necessary) should be obtained prior to the completion of an EA process.	Action Item: MTO (Michelle Hedges) will work with MHSTCI to include the Little Current Swing Bridge on the list of provincial heritage properties maintained by MHSTCI
10. Stantec provided an update on the status and timing of the Stage 1 Archaeological Assessment. The Stage 1 Archaeological Assessment has been completed and the draft report is currently under review by MTO. Once the report has been approved and finalized the licensed archaeologist will submit the report to MHSTCI for review. A Stage 2 is recommended for portions of the study area. The MTO Environmental Services Branch requested that the Stage 1 Report and the Cultural Heritage Resource Assessment Report be sent to them for review. Post Meeting Note – A digital copy of the Stage 1 Archaeological Assessment was submitted to MHSTCI on January 15, 2020. The Stage 1 Archaeological Assessment report was also submitted directly to MHSTCI by Stantec's licensed archeologist (Patrick Hoskins) on January 8, 2020.	Action Item: Archaeological reports to be submitted to MHSTCI
11. Stantec provided an update on the status and timing of the marine archaeological assessment. The Stage 1 Archaeological Assessment identified that the underwater portions of the study area may retain potential for submerged cultural resources and recommends a Stage 1 marine archaeological assessment for underwater portions of the preferred alignment, when it is selected. The recommendation for a marine archaeological assessment will be carried forward to the Detail Design stage and will take place once a preferred plan is refined and potential impacts to areas of the North Channel are confirmed.	
12. Stantec provided an update on the status and timing of the *Cultural Heritage Resources Assessment Report* (CHRAR). The CHRAR has been completed and the draft report is currently under review by MTO. Once the report has been approved it will be sent to MHSTCI for review. The CHRA fieldwork was completed in September 2019 to identify built heritage and cultural heritage	Action Item : The CHRAR report will be

Item:	Action:
landscapes within the area of all alignment alternatives (presented at PIC 2). Based on the findings of the draft CHRAR, the potential cultural heritage resources identified as part of this study did not have cultural heritage value or interest according to O.Reg. 9/06. Post Meeting Note - A digital copy of the Stage 1 CHRAR was submitted to MHSTCI for review on January 15, 2020.	sent to MHSTCI for review and comment
13. There was a discussion regarding the draft Conservation Options table (from the Ontario Heritage Bridge Guidelines) circulated prior to today's meeting. Stantec noted that the table is a working draft and they would like some initial feedback from the MHSTCI. The key information in the table that we have collected and summarized is really with respect to the structural reliability of the existing bridge, reliability of the only permanent crossing, traffic capacity, emergency access. The additional heritage components and the HIA will feed into this conservation options table once they are completed. Post Meeting Note – MHSTCI provided initial feedback on the draft Conservation Options table on January 14, 2020.	
14. There was a discussion regarding the need for a Strategic Conservation Plan (SCP). Stantec requested that MHSTCI provide clarification on the order of completion for the HIA and the SCP. MHSTCI noted that an SCP is not a requirement of an EA process. Therefore, MHSTCI advised that MTO and Stantec focus on the requirements of the EA.	
15. MHSTCI noted that HIA should be a top priority, as the discussion of alternatives appears to be pointing toward demolition. The MHSTCI advised that a HIA needs to be prepared to demonstrate how the alternatives were considered and why demolition is the only alternative. Stantec noted that they will complete the HIA within the next month and once it has been approved by the MTO, it will be shared with the MHSTCI for review..	
16. MHSTCI provided an example of a conservation options table to Stantec and noted that they expect that format and level of detail in Stantec's table. MHSTCI will provide some additional examples as guidance for Stantec.	
17. Stantec noted that they will complete the HIA with the Conservation Options table before the evaluation of alternatives is finalized and before going to the public with the preferred plan. Further discussions will be held with the MHSTCI as the study progresses and once the HIA is complete.	Action Item: Draft HIA will be sent to MHSTCI for review. If, after all other alternatives have been considered, demolition is the only option, then MTO will need to request Minister's Consent.
18. MHSTCI advised that visual impacts on the existing bridge should be considered in a consistent manner. For example, the CHER and SCHV have identified the existing bridge as a landmark and identifying views from Highway 6 and Little Current among its heritage attributes. The TAC/PIC presentations included renderings of the existing bridge and proposed moveable bridges only from the approach. Views from the Town of Little Current toward the bridge also need to be considered.	

The meeting adjourned at 3:45 PM.

Stantec

November 14, 2019

Summary of Action Items

1. MTO (Michelle Hedges) will work with MHSTCI to include the Little Current Swing Bridge on the list of provincial heritage properties maintained by MHSTCI.
2. Licensee to submitted archaeological reports to MHSTCI for review.
3. Draft HIA to be sent to MHSTCI for review and comment. If, after all other alternatives have been considered, demolition is the only option, then MTO will need to request Minister's Consent.

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

Stantec Consulting Ltd.

on behalf of

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

Design with community in mind

From: Selinger, Wayne (MNRF)
To: Addley, Diana
Cc: McFarling, Julie (MNRF); melissa.delfino@ontario.ca; Haddow, Jane (MTO); Cooke, Gregg; Belliveau, Tim
Subject: Re: Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00) - In-Water Work
Date: Thursday, April 16, 2020 11:01:01 AM
Attachments: image003.png

Morning Diana and thanks for the additional information, much appreciated.

Based on the info provided, I see little if any risk in extending the 2020 in-water work window through to Sept 14th to accommodate the stated geotechnical investigation.

Is this e-mail sufficient to meet your needs?

Regards,

Wayne Selinger
Management Biologist
MNRF Sudbury District

From: Addley, Diana <Diana.Addley@stantec.com>
Sent: Thursday, April 16, 2020 10:48 AM
To: Selinger, Wayne (MNRF) <wayne.selinger@ontario.ca>
Cc: McFarling, Julie (MNRF) <Julie.McFarling@ontario.ca>; Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: RE: Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00) - In-Water Work

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Wayne,

The scope of the in-water geotechnical investigation is limited to four (4) boreholes advanced within the proposed pier locations. Each borehole will be advanced from a barge, using a casing to drill and core the bedrock. Since limited overburden is expected at the bottom of the channel (primarily rock), minimal sediment is anticipated to be generated during the in-water investigation.

Please do not hesitate to let me know if you have any questions or comments, or require any additional information.

Kind regards,

Diana Addley
Senior Environmental Planner

Direct: 905 415-6401
Mobile: 647 588-7112
Diana.Addley@stantec.com

Stantec
150 - 1555 Wentworth Street
Whitby ON L1N 9T6

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From: Selinger, Wayne (MNRF) <wayne.selinger@ontario.ca>
Sent: Tuesday, April 14, 2020 9:21 AM
To: Addley, Diana <Diana.Addley@stantec.com>
Cc: McFarling, Julie (MNRF) <Julie.McFarling@ontario.ca>; melissa.delfino@ontario.ca; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: Re: Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00) - In-Water Work

Morning Diana,

Good thing you sent a reminder as I had missed your earlier e-mail in the scramble I guess. Sorry ... It was there but unread and buried so I would not likely have gotten back to it.

As we discussed on the phone a couple of months back, extending the in-water work window 2 weeks to mid-Sept would be relatively low risk most years in my opinion. I would, however, like to better understand the scope of work involved and ultimately the potential for sediment generation. I am assuming a few boreholes would not be a big deal at all but I really do not know what is involved and what mitigation can or cannot be employed. Can you shed any light on the process and potential for sediment generation? Just so we know what to expect.

Thanks,

Wayne

From: Addley, Diana <Diana.Addley@stantec.com>
Sent: Saturday, April 11, 2020 2:38 PM
To: Selinger, Wayne (MNRF) <wayne.selinger@ontario.ca>
Cc: McFarling, Julie (MNRF) <Julie.McFarling@ontario.ca>; Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: RE: Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00) - In-Water Work

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the

sender.

Hello Wayne,

Could you kindly confirm your receipt of this email and associated request to obtain your approval to conduct an in-water geotechnical investigation between September 1st and 14th, 2020?

Thank you, and please do not hesitate to let me know if you have any comments or questions, or would like to discuss anything in more detail.

Kind regards,

Diana Addley
Senior Environmental Planner

Direct: 905 415-6401
Mobile: 647 588-7112
Diana.Addley@stantec.com

Stantec
150 - 1555 Wentworth Street
Whitby ON L1N 9T6

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From: Addley, Diana
Sent: Friday, March 13, 2020 11:35 AM
To: wayne.selinger@ontario.ca
Cc: julie.mcfarling@ontario.ca; Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00) - In-Water Work

Good morning Wayne,

As you are aware, Stantec was retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design, and Class Environmental Assessment Study for the Highway 6 Little Current Swing Bridge. As part of this Study, a geotechnical investigation is required to assess subsurface conditions and support the preliminary design for the preferred alternative, which includes advancing boreholes on land and in water (i.e., within the North Channel). As discussed, the project team wishes to schedule this investigation following the public and First Nations consultation events, tentatively scheduled for August 2020. However, based on correspondence received from MNRF to date, it is understood that the standard in-water work window for this area is July 16th through August 31st. Could we please obtain your approval to conduct the in-water geotechnical investigation between September 1st and 14th, 2020? At this time, it is anticipated that the boreholes will be advanced approximately within the area highlighted in red below. Please ensure that this potential location is held in confidence.



Please do not hesitate to contact me should you have any comments or questions, or if you require any additional information.

Kind regards,

Diana Addley
Senior Environmental Planner

Direct: 905 415-6401
Mobile: 647 588-7112
Diana.Addley@stantec.com

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150 - 1555 Wentworth Street
Whitby ON L1N 9T6

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Robinson, Jennifer

To: Addley, Diana
Subject: RE: Hwy 6 Swing Bridge Study

From: Barbara Grigg <Deputyclerk.administrator@tehkummah.ca>
Sent: Wednesday, August 19, 2020 11:41 AM
To: Addley, Diana <Diana.Addley@stantec.com>
Subject: Hwy 6 Swing Bridge Study

Hi, Diana. We are in receipt of your letter of August 14, 2020 re an Update on the Swing Bridge Study addressed to Eric Russell, Reeve.

Please change your records to reflect David Jaggard as the new Reeve.

Thanks so much.

Barbara Grigg
Deputy Clerk-Administrator
Township of Tehkummah
705-859-3293

Robinson, Jennifer

From: Havelka, Tania <tania.havelka@tc.gc.ca>
Sent: Friday, March 19, 2021 8:24 AM
To: Robinson, Jennifer; NPP ONT / PPN ONT
Subject: FW: Notice of PIC 3 - HWY 6 Little Current Swing Bridge EA Study
Attachments: OGN_1086_PIC3_fnl_20210122.pdf

Good morning,

Please note that I am no longer with the Navigation Protection Program. I have forwarded this email to their general email address (nppont-ppnont@tc.gc.ca).

NPP, this is for file # 8200-99-6812.

Thank you,
Tania

Tania Havelka

Senior Advisor, Indigenous Relations Unit - Ontario Region
Transport Canada / Government of Canada
tania.havelka@tc.gc.ca / Tel: 519-384-3339 / TTY: 1-888-675-6863

Conseillère Principale, Unité des Relations Autochtones - Région de l'Ontario
Transports Canada / Gouvernement du Canada
tania.havelka@tc.gc.ca / Tél. : 519-384-3339 / ATS : 1-888-675-6863

From: Robinson, Jennifer [mailto:Jennifer.Robinson@stantec.com]
Sent: Thursday, March 18, 2021 5:53 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Notice of PIC 3 - HWY 6 Little Current Swing Bridge EA Study

Good Afternoon,

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

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca.

Kind Regards,

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

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





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Robinson, Jennifer

To: Addley, Diana
Subject: RE: Public Information Centre #3 (Virtual) - Little Current Swing Bridge Study Highway 6 GWP 5268-14-00

From: Haddow, Jane (MTO)
Sent: March 19, 2021 11:00 AM
To: 'mmantha-qp@ndp.on.ca' <mmantha-qp@ndp.on.ca>
Subject: FW: Public Information Centre #3 (Virtual) - Little Current Swing Bridge Study Highway 6 GWP 5268-14-00

Mr. Mantha,

Attached, for your information, is the Notification for the virtual Public Information Centre #3 for the Little Current Swing Bridge Study by the Ministry of Transportation.

Jane Haddow
Senior Environmental Planner
MTO- Northeastern Region

Robinson, Jennifer

To: Addley, Diana
Subject: RE: Draft PIC Presentation- MHSTCI Recommendations- Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

From: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Sent: Wednesday, March 31, 2021 9:37 AM
To: Addley, Diana <Diana.Addley@stantec.com>
Cc: Delfino, Melissa (MTO) <melissa.delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Jones, Lashia <Lashia.Jones@stantec.com>; Rivard, Meaghan <Meaghan.Rivard@stantec.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: RE: Draft PIC Presentation- MHSTCI Recommendations- Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

Good morning Diana

Thank you for sharing this material.

Regards
Rosi

Rosi Zirger | A/Heritage Advisor
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit
Tel. 416.786-6874 | E-mail: rosi.zirger@ontario.ca

From: Addley, Diana <Diana.Addley@stantec.com>
Sent: March 30, 2021 8:30 AM
To: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Jones, Lashia <Lashia.Jones@stantec.com>; Rivard, Meaghan <Meaghan.Rivard@stantec.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: RE: Draft PIC Presentation- MHSTCI Recommendations- Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Rosi,

Thank you for taking the time to review the presentation and provide comments on behalf of the MHSTCI.

As requested, please find a copy of a PDF version of the PIC displays for your files. The final presentation can be viewed on the project website (Highway 6 Little Current Swing Bridge Study - Home). In addition, the attached Comment/Response Table was developed to briefly describe how MHSTCI's comments were addressed in the final materials.

Kindly let us know if you have any questions and/or would like to discuss anything in more detail.

Thank you,

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

Stantec

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From: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Sent: Tuesday, March 16, 2021 5:24 PM
To: Addley, Diana <Diana.Addley@stantec.com>
Cc: Delfino, Melissa (MTO) <melissa.delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Jones, Lashia <Lashia.Jones@stantec.com>; Rivard, Meaghan <Meaghan.Rivard@stantec.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: Draft PIC Presentation- MHSTCI Recommendations- Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

Good afternoon Diana

Thank you for the sending the Draft presentation material for the Online Public Information Centre 3 March 30, to April 30, 2021, available at http://swingbridgestudy.ca/public/uploads/content/pic3/story.html

We have reviewed the draft Presentation and provide the following recommendations:

- We would appreciate if you could provide us with a PDF version of the PIC presentation for our files.

- Since this is the final PIC of this study, the presentation and the feedback received will form part of the consultation record to support the community engagement component for MTO's request for MHSTCI's Ministers' Consent for the removal or demolition of the exiting bridge. Therefore, information related to the heritage component of the study, conservation options and the overcomes should be presented clearly and concisely.

Slide #8 Study Background: Phase 1- Transportation Needs Assessment

- Identification and Preliminary Assessment of Alternatives to the Undertaking: On December 21, 2018 we reiterated our advice the Draft Study Design Report add a "rehabilitation" option as a possible alternative to the undertaking. Doing so would have been consistent with the requirements of the OHA Standards & Guidelines for Conservation of Provincial Heritage Properties and the guidance in MTO's Ontario Heritage Bridge Guidelines (Interim January 2008). From a heritage standpoint MTO presented only two alternatives: do nothing and replacement.
- While we are not recommending edits to this slide, this will have to be addressed in the Request for MHSTCI Minister Consent.

Slide #11 Cultural Heritage – The Little Current Swing Bridge
The slide should be edited as follows:

- The Cultural Heritage Value and Interest (CHVI) of the bridge should be clear and concise, particularly when presenting to the public.
- 1st bullet – the existing bridge is "the oldest *and longest* known example of in the province".
- 2nd bullet – either edit or add a bullet which states, "MTO has identified the existing bridge as a provincial heritage property of provincial significance". This can be expanded, as follows:

- A Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to update the previous 2009 CHER report and to evaluate the bridge in accordance with Ontario Reg. 9/06, 9/10 and the Ontario Heritage Bridge Guidelines. Based on its review of the CHER, the MTO Heritage Bridge Committee identified the Little Current Swing Bridge as a provincial heritage property of provincial significance.

- Add the following bullets:
  - All provincial ministries and prescribed public bodies, including the Ministry of Transportation, must comply with the *Standards and Guidelines for Conservation of Provincial Heritage Properties,* pursuant to Part III.1, section 25.2 of the *Ontario Heritage Act* in the management of properties under its ownership or control.
  - Under provision F.4. of the *S&Gs*, removal or demolition of all or part of a provincial heritage property should be considered a last resort, subject to heritage impact assessment and community engagement.
  - Under provision F.5 of the *S&Gs*, the consent of the Minister of Heritage, Sport, Tourism and Culture Industries must be obtained prior the demolition or removal of any building or structure located on a provincial heritage property of provincial significance, or transfer from provincial of that property, in whole or in part.

Slide #12 Heritage Bridge Conservation Options Assessment

- This slide should be edited to be consistent with revision/edits to the draft Heritage Impact Assessment (HIA) and to address MHSTCI's comments of March 12th, 2021.
- The statement that the "conservation options 1 through 6 retain the bridge in its existing location; however, were not selected given that they do not address the Problems and Opportunities for this project" does not align either with the MTO's OHBG or the Standards & Guidelines and should be revised.
- At a minimum we recommend adding the following bullet:
  - Conservation options are applied in rank order such that Option 1 must be shown to be non-viable, before Option 2 can be considered and so on.
- Last statement should be edited for accuracy and transparency.
  - The word "decommissioning" means to remove from service. However, the conservation options 7 and 8 purpose that the existing bridge will be physically removed (or demolished?) from its current location. Therefore, it should be edited for read, "i.e. decommissioning *and removal* of the existing bridge.
  - It remains unclear how the OHBG guidelines, "were considered as part of the Evaluation of Planning Alternatives" since the only alternative considered were to "Do Nothing" or "Replace". Stakeholders and members of the public may have questions in this regard. We recommend clarifying the message.

Slide #13 – Existing Environment

Cultural Heritage – the 2nd bullet should be revised as follows:

- With the exception of the existing bridge, no ~~significant~~ cultural heritage *resources* ~~features~~ were identified within the study area.

Archaeology

- A Stage 1 Archaeological Assessment indicated that the land and water surrounding the bridge were identified as having ~~the potential for the recovery of~~ archaeological ~~findspots~~. *potential and recommended further archaeological assessment be undertaken for part(s) of the study area*.

Slide #20 Heritage Impact Assessment

The Preferred Plan includes removal of the existing bridge, following construction of the new bridge. Based on the findings of the draft HIA completed for this project, the following mitigation measures are recommended:

- The bullets should be edited to be consistent with edits to the draft HIA to address MHSTCI's March 12th, 20201 comments, including:

  - 4th and 5th bullets – as per our March 12th comments, the purpose of an SCP in this context is unclear. We suggest removing it.
  - A commemoration and interpretation plan should be developed and implemented. An SCP is not required to do so.
- See comments on Slide #11 above – this slide should include a bullet to state that the HIA will be used to support MTO's Request for MHSTCI Minister's Consent.
- Add a bullet disclosing whether stakeholders e.g. heritage organizations, have been or will be provided the opportunity to review the HIA. At a minimum, add a bullet that "the Draft HIA will be made available for review upon request".
- Last sentence(s) – ". . . all recommended mitigation measures are subject to review by MHSTCI. The MHSTCI will continue to be engaged during the detail design of the project." - The intended meaning and purpose is unclear and should be revised for accuracy.
  - Please note, MHSTCI is an approval authority under the S&Gs and MTO is required to seek Minister's Consent for the demolition or removal of the existing bridge. As we previously advised MHSTCI Minister's Consent will be required prior to the completion of Preliminary Design and Class EA Study.

Slide #21- Potential Impacts and Mitigation Measures

Archaeology

- Under Potential Impact column, edit as follows:
  - ~~Recovery~~ *Discovery* of archaeological *resources* ~~finds~~ during construction
- Under Preliminary Proposed Mitigation Measures, edit as follows:
  - Stage 1 and 2 Archaeological Assessments and a Marine Archaeological Overview Assessment was completed for the Preferred Plan area. (see comment below)
  - While ~~recovery~~ *the discovery* of archaeological *resources* ~~finds~~ is not expected, if archaeological resources are encountered [....]
- Please note the 1st bullet implies that both the Stage 2 AA and the Marine Archaeological Assessment found no further archaeological concern for the areas assessed. At this time both reports have yet to be submitted to MHSTCI for review. Therefore, we would not be in a position to confirm the accuracy of the statement.
- Please note that archaeological concerns have not been addressed until all reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:
  1. the archaeological assessment of the project area is complete and
  2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance and protection strategy.

Additionally, approval authorities, such as MTO, often use the MHSTCI's letter on archaeological assessments to address legislative requirements, and more broadly, to address concerns for due diligence.

Thank you for the opportunity to comment on the draft PIC presentation. Please contact me as necessary for clarification or further discussion .

Sincerely

Rosi Zirger | A/Heritage Advisor
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit
Tel. 416.786-6874 | E-mail: rosi.zirger@ontario.ca

From: Addley, Diana <Diana.Addley@stantec.com>
Sent: March 10, 2021 4:02 PM
To: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim

<tim.belliveau@stantec.com>; Jones, Lashia <Lashia.Jones@stantec.com>; Rivard, Meaghan <Meaghan.Rivard@stantec.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: RE: Heritage Impact Assessment - Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

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Good afternoon Rosi,

Please use the following link to access the online Public Information Centre (PIC) for this assignment:
http://swingbridgestudy.ca/public/uploads/content/pic3/story.html

This PIC is tentatively scheduled to be made available for public review on the project website between March 30, and April 30, 2021.

Thank you, and please do not hesitate to let me know if you have any comments or questions, and/or would like to discuss anything in more detail.

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

Stantec

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From: Addley, Diana
Sent: Monday, February 22, 2021 11:45 AM
To: 'Zirger, Rosi (MHSTCI)' <Rosi.Zirger@ontario.ca>
Cc: Delfino, Melissa (MTO) <melissa.delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Jones, Lashia <Lashia.Jones@stantec.com>; Rivard, Meaghan <Meaghan.Rivard@stantec.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: RE: Heritage Impact Assessment - Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

Good morning Rosi,

I sincerely apologize for the delay in issuing the draft report. I can appreciate that workloads can change very quickly, and we will do our very best to send you the PIC materials as soon as possible.

We will also ensure that the appropriate heritage terminology is used. Could you please kindly share the correspondence the MHSTCI received to date from the media/others in relation to this study?

Thank you for trying to adhere to the proposed timeline. In the interim, please do not hesitate to let me know if you have any questions, or would like to discuss anything in more detail.

Kind regards,

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

Stantec

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From: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Sent: Monday, February 22, 2021 10:49 AM
To: Addley, Diana <Diana.Addley@stantec.com>
Cc: Delfino, Melissa (MTO) <melissa.delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Jones, Lashia <Lashia.Jones@stantec.com>; Rivard, Meaghan <Meaghan.Rivard@stantec.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: RE: Heritage Impact Assessment - Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

Good morning Diana

Thank you for sending the draft HIA for our review and comment. When I advised you that a 3 week review was feasible it was based on your advice that Stantec would provide the drat HIA before the end of November 2020. Additionally, when we spoke on February 8th, you advised that Draft HIA would be sent by end of day the next day. I hope you can appreciate that the available window we had last November or even two weeks ago no longer exists. Notwithstanding, our intense workload we will endeavour to meet your March 12th timeline.

Meanwhile, when we spoke February 8th, you advised that an on-line PIC was being planned for the end of March 2021. Could you please share your PIC materials before they are publicly released? The previous PIC material used incorrect heritage terminology and misstated heritage processes. It resulted in considerable negative media attention and media questions directed to this ministry. We hope that a few simply edits can avoid unnecessary confusion and negative media coverage.

Best regards
Rosi

Rosi Zirger | A/Heritage Advisor
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit
Tel. 416.786-6874 | E-mail: rosi.zirger@ontario.ca

From: Addley, Diana <Diana.Addley@stantec.com>
Sent: February 18, 2021 1:17 PM
To: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Cooke, Gregg <gregg.cooke@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Jones, Lashia <Lashia.Jones@stantec.com>; Rivard, Meaghan <Meaghan.Rivard@stantec.com>
Subject: Heritage Impact Assessment - Highway 6/Little Current Swing Bridge Study (GWP 5268-14-00)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Rosi,

Please find the draft Heritage Impact Assessment report prepared as part of the Planning, Preliminary Design, and Class Environmental Assessment Study for the Highway 6 Little Current Swing Bridge.

It would be greatly appreciated if comments could be provided on behalf of MHSTCI by Friday, March 12. However, please do not hesitate to let us know if you have any comments or questions and/or would like to discuss anything in more detail in the interim.

Kind regards,

Diana Addley
Senior Environmental Planner

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



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Robinson, Jennifer

From: NPP ONT / PPN ONT <NPPONT-PPNONT@tc.gc.ca>
Sent: Wednesday, April 21, 2021 1:24 PM
To: Robinson, Jennifer
Subject: RE: HWY 6 Little Current Swing Bridge EA

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Jennifer,

I can confirm that we have received the most recent EA study. Currently, there is no officer assigned because we have not received an application for approval. Please continue to submit stuff to our general inbox (NPPONT-PPNONT@tc.gc.ca) and someone will respond.

Thank you,

Courtney Bice
Officer | Agent
Navigation Protection Program | Programme de protection de la navigation
Transport Canada | Transports Canada
100 Front St. S., Sarnia ON N7T 2M4
Government of Canada | Gouvernement du Canada

The *Canadian Navigable Waters Act* protects the rights of all Canadians to use and enjoy our waterways for travel, recreation, and transport. Watch this video to learn more: https://tc.canada.ca/en/corporate-services/video-gallery/canadian-navigable-waters-act.

From: Robinson, Jennifer [mailto:Jennifer.Robinson@stantec.com]
Sent: Wednesday, April 21, 2021 10:47 AM
To: NPP ONT / PPN ONT <NPPONT-PPNONT@tc.gc.ca>
Subject: HWY 6 Little Current Swing Bridge EA

Hello,

Could you please confirm who is the new NPP contact for the file number 8200-99-6812?

We previously had Tania Havelka as our contact, but understand that she is no longer with NPP. As such we wanted to confirm who the updated contact is and ensure that they have received our recent Notice of Online PIC 3 for the Highway 6 Little Current Swing Bridge EA Study.

Thank you!

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

Robinson, Jennifer

From: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Sent: Wednesday, May 19, 2021 10:22 AM
To: Maja Mielonen
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Letter to swing bridge engineers

Good Afternoon,

Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments regarding the accommodation of cyclists has been noted by the project team.

The Ontario Ministry of Transportation (MTO) recognizes that Highway 6 is designated as part of the Province-wide Cycling Network. The Preferred Plan, a new through-truss swing bridge, will maintain existing grades for active transportation users and is currently proposed to include a sidewalk on the west side of the bridge. In addition, a 1.5 m shoulder has been recommended on the structure that can accommodate cyclists, separated from pedestrians. The design of these active transportation facilities will be confirmed during detail design, the timing of which is currently unknown.

A portion of the existing park will be impacted to accommodate the preferred plan and associated parking area. However at this time, it is expected that the existing Highway 6 alignment in the vicinity of the existing bridge will be decommissioned following construction and operation of the new bridge, and new grass, shrubs and/or trees will be planted to mitigate the impacts to vegetation associated with the preferred plan. Site specific revegetation plans will be prepared and will use native plant species mixes. A preliminary visual representation of this transition is available for your review as part of Preferred Plan video presented on slide 19 of 23 of the Online Public Information Centre (PIC) 3 recorded presentation. Please visit the study website (www.swingbridgestudy.ca) to access a link to this presentation and video. We appreciate your suggestion of a trail connection beneath the future bridge and will keep your comment for consideration during the detail design phase of the project. As noted, the timing of this phase of project planning is currently unknown.

Thank you again for your interest in this study and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.

Kind Regards,

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

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From: Maja Mielonen <majasilk@amtelecom.net>
Sent: Friday, April 30, 2021 5:56 PM

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

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

To: ProjectTeam@swingbridgestudy.ca
Subject: Letter to swing bridge engineers

30 April 2021

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
North Bay, ON P1B 9S9

Re: Concerns regarding cycling infrastructure on the proposed Little Current Swing Bridge

We are contacting you with concerns regarding the tentative design for the new swing bridge at Little Current. Manitoulin Island Cycling Advocates (MICA) has been actively taking part in consultation involving cycling infrastructure with regards to the new bridge design to ensure the safety of all individuals who cross the bridge. After the analysis of the released swing bridge study, we would like to recommend the following:

- Allow for as much shoulder on the northbound lane of the bridge as possible. This will alleviate the need to cross highway 6 for cyclists heading to Espanola from Manitoulin.

- Allow enough space for cyclists to travel so that they do not have to cycle on the portion designated for pedestrian foot traffic by either widening the northbound lane to accommodate cyclists or implementing a second walkway space on that side.

- We would like to see the existing park around the swing bridge viewing area (Manitoulin side) preserved as much as possible. It is important that the park to the east and west of the new site be connected, possibly under the bridge, as to prevent cyclists and pedestrians crossing highway 6.

We believe strongly in promoting physical activity and road safety in our local communities. It is with these principles in mind that we hope that our concerns will be addressed as to maximize public health, happiness, and well-being.

Regards,

Maja Mielonen
President - Manitoulin Island Cycling Advocates

Robinson, Jennifer

From: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Sent: Wednesday, May 19, 2021 10:22 AM
To: Matthew Redmond
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Concerns regarding cycling infrastructure on the proposed Little Current Swing Bridge

Good Afternoon,

Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments regarding the accommodation of cyclists has been noted by the project team.

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Kind Regards,

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

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From: Matthew Redmond <mredm037@uottawa.ca>
Sent: Friday, April 30, 2021 4:53 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Concerns regarding cycling infrastructure on the proposed Little Current Swing Bridge

30 April 2021

Ms. Melissa Delfino, P.Eng.

Senior Project Engineer

Ministry of Transportation Northeastern Region

North Bay, ON P1B 9S9

Re: Concerns regarding cycling infrastructure on the proposed Little Current Swing Bridge

We are contacting you with concerns regarding the tentative design for the new swing bridge at Little Current. Manitoulin Island Cycling Advocates (MICA) has been actively taking part in consultation involving cycling infrastructure with regards to the new bridge design to ensure the safety of all individuals who cross the bridge. After the analysis of the released swing bridge study, we would like to recommend the following:

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- We would like to see the existing park around the swing bridge viewing area (Manitoulin side) preserved as much as possible. It is important that the park to the east and west of the new site be connected, possibly under the bridge, as to prevent cyclists and pedestrians crossing highway 6.

We believe strongly in promoting physical activity and road safety in our local communities. It is with these principles in mind that we hope that our concerns will be addressed as to maximize public health, happiness, and well-being.

Regards,

Matthew Redmond

Board Member - Manitoulin Island Cycling Advocates

Robinson, Jennifer

From: Wainio, Shelley (MECP) <Shelley.Wainio2@ontario.ca>
Sent: Friday, July 16, 2021 8:43 AM
To: Robinson, Jennifer
Subject: FW: Notice of PIC 3 - HWY 6 Little Current Swing Bridge EA Study

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jennifer. I hope all is well. Could you please take Carrie Hutchison off the distribution list and replace it with my name. Thanks so much.

Regards,

Shelley Wainio
705-507-5136

Regional Environmental Planner

-----Original Message-----
From: Hutchison, Carrie (MNRF) <Carrie.Hutchison@ontario.ca>
Sent: July 15, 2021 2:14 PM
To: Wainio, Shelley (MECP) <Shelley.Wainio2@ontario.ca>; Majerovich, Mira (MECP) <Mira.Majerovich@ontario.ca>
Subject: FW: Notice of PIC 3 - HWY 6 Little Current Swing Bridge EA Study

Hi, hope you are doing well!

I just found the information below in my junk Email folder. You may require this, but I do hope you have it already!

C.

Carrie Hutchison
Regional Planning Coordinator
Natural Resources and Forestry Northwest Region Operations Division Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry
Telephone: (807) 475-1522, Cell: (807) 629-7583

-----Original Message-----
From: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Sent: March 18, 2021 5:53 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Notice of PIC 3 - HWY 6 Little Current Swing Bridge EA Study

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

Please find a copy of the Notice of Online Public Information Centre 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be

available for your review on the study website at https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.swingbridgestudy.ca%2F&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070026976%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=nFlbncX4IldQcReuiERmQm5l0AzAf6elmrZZTI6hLcU%3D&reserved=0 <https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.swingbridgestudy.ca%2F&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070026976%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=nFlbncX4IldQcReuiERmQm5l0AzAf6elmrZZTI6hLcU%3D&reserved=0> on Tuesday, March 30, 2021. A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca <mailto:ProjectTeam@swingbridgestudy.ca> .

Kind Regards,

Jenn Robinson

Environmental Planner, Transportation GTA

OSEC, Markham Office

Jennifer.Robinson@stantec.com <mailto:Jennifer.Robinson@stantec.com>

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

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.stantec.com%2F&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070026976%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=u%2FSwk%2FcNZQBNZnSyahIPJRI5mFolUKztKM4d8lys5JM%3D&reserved=0>

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.facebook.com%2FStantecInc&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070026976%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=kucB8IwOEo02qdQ6p1M9iEmp1jJkrnWVrSY0FLxqBbI%3D&reserved=0>

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ftwitter.com%2Fstantec&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070026976%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=fqJzu08k2Lo7cSJ8rQQf2thJMET%2BiLGLSr9N7Tmj4bE%3D&reserved=0>

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.linkedin.com%2Fcompany%2Fstantec&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070036975%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=lxpIYz92KRq2YfXMG6K%2BXa5taxkXl5FBnL03Q5iyRNs%3D&reserved=0>

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.youtube.com%2Fuser%2FStantecInc&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070036975%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=qIb5bnmCirkZXPtmieJvVbM6ucyZIffVufklw8%2FQGp4%3D&reserved=0>

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.instagram.com%2Fstantec&data=04%7C01%7Cjennifer.robinson%40stantec.com%7Ccd4f7c6d47ef4272b71c08d9485732af%7C413c6f2c219a469297d3f2b4d80281e7%7C0%7C0%7C637620362070036975%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&sdata=ExDcL%2Fp20EuAM0fDEqjMzhivzII1hObbkRDOrLBc0fo%3D&reserved=0>

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D.6 Letter Notices of Study Updates

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

August 14, 2020
File: 165001086

Attention: David Williamson, Chief Administrative Officer
Town of Northeastern Manitoulin and The Islands
14 Water Street East
P.O. Box 608
Little Current ON P0P 1K0

Dear Mr. Williamson,

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

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

To date, two Public Information Centres (PICs) have been held for the study. The second PIC was held on July 17, 2019, and provided stakeholders, Indigenous communities, and the public with an opportunity to review the assessment of Alternatives to the Undertaking, the preliminary design alternatives, the proposed evaluation criteria and evaluation process, and to address questions or concerns directly with representatives of the project team.

Following the second PIC, the project team has been reviewing input from stakeholders, Indigenous communities, and the public, and is in the process of evaluating alternative design concepts. To support the evaluation process, archaeological and geotechnical field investigations will be undertaken this summer. This will include in-water and on-land geotechnical testing to determine the conditions of the subsurface and bedrock materials at the site, and Stage 2 land archaeological assessment at the north and south sides of the channel.

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

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

If you have further questions about the study, including the upcoming presentation or summer field investigations, please contact the undersigned.

Regards,

Stantec Consulting Ltd.

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

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

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

August 14, 2020
File: 165001086

Attention: Pam Cress, Clerk
Town of Northeastern Manitoulin and The Islands
14 Water Street East
P.O. Box 608
Little Current ON P0P 1K0

Dear Ms. Cress,

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

Stantec Consulting Ltd.

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

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

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

August 14, 2020
File: 165001086

Attention: Gary May, Manager of Public Works
Town of Northeastern Manitoulin and The Islands
14 Water Street East
P.O. Box 608
Little Current ON P0P 1K0

Dear Mr. May,

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

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Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update

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If you have further questions about the study, including the upcoming presentation or summer field investigations, please contact the undersigned.

Regards,

Stantec Consulting Ltd.

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

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

Design with community in mind

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

August 14, 2020
File: 165001086

Attention: Heidi Ferguson, Economic Development Officer
Town of Northeastern Manitoulin and The Islands
14 Water Street East
P.O. Box 608
Little Current ON P0P 1K0

Dear Ms. Ferguson,

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Annette Clarke, CAO/ Clerk
Town of Gore Bay
15 Water Street
P.O. Box 590
Gore Bay ON P0P 1H0

Dear Ms. Clarke,

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

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Senior Environmental Planner
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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Stasia Carr, Deputy Clerk
Town of Gore Bay
15 Water Street
P.O. Box 590
Gore Bay ON P0P 1H0

Dear Ms. Carr,

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

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

August 14, 2020
File: 165001086

Attention: Darrin Nodecker, Public Works Foreman
Town of Gore Bay

publicworks@gorebay.ca

Dear Mr. Nodecker,

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Jeremy Rody, Clerk
Township of Assiginack
156 Arthur Street
P.O. Box 238
Manitowaning ON P0P 1N0

Dear Mr. Rody,

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Alton Hobbs, Chief Administrative Officer
Township of Assiginack
156 Arthur Street
P.O. Box 238
Manitowaning ON P0P 1N0

Dear Mr. Hobbs,

Reference: Planning, Preliminary Design and Class Environmental Assessment
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Design with community in mind

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

August 14, 2020
File: 165001086

Attention: Ron Cooper, Public Works Superintendent
Township of Assiginack
156 Arthur Street
P.O. Box 238
Manitowaning ON P0P 1N0

Dear Mr. Cooper,

Reference: Planning, Preliminary Design and Class Environmental Assessment
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Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2020
File: 165001086

Attention: Kathy McDonald, Clerk Treasurer
Municipality of Billings
15 Old Mill Road
P.O. Box 34
Kagawong ON P0P 1J0

Dear Ms. McDonald,

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Floyd Becks, Public Works Superintendent
Municipality of Billings
15 Old Mill Road
P.O. Box 34
Kagawong ON P0P 1J0

Dear Mr. Becks,

Reference: Planning, Preliminary Design and Class Environmental Assessment
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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Bonnie Bailey, Clerk-Treasurer
Township of Burpee & Mills
8 Bailey Line Road
Evansville ON P0P 1E0

Dear Ms. Bailey,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Shane Chatwell, Roads Superintendent
Township of Burpee & Mills
8 Bailey Line Road
Evansville ON P0P 1E0

Dear Mr. Chatwell,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
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Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

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

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

August 14, 2020
File: 165001086

Attention: Ruth Frawley, CAO/Clerk
Municipality of Central Manitoulin
6020 Highway 542
P.O. Box 187
Mindemoya ON P0P 1S0

Dear Ms. Frawley,

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

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

To date, two Public Information Centres (PICs) have been held for the study. The second PIC was held on July 17, 2019, and provided stakeholders, Indigenous communities, and the public with an opportunity to review the assessment of Alternatives to the Undertaking, the preliminary design alternatives, the proposed evaluation criteria and evaluation process, and to address questions or concerns directly with representatives of the project team.

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If you have further questions about the study, including the upcoming presentation or summer field investigations, please contact the undersigned.

Regards,

Stantec Consulting Ltd.

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

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

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

August 14, 2020
File: 165001086

Attention: Perry Chatwell, Roads Superintendent
Municipality of Central Manitoulin
6020 Highway 542
P.O. Box 187
Mindemoya ON P0P 1S0

Dear Mr. Chatwell,

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

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Carrie Lewis, CAO/ Clerk-Treasurer
Municipality of Gordon / Barrie Island
29 Noble Sideroad
P.O. Box 680
Gore Bay ON P0P 1H0

Dear Ms. Lewis,

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

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

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Diana Addley
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diana.addley@stantec.com

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

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

August 14, 2020
File: 165001086

Attention: Arran Campbell, Roads Superintendent
Municipality of Gordon/Barrie Island
29 Noble Sideroad
P.O. Box 680
Gore Bay ON P0P 1H0

Dear Arran Campbell,

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Manitoulin Planning Board
40 Water Street
Unit 1
Gore Bay ON P0P 1H0

Dear Sir / Madam,

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: Eric Russell, Reeve
Township of Tehkummah
456 Highway 542A
Tehkummah ON P0P 2C0

Dear Mr. Russell,

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

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

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G. Cooke, T. Belliveau – Stantec Consulting Ltd.

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

August 14, 2020
File: 165001086

Attention: William Dale Scott
Municipality of Central Manitoulin
765 Elliot Road
Mindemoya ON P0P 1S0

Dear Councillor Scott,

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

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

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

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

Attention: Mr. David Williamson
Chief Administrative Officer
Town of Northeastern Manitoulin and The Islands
14 Water Street East, P.O. Box 608
Little Current, ON P0P 1K0

Dear Mr. Williamson,

Reference: Highway 6 Little Current Swing Bridge Update

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

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

Due to the COVID-19 pandemic and associated physical distancing requirements, an online Public Information Centre (PIC) was shared on the study website (swingbridgestudy.ca) in lieu of an in-person public consultation event. Online PIC 3 was held between March 30 and April 30, 2021. The purpose of Online PIC 3 was to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. A digital copy of the Online PIC 3 presentation is attached to this letter.

Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the Recommended Plan is preliminary in nature, and further consultation, planning and design is required before any construction activities are planned.

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

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

A digital copy of the TESR will be posted on the study website. In addition, we would like to arrange for a copy of the TESR to be couriered to municipal offices to help ensure that a hard copy is available for those who may not have internet access and/or a digital copy of the TESR. In the coming weeks, a member of the study team will contact the municipal clerks representing the following locations to help coordinate delivery of the TESR:

- Northeastern Manitoulin and the Islands Municipal Building
- Gore Bay Municipal Office
- Municipality of Central Manitoulin Municipal Office
- Township of Burpee Mills Municipal Office
- Township of Assiginack Municipal Office

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments, or concerns, please contact me at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.



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

Attachment: Online Public Information Centre 3

c. Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Jaclyn Lytle, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec

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

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

Attention: Ms. Pam Cress
Clerk
Town of Northeastern Manitoulin and The Islands
14 Water Street East, P.O. Box 608
Little Current, ON P0P 1K0

Dear Ms. Cress,

Reference: Highway 6 Little Current Swing Bridge Update

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

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

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

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

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

Attention: Mr. Gary May
Manager of Public Works
Town of Northeastern Manitoulin and The Islands
14 Water Street East, P.O. Box 608
Little Current, ON P0P 1K0

Dear Mr. May,

Reference: Highway 6 Little Current Swing Bridge Update

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Reference: **Highway 6 Little Current Swing Bridge Update**

Regards,

Stantec Consulting Ltd.



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

Attachment: Online Public Information Centre 3

c. Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Jaclyn Lytle, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec

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

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

Attention: Ms. Heidi Ferguson
Economic Development Officer
Town of Northeastern Manitoulin and The Islands
14 Water Street East, P.O. Box 608
Little Current, ON P0P 1K0

Dear Ms. Ferguson,

Reference: Highway 6 Little Current Swing Bridge Update

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

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Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

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

Attention: Ms. Stasia Carr
Clerk
Town of Gore Bay
15 Water Street, P.O. Box 590
Gore Bay, ON P0P 1H0

Dear Ms. Carr,

Reference: Highway 6 Little Current Swing Bridge Update

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

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Regards,

Stantec Consulting Ltd.



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Stantec

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

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

Attention: Mr. Darrin Nodecker (publicworks@gorebay.ca)
Public Works Foreman
Town of Gore Bay

Dear Mr. Nodecker,

Reference: Highway 6 Little Current Swing Bridge Update

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

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

Attention: Mr. Jeremy Rody
Clerk
Township of Assiginack
156 Arthur Street, P.O. Box 238
Manitowaning, ON P0P 1N0

Dear Mr. Rody,

Reference: Highway 6 Little Current Swing Bridge Update

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

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

Attention: Mr. Alton Hobbs
Chief Administrative Officer
Township of Assiginack
156 Arthur Street, P.O. Box 238
Manitowaning, ON P0P 1N0

Dear Mr. Hobbs,

Reference: Highway 6 Little Current Swing Bridge Update

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

Attention: Mr. Ron Cooper
Public Works Superintendent
Township of Assiginack
156 Arthur Street, P.O. Box 238
Manitowaning, ON P0P 1N0

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Reference: **Highway 6 Little Current Swing Bridge Update**

Regards,

Stantec Consulting Ltd.



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

Attachment: Online Public Information Centre 3

c. Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Jaclyn Lytle, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec

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

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

Attention: Ms. Kathy McDonald
Clerk Treasurer
Municipality of Billings
15 Old Mill Road, P.O. Box 34
Kagawong, ON P0P 1J0

Dear Ms. McDonald,

Reference: Highway 6 Little Current Swing Bridge Update

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

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Regards,

Stantec Consulting Ltd.



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

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Tim Belliveau, Stantec Consulting Ltd.

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

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

Attention: Mr. Floyd Becks
Public Works Superintendent
Municipality of Billings
15 Old Mill Road, P.O. Box 34
Kagawong, ON P0P 1J0

Dear Mr. Becks,

Reference: Highway 6 Little Current Swing Bridge Update

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

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Reference: **Highway 6 Little Current Swing Bridge Update**

Regards,

Stantec Consulting Ltd.



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

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Jane Haddow, Ministry of Transportation Ontario
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Stantec

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

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

Attention: Ms. Bonnie Bailey
Clerk-Treasurer
Township of Burpee & Mills
8 Bailey Line Road,
Evansville, ON P0P 1E0

Dear Ms. Bailey,

Reference: Highway 6 Little Current Swing Bridge Update

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

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

Attention: Mr. Shane Chatwell
Roads Superintendent
Township of Burpee & Mills
8 Bailey Line Road,
Evansville, ON P0P 1E0

Dear Mr. Chatwell,

Reference: Highway 6 Little Current Swing Bridge Update

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Stantec

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

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

Attention: Ms. Ruth Frawley
CAO/Clerk
Municipality of Central Manitoulin
6020 Highway 542, P.O. Box 187
Mindemoya, ON P0P 1S0

Dear Ms. Frawley,

Reference: Highway 6 Little Current Swing Bridge Update

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

Attention: Mr. Perry Chatwell
Roads Superintendent
Municipality of Central Manitoulin
6020 Highway 542, P.O. Box 187
Mindemoya, ON P0P 1S0

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Reference: **Highway 6 Little Current Swing Bridge Update**

Regards,

Stantec Consulting Ltd.



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

Attachment: Online Public Information Centre 3

c. Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
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Jaclyn Lytle, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec

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

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

Attention: Ms. Carrie Lewis
CAO/ Clerk-Treasurer
Municipality of Gordon/Barrie Island
29 Noble Sideroad, P.O. Box 680
Gore Bay, ON P0P 1H0

Dear Ms. Lewis,

Reference: Highway 6 Little Current Swing Bridge Update

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

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Regards,

Stantec Consulting Ltd.



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

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Tim Belliveau, Stantec Consulting Ltd.

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

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

Attention: Arran Campbell
Roads Superintendent
Municipality of Gordon/Barrie Island
29 Noble Sideroad, P.O. Box 680
Gore Bay, ON P0P 1H0

Dear Sir/Madam,

Reference: Highway 6 Little Current Swing Bridge Update

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Reference: **Highway 6 Little Current Swing Bridge Update**

Regards,

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Phone: 905-415-6401
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Stantec

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

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

Attention: Sir/Madam
Manitoulin Planning Board
40 Water Street, Unit 1
Gore Bay, ON P0P 1H0

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

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

Attention: Mr. Eric Russell
Reeve
Township of Tehkummah
456 Highway 542A,
Tehkummah, ON P0P 2C0

Dear Mr. Russell,

Reference: Highway 6 Little Current Swing Bridge Update

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

Attention: Mr. David Jaggard
Reeve
Township of Tehkummah
456 Highway 542A,
Tehkummah, ON P0P 2C0

Dear Mr. Jaggard,

Reference: Highway 6 Little Current Swing Bridge Update

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

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

Attention: Ms. Barbara Grigg
Deputy Clerk-Administrator
Township of Tehkummah
456 Highway 542A,
Tehkummah, ON P0P 2C0

Dear Ms. Grigg,

Reference: Highway 6 Little Current Swing Bridge Update

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Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the Recommended Plan is preliminary in nature, and further consultation, planning and design is required before any construction activities are planned.

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

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

A digital copy of the TESR will be posted on the study website. In addition, we would like to arrange for a copy of the TESR to be couriered to municipal offices to help ensure that a hard copy is available for those who may not have internet access and/or a digital copy of the TESR. In the coming weeks, a member of the study team will contact the municipal clerks representing the following locations to help coordinate delivery of the TESR:

- Northeastern Manitoulin and the Islands Municipal Building
- Gore Bay Municipal Office
- Municipality of Central Manitoulin Municipal Office
- Township of Burpee Mills Municipal Office
- Township of Assiginack Municipal Office

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments, or concerns, please contact me at 905-415-5401 or Diana.Addley@stantec.com.

Reference: **Highway 6 Little Current Swing Bridge Update**

Regards,

Stantec Consulting Ltd.



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

Attachment: Online Public Information Centre 3

c. Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Jaclyn Lytle, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec

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

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

Attention: Mr. William Dale Scott
Councillor
Municipality of Central Manitoulin
765 Elliot Road,
Mindemoya, ON P0P 1S0

Dear Mr. Scott,

Reference: Highway 6 Little Current Swing Bridge Update

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

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

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Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the Recommended Plan is preliminary in nature, and further consultation, planning and design is required before any construction activities are planned.

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

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

A digital copy of the TESR will be posted on the study website. In addition, we would like to arrange for a copy of the TESR to be couriered to municipal offices to help ensure that a hard copy is available for those who may not have internet access and/or a digital copy of the TESR. In the coming weeks, a member of the study team will contact the municipal clerks representing the following locations to help coordinate delivery of the TESR:

- Northeastern Manitoulin and the Islands Municipal Building
- Gore Bay Municipal Office
- Municipality of Central Manitoulin Municipal Office
- Township of Burpee Mills Municipal Office
- Township of Assiginack Municipal Office

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments, or concerns, please contact me at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.



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

Attachment: Online Public Information Centre 3

c. Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Jaclyn Lytle, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Robinson, Jennifer

From: Addley, Diana
Sent: Tuesday, November 22, 2022 1:56 PM
To: Emily Dance
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Highway 6 Little Current Swing Bridge Update

Good afternoon Emily,

Your email has been received and noted. A member of the project team will be in touch with you in the coming weeks.

Kind regards,

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

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

From: Emily Dance <edance@billingstwp.ca>
Sent: Tuesday, November 22, 2022 1:23 PM
To: Addley, Diana <Diana.Addley@stantec.com>
Subject: Highway 6 Little Current Swing Bridge Update

Hi Diana
I am the new CAO/Clerk for the Township of Billings, would you be able to add me to your list to provide information regarding the Little Current Swing Bridge as well is there anyway we could also get a copy of the TESR to share with our residents.

Thanks

Emily Dance, CMO, AOMC
CAO/Clerk
15 Old Mill Rd., P.O. Box 34
Kagawong, ON P0P 1J0
Office: 705-282-2611 (ext. 223)
www.billingstwp.ca
Follow us on Facebook! Township of Billings @billingstownshipkagawong

Caution: This email originated from outside of Stantec. Please take extra precaution.

Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

Appendix E Public Consultation

E.1 Notice of Study Commencement

Stantec

Memo

To:	M. Delfino, J. Haddow MTO Northeastern Region	From:	Nevena Gazibara Hamilton ON Office
File:	1650.01086	Date:	June 22, 2018

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

Please find attached the final Notice of Study Commencement timing strategy for the above-mentioned project for your records.

KEY STAGE	DATE
Draft Materials sent to MTO	**April 12, 2018**
MTO Advertisement Approval	**June 21, 2018**
Notice to MPP (on MTO Letterhead)	June 29, 2018
External Agency Mailing (Letter, Flyer and Comment Sheet)	July 3, 2018
Businesses, Property Owners and Stakeholder Mailing (Letter & Flyer)	July 3, 2018
Canada Post Unaddressed admail	Week of July 2, 2018
Highway 6 Website Live	July 3, 2018
Manitoulin Expositor (in English)	July 4, 2018
Manitoulin West Recorder (in English)	July 6, 2018
Sudbury Star (in English)	July 4, 2018
External Agency Comments requested by:	August 3, 2018

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

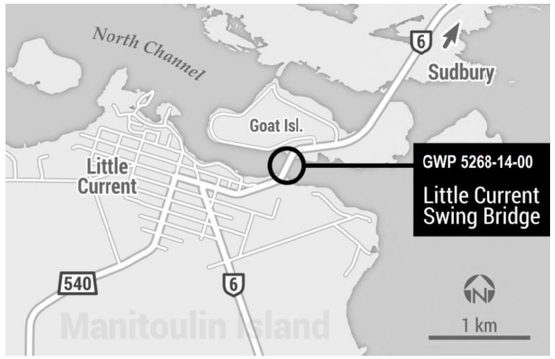
STANTEC CONSULTING LTD.

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

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

NOTICE OF STUDY COMMENCEMENT
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT - Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

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



THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment* (Class EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. This study will review existing conditions and conduct a Transportation Needs Assessment to determine the scope and extent of crossing requirements. A *Study Design Report* (SDR) will also be completed and will be made available for public review. The purpose of the SDR is to confirm the project Need and Justification, define the study area, assess alternative crossing types (Alternatives to the Undertaking), and document the Class EA process including consultation.

The study also includes developing and evaluating alternatives for the preferred crossing type, identifying appropriate improvements, and outlining environmental protection/mitigation measures. A Recommended Plan will be confirmed and a preliminary design completed at the end of the study.

Three Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers and sent to the project mailing list. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review.

COMMENTS

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

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

You are encouraged to visit the project website, swingbridgestudy.ca, where project information including study notices, background information, PIC displays, the SDR and the TESR will be made available as the study progresses. You can also submit comments to the project team on the project website.

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

Ministry of Transportation

Provincial Highways Management
Planning and Environmental Section
Northeastern Region

301-447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5546
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Section de planification et de l'environnement
Région du Nord-Est

301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5546
Téléc.: 705-497-5208

Ontario

June 29, 2018

Mr. Michael Mantha, MPP
Algoma-Manitoulin
18 Mary Walk
Elliot Lake, ON P5A 2A1

Dear Mr. Mantha:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act. Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

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

July 3, 2018
File: 165001086

LETTER TO EXTERNAL AGENCIES

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

Dear Title Last Name,

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

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

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the Notice of Study Commencement is attached. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to introduce the project, to seek your input on the existing conditions within the study area, and to identify any issues, concerns or approval requirements that your organization may have. Your input is requested by August 3, 2018. A comment sheet is attached to facilitate your feedback.

If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

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

Regards,

Stantec Consulting Ltd.

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

Attachment: Notice of Study Commencement

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

Design with community in mind

EXTERNAL AGENCY COMMENT SHEET

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

Please submit your comments before August 3, 2018. Use the other side if required.
With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email 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, Fax (905) 385-3534
Email: nevena.gazibara@stantec.com

Comments submitted by:

Name of Contact:

Organization:

Address (including Postal Code):

Telephone Number:

Email:

The contact name and mailing address for your organization/agency (please check one):

- ❑ Is correct; or
- ❑ Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required):

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:

I am providing a copy of background reports/existing information:

- ❑ With this comment sheet
- ❑ Via email / mail
- ❑ No background information available

The level of involvement you wish to have on this project is:

- ❑ Active participation
- ❑ Participation at key points
- ❑ None, please remove from mailing list

Additional comments:

www.swingbridgestudy.ca

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

July 3, 2018
File: 165001086

LETTER TO BUSINESS OWNERS

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

Dear Title Last Name,

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

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

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the Notice of Study Commencement is attached. You are also encouraged to visit the project website at http://www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to introduce the project, to seek your input on the existing conditions in the study area and receive any comments you may have on the study. Stantec project team members will be following up to seek business-specific information you would like to share to inform the study (i.e., information for the existing conditions, development and evaluation of alternatives).

If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed notice.

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

Regards,

Stantec Consulting Ltd.

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

Attachment: Notice of Study Commencement

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

Design with community in mind

CANADA POSTES
POST CANADA

Neighbourhood Mail Distribution Plan
by Delivery Installation

C167836384

Mailed by: 8162546 STANTEC CONSULTING LTD.
Mailed on Behalf of: 8162546 STANTEC CONSULTING LTD.
Customer Reference: 165001086

Deposit Date: 2018/07/03 **Deposit Location:** HAMILTON STN LCD 1

DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
P0P1A0	BIRCH ISLAND		Little Current Swing Bridge	Upon receipt	1	148	No	Yes
P0P1G0	M'CHIGEENG		Little Current Swing Bridge	Upon receipt	1	266	No	Yes
P0P1H0	ALL		Little Current Swing Bridge	Upon receipt	1	942	No	Yes
P0P1J0	KAGAWONG		Little Current Swing Bridge	Upon receipt	1	228	No	Yes
P0P1K0	ALL		Little Current Swing Bridge	Upon receipt	1	1,014	No	Yes
P0P1N0	MANITOWANING		Little Current Swing Bridge	Upon receipt	1	404	No	Yes
P0P1S0	MINDEMOYA		Little Current Swing Bridge	Upon receipt	1	569	No	Yes
P0P1T0	PROVIDENCE BAY		Little Current Swing Bridge	Upon receipt	1	165	No	Yes
P0P1Z0	SOUTH BAYMOUTH		Little Current Swing Bridge	Upon receipt	1	50	No	Yes
P0P2B0	SPRING BAY		Little Current Swing Bridge	Upon receipt	1	261	No	Yes
P0P2C0	TEHKUMMAH		Little Current Swing Bridge	Upon receipt	1	286	No	Yes
P0P2H0	WHITEFISH FALLS		Little Current Swing Bridge	Upon receipt	1	88	No	Yes
P0P2J0	WIKWEMIKONG		Little Current Swing Bridge	Upon receipt	1	758	No	Yes

Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Study Commencement - Canada Post Unaddressed Admail

Order details

Total mail pieces

Houses	4,426
Apartments	329
Farms	179
Businesses	242
Total	5,176



Expositor Front July 4-18 AJM.qxp_Layout 1 2018-07-02 10:23 PM Page 6

OPP and Northeast Town launch 'safe trade site' in Little Current

by Michael Erskine

LITTLE CURRENT—The World Wide Web has revolutionized trade between companies and individuals, connecting people who want to sell or trade items like never before, but that connectivity has a dark side—a rise in assaults and theft connected when those trades connect in the real world. The most recently famous of those crimes was the case of Tim Bosma, who was murdered by a pair of men who responded to Mr. Bosma's online advertisement to sell his truck. Every day hundreds, if not thousands, of less heinous crimes take place, most notably the snatch and grab of cellphones from unsuspecting victims meeting to complete an online transaction in person.

The Manitoulin-Espanola OPP detachment and the Northeast Town have charted a proactive course to combat online trading crime with the unveiling of Manitoulin's first Project Safe Trade site—located in the parking lot of the Little Current OPP detachment building.

"There is always someone here," noted Detachment Commander Staff Sergeant Kevin Webb as he joined Northeast Town CAO Dave Williamson, Community Services Officer Constable Marie Ford and OPP summer student Kylie Cranston in unveiling the Safe Trade site in a brief ceremony held on Thursday, June 28.

Detachment Commander Webb noted that even the savviest of online buyers and sellers can be taken by unscrupulous thieves relating an example of an experience of a close acquaintance who fell victim.

"She was standing outside a store waiting for the person she had made arrangements with online looking at her phone when a man approached her," he said. "The man shoved her backwards, grabbed the phone out of her hands and took off."

A far less tragic outcome than the Bosma case perhaps, but one that is being repeated with alarming frequency all across the globe.

"Now people have a safer place to meet people they have connected with online," noted Constable Ford. "You still need to be cautious when making online arrangements, but it is a lot safer to meet them here just outside the station."



Manitoulin-Espanola OPP Detachment Commander Staff Sergeant Kevin Webb and Northeast Town CAO Dave Williamson are joined by OPP summer student Kylie Cranston and OPP Community Services Officer Marie Ford in opening the Project Safe Trade site located in the parking lot of the Little Current OPP Detachment building.

photo by Michael Erskine

There is no cost associated with the Safe Trade site, aside from the addition of a sign designating the site and a painted emblem on the parking spot designated for the site.

"It's all about keeping people safe," said Staff Sergeant Webb. "This is really a no-brainer," agreed Mr. Williamson, "we were happy to help make this happen."

The site will be available at all hours, but the OPP caution people to remain vigilant and cautious when dealing and meeting with people they only know through an online connection. "It really is a lot better to be a little bit safe than a lot sorry," said Constable Ford.

Assiginack Council Notes

Councillors' corner

Councillor Leslie Fields began the June 19 meeting by commending Assiginack Museum curator Kelsey Maguire on doing an "amazing job" with a recent Junior and Senior Kindergarten visit to the museum.

Councillor Hugh Moggy agreed that Mr. Maguire had the kids happy and engaged.

Councillor Moggy also commented on how good the municipality's grass was looking. He also queried after the spruce tree at the new parkette on Queen Street that appeared to have a lean, asking whether it was possible to straighten through staking etc. Staff said they would look into it.

Board of Health minutes

Following a review of the minutes of the Board of Health for Sudbury and Districts, Councillor Fields noted the provincial funding increase that was promised by the province to public health, but questioned whether this would still be the case with a new Progressive Conservative government and wondered if this would mean a further download on municipalities. Mayor Paul Moffatt cleared his throat and exchanged a look with Councillor Fields.

Accounts for payment

Council approved the following accounts for payment: general, $117,555.24; and payroll, $20,492.04.

Application for consent

Assiginack council reviewed a notice of application for consent from the Manitoulin Planning Board involving Colby Brill, Aaron Baillie and Brandon Hambleton to provide for the creation of two new lots in order to dissolve joint ownership of Part Lot 6, Concession 17 in Assiginack (along the Lower Slash Road).

Council agreed, with the following conditions: 1. That the property condition be restored to a state that is in compliance with property standards Bylaw 12-09 and to the satisfaction of the Bylaw Enforcement Officer; 2. the entrance to each lot be permitted from Lower Slash Road; and 3, a one-foot reserve on the east side of the proposed properties along Indian Point Lane be conveyed to the Township.

Solar system payments nearing completion

Following a review of the monthly energy production statistics from Vigor Clean tech for the solar panel installation located on the public works garage, Councillor Reid asked if Assiginack was almost complete on its payment to the company for the purchase and installation of the panels. CAO Alton Hobbs said they were and the municipality would likely be finished payments by the end of the year.

OPP changes to reporting

Council received some correspondence from the Ontario Provincial Police (OPP) regarding its latest initiatives.

In the correspondence, it was explained that as of July 1, motor vehicle accident reports to third party requestors, such as municipalities or the Insurance Services Bureau of Canada, will be directed to the Ministry of Transportation (MTO) and away from the OPP.

"This change in process will result in a reduction of the total revenue collected by the detachments on behalf of municipalities as these requests will no longer be processed by the OPP."

Both councillors Fields and Moggy said they found it confusing. Mr. Hobbs said he has seen no correspondence with complaints to the new change.

While on the topic of the OPP, Councillor Fields said she was pleased to see the radar sign fixed and placed on Cardwell Street.

NOTICE OF STUDY COMMENCEMENT PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT

Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

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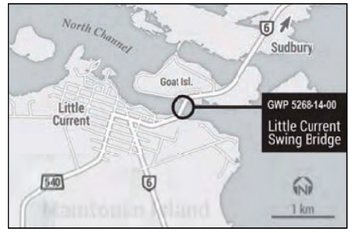

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Ontario

Weengushk celebrates 15th year with gala and festival

Michael Erskine

M'CHIGEENG—Weengushk Film Institute (WFI) has come a long way from its nascent beginnings as the dream child of storied Anishnabe actress and filmmaker Shirley Cheechoo. WFI is celebrating its 15 year of operations with a film festival and gala starting Friday, July 13.

The Friday agenda begins at the AOK Four Directions Complex at 5:30 pm with Pat Cheechoo serving as master of ceremonies and welcoming remarks from Aundeck Omni Kaning Chief Patsy Corbiere.

The Friday keynote address will be provided by M'Chigeeng Chief Linda Debassige and WFI board chair Scott Henderson will be delivering a speech before a screening of the Taylor Sheridan film 'Wind River.' The film will be followed by a 15-minute question and answer session before things kick into celebratory gear with a wine and cheese reception (wine sold and cheese served) as comedienne Lisa Wesley performs.

Also performing during the evening will be Matthew Manitowabi and Vern Cheechoo, followed by music courtesy of DJ Blake (Debassige).

Saturday will see events take place at two venues. In AOK, the day will start off at 10 am with a screening of five short films created by WFI students, each 10-minute film followed up with a shore Q and A session with the students, followed by a break and then another five WFI student shorts.

The afternoon session on Saturday will start at 1 pm with a screening of 'The Road Forward' by Maria Clements and then an acting workshop with Jennifer Podemski.

At 4 pm Shirley Cheechoo's feature film 'Moose River Crossing' will be screened, followed by a question and answer session with Ms. Cheechoo herself.

Saturday will be topped off with a screening of 'Rumble: Indians That Rocked the World,' a film by Catherine Bainbridge and Alfonso Maiorana at 7:30 pm, again followed by a question and answer session.

At the Ojibwe Cultural Foundation (OCF) a screening of the Nathanial Arcand film 'Sister, Daughter' will take place, followed by a question and answer session. At 10:40 am Alex C. Munoz's 'Strength of Siblings' will take to the screen, followed by screenings of Christopher Auchter's 'Mountain Sgaana,' Crystal Shawanda's 'Pray, Sister, Pray' and 'Birth of a Family' by Tasha Hubbard and Betty Ann Adam. Neil Debassige's Outdoor Series will be explored at around 2:30 pm before a 4 pm workshop on 'Culture' provided by the OCF.

The red carpet will start at 2 pm, presenting the filmmakers, actors and entertainers attending the film festival before the opening remarks by Vern Cheechoo, who will again perform as master of ceremonies.

Suzanne Shawbonquit will introduce the Stephen Campanelli film 'Indian Horse' and at 4 pm former Ontario Regional Chief Isadore Day will deliver the keynote address.

Then its time to tuck into dinner, catered by Hiawatha's.

A comedy set by Patrick Cheechoo will precede remarks by WFI President Gervan Fearon and Shirley Cheechoo, followed by awards.

The evening gala will be capped off with closing remarks by Nathanial Arcand and then performances by award winning Plex and Crystal Shawanda. DJ Blake (Debassige) will finish out the evening's entertainment.

Police Report

Driver charged with driving under the influence

On Saturday, June 30 an officer from the Manitoulin-Espanola Detachment of the Ontario Provincial Police (OPP) was on patrol on Myles Side Road in Sandfield Township.

At approximately 6:33 pm, the officer conducted a traffic stop. An investigation revealed that the driver had been consuming alcoholic beverages.

As a result, a 43-year-old male from Central Manitoulin has been charged with: driving with over 80 milligrams of alcohol in his blood, contrary to section 253(1)(b) of the Criminal Code. The accused is scheduled to appear before the Ontario Court of Justice in Gore Bay, Ontario on August 14.

The OPP is committed to safety for all who utilize Ontario's roadways. Members of the public are urged to report impaired driving by calling 911 in emergency situations. Complaints of impaired, aggressive or careless driving can also be made by calling 1-888-310-1122.

Should you wish to remain anonymous, you may call Crime Stoppers at 1-800-222-8477 (TIPS) or submit information online at www.tipsubmit.com where you may be eligible to receive a cash reward of up to $2,000.

Missing swimmer found deceased

On the afternoon of July 4, a combined search effort with members of the Ontario Provincial Police (OPP) Aviation Unit, Underwater Search and Recovery Unit (USRU) and members of the Manitoulin-Espanola OPP Detachment, located the body of a swimmer who was reported missing on the evening of July 1 at the Chutes Provincial Park in Sables-Spanish Rivers Township.

The victim has been identified as Talwinder Singh, age 28, from Lasalle, Quebec. The investigation is ongoing under the direction of the Office of the Chief Coroner and Forensic Pathology Service (OCC-FPS). A post-mortem examination is expected to take place on Friday July 6, 2018.

Manitoulin-Espanola OPP very busy on Canada Day weekend

From Friday, June 29 to Monday, July 2, members of the Manitoulin-Espanola detachment of the Ontario Provincial Police (OPP) worked extremely hard at keeping the roadways safe through a province-wide traffic safety initiative.

Over the course of this initiative, OPP officers focused their attention on aggressive driving, speeding, impaired driving and seatbelt compliance. The results were as follows: 68 speeding charges, three seatbelt charges, nine moving violation charges, 23 other Highway Traffic Act charges, two Liquor License Act charges, one over-80 driving charge and two Compulsory Automobile Insurance Act charges.

Manitoulin-Espanola OPP is committed to ensuring our roadways stay safe every day of the year. The OPP values contributions from the public to report motorists who pose a danger to other road users. To report an aggressive driver or someone you suspect may be driving while under the influence of alcohol or drugs, please call 9-1-1 to report it. In doing so, you could be saving lives.

OPP launches Project Safe Trade in Little Current

On Thursday, June 28, the Manitoulin-Espanola Ontario Provincial Police (OPP), with the partnership of the Township of Northeastern Manitoulin and the Islands (NEMI), launched an online buy-sell exchange zone at the Little Current OPP detachment in an effort to make online transactions safer for buyers and sellers.

The purpose of Project Safe Trade is to create a 'community safe zone' at an OPP detachment parking lot, and to create a safe site in which to facilitate online property transactions. Creating a 'community safety zone' is about moving online transactions away from secluded parking lots, personal residences or other areas and bringing them to a safe place.

For more information visit www.opp.ca and search Project Safe Trade. Contact your local OPP detachment to find out if Project Safe Trade is in your area.

The OPP recommend that if you are undertaking a transaction online you should meet in a busy public place; bring a trusted friend or family member along as a witness; keep transactions to daylight hours; do not erase emails, texts or voice mails between yourself and the seller/buyer.

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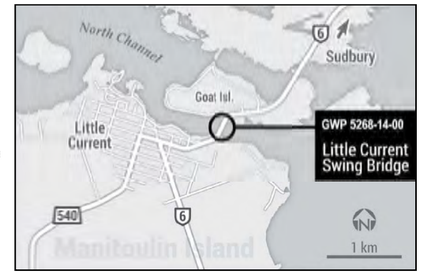

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Ontario

Obituaries Obituaries



BELANGER, Shirley (née Smith) -

The family regrettably announces her passing in Sudbury on Monday, January 2, 2018 at the age of 82 years. Predeceased by her husband Ronald Belanger and her sister, Lorraine (Eric) Bichard. Daughter of the late Cecil and Catherine Smith (née LeClair). Survived by her sibling Eleanor (late Rodricque "Dick") Robineau. Beloved mother of Louise (late Norm) Landry, Barbara-Lynn Moore, and Lloyd (Lori) Belanger. Loving grandmother of Brandon, Jennifer, Kurtis, L.J. and Noah. Great grandmother to Kaitlyn and great great grandmother to Bailey and Lyndsey. Shirley was a bookkeeper by trade and enjoyed what she did at Medical Offices for many years. She loved her collection of dolls and in her day, enjoyed knitting and crocheting and even taught knitting on the knitting machine. In respecting Shirley's wishes, there will be no visitation or funeral service. Arrangements entrusted to the **COOPERATIVE FUNERAL HOME**. In lieu of flowers, donations to Pioneer Manor Long-Term Care Facility or NEO Kids at Health Sciences North would be greatly appreciated and can be made by cheque or online at
www.cooperativefuneralhome.ca



Obituaries Obituaries



BULMER, Allan "Ross" -
March 21, 1926 - June 30, 2018

Ross played his last set on June 30th, 2018 surrounded by his loving family at Health Sciences North.

Raised in Milden, Saskatchewan Ross moved to Sudbury, Ontario and began his career at INCO which lasted 35 years. Along with his adoring wife Doris and best friend of 65 years, they raised four children in Garson before retiring at age 55. Gail Blanchard (Allan, Robert and Melissa) of Sudbury Roz Garrett (Kelley and Francis Leonard) of Sudbury Merlin Bulmer (Susan, Alex (Kayla Woss, Regin Woss and Aubree of Thunder Bay) Donovan and Garnette) of Red Rock. Maralyn Randall (Cliff #1) of Stouffville, Ontario. Dear brother to Vernon Bulmer, Audrey Bundus, Carla Sparks and Louise Munson.

Dad always made us laugh with his quick wit and dry sense of humour. He had a genuine smile, a kind heart and always enjoyed chatting with everyone and anyone. His love of country music and entertaining people with his wonderful voice, while playing his beloved Martin guitar, was his greatest passion. Ross spent his retirement years camping and playing music for others at many camp grounds and Legions within the Sudbury area.

Thank you for always being there when we needed you most and for all the wonderful memories, you will be truly missed. You were the BEST Dad anyone could ask for. With great love, your wife and kids.

A celebration of Ross's life will be held at the Royal Canadian Legion – Branch 76 (1553 Weller Street, Sudbury) on Friday, September 14th, 2018 from 11:00 am to 2:30 pm. In Lieu of flowers please make a donation to Diabetes Canada www.diabetes.ca.
Private condolences may be sent to maralyn@betterbodyz.ca.
Arrangements entrusted to the **LOUGHEED FUNERAL HOME**.

To light a memorial candle, donations or messages of condolences available on-line at
www.lougheed.org

your moments.ca

Obituaries Obituaries



CHEW, Lawrence Albert -

In Loving Memory of Lawrence Albert Chew 84 years old Passed away Saturday, June 30, 2018 in Midland, ON.

Beloved husband of Ruth Chew (nee Taylor) predeceased. Loving father of Brian, Catherine (Tine) Travis, Dianne Beattie (husband Dave) and Michael. Cherished grandfather of Taylor, Brandon, Jannah, Jordan (Chew), Tara and Tammy (Travis), Shawn and Michael (Beattie) and Coleton and Hailee (Chew) and great grandfather of Taylor Paddon. Eldest brother of Dorothy (Deceased), Colleen, Beverly, Eileen, Elizabeth (Betty), David and Peter. Dear son of Lawrence George Chew and Lucille Claire (nee Mayer) both predeceased.

Resting at the J**ACKSON BARNARD FUNERAL HOME**, 233 Larch St. Sudbury ON. Friday July 6, 2018 from 2-5 p.m. and 7-9 p.m.

Funeral Mass in Our Lady of Hope Church 591 Brennan Rd. Sudbury Saturday, July 7, 2018 at 10:30 a.m.

Donations in lieu of flowers made to The Martyr's Shrine in Midland, ON would be appreciated. Cremation at the Park Lawn Crematorium.

To light a memorial candle, donations or messages of condolences available online at
www.lougheed.org.



Obituaries Obituaries



GLADU, Melissa "Missy" -

In loving memory of Melissa "Missy" Gladu who passed away peacefully on Friday, June 29, 2018 at the Maison McCulloch Hospice at the age of 39 with Eric by her side. Beloved wife of Eric Duguay and cherished mother of Noah. Missy is predeceased by her father Andrew Gladu. She leaves behind her mother Iris O'Connor and stepfather Randy Stencill, brothers Johnny Stencill and Tommy Gladu (Kym), sisters Jennifer and Marley Gladu, mother and father-in-law Leo and Anne Duguay and brothers-in-law Ron Duguay (Natalie) and Ray Duguay (Melissa). Missed by her nieces and nephews Taylor, Danielle, Alek, Nathan, Ethan, Kaidyn, James, Braylon, Austin, Draeden, Nolan and especially Isabella. The family wish to thank the incredible staff and volunteers at the Hospice for their continuing care and compassion of Missy.

A celebration of her life will be held on Friday, July 20, 2018 at the **JACKSON & BARNARD FUNERAL HOME**, 233 Larch Street, Sudbury where friends may gather from 4-8p.m. If desired, donations to the Maison McCulloch Hospice, Pet Save or the Sudbury Food Bank would be greatly appreciated.

To light a memorial candle, flowers, donations or messages of condolences available online at
www.lougheed.org.

Obituaries Obituaries



ELLIOTT, Dr. John -

In Loving Memory of John Elliott 87 years. John was born to Flora Renaud and Thomas Elliott in Aylmer, QC. He fondly leaves behind sisters Dorothy and Helen Elliott. He is survived by his wife Gale Elliott (née Thomas). Loving father of four sons: Gregory, Mark, Steven (Sandra Bond) and Christian (Linda Ecclestone). Gramps to Liam, Alexandra, Quinn, William and Elizabeth. John attended St. Patrick College and Lisgar Collegiate in Ottawa. He received his B.Sc (Agriculture, Animal Science) from MacDonald College, McGill University. Graduate studies were spent in Michigan State University with a M. Sc. in Extension Education and a PhD in Resource Development and Communications. John worked at St. Francis Xavier University in Antigonish, NS as Research Director for Community Development programs. In 1970, he moved to Sudbury where he taught in the Sociology Department at Laurentian University where he earned the title of Professor Emeritus. John was an extraordinarily talented man who enjoyed many hobbies. He built a family cottage at Dominion Bay on Manitoulin Island where he spent time doing stained glass, copper enameling and woodworking. John was also an avid fisherman and spent many beautiful summer evenings in Dominion Bay with sons, grandchildren and dogs trolling for the big one. John was an artist who participated in the Studio Tours both in Sudbury and on Manitoulin Island. He was a founding member of Artists on Elgin and volunteered at the shop in its early days. John was a deeply spiritual man; he was a founding member of the St. Ignatius of Loyola Parish - University of Sudbury. A special thanks to Dr. Garrioch, Dr. Bora, Dr. Shoesmith, Dr. Roberts, Dr. Tanhunen, Claire Warren, the entire Maison McCulloch Hospice staff, the wonderful support of the Home Instead program, Roxanne McGrath, the Bayshore nursing team, and all the other caring health professionals. A Celebration of John's life will be held on Saturday, July 7, 2018 at the Canisius Hall, University of Sudbury. Mass will be from 3:00 until 4:00 p.m., followed by a reception (with a meal) at 4:30pm (come late if you want). Donations may be made directly to the Sudbury Hospice Foundation - John Elliott Memorial Fund.
(maisonsudburyhospice.org/donate/)
Arrangements have been entrusted to **RANGER'S CREMATION AND BURIAL SERVICES LTD.** Online condolences can be posted at
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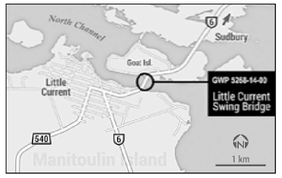

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Ontario





KUPS, Kathy-Ellen -

Kathy-Ellen Kups (nee Taylor) with grace and beauty died Sunday July 1st, abandoning the body while her Spirit was met by our dear Lord Jesus Christ and escorted to her heavenly mansion. Born June 12, 1959 in Sudbury, Ontario, she resided in Westland Michigan with her devoted husband Robert Kups and faithful puppy Lily. Kathy-Ellen is predeceased by her parents Jim and Betty (nee Stefanyshyn) Taylor. She will be missed by the other men in her life; sons Joshua Arancibia of Windsor, Ontario and Taylor Arancibia of Calgary, Alberta, along with her adoring Sister Debbie Pesce, brother-in-law Jim Pesce, nieces Nicole Scott and Jessica Gouveia and nephew Sam Pesce. Professionally Kathy-Ellen was a RN and enjoyed caring and advocating for others, which was evident throughout her life and career as she cared for cousins, dear friends and many others who came to know and respect her. She Blogged many years for HealthTalk.com, became a Life Coach fulfilling her lifelong passion of loving and serving people. Kathy-Ellen will be forever remembered for her indomitable spirit, pink lipstick and loving smile. Visitation will be Thursday July 5th, 3-8pm; funeral service Friday July 6th, 2pm at Bower-Rose funeral home 222 N Main Street, Marine City, Michigan. In lieu of flower donations can be made to EmpowertheOrphaned.org. To send condolences visit
www.BowerRoseFuneralHome.com



E.2 Public Information Centre 1

PUBLIC INFORMATION CENTRE 1

SUMMARY REPORT
Highway 6 Little Current
Swing Bridge Study

GWP 5268-14-00

Prepared for:

Ministry of Transportation
Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9

Prepared by:

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

December 2018

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1.0 Introduction

A Public Information Centre (PIC) was held to present the Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The study area is shown on the Key Plan below.

2.0 Purpose

The PIC forms part of the overall consultation plan for the project and is designed to involve stakeholders early and throughout the study to identify concerns and provide opportunities for input.

The purpose of PIC 1 was to introduce the project and provide background information on the need for the improvements and to present and seek input on the problem and opportunity statements, the existing conditions in the study area, and the alternatives to the undertaking.

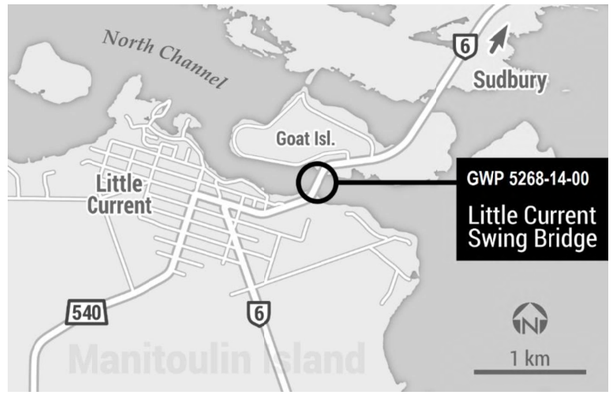


Figure 1: Key Plan

Three PICs have been scheduled as part of this project with the overall purpose of presenting the study, the alternatives and evaluation process, the Recommended Plan, and to answer questions about the study and identify next steps.

3.0 Location, Date, and Time

The first PIC was held on Wednesday, August 22, 2018, at the Manitoulin Hotel and Conference Centre, located at 66 Meredith Street East in Little Current, Ontario. External agencies and municipal staff were invited to attend an External Agency Drop-In Meeting prior to the PIC from 3:00 PM to 4:00 PM, and the general public session was held at the same location from 4:00 PM to 8:00 PM.

4.0 Notification

Notification letters providing information about the first PIC, including the date and time for the meeting were sent to one MPP on Wednesday, August 1, 2018; 81 external agency contacts, 57 businesses and stakeholders, and 5,176 property owners and stakeholders on Tuesday, August 7, 2018. In addition, notifications were sent via email to 60 members of the general public and property owners on Wednesday, August 8, 2018. All Indigenous community consultation and notifications have been documented in a separate Indigenous consultation report (on file with the MTO).

Notices to advise the public of the first PIC were published in the following papers:

- *Manitoulin Expositor* (in English, on Wednesday, August 8, 2018)
- *Sudbury Star* (in English, on Wednesday, August 8, 2018)
- *Manitoulin West Recorder* (in English, on Friday, August 10, 2018)

Copies of the newspaper notices and notification letters are provided in **Appendix A**.

5.0 Staff Attendance

Key Ministry and Consultant staff in attendance at the Public Information Centre included:

MTO	**Stantec**
Melissa Delfino, MTO Senior Project Engineer	Gregg Cooke, Stantec Project Manager
Jane Haddow, MTO Senior Environmental Planner	Tim Belliveau, Stantec Senior Transportation Engineer
Kristin Franks, MTO Regional Issues and Media Advisor (Acting)	Nevena Gazibara, Stantec Environmental Planner
Jason Ranger, MTO Area Manager, Highway Engineering	Diana Addley, Stantec Senior Environmental Planner/Indigenous Community Consultation Coordinator

Public Information Centre 1 Summary Report
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

6.0 Reference Materials and Handouts

The following displays were presented at the PIC:

- Welcome
- Purpose of the Study
- Study Process
- History
- Existing Conditions
- Surrounding Communities
- Transportation Needs Assessment and Problem and Opportunity
- Alternatives to the Undertaking
- Investigations
- Let Us Know What's Important to You
- Thank You for Attending

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

7.0 Format

The PIC was organized as a drop-in format. Text panels and displays were available for review, and members of the Project Team were available at the PIC to answer questions about the study. A separate business-owners session took place from 2:00 PM to 3:00 PM and an external agency session took place from 3:00 PM to 4:00 PM. Reference materials including previous studies and reports and existing conditions reports were also made available at the PIC. Comment sheets were provided, and attendees were encouraged to return them either in the comment sheet box at the meeting, or by mail, fax, or e-mail until the September 28, 2018, deadline. In addition to comment sheets, an anonymous survey was also made available at the PIC. The purpose of the survey was to collect data on the respondents' perceived importance of different aspects of the project (i.e., heritage, traffic impacts, etc.). The results of the survey are documented in a separate memo that is currently on file with the MTO. The information available at the PIC, including the displays and text panels and a copy of the comment sheet is provided in **Appendix B**.

There were eleven (11) representatives from external agencies present at the PIC, 23 business owners at the business session, and 78 members of the general public in attendance.

8.0 Comments Received

In total, 59 letters and emails were received following the PIC up to the submission date of September 28, 2018. Copies of the comment forms are presented in **Appendix C**. All personal information has been removed, consistent with the *Freedom of Information and Protection of Privacy Act*.

An overview of comments received at, or following the PIC and responses provided is in **Table 1**. All names and addresses from the comment sheets and visitor register were added or updated on the project mailing list.

Table 1: Public Input Received and Response Provided/Action Taken

Comment	Response Provided and/or Action Taken
• Requested to be added to the project mailing list **(x5)**	Thank you for your email. Your contact information has been added to the you will be notified of project updates and consultation opportunities as the including any upcoming Public Information Centres.
• Missing: figures of estimated future annual maintenance costs based on past expenses and evaluation of the structure • Replacement options: the least intrusive and less expensive would be the 2-lane moveable bridge • Possible additional option: keep the 1 lane bridge operational and add a small, fast and attractive ferry for emergency situations. During non-emergency this could also be used by the public for a fee. In addition, it would also provide a back-up access during break-down/repair.	Thank you for your interest in the study and your comments. This study wil including a 'do nothing' alternative, and various types of crossing alternativ tunnel and bridge alternatives. The study will identify a crossing that takes consideration, including local residents and business owners, road users, l shipping vessels, and tourists. Future maintenance costs of the existing structure will be considered in the alternatives and selection of a preferred plan. During the next phase of the study, an assessment will be completed to ev to the Undertaking and to select reasonable alternatives to carry forward fc process allows unreasonable alternatives, or alternatives that do not addre opportunity statements, to be eliminated from consideration in advance of development and evaluation of alternatives.
• Indicated the Town of Little Current should not be bypassed, as the existing swing bridge results in locals and visitors having to stop in town • Indicated dislike for the flashing lights on the nearby hydro towers • Expressed interest in keeping the existing bridge, but removing the contaminated soil and flashing lights, or keeping the existing bridge and installing a two-lane lift bridge close to the existing bridge • Concerned about impacts to the waterfront and existing homes	Thank you for your interest in the study and your comments. Your preferer alternative or a two-lane lift bridge alternative while retaining the existing b by the project team. This study will consider a variety of crossing alternativ nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to ev to the Undertaking and to select reasonable alternatives to carry forward fc process allows unreasonable alternatives, or alternatives that do not addre opportunity statements, to be eliminated from consideration in advance of development and evaluation of alternatives. Your concerns regarding contaminated soils and the flashing lights on the have been circulated to the project team for consideration. In addition, you impacts to the waterfront and existing homes has been noted. Impacts var

Comment	Response Provided and/or Action Taken
	alternatives and will be evaluated in greater detail during the evaluation of alternatives stage of the study.
• Hope the ferry alternative is a “flight of fancy” • To guarantee uninterrupted traffic flow to and from the island, the large overhead bridge or the tunnel options appear most viable • Expressed concern that a lift or swing bridge replacement may break down and prevent emergency evacuations • The estimated price projected for tunneling appears unreasonably high	Thank you for your interest in the study and your comments. Your preference for the two-lane fixed bridge alternative or tunnel alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including ‘do nothing’, ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Your concerns regarding mechanical malfunction of a moveable bridge and the cost of the tunnel alternative have been noted by the project team. Consideration for emergency response and evacuation access, cost of construction, and frequency and cost of maintenance after construction will be included in the evaluation of alternatives during later study stages.
• Preference for a new swing or lift bridge built to have a similar look as the existing bridge to satisfy those with a sentimental attachment and view of the existing bridge • Suggested that, due to the heritage and sentimental value of the swing bridge and despite the additional maintenance costs, the existing bridge should be maintained and be fully open to boat traffic and be fully closed to road traffic from April to October during the boating season. From the end of October to the beginning of April, the bridge should be closed to boat traffic and be fully open to road traffic, providing an alternate route for cars in the winter	Thank you for your interest in the study and your comments. Your preference for the two-lane moveable bridge alternative with seasonal usage of the existing structure has been noted by the project team. This study will consider a variety of crossing alternatives, including ‘do nothing’, ferry, tunnel, and moving or fixed bridge alternatives. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO’s Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province’s highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge’s heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage

Comment	Response Provided and/or Action Taken
	designation of the bridge. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• What is wrong with the existing bridge and why does it need to be replaced? • Preference would be to keep the existing structure; however, if it needs to be replaced, then a tunnel or jack knife bridge is preferred	Thank you for your interest in the study and your comments. Your preference for the ‘do nothing’ alternative and your secondary preference of a two-lane tunnel or movable bridge have been noted by the project team. This study will consider a variety of crossing alternatives, including ‘do nothing’, ferry, tunnel, moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge’s structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• If a new bridge is constructed, it must have pedestrian and bicycle lanes independent of vehicular traffic • Preference is to keep the existing bridge and maintain it so that it exists indefinitely • Next best to maintaining the swing bridge is a tunnel, as it is generally protected from	Thank you for your interest in the study and your comments. Your preference for the ‘do nothing’ alternative and your secondary preference of a two-lane tunnel have been noted by the project team. This study will consider a variety of crossing alternatives, including ‘do nothing’, ferry, tunnel, moveable bridge, and fixed bridge alternatives. All the Alternatives to the Undertaking will accommodate pedestrian and bicycle travel. Replacement of the existing structure is being considered as it is nearing the end of its service

Comment	Response Provided and/or Action Taken
natural disaster, can offer emergency shelter during a tornado or nuclear war, and has no moving parts so maintenance is minimized • When scoring alternatives, a logarithmic scale should be used instead of a linear scale, as a linear scale introduces bias and error	life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Keeping and maintaining the existing swing bridge is preferred due to its "look", its attraction to vacationers, and its historical value. Continued, regular maintenance would reduce costs • Preference for a tunnel if the bridge must be replaced, but expressed concern for land purchase requirements on and off the island • Indicated they do not support a moveable bridge alternative due to the ongoing maintenance of the moving parts and associated costs	Thank you for your interest in the study and your comments. Your preference for the 'do nothing' alternative and your secondary preference of a two-lane tunnel have been noted by the project team. Furthermore, your opposition to the two-lane moving bridge alternative has been noted. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.

Comment	Response Provided and/or Action Taken
	Your concern regarding land impacts and purchase requirements has been noted. These factors will be considered when performing the evaluation of design alternatives, in later study stages.
• Preference for a 400 ft single element immersion tunnel next to the existing swing bridge • Believes this is the most cost-effective option, and would leave the existing bridge for heritage and aesthetic purposes • A tunnel could use current approaches and exits so the town is not bypassed • A tunnel would not result in waits for vehicles or boat traffic • A tunnel would not require snow removal • A tunnel has a long lifespan • Preference for a cycling path/maintenance road included in the tunnel design • Referred project team to the Midtown Tunnel presently being constructed in Virginia, USA, with eleven elements, each 350 ft long	Thank you for your interest in the study and your comments. Your preference for the two-lane tunnel alternative while maintaining the existing bridge has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. All the Alternatives to the Undertaking will accommodate pedestrian and bicycle travel. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. The advantages of the tunnel alternative that you have provided will be reviewed and considered by the project team during the assessment process.
• Preference for an alternative that eliminates waiting for boat and vehicle traffic, which may be a tunnel or a fixed multi-lane bridge • Manitoulin Island must join the rest of Ontario in developing tourist infrastructure • Preference to keep the existing bridge in place due to its heritage value, and have it maintained to keep it in good condition, but not necessarily used anymore	Thank you both for your interest in the study and your comments. Your preference for the two-lane fixed bridge alternative or tunnel alternative has been noted by the project team. Furthermore, your preference to retain and maintain the existing structure for its heritage value, even if it is decommissioned for use, has been noted. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the

Comment	Response Provided and/or Action Taken
	province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Consideration for the heritage value of the existing bridge will be provided during the assessment process.
• Preference for the existing bridge to be repaired, as it is probably the least expensive and most popular alternative	Thank you for your interest in the study and your comments. Your preference for the 'do nothing' alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Preference for a tunnel; however, the cost seems prohibitive	Thank you for your interest in the study and your comments. Your preference for the two-lane tunnel alternative or fixed bridge alternative has been noted by the project team. This study will

Comment	Response Provided and/or Action Taken
• Second preference for a new taller bridge • Placement of the structure should be east of the existing bridge to enable future use of roads and facilities already in place	consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Consideration for the cost of construction and utilization of existing roads and facilities will be considered in the assessment of the Alternatives to the Undertaking, as described above and will be included in the evaluation of alternatives.
• Requested to be added to the project mailing list • Preference for a taller permanent bridge to replace the existing structure • Indicated preference for not repairing the existing bridge, and noted that it should be removed before further maintenance costs are incurred • Expressed no concern for bypassing the town • Indicated that they would like to be notified of any property impacts as soon as possible • Indicated that preservation of the existing bridge should not be a priority • Consideration of an option that minimizes disruption to boat traffic. The study should include the boat traffic types and volumes that utilize the channel, and provide consideration for future boat traffic over the next 100 years, including potential width and height requirements of future	Thank you both for your interest in the study and your comments. Your preference for the two-lane fixed bridge alternative and removal of the existing structure has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Consideration for impacts to highway traffic, and cost of maintenance after construction will be provided when assessing the Alternatives to the Undertaking, as detailed above. As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats. Impacts to property will be determined during the development of design alternatives and will also be included in the evaluation of alternatives later in the study. Impacts to property will be avoided/minimized, wherever possible. Property owners whose property will be impacted by any of the Alternatives undergoing evaluation will be contacted directly by the project team.

Comment	Response Provided and/or Action Taken
commercial boat traffic • Indicated preference for options to minimize impact on highway traffic and ongoing operating costs • Indicated preference for removal of the existing bridge • Preference for options to minimize impacts to homeowners in the bridge area, and indicated that input should be sought directly from those living near the existing and potential new structure	
• Preference for a movable bridge • Requested information on the timeline for implementation of a solution to the existing bridge • Preference for construction in the near future	Thank you for your interest in the study and your comments. Your preference for the two-lane moveable bridge alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Regarding construction timing, please note that this is a planning study that will identify a Recommended Plan for the Highway 6 crossing of the North Channel. This current study will be completed in 2020. Future phases, including detail design and construction, are not known at this time.
• Preference to maintain the existing structure, as it would change personal and business aspects of Manitoulin, and affect jobs in Little Current if the bridge is replaced • Traffic is not an issue, as townsfolk try to	Thank you for your interest in the study and your comments. Your preference for the 'do nothing' alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's

Comment	Response Provided and/or Action Taken
encourage a slower pace of life	structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Impacts to local businesses will be considered throughout the study and input from local business owners will be solicited at various stages of the project, including business-owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider access, traffic volumes, market orientation and trends and community dependence on businesses.
• Asked whether the existing bridge been examined for the half-life of the steel • Asked if a culvert big enough to be sunk in the bottom of the channel could be used • Asked what the toll will be for Indigenous people, white communities, tourism, and transports	Thank you for your interest in the study and your comments. The Ministry of Transportation inspects the bridge every two years to monitor the condition of the steel and the bridge. During these inspections it has been noted that the steel is experiencing thinning and perforations due to ongoing corrosion. Repairs to the bridge are completed as needed to maintain the integrity of the structure. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. Regarding your suggested culvert alternative, the project team is considering various tunnel construction techniques. It should be noted that the existing depth of the channel must be maintained to protect navigation according to the *Navigation Protection Act.* Also note that excavating the bottom of the channel is likely not feasible due to potential environmental impacts. The culvert alternative that you have provided has been noted by the project team; however, the impacts to boat traffic and the environment prevent this from being a viable alternative at this

Comment	Response Provided and/or Action Taken
	time. As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered must provide navigational clearance for boats.
• Preference for a 2-lane moveable bridge, as it is the most cost-effective alternative when compared to a tunnel or high bridge • Requested to be added to the mailing list	Thank you for your interest in the study and your comments. Your preference for the two-lane moveable bridge alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Preference for a tunnel, as the existing bridge has outlived its usefulness, and a tunnel will require less land than other alternatives (cited Welland Canal tunnel) • Noted that construction of an alternative in the near future is ideal, as failure of the existing bridge may leave emergency vehicles and the public stuck on/off the island	Thank you for your interest in the study and your comments. Your preference for the two-lane tunnel alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Preference for maintaining the existing structure or providing a new moveable bridge in the same vicinity as the existing bridge to ensure traffic does not bypass the town • Noted a tunnel or fixed bridge would bypass the town and remove traffic from Little Current, as is done with the Burlington Skyway and St. Catharines Skyway	Thank you for your interest in the study and your comments. Your preference for the 'do nothing' alternative or two-lane moveable bridge alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to

Comment	Response Provided and/or Action Taken
	age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Impacts to local businesses and business owners will be considered throughout the study and input from local businesses will be solicited at various consultation stages of the project including business-owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider accessibility, traffic volumes, market orientation and trends and community dependence on businesses.
• Preference for a 2-lane tall bridge alternative, as continuous access to the island is preferential • Indicated the ferry option is impractical and the tunnel is too expensive and impractical • Asked whether or not implementation of an alternative is guaranteed as a result of this study, or if implementation of an alternative may be put on-hold after the study is complete • Noted that every resident of Manitoulin Island should be consulted, not only the residents of Little Current	Thank you for your interest in the study and your comments. Your preference for the two-lane fixed bridge has been noted by the project team. Furthermore, your opposition to the two-lane tunnel and ferry alternatives has been noted. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Consultation is being undertaken with members of the public, stakeholders, external agencies, and Indigenous Communities to gather their input and address their concerns. All residents on Manitoulin Island are being consulted as part of the project's consultation program, including project notification mailouts across the island, presentations at the Manitoulin Municipal Association (with all participating municipalities) and business-owner and agency meetings. Regarding construction timing, please note that this is a planning study that will identify a Recommended Plan for the Highway 6 crossing of the North Channel. This current study will be

Comment	Response Provided and/or Action Taken
	completed in 2020. Future phases, including detail design and construction, are not known at this time.
• Requested to be added to the project mailing list • Cited the Gordon/Barrie Council expressed their support for any replacement alternative of the existing bridge • Noted the existing bridge is a symbol of Manitoulin Island's identity • Cited a community in the United States that replaced a historic swing bridge in nine days with an identical looking bridge with two lanes. Noted that a solution like this could satisfy those with concerns for the heritage and tourism values of the bridge. Indicated that an alternative that explores modernization of the structure without sacrificing its aesthetics should be considered. • Noted the Gordon/Barrie Council should consider doing their own public consultation prior to issuing their support for a project/alternative	Thank you for your interest in the study and your comments. Your request for the project team to explore an alternative that considers providing a modern structure with the aesthetics of the existing structure has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.
• A study should be done on larger boat traffic, and what the economic impacts would be if they could no longer use the passage. Asked for a cost analysis and what number of boats use the passage. • Asked what the set back would be for a permanent bridge • Asked if businesses that lose road access	Thank you for your interest in the study and your comments. Information will be collected as part of this study on boating traffic to determine vertical and horizontal navigational clearance for design alternatives. As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered must provide navigational clearance for boats. A fixed bridge would have to provide navigational clearance for boats.

Comment	Response Provided and/or Action Taken
will be compensated or have their taxes lowered • Asked if there will be new or improved access signage	The approaches for a fixed bridge would be longer than for a moveable bridge to achieve the required geometric standards. This feature will be considered during the evaluation of alternatives and potential impacts to properties and businesses. Impacts to local businesses will be considered throughout the study and input from local business owners will be solicited at various stages of the project including business-owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider access, traffic volumes, market orientation and trends and community dependence on businesses. Signage for the crossing will be considered later in this study once the design alternatives have been developed and evaluated.
• Preference for bascule bridge alternative constructed adjacent to the existing bridge, as bascule bridges are practical (noted bridges in the City of Port Colborne) and cost effective • Other advantages of bascule bridges include that it operates relatively quickly, has less mechanical elements than a swing bridge, can support two lanes of traffic simultaneously, has minimal impacts to the environment and viewscapes, and maintenance of the bridge would be the least costly of all the Alternatives to the Undertaking	Thank you for your interest in the study and your comments. Your preference for the two-lane moveable bridge alternative, specifically a bascule bridge, and its advantages have been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Preference for keeping and maintaining the existing bridge • If maintaining the existing bridge is not feasible, the existing bridge should be kept as a historical structure. Asked if the existing bridge could be used as a bike bridge	Thank you for your interest in the study and your comments. Your preference for the 'do nothing' alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise,

Comment	Response Provided and/or Action Taken
• The existing bridge is an important tourist attraction and gives Manitoulin character • It would cost less to preserve the existing bridge	emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Thus, replacement options are being considered that improve traffic operations, emergency and evacuation access, and boat access, while reducing operation and maintenance costs. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. The project team has noted your suggestion to modify the existing structure into an active transportation facility, should replacement of the existing structure be necessary. All Alternatives to the Undertaking being considered in the study will accommodate active transportation facilities. In addition, heritage value, tourism, and maintenance costs will be considered when assessing the Alternatives to the Undertaking, as described above. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.
• Indicated the swing bridge is an important and unique part of Manitoulin Island's identity • Indicated that whichever alternative is chosen must maintain existing traffic flow to the business core of Little Current and still	Thank you for your interest in the study and your comments. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This

Comment	Response Provided and/or Action Taken
allow for boat traffic through the North Channel	process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Input from local businesses will be solicited at various consultation stages of the project including business owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider accessibility, traffic volumes, market orientation and trends and community dependence on businesses. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.
• Requested information on the two-year maintenance audit that was conducted for the existing bridge in July • Requested a copy of the Emergency Management Plan for the existing bridge in the event of short term closures or catastrophic failure • A local mariner indicated that a movable bridge with fixed stone foundations in the water would create too great a current at times to allow for the passage of sailboats	Thank you for your comment and joining us at our recent meetings in Little Current. The bridge is inspected every two years and the findings are documented in a report following the Ontario Structural Inspection Manual (OSIM). This report is a MTO internal document and is a tool that is used to determine the Bridge Condition Index (BCI). The BCI is posted on the Ministry of Transportation's web site. This information can be found at https://www.ontario.ca/data/bridge-conditions by clicking on the green box. The BCI for the Swing Bridge can be found within the table on Row 4827. The BCI number reported in row 4827 refers to the condition of the structure at the time of inspection. More information on the BCI is found on the MTO bridge safety page at http://www.mto.gov.on.ca/english/highway-bridges/ontario-bridges.shtml. As for the Little Current Swing Bridge Emergency Plan, it is currently being updated to reflect the new Area Maintenance Contractor and contact information. A copy of the document is on file with

Comment	Response Provided and/or Action Taken
	the municipality. We will take your comment on the type of foundation and its effects on marine traffic into consideration during our analysis of the alternatives.
• Preference for a tunnel replacement • Asked what plan is in place in the event of catastrophic failure of the existing bridge • Outlined three preferred alternatives • The first preferred alternative is building a causeway with large diameter culverts to convey water. The advantages of which include weather reliability, and the capability of handling heavy loads and multi-lane traffic. The disadvantages of which include restricting large boat traffic and construction of two marinas in the future • The second preferred alternative is building a high-level bridge; however, this would be expensive and would require major road realignment on the island side of the structure. It would also affect the viewscapes from Little Current • The third preferred alternative is a tunnel, the advantages of which include minimal changes to urban traffic, no obstruction or visual impact, no obstruction to marine traffic during and after construction, an option to route a part of the Manitoulin electrical supply through the tunnel, and the production of aggregate for use on the island. For this alternative, a geotechnical study should be undertaken, and traffic planning should be undertaken to improve	Thank you for your interest in the study, as well as your comments. Your preference for the two-lane tunnel alternative and your secondary preference for a fixed bridge, along with the advantages and disadvantages of both alternatives, have been noted by the project team. Furthermore, the project team recognizes your recommendation for a causeway with embedded culverts; however, due to the impacts to boat traffic and the environment, a causeway with embedded culverts is not being considered during this study. As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered must provide navigational clearance for boats. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Environmental, geotechnical, and traffic studies will be undertaken, as appropriate, for the Alternatives to the Undertaking to aid in determining the most ideal alternatives moving forward. Likewise, consideration will be given to the historical value of the bridge when assessing the Alternatives to the Undertaking, as well as when determining the future of the existing structure. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage

Comment	Response Provided and/or Action Taken
traffic patterns in Little Current • MTO could consider transfer of the existing bridge to interested municipalities to retain the historic value of the existing bridge	designation of the bridge.
• An alternative that bypasses Little Current would have a large negative impact on businesses in town	Thank you for your interest in the study and your comments. Your concerns for impacts to businesses have been noted by the project team. Input from local businesses will be solicited at various consultation stages of the project including business owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider accessibility, traffic volumes, market orientation and trends and community dependence on businesses. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Provided the following concerns with the existing bridge: its age, it is a single lane, time inconvenience due to swinging open for boat traffic, and the frequency of opening for boat traffic • Preference for a 100-foot span drawbridge with two lanes and a 10-foot higher elevation than the existing bridge to allow for smaller boat traffic to pass under the bridge without the need for it to open. The existing bridge elevation was intended for railway traffic • Preference for replacement bridge to be within 250 feet south of the existing bridge to allow use of existing access/egress. Recommended extending the Manitoulin Island approach and adjusting the Goat	Thank you for your interest in the study and your comments. Your preference for the two-lane moveable bridge alternative with seasonal usage of the existing structure has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Thus, replacement options are being considered that improve traffic operations, emergency and evacuation access, and boat access, while reducing operation and maintenance costs. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed

Comment	Response Provided and/or Action Taken
Island approach to allow the existing bridge to remain open semi-permanently, and maintain the heritage value of the existing bridge, as well as an emergency second egress from Manitoulin Island • A drawbridge will retain the limited access environment of Manitoulin Island that has been established by the existing swing bridge, and it could become a tourist attraction • Drawbridges are common and effective	development and evaluation of alternatives. Your concerns regarding the existing structure and advantages of a new two-lane moveable bridge have been noted by the project team. Likewise, the project team will consider your preferences in regard to the design and location of a new structure; however, design of a structure will not begin until a final alternative has been selected.
• Preference for a moveable or fixed bridge alternative • It is a waste of resources to consider the "Do Nothing", ferry and tunnel alternatives	Thank you for your interest in the study and your comments. Your preference for the two-lane moveable bridge alternative or fixed bridge alternative has been noted by the project team. Furthermore, your opposition to the 'do nothing', ferry, and tunnel alternatives has been noted. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. A range of alternatives must be considered as part of the Class Environmental Assessment process. This process is defined in the *Class Environmental Assessment for Transportation Facilities*, prepared by the Ministry of Transportation of Ontario and approved under the *Environmental Assessment Act* of Ontario. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Preference for a fixed elevated bridge • Under no circumstances should a privatized toll bridge be considered • Expressed concern that the study is wasting tax payers' money	Thank you for your interest in the study and your comments. Your preference for the two-lane fixed bridge alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and

Comment	Response Provided and/or Action Taken
	opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Any alternative considered as part of this study will not require tolls for the crossing.
• Preference for maintaining the existing bridge, due to its historical value and for financial reasons • Noted other alternatives are expensive • Consider undertaking a study on the existing bridge to understand maintenance/preventative maintenance to ensure long, effective usage	Thank you for your interest in the study and your comments. Your preference for the 'do nothing' alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Consideration for the heritage value of the existing

Comment	Response Provided and/or Action Taken
	bridge, and the cost of implementing and maintaining the alternatives will be provided during the assessment process.
• Preference to keep and maintain the existing bridge • Many residents on Manitoulin Island would like to see the current structure maintained • The bridge operator is notified if an emergency vehicle needs to access the bridge and will open the bridge to vehicle traffic immediately to allow passage of the emergency vehicle	Thank you for your interest in the study and your comments. Your preference for the 'do nothing' alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Likewise, emergency access to and evacuation from the island becomes a concern if the structure is unable to swing open and closed. The reliability of the structure will decrease as it continues to age. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Heritage Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.

Comment	Response Provided and/or Action Taken
• Requested the latest project updates and asked when the next public meeting would occur	Thank you for your continued interest in the study. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. As part of the project, a Study Design Report (SDR) will be developed and made available for public review. The purpose of the SDR is to outline the project Need and Justification, define the study area, document the Transportation Needs Assessment and Alternatives to the Undertaking, and document the Class EA process and consultation process for the project. Letters and notices will be sent to notify agencies, stakeholders, Indigenous communities and the public of the SDR 30-day public review period and the locations and times where the report will be available for review. The SDR public review period is tentatively scheduled for late Fall/Winter 2018. This study will also include another two Public Information Centres which are tentatively planned for Summer 2019 and Summer 2020. Additional information about the consultation program can be found here: http://swingbridgestudy.ca/consultation. We encourage you to visit the project website at www.swingbridgestudy.ca for project information and updates.
• Preference for a bascule bridge alternative that is covered to eliminate the need for snow removal in the winter	Thank you for your interest in the study and your comments. Your preference for the two-lane moveable bridge alternative, specifically a covered bascule bridge, has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Expressed concern for not receiving a response sooner, and noted that, due to	Thank you for your interest in the study and your comments. Your concerns in regard to the promptness of responses to comments and the duration of the study have been noted by the

Comment	Response Provided and/or Action Taken
receiving no new information, there must be no progress on the project • Members of the public question the duration of the study • Expressed concern that public input was sought but no responses were issued	project team. Due to the scope of the project, the consultation program for this project includes numerous parties that are being consulted to gather their input and concerns regarding the Alternatives to the Undertaking. This includes federal, provincial, and municipal agencies, stakeholders, Indigenous Communities, businesses, property owners, and the public. In turn, the project team strives to produce informational, timely responses to all comments that are received. The information gathered from consultation will be used when assessing and evaluating the Alternatives to the Undertaking during the next phases of the study. The timeline for the study ensures that effective consultation and engineering design is completed, and that all applicable legislation is adhered to. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
• Asked if participation in the project survey is possible for those unable to attend the Public Information Centres • Asked if the project survey will be available on the project website	Thank you for your interest in the study. Those unable to attend the project's Public Information Centres (PICs) are nonetheless encouraged to actively participate in the study and are encouraged to visit the project website to view PIC displays (swingbridgestudy.ca) and provide comments. The surveys were distributed at the first PIC and PIC 1 comments were requested to be submitted to the project team by September 28, 2018. We have attached a PDF version of the survey if you would like to fill it out and email or mail it back to the project team. Any comments that you have pertaining to the project are encouraged and will be considered as the study moves forward.
• Expressed concern about guaranteed access, and that a new lift bridge may still experience a mechanical failure • The 'do nothing' and ferry alternatives should not be considered • Vehicle delays due to the bridge swinging may not be acceptable in an emergency situation, thus, building a new one-lane bridge is not feasible • Detours during construction may be an issue for NEMI, but likely not for the rest of	N/A - comments submitted by anonymous PIC attendees.

Comment	Response Provided and/or Action Taken
the island • Construction must be planned to not impact summer boat traffic • Consideration of oversized loads must be taken into account • Separate bike/pedestrian lanes must be included • Consider working existing hydro lines into a new bridge, as the potential for cross channel lines falling during an ice storm are real and serious • Snow removal and early freezing should be considered	
• Preference for a new two-lane lift bridge • $300 million for a tunnel is an unfeasible alternative	N/A - comments submitted by anonymous PIC attendees.
• Expressed interest in additional information	N/A - comments submitted by anonymous PIC attendees.
• A swing bridge should be rebuilt • If rebuilding is not an option, a tunnel should be constructed, and the existing bridge should be left intact	N/A - comments submitted by anonymous PIC attendees.
• An overhead bridge or tunnel would bypass the town and would be detrimental to local businesses • The ferry would cause long wait times and would be too slow for emergency vehicles	N/A - comments submitted by anonymous PIC attendees.
• Asking why the projected annual maintenance costs are missing	N/A - comments submitted by anonymous PIC attendees.

Note: The symbol 'x#' denotes the number of comments

9.0 External Agency Participation

An invitation to attend the meeting was sent to external agencies on the project mailing list on Tuesday, August 14, 2018. External Agencies and stakeholders that were represented at the PIC include: Ministry of Environment, Conservation, and Parks, and the Township of Assiginack.

Below is an overview of comments received from External Agencies at or following the first PIC:

Table 2: External Agency Input Received and Response Provided/Action Taken

External Agency	Comment	Response Provided and/or Action Taken
Town of Gore Bay	• Invited the project team to attend the Town of Gore Bay Council meeting on September 10, 2018, at 7:30 PM to discuss the Swing Bridge Study • Requested confirmation of attendance by September 7, 2018	Thank you very much for the invitation to attend the Gore Bay Council meeting on September 10th, 2018. Please note that the project team has a previously scheduled meeting on September 10th and will not be able to attend the Council meeting. The project team has arranged to provide a presentation and attend the Manitoulin Municipal Association Council meeting on September 19th, 2018 at 7:00PM. We hope that representatives from the Town of Gore Bay will be able to attend that meeting and we encourage questions and comments. Please don't hesitate to contact the project team should you have any further questions.
Ministry of Natural Resources and Forestry	• Provided natural science information on aquatic and terrestrial resources • There are no specific sampling records for the project location; however, the North Channel of Lake Huron supports a diverse fish community characterized by warm, cool, and cold-water species. Indicated Lake Sturgeon may utilize the general area, and that it is listed as a species at risk (Endangered) under the *Endangered Species Act* (ESA) of Ontario • Currents in the Channel can change	Thank you very much for providing the project team with natural heritage information for the study area. Our environmental specialists will utilize the information as part of their existing conditions background information, to inform their field investigations and their reporting. The information will also help our team identify any key environmentally sensitive features for future study stages including the development of preliminary design alternatives.

External Agency	Comment	Response Provided and/or Action Taken
	from westerly to easterly depending on the wave action and seiche • There are no records of critical/important/exceptional fish habitat in the immediate area; however, that that does not indicate the absence of sensitive habitat. Noted that if there will be significant in-water work, a new or expanded in-water footprint, or the potential for input of sediments/debris, a survey of fisheries habitat values within the expected impact zone may be required to evaluate project implications, and that Fisheries and Oceans Canada would need to be engaged to explore the implications and potentially secure an approval for in-water works • The in-water timing window for this area would be July 16 to August 31, depending on the scope of work and mitigation proposed. The timing window will be confirmed following confirmation of project details and mitigation • The Great Lakes have approximately 200 aquatic invasive species. Of concern locally are zebra and quagga mussels, round goby, rusty crayfish, spiny water flea, etc. Noted that Phragmites and/or other invasive plants may be present in the study area. There should be measures to ensure no transfer of such species to other areas through subsequent use of exposed/contaminated equipment at alternate work locations • Recommended contacting the Upper Great Lakes Management Unit for any relevant fisheries management objectives, and provided contact information • There is an area of sensitive alvar habitat located immediately east of the existing bridge along the northern shore extending westward on Goat Island some 500+ metres.	I will let you know if our specialists have any clarification questions regarding the information you provided. We will continue to provide you and your team with project updates as the study proceeds.

External Agency	Comment	Response Provided and/or Action Taken
	There are additional alvar communities located just to the northeast of the defined study area on Goat Island and just south of the study area along Harbour View Road. These communities may be impacted should the project include works to realign the transportation corridor to the east of the existing corridor • There are two plant species at risk associated with the alvar communities, Gattinger's Agalinis (Endangered) and Houghton's Goldenrod (Threatened), protected under the ESA • Blanding's Turtle (Threatened) occurrences have been recorded within and adjacent to the study area and MNRF has mapped habitat associated with those occurrences • Barn Swallow (Threatened) sightings are also on record within/adjacent to the study area. If the existing structure is to be decommissioned or repaired, it should be surveyed for Barn Swallow nests and appropriate measures should be taken to mitigate any potential impacts to the species • Input provided by a member of the public indicated a number of other rare species not presently listed under the ESA that are present in the general area, including, but not limited to, Prairie Dropseed, Grooved Yellow Flax, Slender Blazing Star, Lake Huron Single-spiked Sedge, Houghton's Flatsedge, and Red-tailed Prairie Leafhopper • Recommended that the comment regarding the presence of sensitive habitats, protected, and rare species be given full consideration as the study progresses • There are no records of other identified Natural Heritage Features	

External Agency	Comment	Response Provided and/or Action Taken
	(i.e., Areas of Natural and Scientific Interest, Provincially Significant Wetlands, conservation areas, other wetlands) beyond the sensitive alvar habitats and protected/rare species listed above; however, this does not indicate an absence of other values • It is difficult to assess ESA authorization requirements at the current stage of the project, and once the preliminary design(s) and TESR have been completed, ESA authorization options/requirements can be explored with more certainty	
Ministry of Tourism, Culture and Sport	• Acknowledged receipt of the Notice of Public Information Centre (PIC) 1 and that MTCS reviewed the PIC materials • Requested a conference call in the week of September 17 – 21 to discuss the expectations of MTCS from a cultural heritage perspective for the project, to review MTCS comments provided, and the next steps for the project • Provided a link to the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (S&G) and noted that all Ontario government ministries and public bodies that are prescribed under O. Reg. 157/10 must comply with the S&Gs with respect to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body • Noted the study area has archaeological potential per the MTCS *Criteria for Evaluating Archaeological Potential*, and as such, an Archaeological Assessment (AA) should be undertaken • Noted the AA should be undertaken prior to the completion of the EA process as its results may impact the evaluation of alternatives • Noted a Stage 1/2 AA was	MTO and Stantec attended conference call with the MTCS on Friday, September 21st. Written response following conference call: As discussed on our recent conference call, the purpose of this Planning and Preliminary Design Study is to identify a Recommended Plan that addresses the current and future transportation needs at the Little Current Swing Bridge, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. There are opportunities to improve traffic operations and access for all users; to reduce operating and maintenance costs; and to improve reliability of the crossing. This study will consider all options including a 'do nothing' (maintain existing structure as-is and provide repairs/rehab as required) alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, shipping,

External Agency	Comment	Response Provided and/or Action Taken
	undertaken in the project vicinity in 2009 (PIF# 018-245-2008) and asked for the report to be reviewed to determine whether it encompasses the study area. Indicated that if the study area differs, then an additional AA will be required • Indicated a Cultural Heritage Evaluation Report was previously completed on the bridge and determined that the property had cultural heritage value. The report has been provided to Stantec. The bridge was subsequently identified by the Heritage Bridge Committee to be a candidate for the Ontario Heritage Bridge List • Indicated MTO should apply O. Reg. 9/06 or 10/06 to determine whether the bridge property is a Provincial Heritage Property. Once determined, MTO should include the bridge property on the list of provincial heritage properties maintained by MTCS • Noted that provision F.4 of the S&Gs identifies that ministries shall only consider removal or demolition as a last resort, after all other alternatives have been considered. Proposed demolition or removal would be subject to heritage impact assessment and public engagement, with use of best efforts to mitigate loss of cultural heritage value • Indicated that, if the bridge is identified as a provincial heritage property of provincial significance, Provision F.5 of the S&Gs will apply. Provision F.5 states that the consent of the MTCS must be obtained before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. Consents should be obtained prior to the completion of an EA process	and tourists. Your comments and information about past reports are appreciated. The heritage components and heritage value of the existing bridge will be considered throughout the project. We will also complete all heritage studies as per the *Standards and Guidelines for Conservation of Provincial Heritage Properties*. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. This study includes a Stage 1 Archaeological Assessment for the study area, as well as a Cultural Heritage Evaluation Report to identify potential Built Heritage sites and Cultural Landscapes within the study area and a Cultural Heritage Evaluation Report for the Little Current Swing Bridge. Additional reporting will follow as appropriate. The Ministry of Tourism, Culture and Sport will continue to be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

External Agency	Comment	Response Provided and/or Action Taken
	• Indicated that the project may have the potential to impact other cultural heritage resources. The MTCS *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* should be completed to help determine whether the project may impact cultural heritage resources. Noted that, should a Cultural Heritage Assessment Report or any additional technical cultural heritage studies be undertaken, the report should be sent to MTCS and the local municipality for review, and it should be made available to local organizations or individuals who have expressed interest in heritage • Requested that MTCS be notified of any technical cultural heritage studies to be completed for the project, and to provide them to MTCS prior to issuing a Notice of Completion • Indicated that if the screening identifies no known or potential cultural heritage resources, or no impacts to these resources, the completed MTCS checklists and supporting documentation should be included in the EA Report	
Conseil scolaire du Grand Nord de l'Ontario	• Provided updated contact information for Conseil scolaire public du Grand Nord de l'Ontario	• No response required

Comments were noted by the project team for consideration when moving forward in the study.

All names and addresses from the comment sheets and visitor register were added or updated on the project mailing list.

10.0 Business Owner Input

As part of the consultation plan for this project, the first Business-Owner Session was held on August 22, 2018 at the Manitoulin Hotel and Conference Centre prior to the Public Information Centre. In

total, 23 business-owners attended the meeting. The purpose of the meeting was to provide an overview of the project to obtain input on the existing study area and to provide an opportunity for discussion with local businesses. Information on the Business Impact Assessment (BIA) (to be completed as part of this study) was also provided to the business owners in attendance and permission forms were handed out to request participation by the local businesses in the BIA. Eight business owners provided their permission to participate in the BIA. The business owners at the meeting expressed concern for the town being by-passed by tunnel or fixed bridge alternatives and noted that the swing bridge is a tourist attraction that helps generate business in Little Current.

A subsequent business-owner session will be scheduled in order to provide project updates to business owners and to obtain input on the bridge and alignment alternatives, and the evaluation process and criteria.

11.0 Indigenous Consultation

Indigenous consultation is documented in a separate Indigenous consultation report, which is on file with the MTO.

12.0 Newspaper Articles

Prior to the first PIC, two newspaper articles were published in *The Manitoulin Expositor* on August 15, 2018. One of the articles provided information that was presented at the Northeast Town Council meeting on August 7, 2018, including the three phases of the study, the problems and opportunities with the existing structure, and the Project Team's answers to the Councilors' questions. It was noted that details, including access and egress points for structure alternatives and the cost of alternatives, would be available later in the study. Information pertaining to the upcoming first PIC was also provided. The second article addressed a project to bring a Tim Hortons franchise to Little Current. It was noted that MTO conducted a traffic study at the proposed location on Highway 6, near the swing bridge, in the summer of 2017, and concluded that roadway upgrades would be required to handle the increased traffic due to the franchise's construction. It was noted that a third traffic lane would need to be added and would require an environmental and engineering study before construction could proceed. The article further discussed job creation due to the franchise but did not mention the upcoming first PIC.

A letter to the editor was published in *The Manitoulin Expositor* on September 12, 2018, in which a resident outlined the advantages and disadvantages of a two-lane drawbridge replacement. They further noted that the existing bridge could be maintained for heritage and emergency second egress purposes.

The newspaper articles are provided in **Appendix D**.

13.0 Next Steps

Specific responses to all formal questions and comments received as a result of the first PIC will be prepared and forwarded to the commenting party. Consultation will be ongoing, and all relevant agencies will be regularly informed of the project status.

A second PIC is anticipated to be undertaken in summer 2019. The purpose of the second PIC is to present and seek input on the bridge and alignment alternatives, and the evaluation process and criteria.

Following the second PIC, all comments received will be addressed and the evaluation criteria will be updated, if required. Following PIC 2, the evaluation of alternatives will be undertaken to identify the Preferred Plan.

A third PIC will then be undertaken to present and seek input on the evaluation of alternatives, the Preferred Plan, and proposed mitigation and protection measures, and to obtain feedback on the Preferred Plan. Following the third PIC, all comments received will be addressed and the Preferred Plan will be updated, if required. A Transportation Environmental Study Report (TESR) will be prepared to document the study and the Recommended Plan and it will be made available for a 30-day public review period.

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

APPENDIX A
NOTIFICATION MATERIALS

Stantec

Memo

To:	M. Delfino, J. Haddow MTO Northeastern Region	From:	Nevena Gazibara Hamilton ON Office
File:	1650.01086	Date:	August 14, 2018

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

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

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

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

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

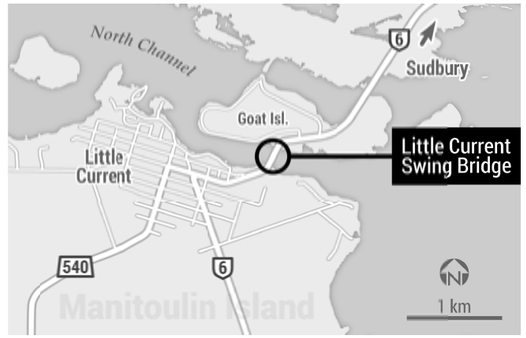
STANTEC CONSULTING LTD.

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

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

NOTICE OF PUBLIC INFORMATION CENTRE 1
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

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



THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. A *Study Design Report* (SDR) will also be completed and will be made available for public review. The purpose of the SDR is to confirm the project Need and Justification, define the study area, assess alternative crossing types (Alternatives to the Undertaking), and document the Class EA process including consultation.

PUBLIC INFORMATION CENTRE 1

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

Date: August 22, 2018
Location: Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, Ontario
Time: 4:00 p.m. to 8:00 p.m.

COMMENTS

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

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

You are encouraged to visit the project website, **www.swingbridgestudy.ca** where project information is made available as the study progresses. You can also submit comments to the Project Team on the project website.

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

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

August 1, 2018
File: 165001086

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

Dear Mr. Mantha,

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

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

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 1 is attached. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

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

The first Public Information Centre is scheduled for:

August 22, 2018
4:00 PM to 8:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

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

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

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

Regards,

Stantec Consulting Ltd.



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

Attachment: Notice of Public Information Centre 1

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

Design with community in mind

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

Letter to External Agencies

August 7, 2018
File: 165001086

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

Dear Title Last Name,

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

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

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 1 is attached. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

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

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

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

Regards,

Stantec Consulting Ltd.

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

Attachment: Notice of Public Information Centre 1

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

Design with community in mind

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

August 7, 2018
File: 165001086

Letter to Nearby Businesses/Stakeholders

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

Dear Title Last Name,

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

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

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 1 is attached. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

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

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

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

Regards,

Stantec Consulting Ltd.

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

Attachment: Notice of Public Information Centre 1

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

Design with community in mind

e-mail to General Public

From: Gazibara, Nevena
Sent: Wednesday, August 08, 2018 2:35 PM
To: projectteam@swingbridgestudy.ca
Subject: Little Current Swing Bridge Study (GWP 5268-14-00) Notice of Public Information Centre 1
Attachments: ad_1086_PIC1_fnl.pdf

Dear Sir/Madam,

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

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 1 is attached.

The Public Information Centre will be held on August 22, 2018, from 4:00 PM to 8:00 PM, at the Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current. The PIC will provide you with an opportunity to review the Alternatives to the Undertaking, study area information, and address questions or concerns directly with representatives of the project team.

If you are unable to attend the Meeting and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

Kind regards,

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

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

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

CANADA POST / POSTES CANADA

Neighbourhood Mail Distribution Plan
by Delivery Installation

C167924392

Mailed by: 8162546 STANTEC CONSULTING LTD.
Mailed on Behalf of: 8162546 STANTEC CONSULTING LTD.
Customer Reference: 165001086

Deposit Date: 2018/08/07 **Deposit Location:** HAMILTON STN LCD 1

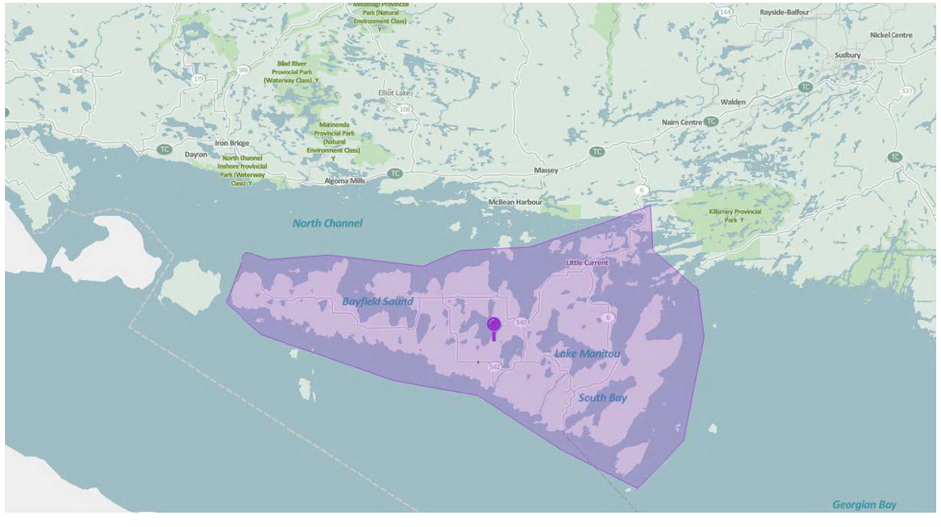
DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
P0P1A0	BIRCH ISLAND		Little Current Swing Bridge	Upon receipt	1	148	No	Yes
P0P1G0	M'CHIGEENG		Little Current Swing Bridge	Upon receipt	1	266	No	Yes
P0P1H0	ALL		Little Current Swing Bridge	Upon receipt	1	942	No	Yes
P0P1J0	KAGAWONG		Little Current Swing Bridge	Upon receipt	1	228	No	Yes
P0P1K0	ALL		Little Current Swing Bridge	Upon receipt	1	1,014	No	Yes
P0P1N0	MANITOWANING		Little Current Swing Bridge	Upon receipt	1	404	No	Yes
P0P1S0	MINDEMOYA		Little Current Swing Bridge	Upon receipt	1	569	No	Yes
P0P1T0	PROVIDENCE BAY		Little Current Swing Bridge	Upon receipt	1	165	No	Yes
P0P1Z0	SOUTH BAYMOUTH		Little Current Swing Bridge	Upon receipt	1	50	No	Yes
P0P2B0	SPRING BAY		Little Current Swing Bridge	Upon receipt	1	261	No	Yes
P0P2C0	TEHKUMMAH		Little Current Swing Bridge	Upon receipt	1	286	No	Yes
P0P2H0	WHITEFISH FALLS		Little Current Swing Bridge	Upon receipt	1	88	No	Yes
P0P2J0	WIKWEMIKONG		Little Current Swing Bridge	Upon receipt	1	758	No	Yes

Little Current Swing Bridge Study (GWP 5268-14-00)
Public Information Centre 1 - Canada Post Unaddressed Admail

Order details

Total mail pieces

Houses	4,426
Apartments	329
Farms	179
Businesses	242
Total	5,176



History Day in Kagawong this Thursday, August 9

by Michael Erskine

KAGAWONG—One of the most anticipated events of the summer season has to be the History Day in Kagawong series. This year there are two themes backstopping the event, the tragic tale of the two Henry brothers and the Danny Dodge tragedy.

"The story of the Henry brothers, who founded Kagawong back in the late 1800s, is really a story we are looking forward to sharing," said museum curator Rick Nelson. "It's a great story and our museum committee members Dianne Fraser and Sabine Huege have been putting in a lot of hours getting it ready."

The Danny Dodge tragedy, where a scion of the famous car manufacturing company accidently seriously injured himself while playing with dynamite he found at the family lodge and then drowned after falling out of the boat on the way to medical aid, will form the second portion of the presentations.



William Henry

"I think that Robert was on the Manitoulin (May 1882) and William was on the Asia (September 1882)," said Mr. Nelson, correcting a previous misstep in a story about History Day. "I don't think they drowned a year apart," he laughed. "May 1882 and then September 1882 would be more like four months—and there is no James Henry."

The musical portion of the multi-media event will be provided by Lyle Dewar and Darrel Dewar, who will be performing songs that were on top of the charts during the days of the Henry brothers. To titillate the taste buds, freshly baked goods from the period will be on hand to sample.

"One of the speakers at this year's History Day is the great, great granddaughter of William Henry," said Ms. Fraser. "One of William's sons grew up to be premier of Ontario from 1930 to 1934." A testimonial letter about William Henry, written by his son and requested by Billings Reeve Austin Hunt in 1957 is part of the museum's permanent collection and will be featured at History Night.

Living links such as Peter Gordon, Ethel Newburn, Candy Tracy and Don Lloyd will help the audience experience what it was like to be an early pioneer on Manitoulin Island.

As part of the second portion of the History Day presentation, John Van Etten, son of Laurine Dodge (Daniel Dodge's wife) from her third marriage, will be on hand as one of the VIPs (but not speaking),



Robert Henry

said Mr. Nelson. "Also Roger Weber, the News 4 NBC affiliate reporter who created a documentary about the Dodge tragedy," he said. "He will be talking about his interest from the Detroit angle."

History Day in Kagawong will again take place at the Park Centre in Kagawong on Thursday, August 9 with a matinee at 3:30 pm and an evening session starting at 7:30 pm. Both sessions include all of the presentations. Admission is free, but donations to the Old Mill Heritage Site Museum are gratefully accepted.

Avoid ticks, and Lyme disease, this summer

SUDBURY DISTRICT—With the warm weather upon us and people enjoying the outdoors, Public Health Sudbury and Districts is reminding you to protect yourself and your family against tick bites and to learn what to do if you are bitten.

Infected blacklegged ticks can spread the bacteria that causes Lyme disease, and they have been found in the Sudbury district. Although the risk of contracting Lyme disease remains low, people need to protect themselves. In Ontario, blacklegged ticks are found more commonly in rural areas along the north shores of Lake Erie, Lake Ontario, Lake Superior, and the St. Lawrence River.

"Checking for ticks immediately after activities like gardening or hiking is one simple way you can protect yourself from Lyme disease," said Jon Groulx, an environmental support officer with the organization.

Blacklegged ticks cannot fly. They wait on grass and bushes for animals or humans to brush against the vegetation. Ticks vary in size and colour and can be hard to see until they are full of blood.

Avoiding a tick bite in the first place is best. To prevent tick bites: avoid walking in tall grass; make sure yards are kept clear of debris and overgrown vegetation, grass, bushes, and trees; keep wood piles and bird feeders away from homes; wear a long-sleeved, light-coloured shirt, pants, and closed-toe shoes; use insect repellents that are approved by Health Canada and follow the application recommendations on the package; and take a shower after outdoor activities to help wash off ticks that have not yet attached themselves to the skin.

How to remove a tick: If you find a tick attached, use fine-tipped tweezers to grab the tick close to the skin and gently pull straight up. Wash the area with soap and water, and put the tick in a container and bring it to your local public health unit for it to be sent for testing for Lyme disease. If the tick has been attached for more than 24 hours, follow up with your health care provider to determine if you need treatment. Lyme disease is treated with antibiotics. If left untreated, Lyme disease can cause serious complications to the heart, joints, and nervous system.

One of the signs of Lyme disease is a rash that looks like a red bull's eye around the bite area. Other symptoms can include fever, headache, muscle and joint pain, fatigue, stiff neck, and swollen glands. Symptoms vary from person to person.

For more information on Lyme disease and ticks, call Public Health Sudbury and Districts at 705-522-9200, ext. 398 (toll-free 1-866-522-9200) or visit http://www.phsd.ca.

Manitoulin Deer Show back for its fifth year

MANITOWANING—In its fifth year, the Manitoulin Deer Show in Manitowaning is excited to present not one but three incredible speakers from popular outdoors television programs. The fun starts at 10 am when the doors open and will continue until 3 pm on Sunday, August 26. The cost is $10 per adult and $5 for kids age 6 and over.

Amanda Lynn Mayhew from 'Just Hunt' on WILD tv will be hosting a 45-minute presentation on Women and Youth in the Outdoors. Ms. Mayhew is the Official Ambassador and Host of the Great Outdoors Stage for the Toronto Sportsmen's Show. She is one of the most popular female ambassadors in hunting and fishing in Canada. It will be a treat to hear her speak on such a hot topic, as more and more women and kids take to the great outdoors to enjoy this wonderful hobby.

Also from WILD tv is the family oriented outdoors show 'Homemade Hunters' featuring Bob and Jaime Radu. Bob and Jaime are also the hosts of 'The Outdoorz Guyz Radio Show' on a local station in southern Ontario where they share their passion for hunting and fishing, promoting all things outdoors. They will be here to speak to the kids before they compete in the Wilderness Challenge. This will take place outside in the ball diamond at 11:30 am. Last year there was an obstacle course that had them climbing, jumping and walking precariously on some narrow boards, as well as spear throwing, target practice and animal identification challenges. This year will no doubt be bigger and better! Two $100 cash prizes are up for grabs. Conquer the Kids Wilderness Challenge for your chance to win!

Back by popular demand is Ian Anderson, a retired Ministry of Natural Resources and Forestry conservation officer and exceptionally knowledgeable local deer hunter. He will be speaking about predator control, a hot topic on the Island.

Perry's Gun Shop from Sault Ste. Marie will be coming as well our local gun shop Manitoulin Guns and Pawn. The Manitoulin Deer Show will feature many other great vendors and exhibitors.

The Wild Game Cook Off has grown so much from its first year, thanks in part to Jake's Home Centres that continue to sponsor this event with amazing prizes. This year the prize is a camouflage rocker and recliner, perfect for any home or hunt camp. Our panel of judges will be back hungrier than ever and ready to sample the amazing food

...continued on page 9

NOTICE OF PUBLIC INFORMATION CENTRE 1

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

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

THE PROCESS

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Date: August 22, 2018
Location: Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, ON
Time: 4:00 p.m. to 8:00 p.m.

COMMENTS

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Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
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call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
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Ontario

Perivale Gallery to feature works of painter Jay Favot

Tom Sasvari
The Recorder

SPRING BAY—Perivale Gallery will be holding an opening reception this Saturday, August 11 for an exhibition and show for 'Generations: The Art of Jay Favot.'

"Jay is a Sudbury-based artist whose star has been rapidly rising," a press release from the gallery states. "Recently featured in a 16 page spread in the 2017 Spring/Summer edition of Arabella, Canada's foremost art, design and architecture publication, as an 'Artist to Collect,' Jay has recently figured prominently in awards at well-known and respected art venues."

"Jay was the recipient of the Peg Forbes Memorial Award, which is one of the top awards, at the 2016 La Cloche Art Show for his painting 'The Crack,' as well as being the 2016 winner of the People's Choice Award at Perivale Gallery's annual 'In the Spirit of Tom Thomson and the Group of Seven Show,' for his painting, 'Above Killarney.'

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

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

Mr. Favot's artwork can be found in many private collections in Canada and he is currently represented by Perivale Gallery.

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

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

Town of Gore Bay gets federal funding

Tom Sasvari
The Recorder

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

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

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

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

Police Report

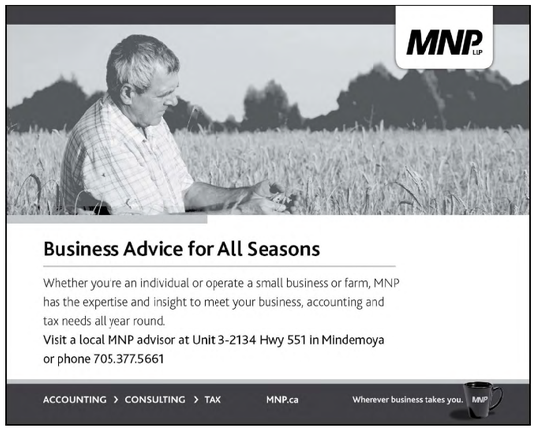
Tom Sasvari
The Recorder

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

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

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

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



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THE PROCESS

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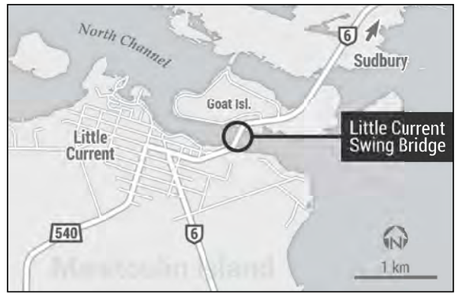

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Ontario

WORLD NEWS

Russia warns NATO over Georgia

VLADIMIR ISACHENKOV
THE ASSOCIATED PRESS

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

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

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

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

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

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

In a show of support for Georgia, foreign ministers of Latvia, Lithuania and Poland, and a cabinet member from Ukraine, visited Tbilisi Tuesday, urging Russia to withdraw its troops from Abkhazia and South Ossetia.

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

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

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



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

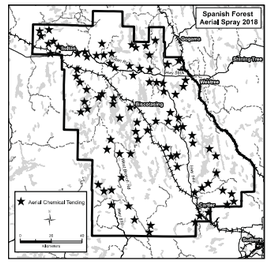
INSPECTION

Inspection of Approved Aerial Herbicide Project Spanish Forest

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

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

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



Bob Robinson, R.P.F.
Management Forester
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Sudbury District Office
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Tom Schwan
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Management Forester
Ministry of Natural Resources and Forestry
Chapleau District Office
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Gail Ballak
Management Forester
Ministry of Natural Resources and Forestry
Timmins District Office
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Timmins, ON P0N 1H0
tel: 705-235-1320

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

Ontario





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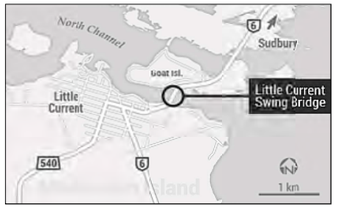

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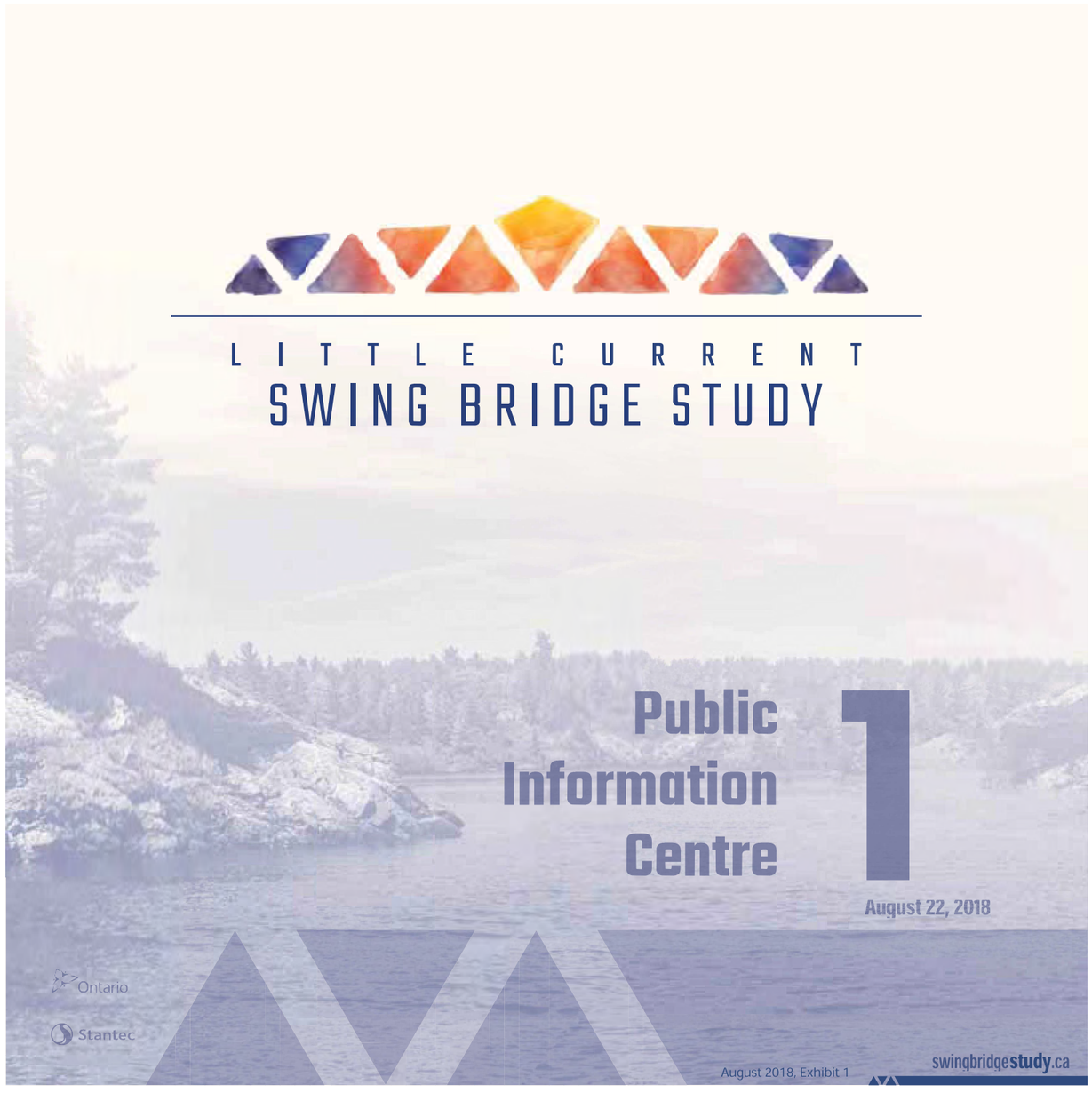
Ontario

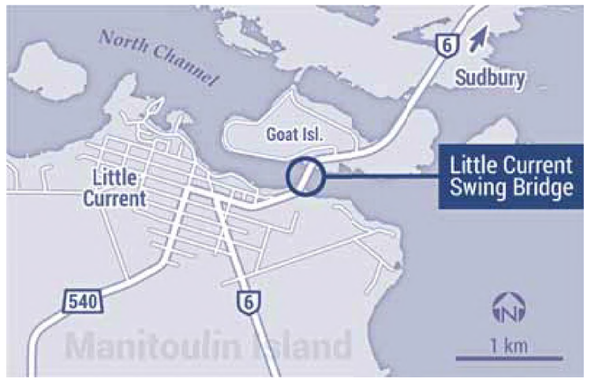
APPENDIX B
PIC DISPLAYS AND COMMENT SHEET

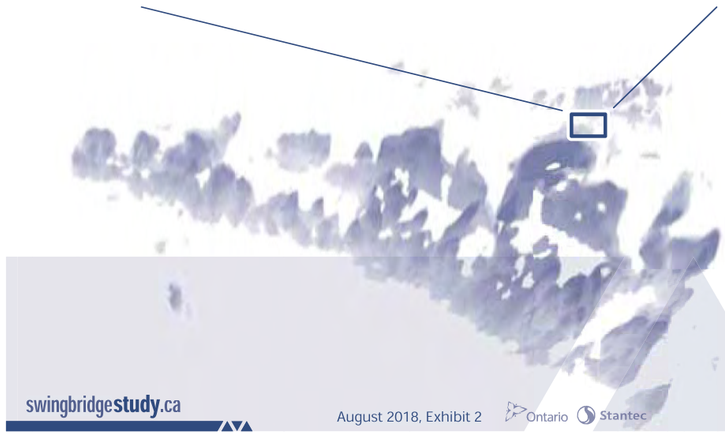


Welcome

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

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





sign-in

chat
with the project team

accessibility
let us know how we can help

The purpose of this study is to identify a recommended plan

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

PIC 1 objectives

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

Study Process

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

This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study. A copy of the draft SDR will be available for review after input has been received from this Public Information Centre.

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

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

Study Phases

1 Transportation needs assessment phase

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

Ongoing consultation

- Public Information Centre 1 & Indigenous Community Information Sharing Sessions — *we are here*

2 Planning phase

a. Publish Study Design Report (SDR)
b. Develop Planning Alternatives ("Alternative Methods")
c. Develop Evaluation Process
d. Evaluate Planning Alternatives
e. Select Preferred Alternative

- SDR 30-day public review
- Public Information Centre 2 & Indigenous Community Information Sharing Sessions

3 Preliminary design phase

a. Develop Recommended Plan
b. Identify Traffic Management and Staging Requirements
c. Confirm Environmental Impacts and Mitigation
d. Identify Property Requirements
e. Refine and Finalize Recommended Plan

- Public Information Centre 3 & Indigenous Community Information Sharing Sessions

4 Documentation and environmental clearance phase

a. Publish Transportation Environmental Study Report (TESR)
b. Obtain Environmental Clearance

- TESR 30-day public review

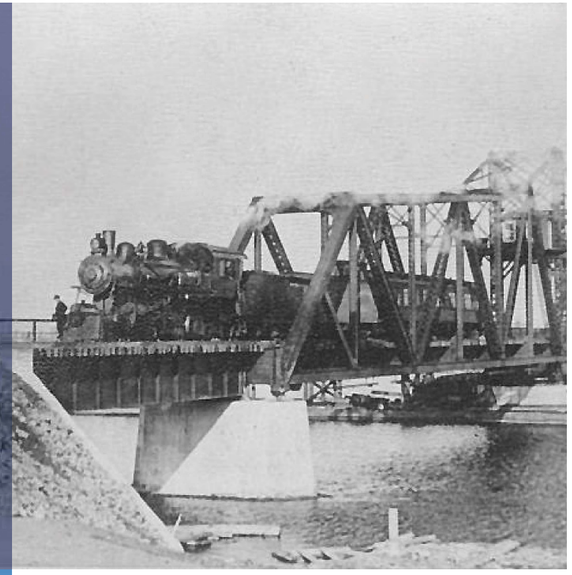
5 Future phases...

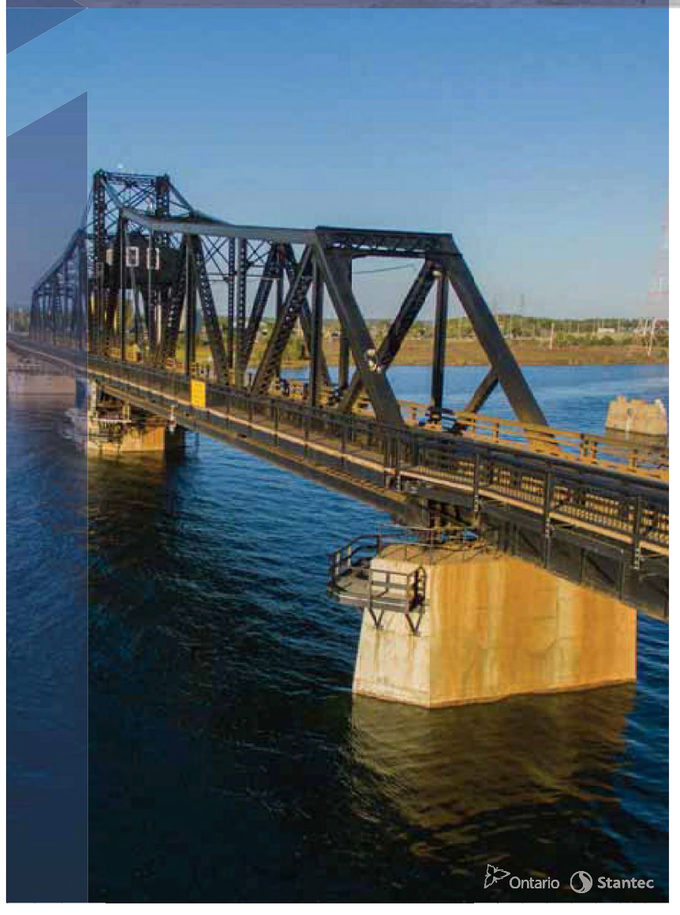
a. Detail Design of the Recommended Plan
b. Property Acquisition and Utility Relocation
c. Construction

- Additional public consultation

History

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







The Ministry of Transportation Ontario *Heritage Bridge Guidelines for Provincially Owned Bridges* provides a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required. The Guidelines provide a process for conservation options that will be considered as part of this study. As part of this study, the project team will complete a *Cultural Heritage Evaluation Report* that will review the heritage value of the existing swing bridge and will document the conservation options and impact assessment of alternatives.

Existing Conditions

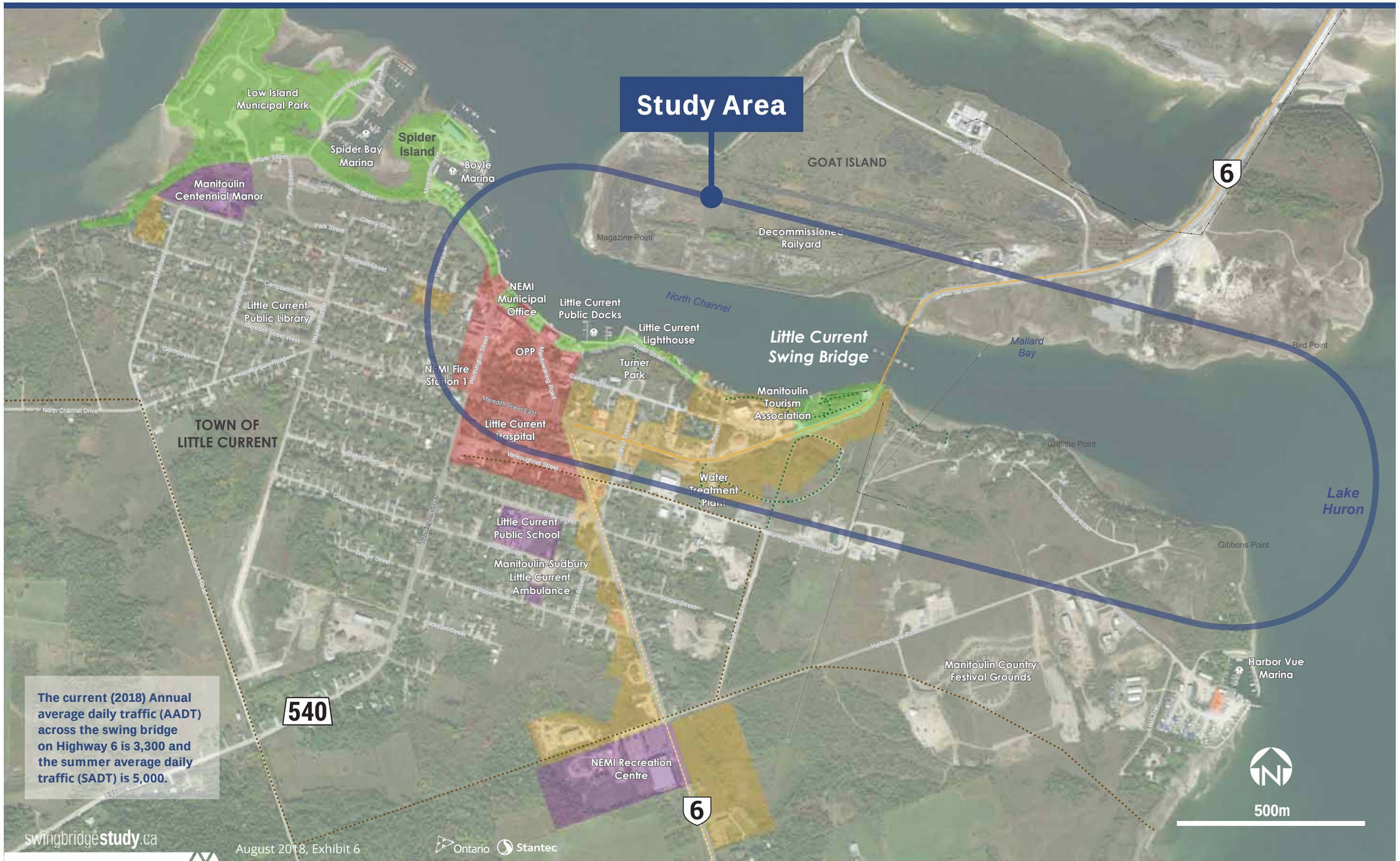
Legend

h Marina

District of Manitoulin Official Plan Land Use

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

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



Surrounding Communities

Legend

- Town
- Highway
- Major Road
- Municipal Boundary
- Country Boundary
- Provincial Park
- Waterbody



Transportation Needs Assessment

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

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

Maintenance and repair history:

repairs to mechanical components	2015	$130k
coat top half of swing spans	2011	$2.1M
replace deck, repair piers and abutments, replace electrical components, repair structural steel, install catwalk	2009	$8.8M
structural steel repairs, coating of bottom half of swing spans	2005	$1.8M
coating of approach spans	2002	$300k
structural steel repairs, replace center bearing	2002	$1.5M
convert swing operation from diesel motor to electric motors, repair structural steel, construct maintenance platforms, replace wedges, coat structural steel	1999	$1.8M
install submarine cable to center pier	1993	$200k
reconstruct top of center pier, refurbish ring gear, tracks and trucks	1988	$500k
replace deck and sidewalk	1985	$500k

Problem and Opportunity

The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months, to provide boat access along the North Channel. Continuous road access is provided at night and during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transport facilities; and to reduce operating and maintenance costs.

Alternatives to the Undertaking

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

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

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

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

All alternatives to the undertaking will accommodate active transportation facilities

Alternatives to the Undertaking



Do Nothing

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

- ⊕ provides year-round road access
- ⊕ maintains existing traffic operations
- ⊕ maintains emergency response and evacuation access
- ⊕ maintains 15-minute/hour boat access
- ⊖ requires extensive and ongoing operating and maintenance costs
- ⊖ reliability of the existing bridge is an increasing concern
- ⊖ does not provide a permanent long-term solution (will require eventual replacement)



Replace with a
Ferry

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

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



Replace with a 2-lane
Tunnel

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

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



Replace with a 2-lane
Moveable Bridge

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

- ⊕ provides year-round road access
- ⊕ improves traffic operations and reduces traffic delays (two-lane structure)
- ⊕ maintains emergency response and evacuation access
- ⊕ maintains current boat access
- ⊕ provides a modern moveable bridge with lower operating and maintenance costs than the existing bridge
- ⊕ typically less expensive than a tunnel crossing (approximate cost for a moveable bridge is between $25-$50 million, depending on location, profile and final design)
- ⊖ requires ongoing operating and maintenance costs



Replace with a 2-lane
Fixed Bridge

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

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

Investigations

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

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

Engineering investigations

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

Natural environment investigations

- Terrestrial
- Aquatic
- Species at risk

Socio-economic investigations

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

Let us know what's important to you

Use the iPads provided

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

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

How would you rank the importance of the following factors?

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



Thank you for attending

Your input is important

3 ways to provide your comments:

Fill out a comment sheet and place it in the box

Send an email to ProjectTeam@swingbridgestudy.ca

Or, mail your comments to:

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

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

We would appreciate receiving your comments by September 28, 2018

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

COMMENT FORM

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

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

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

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

2. Do you have any additional comments or questions?

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

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

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

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

APPENDIX C
COMMENTS RECEIVED AT PUBLIC INFORMATION CENTRE 1

External Agencies

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

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

Aquatic Resources

- Species/community information including any aquatic Species at Risk

No specific sampling records for this location; however, the North Channel of Lake Huron supports a diverse fish community characterized by warm, cool, and cold water species. Common sportfish include small and largemouth bass, northern pike, walleye, muskellunge, lake trout, rainbow trout, and pacific salmon. Lake Sturgeon may also utilize the general area and the Great Lakes – Upper St. Lawrence Population is presently designated as Endangered under the ESA.

- Watercourse thermal regime(s) and flow regime(s)

As per above, the North Channel supports warm, cool, and cold water species. Currents in the Channel can change from westerly to easterly depending on wave action and seiche.

- Special Habitat Features

We have no records of critical fish habitat in the immediate area; however, the absence of mapped values by no means indicates absence of sensitive habitat more so that the area has not been surveyed. If there is going to be significant in-water work, a new or expanded in-water footprint, or potential for input of sediment/debris, a survey of fisheries habitat values within the expected impact zone may be required to evaluate project implications. The Department of Fisheries and Oceans will need to be engaged to explore the implications of and potentially secure approval for in-water works.

- Construction Timing Window(s)

The standard in-water work window for this area would be July 16th through August 31st depending on the scope of the work and mitigation proposed. We await confirmation of project details and mitigation prior to finalizing our recommendations on this front.

- Important/exceptional fish habitat (e.g. groundwater upwelling, spawning areas, regugia, migratory routes)

As per above under Special Habitat Features.

- Presence/absence of aquatic invasive species

Not possible to provide a complete list but the Great Lakes are home to 200 aquatic invasive species give or take. Of concern locally are zebra and quagga mussels, round goby, rusty crayfish, spiny water flea, etc. It is also possible that Phragmites and / or other invasive plants could be present in the work area. The primary consideration for any

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

- MNRF fisheries management objective, if applicable

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

Terrestrial Resources

- Species/community information including any terrestrial Species at Risk

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

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

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

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

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

NOTE: If more detailed information (e.g. exact locations, observation details, etc.) for Species at Risk is required please:
1. Contact the Natural Heritage Information Centre (nhicrequests@ontario.c) to complete data sensitivity training; and,
2. Contact Sudbury District MNRF GIS Data Technician, Stephanie Korhonen (Stephanie.korhonen@ontario.ca) to enter into a Sensitive Data-sharing Agreement.

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

- Natural heritage features (e.g. ANSIs, Provincially Significant Wetlands, conservation areas, other wetlands)

We have no record of other identified Natural Heritage Features beyond the sensitive alvar habitats and protected/rare species discussed above; however, once again a lack of identified features does not necessarily mean an absence of other values.

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

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

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

Good afternoon Mr. Selinger,

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

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

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

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

stantec.com

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

Dear Mr. Cooke and Ms. Delfino,

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

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

More to come,

Regards,

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

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

Sent: August-19-18 9:27 AM

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

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

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

Thanks.

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

Hi Nevena,

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

Wayne

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

Good afternoon Mr. Selinger,

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

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

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

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

stantec.com

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

Dear Mr. Cooke and Ms. Delfino,

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

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

More to come,

Regards,

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

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

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

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

Thanks.

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

Nevena,

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

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

Thank you,

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

Ministry of Tourism, Culture and Sport

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

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7182
Téléc: 416 212 1802

Ontario

August 3, 2018 (EMAIL ONLY)

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

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

Dear Nevena Gazibara:

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

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

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

Project Summary

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

Standards and Guidelines for Conservation of Provincial Heritage Properties

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

Archaeological Resources

The study area has archaeological potential per the MTCS *Criteria for Evaluating Archaeological Potential* and as such, an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review. The AA should be undertaken prior to the completion of the EA process as its results may impact the evaluation of alternatives. Our records indicate that a Stage 1/2 archaeological assessment was undertaken in the project vicinity in 2009 (PIF# 018-245-2008) – please review this report to determine whether it encompasses the study area. If the study area differs additional archaeological assessment will be required.

Built Heritage and Cultural Heritage Landscapes

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

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

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

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

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

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

Environmental Assessment Reporting

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

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

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

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

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

Sincerely,

Jeff Elkow
Heritage Planner
Jeff.Elkow@Ontario.ca

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

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

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

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

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

Hello Nevena,

Marc Gauthier is the current Directeur de l'éducation and there is no Directeur de la CoSÉNO. . Could you change your contact information for our Board.

Thank you
Alain Gélinas
Surintendant des affaires

Conseil scolaire public du Grand Nord de l'Ontario
296, rue Van Horne, Sudbury, ON P3B 1H9
Tél. : (705) 671-1533, poste 2245
CSPGNO.ca

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

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

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

General Public

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

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

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

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

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

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

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

Thank you again for your comments.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
nevena.gazibara@stantec.com
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

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

Project Swing Bridge,

I hope the Lift Bridge picture will show.

We think this type of bridge is the answer.

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



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

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

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

On Oct 12, 2018, at 11:59, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

> Thank you for your email
>
> Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.
>
> Kind regards,
> **Nevena Gazibara** B.Sc., MREM, ENV SP
> Environmental Planner
>
> Direct: 905 381-3249
> Fax: 905 385-3534
> ProjectTeam@swingbridgestudy.ca
>
> Stantec
> 200-835 Paramount Drive
> Stoney Creek ON L8J 0B4 CA

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

Please add me to the mailing list

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

message:
_____

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

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

message:
_____

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

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

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

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

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

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

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

Thank you for your email.

Melissa

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

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

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

message:
_____

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

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

Hello,

Can you please add me to the project mailing list?

Thank you very much.

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

Please note part in bold:

Dear Council members, Gordon/Barrie Island Township,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

message:
_____

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

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

message:
_____

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

PAGE 1

RE. LITTLE CURRENT BRIDGE REPLACEMENT.

PROBLEMS WITH EXISTING RAILWAY BRIDGE.
1. AGE - 100 YEARS OLD
2. SINGLE LANE
3. TIME INCONVENIENCE TO SWING
4. FREQUENCY OF OPENING FOR BOAT TRAFFIC.

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

1. DOUBLE LANES WOULD SPEED UP VEHICLE TRAFFIC IMMENSLY.

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

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

PAGE 2

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

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

6. DRAWBRIDGES ARE QUITE COMMON AND EFFECTIVE AND FASCINATING.

RECEIVED
SEP 04 2018

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

message:
_____

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

---

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

Hello.

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

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

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

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

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

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

Hoping you will consider our input.

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

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

The Swing Bridge Dilema

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

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

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

The main concern about the entire bridge issue is to discover what emergency plan is in place to allow continuous traffic movement if the current swing bridge fails catastrophically. Heavy industrial activity such as logging, quarrying, and other business is continuous on Manitoulin. One solution frequently employed in these situations is the construction of a temporary Bailey Bridge. Surely some government file contains information on the emergency plan. The public must be informed as to the proposed emergency plan. What delay should the public anticipate until a new transportation corridor is available if and when the bridge fails?

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

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

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

1. **Missing:** Figures of estimated future annual maintenance costs based on past expenses and evaluation of the structure.

2. **Replacement options:** The least intrusive and less expensive would be the 2-lane movable bridge.

3. **Possible additional option:** Keep the 1-lane bridge operational and add a small, fast and attractive ferry for emergency situations. During non-emergency this could also be used by the public for a fee. In addition it would also provide a back-up access during break-down/repair.

My 2 cents …

Regards,

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

message:

Please add me to the project mailing list. Thank You

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

message:

_____

Please add me to mailing. Thank you

From: Gazibara, Nevena
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Friday, October 12, 2018 3:14:00 PM

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

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

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, August 15, 2018 1:58 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
from: [redacted]
[redacted]

message:

_____

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

COMMENT FORM

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

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

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

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

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

2. Do you have any additional comments or questions?

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

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

Name and Address (optional) PLEASE PRINT

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

Thankful for a chance to participate.

2. Do you have any additional comments or questions?

See Back.

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to:
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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Location Location Location. The town of L.C. cannot be bypassed. It would effectively kill our town. The existing bridge is an iconic fixture that forces locals and visitors to slow down. It swings only a third of the year.

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

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

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

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

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

I would hope that the "ferry" concept is a flight of fancy. To guarantee uninterrupted traffic flow to and from the island the large overhead bridge or the tunnel options appear most viable. Since this is a special main access to our communities, we should not be depending on a swing or lifting bridge that might break down to prevent emergency evacuations e.g. fire.

The estimated prices projected for tunneling appears unreasonably high.

2. Do you have any additional comments or questions?

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

Nevena Gazibara, B.Sc., MREM, ENV SP:
Environmental Planner
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
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1. Do you have any comments on the Alternatives to the Undertaking?

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

2. Do you have any additional comments or questions?

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

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

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

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

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to:
Nevena Gazibara, B.Sc., MREM, ENV SP.
Environmental Planner
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
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Name and Address (optional) PLEASE PRINT

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

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

2. Do you have any additional comments or questions? not assumed to be 100 years + demolished. Next best to maintaining swing bridge is tunnel as it is generally protected from natural disaster can offer emergency shelter during tornado or nuclear war + has no moving parts so ongoing maintenance is minimized.

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

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

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

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

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

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

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

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

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

Taste, Sight, hearing are all logarithmic Opinions + preferences are also logarithmic. If you Score on linear scale, you are introducing significant bias + error in your survey.

COMMENT FORM

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

→ Would prefer to keep the Swing Bridge due to its "look"; its merit for vacationers → attraction, & its historical flavor. I would prefer continued maintenance, done in a timely fashion, regularly would reduce costs.
→ If there is a change, I would pick the tunnel idea but still the impact would be on both the Island. (land purchase etc.)

2. Do you have any additional comments or questions?

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

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to:
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Stantec Consulting Ltd.
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Name and Address (optional) PLEASE PRINT

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

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

2. Do you have any additional comments or questions?

Please see reference.

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

Name and Address (optional) PLEASE PRINT

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

The Advantages of an IMMERSION Tunnel:

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

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

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

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

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

2. Do you have any additional comments or questions?

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

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

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

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

2. Do you have any additional comments or questions?

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

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

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

2. Do you have any additional comments or questions?

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

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

2. Do you have any additional comments or questions?

Placement east of existing bridge to enable future use of roads + facilities already in place.

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

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

2. Do you have any additional comments or questions?

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

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

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

- Preservation of the existing bridge should not be a priority
- consideration of an option that would provide access to boat traffic for the most part & alternative to have a moveable bridge for boat traffic that cannot go under ~~a bridge~~ minimize disruption to boat traffic. one ->

2. Do you have any additional comments or questions?

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

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Study should include the boat traffic -> type, volume as well as consideration for the next 100 years as to the potential width requirements of commercial boat traffic. The height requirements of "most" boat traffic for clearance of a bridge should be studied.

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

Removal of existing bridge is a must.

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

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

2. Do you have any additional comments or questions?

WHAT IS THE TIME LINE FOR PUTTING PLACE THE SOLUTION TO THE EXISTING BRIDGE.

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WHAT EVER IS DECIDED, LETS NOT WAIT 10YRS FOR THIS IMPROVEMENT.

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

Do you have examined the existing bridge for the ½ life of the ~~Steel~~ Steel?
A culvert big enough be sunk in the bottom of the channel.

2. Do you have any additional comments or questions?

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

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

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

2. Do you have any additional comments or questions?

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

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

2. Do you have any additional comments or questions?

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

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

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

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

2. Do you have any additional comments or questions?

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

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

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

I like the bascule bridge idea. It is practical (as seen in Port Colborne and other places where they are used) and relatively modest price to erect.
A bascule bridge could be constructed adjacent to the swing bring and thus allow for a continuous access via Hwy. 6 to and from Manitoulin.

2. Do you have any additional comments or questions?

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

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

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

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

2. Do you have any additional comments or questions?

It would cost less to preserve the current bridge.

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

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

2. Do you have any additional comments or questions?

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Build a tunnel.

2. Do you have any additional comments or questions?

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

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

2. Do you have any additional comments or questions?

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

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to:
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- THE BOATING TRAFFIC VS CARS/TRUCKS
- WHAT WOULD THE SET BACK BE OF A PERMANT BRIDGE LOOK LIKE?
- WILL BUSINESSES THAT LOSS ROAD ACCESS BE COMPENSATED? EG LOWER TAXES?
- NEW/IMPROVED ACCESS SIGNAGE?

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

DO NOTHING – NOT AN OPTION
FERRY – NOT AN OPTION REALLY
TUNNEL – NOT A REALISTIC OPTION GIVEN – COST / GEOLOGY
MOVABLE BRIDGE – POSSIBLE
FIXED BRIDGE – POSSIBLE

2. Do you have any additional comments or questions?

IT IS A SHAME TO SEE RESOURCES DIRECTED ON HIGHLY UNLIKELY OPTIONS. I.E. 1→3

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

This study is wasting taxpayers money
A fixed bridge - elevated - permanent is the best solution

2. Do you have any additional comments or questions?

Under NO circumstances should a privatized toll bridge be considered

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

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

2. Do you have any additional comments or questions?

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

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

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM

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

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

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

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

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

2. Do you have any additional comments or questions?

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

Please leave your completed comment sheet in the drop box provided or submit
(by September 28, 2018) to:
Nevena Gazibara, B.Sc., MREM, ENV SP.
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Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

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

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

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

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

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

Favor the two lane lift bridge. Very family with then on the interested waterway. Surprisingly fast in operation.

2. Do you have any additional comments or questions?

$300 millia for a tunnel totally unfeasible option.

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

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Mailing Address:

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Tel: Fax: Email:

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

Look forward to more info.
This is only Public Relations.
No real facts.

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit
(**by September 28, 2018**) to:
Nevena Gazibara, B.Sc., MREM, ENV SP.
Environmental Planner
Stantec Consulting Ltd.
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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
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1. Do you have any comments on the Alternatives to the Undertaking?

REBUILD WHAT WE HAVE

2. Do you have any additional comments or questions?

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

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

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

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

2. Do you have any additional comments or questions?

NO

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

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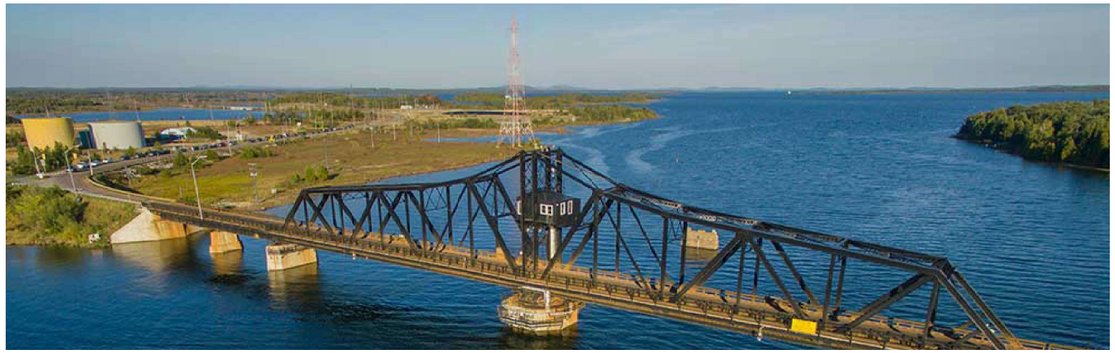
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

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

Missing: Projected maintenance costs – why? annual

APPENDIX D
NEWSPAPER ARTICLES



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

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

Public input session planned for August 22

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tim Hortons franchisee offered several options in Little Current

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



Stock Photo

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

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

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

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

19 FREE articles left

8/15/2018 Tim Hortons franchisee offered several options in Little Current

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

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

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

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

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

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

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

19 FREE articles left



- Advertisement -

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

By **Letters** - September 12, 2018

Share on Facebook Tweet on Twitter

They are quite common, effective and fascinating

To the Expositor,

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

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

- Advertisement -

Double lanes would speed up vehicle traffic immensely. A 10' higher elevation to allow some taller boats transit without opening (the present elevation is set for railway, low gradient)

19 FREE articles left

t swing bridge would allow use of present access/egress. Extend Island approach, and adjust Goat Island ramp leaving the present ramps and bridge semi-permanently open for historical reasons as well as an emergency second egress.

A drawbridge retains the limited access atmosphere of a special gem of an Island in the North Channel. A drawbridge would also become an interesting tourist destination. ("Let's go to Manitoulin, maybe the bridge will open" as opposed to "let's look at the hole in the ground "tunnel!")

Drawbridges are quite common and effective and fascinating.

Chuck Varrin

Whitefish Falls

Weather

LITTLE CURRENT, ONTARIO

Clear Sky

21 °C

21°

21°

88% 5.1kmh 1%

TUE 18° WED 18° THU 12° FRI 20° SAT 10°

- Advertisement -

Tweet



https://www.manitoulin.ca/letters-double-lane-option-is-the-best-choice-for-swing-bridge-replacement/[9/17/2018 9:41:37 AM]

E.3 Study Design Report

Stantec

Memo

To:	M. Delfino, J. Haddow MTO Northeastern Region	From:	Nevena Gazibara Hamilton ON Office
File:	1650.01086	Date:	October 19, 2018

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of the Study Design Report (SDR) Public Review Timing Strategy

Please find attached the final Notice of the Study Design Report (SDR) Public Review timing strategy for the above-mentioned project.

KEY STAGE	DATE
Draft SDR to MTO	Monday, October 22, 2018
Final SDR to MTO	Friday, November 9, 2018
MTO Advertisement Approval	Thursday October 25, 2018
Notice to Queens Park	Wednesday, November 7, 2018
Notice to MP, MPP (on MTO Letterhead)	Friday, November 9, 2018
External Agency Mailing (Letter, Flyer)	Thursday, November 15, 2018
Businesses, Property Owners and Stakeholder Mailing (Flyer)	Thursday, November 15, 2018
Mailing to Indigenous groups (on MTO Letterhead)	Thursday, November 15, 2018
Canada Post Unaddressed admail	Wednesday, November 14, 2018
Project Website updated with SDR	Friday, November 23, 2018
SDR copies sent to locations	Thursday, November 15, 2018
Sudbury Star (in English)	Wednesday, November 21, 2018

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of the Study Design Report (SDR) Public Review Timing Strategy

Manitoulin Expositor (in English)	Wednesday, November 21, 2018
Manitoulin West Recorder (in English)	Friday, November 23, 2018
Comments requested by:	Friday, December 21, 2018

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

c. G. Cooke, T. Belliveau, D. Addley – Stantec Consulting Ltd.

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.



THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for a 30-day public review with a notice of TESR Submission published in local newspapers.

PUBLIC REVIEW PERIOD

The *Study Design Report* (SDR) has been prepared and is available for a 30-day public review period from **November 22, 2018 to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following locations and on the project website (www.swingbridgestudy.ca):**

Northeastern Manitoulin and the Islands Municipal Building
14 Water Street East
Little Current, Ontario
Monday-Friday:
8:30am - 4:30pm

Gore Bay Union Public Library
15 Water Street
Gore Bay, Ontario
Monday, Tuesday: 2pm - 5pm
Thursday: 2pm - 8pm
Friday: 10am - 1pm, 2 - 5pm
Saturday: 10am - 1pm

Providence Bay Library
11 Mutchmor Street
Providence Bay, Ontario
Tuesday: 6:30pm - 8:30pm
Wednesday: 1pm - 3:30pm
Friday: 1pm - 4:30pm

Northeastern Manitoulin and the Islands Public Library
50 Meredith Street West
Little Current, Ontario
Tuesday, Wednesday, Friday: 10am - 5pm
Thursday: 10am - 8pm
Saturday: 10am - 4pm

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ministry of Transportation

Provincial Highways Management
Environmental Section
Northeastern Region
301-447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5546
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Section de l'environnement
Région du Nord-Est
301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5546
Téléc.: 705-497-5208

Ontario

November 9, 2018
File: 165001086

Mr. Michael Mantha, MPP
Algoma- Manitoulin
18 Mary Walk
Elliot Lake ON P5A 2A1
By Fax: (705) 461-9720

Dear Mr. Mantha:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of the Study Design Report (SDR) Review

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. A copy of the notice of the Study Design Report (SDR) Review is attached. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The Notice of the SDR Review will appear in the *Manitoulin Expositor* on November 21, 2018, in the *Sudbury Star* on November 21, 2018 and in *Manitoulin West Recorder* on November 23, 2018.

.../2

If you would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Sincerely,

Jane Haddow

Jane Haddow
MTO Senior Environmental Planner

c. M. Delfino– Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

LETTER TO EXTERNAL AGENCIES

Attention: First Name, Last Name, Position
Organization
Address
Address 2
City Province Postal Code

Dear Title Last Name,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Study Design Report (SDR) Review

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Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Study Design Report (SDR) Review

If you would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

Stantec Consulting Ltd.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 384-3534
nevena.gazibara@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

LETTER TO BUSINESSES

Attention: First Name, Last Name, Position
Organization
Address
Address 2
City Province Postal Code

Dear Title Last Name,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Study Design Report (SDR) Public Review

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to advise you that a *Study Design Report* (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. The SDR will be available for a 30 day public review period from November 22, 2018 to December 21, 2018. The SDR is available on the project website (www.swingbridgestudy.ca), as well as locations listed on the attached notice. Comments may be provided to the project team or on the website.

If you would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Study Design Report (SDR) Public Review

Regards,

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Attachment: Notice of Study Design Report (SDR) Public Review

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

From: Gazibara, Nevena
To: projectteam@swingbridgestudy.ca
Bcc: [redacted]
Subject: Little Current Swing Bridge Study (GWP 5268-14-00) Study Design Report Notification
Date: Friday, November 16, 2018 11:03:00 AM
Attachments: 1086_SDR_Public_Review.pdf

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to advise you that a *Study Design Report* (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. The SDR will be available for a 30 day public review period from November 22, 2018 to December 21, 2018. The SDR will be available on the project website (www.swingbridgestudy.ca), starting on November 22nd, as well as locations listed on the attached notice. Comments may be provided to the project team or on the website.

If you would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,

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 CA

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

CANADA POSTES / POST CANADA

Neighbourhood Mail Distribution Plan by Delivery Installation

Mailed by: 8162546 STANTEC CONSULTING LTD.
Mailed on Behalf of: 8162546 STANTEC CONSULTING LTD.
Customer Reference: 165001086

Deposit Date: 2018/11/14 **Deposit Location:** HAMILTON STN LCD 1

DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
P0P1A0	BIRCH ISLAND		Swing Bridge SDR	Upon receipt	1	148	No	Yes
P0P1G0	M'CHIGEENG		Swing Bridge SDR	Upon receipt	1	266	No	Yes
P0P1H0	ALL		Swing Bridge SDR	Upon receipt	1	942	No	Yes
P0P1J0	KAGAWONG		Swing Bridge SDR	Upon receipt	1	228	No	Yes
P0P1K0	ALL		Swing Bridge SDR	Upon receipt	1	1,015	No	Yes
P0P1N0	MANITOWANING		Swing Bridge SDR	Upon receipt	1	354	No	Yes
P0P1S0	MINDEMOYA		Swing Bridge SDR	Upon receipt	1	570	No	Yes
P0P1T0	PROVIDENCE BAY		Swing Bridge SDR	Upon receipt	1	165	No	Yes
P0P1Z0	SOUTH BAYMOUTH		Swing Bridge SDR	Upon receipt	1	52	No	Yes
P0P2B0	SPRING BAY		Swing Bridge SDR	Upon receipt	1	261	No	Yes
P0P2C0	TEHKUMMAH		Swing Bridge SDR	Upon receipt	1	292	No	Yes
P0P2H0	WHITEFISH FALLS		Swing Bridge SDR	Upon receipt	1	88	No	Yes
P0P2J0	WIKWEMIKONG		Swing Bridge SDR	Upon receipt	1	761	No	Yes

Abitibi-Price, a company that now exists as Resolute Forest Products.

Hudson Management did not respond to requests for comment by press time.

The original use of the property was for a massive wind turbine project. However, changes in government and reduced incentives for renewable resource technology made the project less viable than anticipated and the Hudson family decided to sell off the land.

Despite its hefty price tag, Mr. Taylor says initial interest in the property has been promising.

"We have had verbal expects the land will end up with a suitable buyer.

"I'm not surprised it attracts people from all over the world. It's that kind of place," says Mr. Taylor. "We invite all inquiries on it."

Further details on Vidal Bay Forest can be found through the Chestnut Park Real Estate Brokerage website at ChestnutPark.com, including a photo gallery and drone footage of the property. The property can also be found in the New York Times' real estate listing, for a cool $18 million USD.

...reveals budget woes

...continued from page 8

will ensure a new cell can be developed," says Mr. Hardy, adding the township will need to develop a new landfill cell sooner if it only focuses on paying "yesterday's bills."

"It has been seen as a 'free' service, with no consequences as a result of not compacting the garbage or managing the site. This was relayed by the roads superintendent (Adam Bowerman) at an earlier council meeting this fall."

Moving to its assets, the township added $190,265 in furniture and equipment assets in 2017. The Expositor has requested clarification as to what would be included within that category. Salaries are also up by almost $100,000 in 2017 compared to 2016, to $491,584 from a value of $394,429 in 2016. Mr. Hardy has not elaborated on the jump in cost.

Ultimately, Mr. Hardy says these issues will need to be addressed by the new council, which has its first meeting on December 4. He stresses that patience and co-operation from all Tehkummah citizens will be crucial to moving forward in a positive way.

"Discussions will start with the new council regarding the auditor's letter and other outstanding matters. These things are going to take time, resources and support from the residents over the next four years," says Mr. Hardy.

...consultation for bridge

...continued from page 1

engineers Gregg Cooke, consultant project manager, at 905-381-3227 or Melissa Delfino, senior project engineer, 705-497-6807. Both engineers can also be reached through email, projectteam@swingbridgestudy.ca.

Near the end of the study, a transportation environmental study report will also be prepared for a 23-day public review.

Northern Ontario. The existing bridge is nearing the end of its service life. Recommended Plan that addresses current and future transportation need

THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for a 30-day public review with a notice of TESR Submission published in local newspapers.



PUBLIC REVIEW PERIOD

The *Study Design Report* (SDR) has been prepared and is available for a 30-day public review period from **November 22, 2018 to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including cons
following locations and on the project website (www.swingbridgestud

Northeastern Manitoulin and the Islands Municipal Building
14 Water Street East
Little Current, ON
Monday to Friday: 8:30 a.m. - 4:30 p.m.

Providence Bay Library
11 Mutchmor Street
Providence Bay, ON
Tuesday: 6:30 p.m. - 8:30 p.m.
Wednesday: 1:00 p.m. - 3:30 p.m.
Friday: 1:00 p.m. - 4:30 p.m.

Gore Bay Union Public
15 Water Street, Gore B
Monday & Tuesday: 2:0
Thursday: 2:00 p.m. - 8:
Friday: 10:00 a.m. - 1:0
Saturday: 10:00 a.m. - 1

Northeastern Manitoul
50 Meredith Street West
Little Current, ON
Tuesday, Wednesday &
Thursday: 10:00 a.m. -
Saturday: 10:00 a.m. - 4

COMMENTS

Interested persons are encouraged to review the document and provide co
encouraged to visit the project website, **www.swingbridgestudy.ca** for m
notices or reports as they become available. You can also submit commer
or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
tel: 905-381-3227
call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.
Senior Project Engineer
Ministry of Transportatio
447 McKeown Avenue
North Bay, ON P1B 9S
tel: 705-497-6807
toll-free: 1-800-461-954
e-mail: ProjectTeam@sw

If you have any accessibility requirements in order to participate in this proje
members listed above. Comments and information are being collected to ass
the Ontario *Environmental Assessment Act*. Information will be collected in a
and Protection of Privacy Act. All comments will be maintained on file for use
personal information, may be included in study documentation and become

MANITOULIN CENTENNIAL MANOR
Tree of Lights Campaign 2018
Donation forms available at http://manitoulincentennial.ca/fundraising
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other M

Provincial government's $3.2 billion in cuts will hurt Algoma-Manitoulin families, says MPP Mantha

The Recorder

ELLIOT LAKE—In the Fall Economic Statement, Ontario Premier Doug Ford and his Conservatives have cut more than $3.2 billion, including the transportation operating budget by $305 million.

"Northerners are already affected by poor road maintenance, winter and summer. We can't afford more cuts when our highways are closed for days after floods or snowstorms," said NDP MPP Michael Mantha. "People in Northern Ontario rely on roads to get to medical appointments, to school or to work, and shouldn't have to worry for their safety."

Mr. Ford also announced that his government was abolishing the Children and Youth Advocate, the Environmental Commissioner and the French Language Commissioner.

"It is a sad time for Ontario. When the government reduces the oversight over itself, nothing good can come out of it," said Mr. Mantha. "We need independent legislative officers to keep the government in check. The Conservatives are demonstrating that they have little interest in youth, Francophones or the environment, for that matter."

There are not many options for children and youth across Algoma-Manitoulin to access representation or assistance as our resources and services are much lower than that of families in urban centres, said Mr. Mantha. If a child were to experience homelessness, there are not many shelters throughout the riding that will have the funding or the space to assist them; especially if they are not with an adult. "We also can't forget that since Indigenous children are overrepresented in the child welfare system, the loss of the Child Advocate will make it increasingly more difficult to navigate these systemic issues."

"It is troubling to see Mr. Ford's Conservatives attacking every single environmental safeguard we had in Ontario, especially after seeing the massive forest fires from this summer or the rapid floods of this fall. Ontario will not be safe from climate change, but Ford's Conservatives refuse to act like leaders."

The Ford government is also cancelling the new French-language university, said Mr. Mantha. He said Algoma-Manitoulin is a very bilingual riding yet post-secondary students, who already have to leave the riding for their education, will continue to be denied the opportunity to study in their first language at the university level.

"As a Franco-Ontarian myself, representing many Francophone communities across Algoma-Manitoulin, I am very upset to see this government rolling back on decades of progress that our community has made to preserve our language and access services in French."

Want a reprint of a photo you've seen in the Recorder?

Phone 368-2744

Visa and Mastercard accepted

LC man faces charge of impaired driving

The Recorder

LITTLE CURRENT—On Saturday, November 17, at approximately 12:29 pm, officers from the Manitoulin-Espanola detachment of the Ontario Provincial Police (OPP) received a 9-1-1 call from a concerned member of the public reporting a vehicle being operated erratically. Officers intercepted the suspect vehicle on Highway 540 in Aundeck Omni Kaning First Nation.

After speaking with the driver of the vehicle, officers determined that he had been consuming alcoholic beverages.

As a result of the investigation, a 35-year-old man from Little Current has been charged with: driving while ability impaired-alcohol, contrary to section 253(1)(a) of the Criminal Code (CC); and driving with more than 80 milligrams of alcohol in blood, contrary to section 253(1)(b) of the CC.

The accused is scheduled to appear at the Provincial Court of Justice in Gore Bay on December 12, 2018.

The OPP relies on the public to report crime, and impaired driving is a crime that should be treated no differently. If you suspect that someone is driving or about to drive impaired by alcohol and/or drugs, call 9-1-1 and report it.



PASSPORT PHOTOS
BY APPOINTMENT ONLY
Call the Manitoulin Expositor at 368-2744

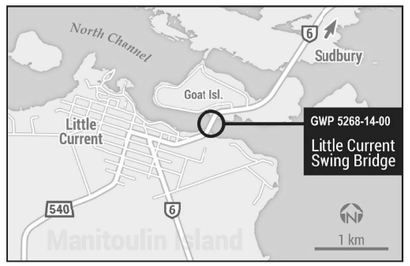
NOTICE OF STUDY DESIGN REPORT REVIEW PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT

Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for a 30-day public review with a notice of TESR Submission published in local newspapers.



PUBLIC REVIEW PERIOD

The *Study Design Report* (SDR) has been prepared and is available for a 30-day public review period from **November 22, 2018 to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following locations and on the project website (www.swingbridgestudy.ca):**

Northeastern Manitoulin and the Islands Municipal Building
14 Water Street East
Little Current, ON
Monday to Friday: 8:30 a.m. - 4:30 p.m.

Gore Bay Union Public Library
15 Water Street, Gore Bay, ON
Monday & Tuesday: 2:00 p.m. - 5:00 p.m.
Thursday: 2:00 p.m. - 8:00 p.m.
Friday: 10:00 a.m. - 1:00 p.m. & 2:00 p.m. - 5:00 p.m.
Saturday: 10:00 a.m. - 1:00 p.m.

Providence Bay Library
11 Mutchmor Street
Providence Bay, ON
Tuesday: 6:30 p.m. - 8:30 p.m.
Wednesday: 1:00 p.m. - 3:30 p.m.
Friday: 1:00 p.m. - 4:30 p.m.

Northeastern Manitoulin and the Islands Public Library
50 Meredith Street West
Little Current, ON
Tuesday, Wednesday & Friday: 10:00 a.m. - 5:00 p.m.
Thursday: 10:00 a.m. - 8:00 p.m.
Saturday: 10:00 a.m. - 4:00 p.m.

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018.** You are encouraged to visit the project website, **www.swingbridgestudy.ca** for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
tel: 905-381-3227
call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

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
e-mail: ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ontario

COMMUNITY LISTINGS

NOV. 21

MEDITATION: Dragan Petrovic, an authorized Zen teacher, will host a public dharma talk and meditation session 7-8:30 p.m. at 176 Larch Street, third floor, above the former Eat Local store. There is no admission fee and everyone is welcome. Dragan will be available to answer questions at the end of the session.

CHRISTMAS BAZAAR CRAFT & BAKE SALE: A Christmas bazaar craft & bake sale will be held noon-3 p.m. in the One-Eleven Seniors lounge on the main floor, at St. Andrew's Place, 111 Larch St., Organizers are looking for bakers and crafters to donate their crafted goods and homemade goodies. Come and shop for gifts and show off your crafting and baking skills too. All proceeds benefit One-Eleven Seniors. For more information, contact Susan Levesque at 705-675-5303, ext. 202.

THEATRE: The Addams Family features an original story and it's every father's nightmare. Wednesday Addams, the ultimate princess of darkness, has grown up and fallen in love with a sweet, smart young man from a respectable family — a man her parents have never met. And if that weren't upsetting enough, Wednesday confides in her father and begs him not to tell her mother. Now, Gomez Addams must do something he's never done before — keep a secret from his beloved wife, Morticia. Everything will change for the whole family on the fateful night they host a dinner for Wednesday's 'normal' boyfriend and his parents. The Addams Family runs from Nov. 15-25 at the Sudbury Theatre Centre, 170 Shaughnessy St. For more information or to purchase tickets, please call Shawn at 705-524-7317 or email office@theatrecambrian.ca.

FORUM: The 2018 Cultural Forum – cultivating Greater Sudbury's creative identity, people, places and economy, goes 3:30-7 p.m. at St. Andrew's Place, 111 Larch St.

SHUFFLEBOARD: 7 p.m. Wednesdays starting Sept. 12 through to Dec. 19 at the Royal Canadian Legion Branch 76 in Minnow Lake. Registration starts at 6:30 p.m. Everyone welcome.

STITCHING: A Sit and Stitch session will be held 1-3 p.m. Mondays starting Oct. 10 through to Dec. 19 at the Greater Sudbury Public Library's New Sudbury branch. This is an informal weekly sit and stitch circle. All skill levels welcomed. As it is a drop-in session, no registration is required.

MEDITATION: Join Devarati for meditation classes designed for the beginner as well as the seasoned meditator. Enjoy a peaceful repose with a guided meditation to bring calmness and relaxation to the body, mind and spirit. Classes will be held 6:30 p.m. Wednesdays through to Dec. 12, at the Greater Sudbury Public Library's Valley East branch. Contact the branch for more details.

MEET THE AUTHOR: Join author Sean Costello for a book talk and launch of his release Terminal House 6:30 p.m. Nov. 14 at the Greater Sudbury Public Library's main branch on MacKenzie Street and 6 p.m. Nov. 21 at the Valley East branch. Books will be available for purchase on site. Register online or contact either branch for more details.

THEATRE: With disarming humour, Souffler la veilleuse (Getting to Room Temperature) tackles head on a difficult topic: medically assisted dying. This production from Ottawa's Théâtre de la Vieille 17 takes the audience along on the greatest journey: life itself. Nov. 21-24, at the Théâtre du Nouvel-Ontario. Souffler la veilleuse is presented with English language Surtitles™ on Nov. 24 at 2 and 8 p.m. Post-show discussions with specialized speakers and guests will take place after every performance.

NOV. 22

EDUCATION: Rainbow District School Board will host its annual symposium aimed at creating and enhancing school-based supports for students who are lesbian, gay, transgender, bisexual, questioning and two-spirited (LGTBQ2S), as well as students with friends and family members in these communities. On the cusp of its 10th anniversary, Embrace Diversity: Free to Be Me has expanded to include poverty, race, culture and disabilities. The Embrace Diversity: Free to Be Me Conference will take place on Thursday, Nov. 22, from 9:30 a.m. to 2 p.m. at Lockerby Composite School in Sudbury. The day's events will kick-off at 10 a.m. with a keynote address by local entrepreneur Ryan Benoit

ART: Join us at the main library, 74 Mackenzie St., to explore ways to express yourself through mess-making as a form of art for the non-creative person. Using a simple process you will be able to make a unique art-piece you will be happy to own and proud to display. Paint, brushes and the canvas are supplied. Wear something destructible and get ready to get messy. This workshop takes place Nov. 22 at 6:30 p.m. Please register at sudburylibraries.ca or contact your local library for more details.

BIG BAND SWING DANCES: Big Band Swing Dances will be held 1:30-4 p.m. Thursdays starting Sept. 13 through to Dec. 20 at the Royal Canadian Legion Branch 76 in Minnow Lake. Admission is $5/person. Music by the branch's own Big Band.

HEALTH: The Greater Sudbury Public Library hosting Meditation with Lizanne at the Main Library Thursdays at 12:15 to 1 p.m. Dates are Aug. 16, 23, 30, Sept. 6, 13, 20, Oct. 11, 18, 25, Nov. 1, 8, 15, 22, 29 and Dec. 6. No classes on Sept. 27 and Oct. 4. Join Lizanne Leclair, owner of VERE Golden Journey, for a weekly series of meditation classes designed for the beginner as well as the seasoned meditator. Bring calmness and relaxation to your day. Drop-in classes will be held 12:15 p.m. on the above dates at the Greater Sudbury Public Library's main branch on MacKenzie Street. Contact the branch for details. This is a free program offered to the community.

MEET THE AUTHOR: Local sports author Mike Committo will be appearing at various Greater Sudbury Public Library branches in November. Books will be available to purchase on site. The branches are: New Sudbury, 6:30 p.m. Nov. 1; main branch on MacKenzie Street 7 p.m. Nov. 7; Valley East 6 p.m. Nov. 8; Capreol 6 p.m. Nov. 13; Chelmsford 6 p.m. Nov. 14; Dowling 6 p.m. Nov. 15; Coniston 6 p.m. Nov. 19; and Copper Cliff 6 p.m. Nov. 22.

THEATRE: With disarming humour, Souffler la veilleuse (Getting to Room Temperature) tackles head on a difficult topic: medically assisted dying. This production from Ottawa's Théâtre de la Vieille 17 takes the audience along on the greatest journey: life itself. Nov. 21-24, at the Théâtre du Nouvel-Ontario. Souffler la veilleuse is presented with English language Surtitle on Nov. 24 at 2 and 8 p.m. Post-show discussions with specialized speakers and guests will take place after every performance.

NOV. 23

LUNCH: Lunch is served every Friday at the Italian Club in Copper Cliff. Chicken leg or breast, or two meatballs or two sausages served with a heaping plate of spaghetti and a bun is $14. Doors open at 11:30 a.m. for eat-in. You can also order take out by calling 705-682-4513. Orders taken as early as 8:30 a.m. and will be ready for the time you request.

LUNCHEON: A craft bazaar luncheon will be held 11 a.m.-1:30 p.m. at the Park Side Centre on Durham Street. Entertainment by Dennis Trudeau. Admission is $8.

THEATRE: The Addams Family features an original story and it's every father's nightmare. Wednesday Addams, the ultimate princess of darkness, has grown up and fallen in love with a sweet, smart young man from a respectable family — a man her parents have never met. And if that weren't upsetting enough, Wednesday confides in her father and begs him not to tell her mother. Now, Gomez Addams must do something he's never done before – keep a secret from his beloved wife, Morticia. Everything will change for the whole family on the fateful night they host a dinner for Wednesday's 'normal' boyfriend and his parents. The Addams Family runs from Nov. 15-25 at the Sudbury Theatre Centre, 170 Shaughnessy St. For more information or to purchase tickets, please call Shawn at 705-524-7317 or email office@theatrecambrian.ca.

FIBRE CRAFTS: A Fibre Crafts Drop-In will held 1-3 p.m. every Thursday starting Oct. 18 through to Dec. 6 at the Greater Sudbury Public Library's New Sudbury branch. Join this informal drop-in circle where participants bring their handiwork such as knit and crochet projects, embroidery, lace making and needle point. As the sessions are drop-in, there is no registration. The circle is not facilitator-led.

MEDITATION: Join Lizanne Leclair, owner of VERE Golden Journey, for a weekly series of meditation classes designed for the beginner as well as the seasoned meditator. Bring calmness and relaxation to your day. Drop-in classes will be held 12:15 p.m. on the above dates at the Greater Sudbury Public Library's main branch on MacKenzie Street. Contact the branch for details. This is a free program offered to the community.

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send us your info...

Want your event included?

Free listing for local arts and entertainment events. Email (preferred): sud.editorial@sunmedia.ca. Must have 'On Tap' in subject line. Fax: 705-674-6834. Please submit 10 days in advance when possible. List brief event details. Weekend listing due by Wednesday at 8 p.m. Please note some events charge admission.

Thinking about quitting? smokers' HELPLINE CANADIAN CANCER SOCIETY TOLL-FREE 1-877-513-5333

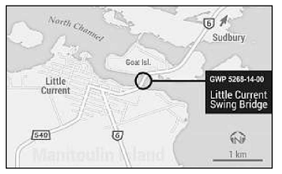
NOTICE OF STUDY DESIGN REPORT REVIEW PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT

Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for a 30-day public review with a notice of TESR Submission published in local newspapers.



PUBLIC REVIEW PERIOD

The *Study Design Report* (SDR) has been prepared and is available for a 30-day public review period from **November 22, 2018 to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following locations and on the project website (www.swingbridgestudy.ca):**

Northeastern Manitoulin and the Islands Municipal Building
14 Water Street East
Little Current, ON
Monday to Friday: 8:30 a.m. - 4:30 p.m.

Gore Bay Union Public Library
15 Water Street, Gore Bay, ON
Monday & Tuesday: 2:00 p.m. - 5:00 p.m.
Thursday: 2:00 p.m. - 8:00 p.m.
Friday: 10:00 a.m. - 1:00 p.m. & 2:00 p.m. - 5:00 p.m.
Saturday: 10:00 a.m. - 1:00 p.m.

Providence Bay Library
11 Mutchmor Street
Providence Bay, ON
Tuesday: 6:30 p.m. - 8:30 p.m.
Wednesday: 1:00 p.m. - 3:30 p.m.
Friday: 1:00 p.m. - 4:30 p.m.

Northeastern Manitoulin and the Islands Public Library
50 Meredith Street West
Little Current, ON
Tuesday, Wednesday & Friday: 10:00 a.m. - 5:00 p.m.
Thursday: 10:00 a.m. - 8:00 p.m.
Saturday: 10:00 a.m. - 4:00 p.m.

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018.** You are encouraged to visit the project website, **www.swingbridgestudy.ca** for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
tel: 905-381-3227
call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

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
e-mail: ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ontario

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Friday, December 14, 2018 9:03:00 AM

Thank you for your email [redacted].
Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including upcoming Public Information Centres.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, December 13, 2018 11:08 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
[redacted]

message:
_____

Please add me to your mailing list. I am a resident of Little Current.

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Wednesday, January 9, 2019 4:30:00 PM

Thank you for your continued interest and support for the study [redacted].
Your concern in regard to omitting the local Member of Parliament (MP) on the study contact list has been noted by the project team. It is standard practice to omit MPs from contact lists for projects that do not involve federal lands or assets; thus, the local MP has not been contacted directly for this study. However, this does not prevent the MP from providing input on the study. Any public servants, and members of the public, are welcome to participate in the study by submitting their comments, questions, and concerns. In addition, the local Member of Provincial Parliament has been notified of the study and has been provided with opportunities to provide input and feedback at various consultation events and milestones of the project (Study Commencement, Public Information Centre 1, Study Design Report Review).

The project team has noted your concern in regard to the length and cost of the study due to considering several alternatives. A range of alternatives must be considered as part of the Class Environmental Assessment process. This process is defined in the *Class Environmental Assessment for Transportation Facilities*, prepared by the Ministry of Transportation of Ontario and approved under the *Environmental Assessment Act* of Ontario. Your reaffirmed support for a tunnel or two-lane fixed bridge alternative has been noted.

During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.

The criteria and weighting to be used during the Evaluation of Alternatives, and ultimately the selection of a Preferred Plan, have not yet been determined. The evaluation process is designed to select the most feasible alternative from a technical, economical, social, cultural, and natural environment perspective. Input received from external agencies, stakeholders, Indigenous communities, and the public will be considered when evaluating the alternatives. The cost to implement and maintain each alternative will also be considered during the evaluation process.

Thank you again for input. You will be updated on the status of the study as it progresses. A second Public Information Centre (PIC) is tentatively scheduled for summer of 2019. You will be notified of the second PIC when a date and venue have been confirmed.

Kind regards,

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: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Friday, November 23, 2018 10:54 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:

_____

Hi from Manitowaning. I just completed reading the newly published Swingbridge Study Design Report and congratulate your team on the excellence of the work and in particular on its comprehensiveness.

The only obvious deficiency I detected was the omission of our Federal Member of Parliament in the contact list.

Although very supportive of the technical engineering approach adopted in this study, I caution that too much could bring the study to a standstill through cost and time requirements, so support the earliest elimination of inferior alternatives.

Also, I feel the suggested mathematical weighting model could end up in choosing the best "mediocre" solution rather than in truly arriving at the best solution. I know that this approach covers the team from criticism but ignores that the world's truly great achievements are generally the result of one brain. However, I'm sure that by the end of the day politics will play a major role in arriving at the eventual decision.

I'm on record as instinctively supporting a tunnel as first choice and a two-lane fixed bridge as a reasonable alternative but accept that your study should provide the rationale to prove or disprove this position.

One other thing I want to contribute is that "Do Nothing" is not a responsible alternative because it doesn't address that another option would then be required... when eventual failure of the existing and obsolete swingbridge does occur, there should be a fully developed action plan, including funding, to swiftly install a temporary bridge rather than begin all that work only after the emergency happens. That cost should be included in the alternative now as well as the high maintenance costs for the existing bridge.

But, to be fair, the maintenance costs for the alternatives should also be determined.

Keep up the great work!

[redacted]

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Friday, December 14, 2018 1:16:00 PM

Thank you for your email [redacted].
We are sorry to hear that you were not able to access the Study Design Report (SDR) on the project website. The report is on the website (and will remain there for the duration of the study) and can be found at this link: http://swingbridgestudy.ca/public/uploads/docs/sdr_2018-11-08.pdf
In case you are still unable to access the SDR on the website or have some software compatibility issues, we have also saved the SDR on a temporary FTP site below for your viewing (simply click on the link below and input the provided username and password and open/download the PDF file):

Login Information

Browser link: https://tmpsftp.stantec.com
FTP Client Hostname: tmpsftp.stantec.com **Port:** 22 (can be used within an FTP client to view and transfer files and folders; e.g., FileZilla)
Login name: s1227153200
Password: 1342466
Disk Quota: 2GB
Expiry Date: 12/27/2018

Please don't hesitate to contact me should you have any further questions.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, December 13, 2018 9:33 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
[redacted]

message:

_____

Hello, I have learned about the 30 day SDR for the Manitoulin Swing Bridge which still seems to be promoted on your website but can't locate a corresponding link that is clickable. Being Dec. 13 maybe the 30 day window of review has expired? How do I access it? I would like to comment that this site is not at all easy to navigate.
This is what is available:
•Notice of Planning & Preliminary Design Study Commencement
•Consultation with regulatory agencies
•Public Information Centre 1

•Preparation of a Study Design Report (SDR) and Notice of SDR public review
•Public Information Centre 2
•Public Information Centre 3
•Communication with Indigenous groups
•Communication with property owners, residents, and businesses in the study area
•Preparation of a Transportation Environmental Study Report (TESR) and Notice of Study Completion and public review of the TESR
Best regards,

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Response to SDR
Date: Friday, January 11, 2019 3:12:00 PM

Thank you for your interest in the study and your comments [redacted].
Your preference for replacement of the existing structure with an identical but better swing bridge has been noted by the project team.
In regard to your questions about the Alternatives to the Undertaking and input received during the study, please note that all input received from the public, external agencies, stakeholders, Indigenous communities, and business owners will be considered during current and future phases of the study. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. In addition, the project team reviews and determines the feasibility of any alternative solutions and/or improvements provided through consultation with the public.
During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
As you noted in your email, the Project Team has previously been made aware of the news article that you provided, and the associated project undertaken in the United States. Following the assessment of the Alternatives to the Undertaking, as described above, the alternatives that are deemed to be reasonable in addressing the problem and opportunity statements will be carried forward for detailed development, and further evaluation. During this phase of the study, different designs will be developed for each of the alternatives that are being carried forward. This may include different types of moveable bridges (e.g., swing bridge, bascule bridge, etc.), should the moveable bridge Alternative to the Undertaking be deemed a reasonable alternative.
Further, your concern regarding the heritage value and the cultural and social appeal of the existing structure has been noted by the project team. The heritage components and heritage value, as well as the cultural and social aspects of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. As you noted, MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.
Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. A second Public Information Centre (PIC) is tentatively scheduled for summer of 2019. You will be notified of the second PIC when a date and venue have been confirmed.
Thank you again for your comments.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
nevena.gazibara@stantec.com
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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[redacted]

Sent: Thursday, December 13, 2018 2:06 PM

To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>

Cc: projectteam@swingbridgestudy.ca

Subject: Response to DSR

Hello,
I reviewed the Study Design Report and have a few questions for clearer understanding.
As a layperson, I didn't understand whether the project is considering other design alternatives also or just the ones outlined in "Alternatives to the Undertaking." Are these the only alternatives being considered for the "Preferred Plan?"
If you are looking at "all" alternatives that might come up in this phase, how would you compile them? In other words, if an idea comes to your attention that is worth exploring further, will you do that? I noticed 'Sympathetic Design Options' in the case of rehabilitation of the bridge in the report but am not clear on that process.
The idea that some people like is the one that was carried out to replace a swing bridge in the US with an identical but better one. Would such an idea (submitted to you earlier by [redacted]) be considered? It fits into the category of 'replacement' as an option.
http://www.industrytap.com/largest-swing-bridge-in-the-usa-completely-dismantled-and-replaced-in-9-days/7952
According to your DSR, the swing bridge in Little Current is "one of the last operating swing bridges in North America," and an Ontario Heritage site. We're keen to maintain those distinctions.
Thank you for your attention.
Respectfully,
[redacted]

On Fri, Nov 16, 2018 at 11:04 AM Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

> Dear Sir/Madam,
>
> Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.
>
> The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.
>
> The purpose of this letter is to advise you that a *Study Design Report* (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. The SDR will be available for a 30 day public review period from November 22, 2018 to December 21, 2018. The SDR will be available on the project website (www.swingbridgestudy.ca), starting on November 22nd, as well as locations listed on the attached notice. Comments may be provided to the project team or on the website.
>
> If you would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.
>
> Kind regards,

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 CA
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From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Monday, December 3, 2018 11:58:00 AM

Thank you for your email [redacted].
Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any upcoming Public Information Centres.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, November 29, 2018 7:11 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
from: [redacted]
email: [redacted]

message:

_____

Please add me to the project mailing list.
Thx

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Wednesday, January 9, 2019 4:53:00 PM

Thank you for your interest in the study and your comments [redacted].
Your preference to keep the existing bridge has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing/maintain existing', ferry, tunnel, moveable bridge, and fixed bridge alternatives.

During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. A second Public Information Centre (PIC) is tentatively scheduled for summer of 2019. You will be notified of the second PIC when a date and venue have been confirmed.
Thank you again for your comments.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
nevena.gazibara@stantec.com
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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Kind regards,

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, December 23, 2018 12:12 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
[redacted]

message:

_____

Keep the bridge

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Thursday, November 22, 2018 9:34:00 AM

Thank you for your email [redacted].
Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any upcoming Public Information Centres.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, November 21, 2018 5:43 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:

Please add me to the mailing list

From: Gazibara, Nevena
To: Zirger, Rosi (MTCS)
Cc: Barboza, Karla (MTCS); Cooke, Gregg; Healy, Andrew (MTO); melissa.delfino@ontario.ca
Subject: RE: MTCS Comments - Study Design Report for Hwy 6 Little Current Swing Bridge Study
Date: Wednesday, June 19, 2019 2:31:00 PM
Attachments: image003.jpg

Good afternoon Rosi,
It appears that that SDR Notification letter was lost by Canada Post and delivered erroneously six months later.

Your comments and edits to the SDR (submitted in December 2018) have been noted and the report has been revised according to your comments. Please find a copy of the final SDR on the FTP site below for your records along with a table at the front of the SDR which documents all the changes made to the report based on your comments.

Login Information

Browser link: https://tmpsftp.stantec.com
FTP Client Hostname: tmpsftp.stantec.com **Port:** 22 (can be used within an FTP client to view and transfer files and folders; e.g., FileZilla)
Login name: s0703122606
Password: 7858457
Disk Quota: 2GB
Expiry Date: 7/3/2019

The final and revised SDR will be made available for viewing at the second Public Information Centre (PIC), planned for July 2019 and will also be posted on the project website for the public.

Your agency will be invited to the upcoming PIC and corresponding agency session and an agency webinar planned for July 2019. Notifications for the upcoming PIC will be sent to you via email and mail at the beginning of July. Following your review of the alternatives presented at PIC 2, the project team will be available for a meeting or conference call with your agency to discuss the materials and the next stages in the study.

Thank you again for your input and interest in the study.

Please don't hesitate to contact me if you have any other questions or would like additional information.

Kind regards,

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: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>

Sent: Monday, June 17, 2019 2:56 PM
To: Cooke, Gregg <gregg.cooke@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>
Subject: RE: MTCS Comments - Study Design Report for Hwy 6 Little Current Swing Bridge Study

Good afternoon Nevana and Greg
We have recently received a Notice of Study Design Report Review which appears to be a duplication of letter received in November 2018. MTCS provided our comments on the SDR in December 2018.
It's a bit of a mystery as to why we are receiving this notice now. Any thoughts?
Meanwhile, could you please provide us with an update on the status of this project?
Thanks
Rosi

Rosi Zirger
A/Heritage Advisor
Ministry of Tourism, Culture & Sport
Culture Division| Programs & Services Branch | Heritage Programs Unit
401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
Tel. M-W : 416.314.7159 | Th-F: 905 704-2996 | E-mail: rosi.zirger@ontario.ca

From: Cooke, Gregg <gregg.cooke@stantec.com>
Sent: December 21, 2018 2:34 PM
To: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; ProjectTeam@swingbridgestudy.ca
Cc: Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Kenedi, Walter (MTO) <Walter.Kenedi@ontario.ca>; Livingstone, Kimberly (MTCS) <Kimberly.Livingstone@ontario.ca>; Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: MTCS Comments - Study Design Report for Hwy 6 Little Current Swing Bridge Study

Thank you Karla, we confirm receipt of your letter and comments.
Happy Holidays!
Gregg

Gregg Cooke P.Eng., VMA, ENV SP
Direct: 905 381-3227
Mobile: 289 439-9630
gregg.cooke@stantec.com
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>
Sent: Friday, December 21, 2018 2:25 PM
To: ProjectTeam@swingbridgestudy.ca; Cooke, Gregg <gregg.cooke@stantec.com>
Cc: melissa.delfino@ontario.ca; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>; Hedges, Michelle (MTO) <Michelle.Hedges@ontario.ca>; Kenedi, Walter (MTO) <Walter.Kenedi@ontario.ca>; Livingstone, Kimberly (MTCS) <Kimberly.Livingstone@ontario.ca>; Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: MTCS Comments - Study Design Report for Hwy 6 Little Current Swing Bridge Study

Hi Gregg,
Please find attached the Ministry of Tourism, Culture and Sport's comments on the Study Design Report.
Thanks for the opportunity to review and comment on this report.
Happy Holidays!
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416.314.7120 | fax: 416.212.1802 | Email: karla.barboza@ontario.ca

From: Elkow, Jeff (MTCS)
Sent: November 5, 2018 3:57 PM
To: 'Gazibara, Nevena' <Nevena.Gazibara@stantec.com>
Cc: Barboza, Karla (MTCS) (Karla.Barboza@ontario.ca) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MTCS) (Rosi.Zirger@ontario.ca) <Rosi.Zirger@ontario.ca>; 'projectTeam@swingbridgestudy.ca' <projectTeam@swingbridgestudy.ca>
Subject: RE: 0009304 - Little Current Swing Bridge Study (GWP 5268-14-00)

Nevena,
Thank you for the email below and for the project team taking the time to discuss the Little Current Swing Bridge project with us at our September 21 conference call.
As you know, the Standards and Guidelines for Conservation of Provincial Heritage Properties (under the Ontario Heritage Act) apply to all ministries, including the Ministry of Transportation, and prescribed public bodies.
Given the above and as noted in the conference call , we have the following observations and recommendations to help support fulfilment of MTO's obligation under the Standards & Guidelines and Environmental Assessment Process:

- Understanding the Cultural Heritage Value of the Bridge Property: MTCS understands that the MTO Heritage Bridge Committee has identified and included the bridge on the Ontario Heritage Bridge List.
  While the bridge has been included on the Ontario Heritage Bridge List, it has not yet been determined whether the bridge is a Provincial Heritage Property of Provincial Significance or a Provincial Heritage Property of Local Significance. This determination will be made through the application of Ontario Regulation 9/06 and 10/06 in the CHER. As noted in the conference call, MTCS recommends completion of the Cultural Heritage Evaluation Report as soon as possible in the study as the information will also assist in determine the preferred alternatives.
  Please note that provincially-owned properties cannot be designated under the Ontario Heritage Act either by a municipalities or the Minister of Tourism, Culture and Sport and the term 'designated' should not be used for the bridge.
  As the bridge primarily concerns evaluating options related to the bridge, these cannot be fully evaluated until the significance of the bridge has been determined, in addition to identifying what the specific Heritage Attributes of the bridge are and how the project options may impact these attributes.
- Impact Assessment: Provision F.4 of the Standards and Guidelines states that "all other alternative having been considered, consider removal or demolition as a last resort, subject to heritage impact assessment and public engagement. Use best efforts to mitigate loss of cultural heritage value". While MTCS appreciates that a variety of project options were

highlighted during our conference call, in addition to previous PIC materials, we do recommend including the 'Rehabilitation' alternative. It should not be included in the current "Do Nothing" alternative.

- Cultural Heritage Assessment Report (Existing Conditions and Impact Assessment): We also understood that a CHAR is being complete which includes the larger study area. MTCS also recommends that this be completed after the CHER for the bridge but also as soon as possible, in order to inform the alternatives.
- Archaeology – We understand that Stantec will be undertaking a Stage 1 archaeological assessment. Please send us the Project Information Form Number so we can link our files. We also understood that the Criteria for Evaluating Marine Archaeological Potential would also be completed. Completing that checklist would assist in determining whether a marine archaeological assessment needs to be undertaken.

We would appreciate reviewing the draft material for the next Public Information Centre, therefore we could continue to support and clarify any requirements under the Standards & Guidelines.
I hope this is of assistance. Please do not hesitate to contact Karla or myself, should you or the team have any questions.
Regards,

Jeff Elkow, MA, MCIP, RPP
Heritage Planner
Heritage Planning Unit | Programs and Services Branch | Ministry of Tourism, Culture and Sport
401 Bay Street Suite 1700 Toronto ON M7A 0A7
Tel. 416.314.7182 | email: jeff.elkow@ontario.ca

From: Gazibara, Nevena [mailto:Nevena.Gazibara@stantec.com]
Sent: Tuesday, October 16, 2018 11:23 AM
To: Elkow, Jeff (MTCS) <Jeff.Elkow@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Cc: projectTeam@swingbridgestudy.ca
Subject: RE: 0009304 - Little Current Swing Bridge Study (GWP 5268-14-00)

Thank you for your interest in the study and your comments Mr. Elkow.
As discussed on our recent conference call, the purpose of this Planning and Preliminary Design Study is to identify a Recommended Plan that addresses the current and future transportation needs at the Little Current Swing Bridge, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. There are opportunities to improve traffic operations and access for all users; to reduce operating and maintenance costs; and to improve reliability of the crossing.
This study will consider all options including a 'do nothing' (maintain existing structure as-is and provide repairs/rehab as required) alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, shipping, and tourists.
Your comments and information about past reports are appreciated. The heritage components and heritage value of the existing bridge will be considered throughout the project. We will also complete all heritage studies as per the *Standards and Guidelines for Conservation of Provincial Heritage Properties*.
MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program.
This study includes a Stage 1 Archaeological Assessment for the study area, as well as a Cultural Heritage Evaluation Report to identify potential Built Heritage sites and Cultural Landscapes within the study area and a Cultural Heritage Evaluation Report for the Little Current Swing Bridge. Additional reporting will follow as appropriate. The Ministry of Tourism, Culture and Sport will continue to be consulted as part of this study, particularly with respect to the heritage designation of the bridge.
Thank you again for your comments.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: Elkow, Jeff (MTCS) <Jeff.Elkow@ontario.ca>
Sent: Tuesday, September 11, 2018 4:26 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Kenedi, Walter (MTO) <Walter.Kenedi@ontario.ca>; McDermid, Jacqueline (MTO) <Jacqueline.McDermid@ontario.ca>; Delfino, Melissa (MTO) <Melissa.Delfino@ontario.ca>; Haddow, Jane (MTO) <Jane.Haddow@ontario.ca>
Subject: RE: 0009304 - Little Current Swing Bridge Study (GWP 5268-14-00)

Nevena,
Thank you for providing MTCS with the Notice of Public Information Centre 1 for the above referenced project. We have reviewed the PIC materials and would like to arrange a conference call next week to discuss our expectations from a cultural heritage perspective for the project, review our previous comments (attached) and next steps.
Please let me know what dates and times you may be available next week.
Thank you,

Jeff Elkow, M.A.
Heritage Planner
Heritage Program Unit | Programs and Services Branch | Ministry of Tourism, Culture and Sport
401 Bay Street Suite 1700 Toronto ON M7A 0A7
Tel. 416.314.7182 | email: jeff.elkow@ontario.ca

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Wednesday, January 9, 2019 4:46:00 PM

Thank you for your interest in the study and your comments [redacted].
Your preference for the two-lane fixed bridge alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives.

During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. A second Public Information Centre (PIC) is tentatively scheduled for summer of 2019. You will be notified of the second PIC when a date and venue have been confirmed.
Thank you again for your comments.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
nevena.gazibara@stantec.com
Stantec
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Stoney Creek ON L8J 0B4

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From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Friday, December 14, 2018 8:35 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
[redacted]

message:

_____

Hello,
From the 5 options available for the Little Current Bridge, I choose the 2 lane fixed bridge.
[redacted]

From: Gazibara, Nevena
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: bridge preference input
Date: Wednesday, January 9, 2019 4:49:00 PM

Thank you for your interest in the study and your comments [redacted].
Your preference for the fixed bridge alternative, and your opposition and concerns regarding the tunnel alternative have been noted by the project team.

During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. A second Public Information Centre (PIC) is tentatively scheduled for summer of 2019. You will be notified of the second PIC when a date and venue have been confirmed.
Thank you again for your comments.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
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From: [redacted]
Sent: Tuesday, December 11, 2018 6:29 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: bridge preference input
Hi. My preference is for the fixed, over-water option since claustrophobia makes being in tunnels very difficult, and I'd not want to be trying to choose between concentrating on driving or breathing while getting to and from Sudbury for appointments..[redacted]
Reiki...pure and simple
wellness for yourself and for your animal companions
[redacted]

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Monday, December 3, 2018 11:58:00 AM

Thank you for your email.
Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any upcoming Public Information Centres.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, December 03, 2018 8:59 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
[redacted]

message:

_____

please include me on your mailing list.

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Wednesday, January 9, 2019 4:35:00 PM

Thank you for your interest in the study and your comments [redacted]
Your preference for the two-lane moveable bridge alternative, and your concerns regarding the other alternatives have been noted by the project team.

During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.
Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. A second Public Information Centre (PIC) is tentatively scheduled for summer of 2019. You will be notified of the second PIC when a date and venue have been confirmed.
Thank you again for your comments.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
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From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, November 18, 2018 6:12 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
[redacted]

message:

_____

In regards to the 5 options, it's obvious which one is the best. As listed on study sheet.
1 - do nothing - costs will only increase, if you do nothing about updating a 100 year old bridge that is part of a main Provincial highway we are wasting taxpayers money even studying it.
2- Ferry. We have one on the south side. They are great for scienic tours - but thats it. This isn't the 1800's!
3- tunnel. Too expensive

4-Movable bridge - This is it. The only cost effective option that will improve flow (2 lanes) & existing alignment can be maintained.
5- Fixed bridge - great low ongoing fixed costs - but initial price too high. new alignment will affect too many businesses and will also increase the total cost of project exponentially.

From: Gazibara, Nevena
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form
Date: Thursday, December 20, 2018 2:09:00 PM

Thank you for your email [redacted]
Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any upcoming Public Information Centres.
Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, December 20, 2018 2:03 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form
[redacted]

message:
_____

Please put me on your list for information on this project.
Thanks

E.4 Public Information Centre 2

PUBLIC INFORMATION CENTRE 2
SUMMARY REPORT
Highway 6 Little Current Swing Bridge Study
July 17, 2019

GWP 5268-14-00

Stantec

Prepared for:

Ministry of Transportation
Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9

Prepared by:

Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

October 2019

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LIST OF APPENDICES

Appendix A: Notification Materials
Appendix B: Public Information Centre 2 Displays and Comment Sheet
Appendix C: Comments Received at Public Information Centre 2
Appendix D: News Articles

1.0 Introduction

A Public Information Centre (PIC) was held to present the Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The study area is shown on the Key Plan below.

2.0 Purpose

The PIC forms part of the overall consultation plan for the project and is designed to involve stakeholders early and throughout the study to identify concerns and provide opportunities for input.



Figure 1: Key Plan

The purpose of PIC 2 was to provide the public and stakeholders with an opportunity to review the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and to comment on project activities to date.

Three PICs have been scheduled as part of this project with the overall purpose of presenting the study, the alternatives and evaluation process, the Recommended Plan, and to answer questions about the study and identify next steps.

3.0 Location, Date, and Time

The second PIC was held on Wednesday, July 17, 2019, at the Manitoulin Hotel and Conference Centre, located at 66 Meredith Street East in Little Current, Ontario. Business owners were invited to attend a Business Owner Drop-In Meeting prior to the PIC from 2:00 PM to 3:00 PM. External agencies and municipal staff were invited to attend an External Agency Drop-In Meeting prior to the PIC from 3:00 PM to 4:00 PM. The general public session was held at the same location from 4:00 PM to 7:00 PM.

4.0 Notification

Notification letters providing information about the second PIC, including the date and time for the meeting, were sent to one MPP on Monday, June 24, 2019, and 86 external agency contacts, 75 businesses and stakeholders, 11 potentially impacted property owners, and 18 members of the general public on Tuesday, July 2, 2019. The Ontario Government Notice for the PIC was sent to approximately 4900 residents and business owners during the week of July 2, 2019. In addition, notifications were sent via email to 3 external agency contacts, and 117 members of the general public and property owners on Thursday, July 4, 2019. All Indigenous community consultation and notifications have been documented in a separate Indigenous consultation report (on file with the MTO).

Notices to advise the public of the second PIC were published in the following papers:

- *Manitoulin Expositor* (in English, on Wednesday, July 3, 2019)
- *Sudbury Star* (in English, on Wednesday, July 3, 2019)
- *Manitoulin West Recorder* (in English, on Friday, July 5, 2019)

Copies of the newspaper notices and notification letters are provided in **Appendix A**.

5.0 Staff Attendance

Key Ministry and Consultant staff in attendance at the second Public Information Centre included:

MTO	Stantec
Melissa Delfino, MTO Senior Project Engineer	Gregg Cooke, Stantec Project Manager
Andrew Healy, MTO Senior Environmental Planner	Tim Belliveau, Stantec Senior Transportation Engineer
Jason Ranger, MTO Area Manager, Highway Engineering	Nevena Gazibara, Stantec Environmental Planner
Susan Hermann, MTO Senior Property Officer	Diana Addley, Stantec Indigenous Community Consultation Coordinator
Pat Devereaux, MTO Real Estate Officer	

6.0 Reference Materials and Handouts

The following displays were presented at the PIC:

- Welcome
- Purpose of the Study and Objectives of the PIC
- Study Process
- Existing Conditions
- Surrounding Communities
- Problem and Opportunity and Assessment of Alternatives to the Undertaking
- Corridor Alternatives
- Structure Alternatives
- Structure Alternative Profiles
- Alternative 2
- Alternative 4
- Alternative 5a
- Alternative 5b
- Alternative 6a
- Alternative 6b
- What We Heard from You
- Heritage and Conservation
- Evaluation Process and Preliminary Evaluation Criteria
- Investigations
- Thank You for Attending
- Alternative Visualizations

The PIC displays are included in **Appendix B**.

7.0 Format

The PIC was organized as a drop-in format. Text panels and displays were available for review, and members of the Project Team were available at the PIC to answer questions about the study. A separate business-owners session took place from 2:00 PM to 3:00 PM and an external agency session took place from 3:00 PM to 4:00 PM. Reference materials including previous studies and reports and existing conditions reports were also made available at the PIC. Comment sheets were provided, and attendees were encouraged to return them either in the comment sheet box at the meeting, or by mail, fax, or e-mail until the August 16, 2019, deadline.

In addition to comment sheets, two surveys were also made available at the PIC, an anonymous Business Impact Assessment (BIA) Survey and a Boat Survey. The purpose of the BIA Survey was to collect business/economic information from businesses in the Town of Little Current in order to understand potential impacts of the corridor alternatives on local businesses. The purpose of the Boat Survey was to collect information from boaters in order to understand the existing and potential boating activity in the study area. The results of each survey are documented in separate memos that are currently on file with MTO.

The information available at the PIC, including the displays and text panels and a copy of the comment sheet is provided in **Appendix B**.

There were seven (7) representatives from external agencies present at the PIC, 20 business owners at the business session, and 102 members of the general public in attendance.

8.0 Comments Received

In total, 111 letters and emails were received following the PIC up to the submission date of August 16, 2019. Copies of the comment forms are presented in **Appendix C**. All personal information has been removed, consistent with the *Freedom of Information and Protection of Privacy Act*.

An overview of comments received at, or following the PIC and responses provided is in **Table 1**. All names and addresses from the comment sheets and visitor register were added or updated on the project mailing list.

Table 1: Public Input Received and Response Provided/Action Taken

Comment	Response Provided and/or Action Taken
Existing Bridge Condition	
• Explains fear of bridge failure – leaving ship unable to depart for its destination, or leaving stranded on opposite side of bridge from town • Mechanical difficulties occurring on an alarming basis • Requesting actual status / condition of the existing bridge • Indicated that it is important to move forward with the project as soon as practicable, due to stated concerns of risks related to the current bridge failing	The existing bridge is inspected every two years and the findings are documented in a report following the Ontario Structural Inspection Manual (OSIM). This report is an MTO internal document and is a tool that is used to determine the Bridge Condition Index (BCI). The BCI is posted on the Ministry of Transportation's web site. This information can be found at https://www.ontario.ca/data/bridge-conditions by clicking on the green box. The BCI for the Swing Bridge can be found within the table on Row 4827. The BCI number reported in row 4827 refers to the condition of the structure at the time of inspection. More information on the BCI is found on the MTO bridge safety page at http://www.mto.gov.on.ca/english/highway-bridges/ontario-bridges.shtml.
Heritage of Existing Bridge	
• Relocating the old bridge as a tourist attraction would be a PLUS • "Heritage site" needs to be maintained • Suggests moving current bridge to Goat Island as a monument and building a small info booth allowing vehicles to pull in and stop. Maybe repurpose old tourist info booth which currently has higher traffic accidents due to sudden stops in line of traffic	In addition, the project team has noted your preference for relocating the existing bridge to a new location for continued or adaptive use. A Cultural Heritage Evaluation Report (CHER) was completed as part of this study to review the existing bridge's heritage value and determine whether the bridge is of local and provincial significance. The report identified and concluded that the bridge is of both provincial and local heritage significance and that a Strategic Conservation Plan and a Heritage Impact Assessment report will need to be completed in addition to following the Heritage Bridge Committee Conservation Options. The CHER was reviewed by the Ministry of Transportation Heritage Bridge Committee and the Ontario Ministry of Tourism, Culture and Sport. The heritage and conservation information presented at the recent second Public Information Centre can be found on the project website at the following link: http://swingbridgestudy.ca/public/uploads//docs/pic2_exhibit_18.pdf

Comment	Response Provided and/or Action Taken
• Current swing bridge should be moved to Goat Island as a monument which would increase tourism for local business • Requested heritage and conservation study for bridge • Uncertain of the heritage options for the existing structure. Asked if the option to retain the current structure in place would mean that the existing bridge would be open for marine traffic, but would not be accessible for any other purposes • Suggested the existing bridge could be moved to land as a museum piece • Indicated options detailed to date should consider removal of old bridge • Concern that the cost to maintain old bridge as a "monument" will be an unnecessary expense • Bridge has been utilized as a symbol for less than 2 decades and one day will need to be decommissioned • Would like to see existing bridge removed • Old bridge must be saved • Expressed interest in keeping the existing bridge and not replacing it with a new bridge • Indicated the bridge needs to be protected for younger generations, as it is part of the island and it should be kept	There is also additional information on the heritage investigations being undertaken as part of this study in the Study Design Report found on the project website at the following link: http://swingbridgestudy.ca/public/uploads/Study%20Design%20Report%20-%20Final%202019.pdf

Comment	Response Provided and/or Action Taken
• Keeping the old bridge as a heritage monument is not logical – refers to decommissioned submarine in Port Dover. Will it be maintained by MTO or just become a deteriorating eye sore? • The bridge is a landmark and is protected under the OHA, and defends this designation • States the bridge in Little Current is an iconic structure with much cultural and historical value – not just a piece of infrastructure to be maintained or replaced • States cultural treasures should be preserved for future generations – as has been done in many other Canadian locations as well as in many other countries • 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 • Indicated the bridge has been there for 100+ years and is worth saving • Noted the bridge is a historical structure that the province would have to relocate and preserve, so the bridge should be kept as-is and repaired when needed	

Comment	Response Provided and/or Action Taken
• States that the swing bridge has an enormous historical and economical value for the area • The swing bridge is iconic to Manitoulin Island and it is hard to fathom that it could be taken apart and removed	
Businesses	
• Criteria to be considered is to maintain the existing traffic flow near existing businesses • Indicated that with the fixed or tunnel alternatives, some tourists may continue past town, and stop at other businesses further down the road • Indicated that the entire business section, infrastructure, and community of Little Current has been built around the location of the existing swing bridge, and that deviating from that location would disrupt the flow of the community • Feels impacted property owners and businesses are not of concern (do not seem to be mentioned) • Locals business and residents are main things to consider – more important than access and flow to island • Alignment 2 would cause least impact to 3 cows and a cone and the conference centre	Social impacts, including those to property owners, residents, and businesses are being considered throughout the course of this study. Potential social impacts will be determined for each alternative and included during the evaluation of alternatives process. Consultation is actively being undertaken to aid in determining sources of concern as well as support for alternatives, and all comments submitted to the project team are taken into consideration when determining the direction of the study and the viability of the alternatives. A Business Impact Assessment and tourism investigation, along with a maintenance and construction cost comparison for the alternatives will be undertaken during the next phases of the study.

Comment	Response Provided and/or Action Taken
• Locals business and residents are main things to consider – more important than access and flow to island • Will there be an economic impact study? • Alignment 5, 6 and 7 will allow for greater traffic flow but the island is a tourist area and slowing the movement is favorable for the economy • Preferred choice is Route 2 – least impact with a 2-lane moveable swing bridge built to resemble the current bridge, rationale being cost, preserving culture and tradition, maintaining bidirectional boat travel under the bridge, and preservation of the sense of detachment from the mainland • States that the swing bridge has an enormous historical and economical value for the area • Discussed tourism and that building a structure that allows for increased traffic flow will take away from the slower pace of life on the island	
Cost and Timing	
• States that cost for fixed bridge is unrealistic (too low) • Cost for tunnel would depend on geological survey being done in the proposed construction site • Suggests looking at maintenance cost in	With respect to your comments regarding costs of alternatives, costs have been reviewed by our project team, and more specifically our bridge and tunneling experts to determine the accuracy of the costs. The change in cost estimates is due to the complexity of the movable bridge alternatives with respect to construction. Costs will continue to be reviewed and developed as the project progresses with more detailed estimates of the alternatives being undertaken for the evaluation phase of the project.

Comment	Response Provided and/or Action Taken
relation to construction cost • Least ongoing maintenance and construction costs would be an asset	
• Have the costs been figured in 2024 dollars?	The preliminary costs presented at Public Information Centre 2 were developed based on present-day costs as the timing of construction has not been determined.
• A project timeline of construction of this project would be helpful • Indicated that it is important to move forward with the project as soon as practicable, due to stated concerns of risks related to the current bridge failing • Replacement should be done as soon as possible before existing bridge fails	Please note that timing is not yet determined for detail design or construction. The Little Current Swing Bridge Study is part of the MTO's ongoing review of the provincial highway network. Although the timeline for implementing the results of this study are not confirmed, this planning study will assist the Ministry, municipalities, business owners, and private landowners with future planning and development within the study area.
• What exactly is wrong with the current bridge? Is it a problem sourcing material to maintain it? • Prefer to continue repairing old bridge – can do a lot of repairs for $150 M but as an alternate; a two-lane lift or bascule are good options • Cost supplied for final 3 but not first 2 options – please provide cost estimate for further repairs and maintenance for the current bridge over the next 5 years – if it is basically left "as is" • Please provide estimates on maintenance and repair costs beyond the initial 5 years,	The Ontario Ministry of Transportation has a mandate for moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life. The existing bridge is nearing the end of its service life and the Ministry is conducting this planning study to identify an appropriate solution and plan for the only permanent crossing from the mainland to Manitoulin Island. The annual average investment to maintain the existing bridge is over $500,000 per year. Other bridges in the provincial highway network typically cost less than $100,000 per year to maintain. Furthermore, due to its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times and traffic delays. These components are also typically costly to manufacture. In comparison, the maintenance cost of any of the other structure alternatives for the first 25 years will be relatively low. Typically, a minor rehabilitation of concrete, joint components, and deck pavement would be required within 25 years of construction. A single minor rehabilitation of any of the structure alternatives would result in an annual average maintenance cost that is much lower than the $500,000 a year that the existing bridge requires to remain operational.

Comment	Response Provided and/or Action Taken
for the next 20 years after that, for each bridge or tunnel option • Costs are not weighted enough in criteria • Spending $1 M a year for maintenance, is a lot better than spending $100 M or more for a new alternative	
Boating/ Navigation	
• Prefer a bridge that has the capability to open for large ships and has an air draft of 40+ feet (majority of marine traffic could pass without opening) • the North Channel is second only to the Mediterranean for Sailors. Water clarity and deep-water dockage make it ideal! • Having a clearer passage through centre of channel once cribs and existing bridge are removed would make for safer passage • Protocol that gives cruise ships priority over road traffic cannot be changed • Prefers the tunnel option as it keeps the landscape near the water natural and gives option to remove the current bridge foundation so larger boats can head through the straights opening up more commercial trade • The fixed bridge alternative has a height limit for vessels to pass beneath it. Would	The fixed crossing alternatives (fixed bridge or tunnel) will eliminate waiting times for vehicles and for boats. The moveable bridge alternatives will improve wait times for vehicles significantly, as all alternatives will have two lanes of traffic compared to the existing bridge which only has one lane of traffic. Boat traffic wait times will remain the same as the current situation with any of the moveable bridge alternatives. Boating access and navigational rights will be maintained as per the federally regulated Navigation Protection Act.

Comment	Response Provided and/or Action Taken
high water levels limit access to Little Current Harbour for some types of vessels? • Concerned about lift bridge alternative having a limit on height, which may impede the passage of certain types of vessels • Indicated that it should be ensured that any of the bridge options allow for safe passage (height and width) of vessels, including cruise ships	
• Would like information on how much actual space is available on boats and cruise ships to pass through bascule vs swing – is one more favourable?	With respect to your question regarding navigational/boating access, the swing bridge structure alternative would provide two navigational channels, which each channel approximately 42 m wide. The bascule bridge structure alternative would provide one navigational channel that is approximately 35 m wide. Please note that these dimensions are approximate and based on the preliminary design alternatives and they may be slightly adjusted with design refinements as the study progresses.
Property	
• Extremely unhappy with alternatives that will greatly impact 8 homes along Channelview Road – keep existing bridge location as crossing	The Ontario Ministry of Transportation has a mandate for moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life. The existing bridge is nearing the end of its service life and the Ministry is conducting this long-term planning study to identify an appropriate solution and plan for the only permanent crossing from the mainland to Manitoulin Island. If you would like to have any further discussions with MTO property representatives, please feel free to contact: Susan Hermann at susan.hermann@ontario.ca or by telephone at 705-492-3809.
• Alignment alternative 5 & 6 impacts private property • Indicated the fixed bridge and tunnel alternatives require too much land and	The potential impacts to property as a result of the fixed bridge alternative have also been noted. This study will consider a variety of alignment and structure alternatives, including tunnel, moveable bridge, and fixed bridge alternatives. Alternatives will be evaluated based on a variety of evaluation criteria including but not limited to potential impacts to properties, potential noise impacts, and visual aesthetics and viewscapes.

Comment	Response Provided and/or Action Taken
displacement of properties, and that there should be no expropriation of anyone's homes. Also noted that these alternatives would impact all properties adjacent to the structures, including reduced property values, and decrease in enjoyment of homes and properties that were, in some cases, bought at a premium price • Indicating they are an impacted property owner (#5 and #6 fixed bridge) • Questions whether alignments involve expropriation of lands	Property acquisitions will be required to accommodate all of the Corridor Alternatives; however, Corridor Alternatives 2 and 4 will not impact any residential properties. Expropriation as a method to obtain land is only undertaken when an agreement for the sale of the property cannot be reached between the property owner and the Ontario Ministry of Transportation. The property owner is compensated with the fair market value of any lands expropriated.
• Noted that the evaluation criteria appear to be comprehensive, but that property loss needs to be weighted appropriately • Noted opposition to any alternatives that interfere with or devalue the land and homes of nearby property owners by negative financial impact and increased noise/traffic • Noted the fixed bridge alternative over Channelview Road will have a significant impact on all cottages on the road • Noted that no drawing depicting the fixed bridge with current housing has been supplied to the public • Indicated that the public would like to see the "peak to island side" impact on privacy, shade, noise, etc. on adjacent properties	Social impacts, including those to property owners, residents, and businesses are being considered throughout the course of this study. Potential social impacts will be determined for each alternative and included during the evaluation of alternatives process. Consultation is actively being undertaken to aid in determining sources of concern as well as support for alternatives, and all comments submitted to the project team are taken into consideration when determining the direction of the study and the viability of the alternatives.

Comment	Response Provided and/or Action Taken
• Indicated that they do not understand how the fixed bridge alternative has not been eliminated as an option based on the feedback from affected property owners • Indicated that a fixed bridge would deter renters from returning due to a lack of privacy and increased noise • The fixed bridge would greatly impact the view • Fixed bridge has negative impacts to property owners – aesthetics, noise, traffic – view would be destroyed	
Contaminated Land	
• Too many alignment alternatives go through contaminated land – it should be moved elsewhere • It is time for the contaminant on Goat Island to be cleaned up • CPR and Vale should be forced to clean up Goat Island • Contaminated area of Goat Island should not be an issue with this project – provincial or federal government needs to step in and have this cleaned up	Your concern regarding the contaminated land on Goat Island has been noted by the project team. The contaminated materials on Goat Island are on private property, and the decision to remediate the land and dispose of the contaminated materials are the prerogative of the landowner. Any property impacted by future construction will be tested for contaminants and if the property is purchased, the MTO will be responsible for remediating the soil, as appropriate.
Alternatives Preferences	
• Alignment alternative #2 is the best as it almost duplicates existing location	Preference noted. This study will consider a variety of alignment and structure alternatives, including tunnel, moveable bridge, and fixed bridge alternatives. Conservation of the existing

Comment	Response Provided and/or Action Taken
• Prefer the “black swing bridge” alternative • Prefer bascule bridge • Prefers alignment alternative 2 with swing bridge looking similar to what is there today (2) • Feels bascule bridge with façade design to represent the existing bridge could be incorporated as in alternative 2 & 4 • Prefer bridge type options 2 or 4 • Fixed bridge should not be an option – does not suit environment / atmosphere of Manitoulin • Keep it close to the existing swing bridge – less impact on business, community and residents • tunnel ideal although maybe not feasible; moveable would have least impact; bascule most appealing • Indicated that cost is prohibitive for the tunnel alternative • Indicated support for a moveable bridge alternative aligned with the existing bridge location • Alignment option 4 would have the least impact – all others have considerable negative impacts • Bascule bridge would be most appealing – if level around 20’-24’ over 75% of power boat	bridge will be considered as part of a separate heritage evaluation (Ontario Heritage Bridge Guidelines – Conservation Options). During the next phase of the study, 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. Input on the preliminary list of evaluation criteria presented at Public Information Centre (PIC) 2 is now being collected from the public, stakeholders, and agencies. The evaluation criteria will then be confirmed and utilized to evaluate the preliminary design alternatives.

Comment	Response Provided and/or Action Taken
traffic would not require opening; this type of bridge quick to open; very common; and requires little maintenance • Prefers alignment #2 with a swing or bascule type bridge being constructed on the left side of bridge closest to town • First choice swing bridge; second choice bascule • Moveable bridge most reasonable; tunnel most attractive (open view) • Alignment 2 or 4 – least impact • 2 lane swing bridge preferred option • Fixed bridge could be the answer – no maintenance fees 2nd choice would be lift bridge – but not open every hour in the summer – maybe every 2 • Unacceptable – tunnel, fixed bridge and lift bridge • Viable – 2 lane swing bridge • Most viable – 2 lane bascule bridge (allows for more flexibility in the future) • Bascule bridge is aesthetically pleasing and could provide a wide boating channel – some tour boats are currently reluctant to pass through • Indicating their opposition to fixed bridge: Cost; takes away from natural beauty; more noise pollution; lighting intrusive to landowners; increased dirty/salt/water	

Comment	Response Provided and/or Action Taken
spray; does not suit area • In favor of two-lane lift bridge: less view intrusive; feels cost of operating lift bridge is justified • Noted that long-term benefits should be considered for each option, and that the fixed bridge and tunnel have the longest-term benefits • Alignment 2 is best – lowest cost and least impact on town and property • Bascule bridge preferred • Replace swing bridge or bascule is preferred • Alignment 5a preferred – link to channel view • Feels fixed bridge most practical • Would like to see existing remain – but it needs to be replaced keep similar to existing as bridge is a tourist attraction with much historical and cultural value • Keep bridge as it; must have downtown easily accessible – not turn around and come back • Oppose fixed and tunnel options • Alignment 4 is preferred – goes east of current bridge and would give impression of not crowding the harbour area • Bascule bridge preferred as it would be less	

Comment	Response Provided and/or Action Taken
intrusive • Tunnel and fixed bridge too expensive and disruptive	
Natural Environment	
• Consider removing the existing bridge and dredging the channel • Indicated fishery evaluations should be commenced to properly identify impacts to the aquatic environment, and as soon as the preferred alternative is selected, additional studies should be conducted to determine fishery enhancement opportunities	Your recommendation to remove the existing bridge and dredge the channel has been noted by the project team. The North Channel supports many fish species, including species protected under the *Endangered Species Act*. Dredging the channel would result in the loss of habitat for these and other species and may adversely impact the native ecosystem and fishing opportunities in the channel. Due to the severe impacts to fish and fish habitat, dredging is not an option.
Active Transportation	
• Swing bridge remain open for pedestrians and cyclists • Important to have access on foot and bike •	The project team has noted your preference to retain the existing bridge and rehabilitate it for active transportation access (i.e., pedestrian and cycling access). This is one of several conservation options being considered as part of the heritage investigations being undertaking for this study. An evaluation of the conservation options and selection of an option will be undertaken and documented in the *Transportation Environmental Study Report* (TESR). The TESR will be available for a 30-day public review period following its completion in a later phase of the study.
Consultation	
• Wonders when the other towns on Manitoulin who represent the majority will be consulted and asked for their input?	Consultation is being undertaken with members of the public, stakeholders, external agencies, and Indigenous communities to gather their input and address their concerns. All residents on Manitoulin Island are being consulted as part of the project's consultation program, including project notification mailouts across the island, presentations at the Manitoulin Municipal Association (with all participating municipalities) and business-owner and agency meetings

Comment	Response Provided and/or Action Taken
Emergency Services	
• Feels important issues such as emergency vehicles can be addressed with advance warning systems to alert the controller and ensure the bridge remains open, or a helicopter which is normal practice in remote areas • Sees only possible problem with current bridge to be multi-party emergencies – which can be covered by Ornge helicopters	Comment noted
Miscellaneous	
• Has the option of the replacing the swing bridge with a new 2 lane swing bridge adjacent to the existing been considered?	The project team has developed a structure alternative for a new 2-lane swing bridge that could be built on Alignment options 2 and 4, which are adjacent to the existing swing bridge. For all alternatives developed and being considered, access to the island via the existing swing bridge would be maintained during construction. We encourage you to visit the project website at www.swingbridgestudy.ca to view the structure and alignment alternatives. These alternatives were presented at the second Public Information Centre, which was held in July 2019 in Little Current.
• 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 will still have a swing bridge and the water traffic can continue to be handled in the same way	
• Questions impacts during construction: heavy equipment, blasting, work force (impact during tourist season)	Please note that the timing is not yet determined for detail design or construction. Potential construction impacts and mitigation measures would be fully determined during a detail design study; however, at a minimum, traffic operations would be maintained during construction. Potential construction-related impacts will be identified during the next study phase – Detail Design.

Comment	Response Provided and/or Action Taken
• Noted that if you install a fixed bridge, it will create an 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.	Your comments with respect to adverse weather conditions in the wintertime on the fixed bridge have also been noted and will be incorporated into the evaluation of alternatives.
• Wonders if limestone under the channel stable enough for a tunnel	Investigations are being undertaken to determine the geotechnical conditions in the study area; however, construction of a tunnel incurs an inherent risk due to potential unknown geotechnical features that is not present when constructing a bridge. These factors will be included when evaluating the alternatives.
• Indicated that the visual impact of any change to the existing conditions would be very important • Visual appearance and view should not be a major concern – already compromised by the windmills and hydro structures recently constructed	
• Presented a design alternative – a method of assembly that has been used many times around 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	All of the alternatives developed as part of this study must maintain access from the mainland to Manitoulin Island as this is the only permanent and fixed crossing to the island. Part of the Ministry's mandate includes maintaining a safe crossing between the mainland and Manitoulin Island. Additionally, the existing piers and foundation of the swing bridge are not structurally suitable for a replacement (based on current bridge design and safety standards). The project team has developed alignment alternatives (Alternatives 2 and 4) in very close proximity to the existing bridge that could be built with a swing bridge structure type alternative to look very similar to the existing bridge and would require minimal road reconfigurations and approaches to the bridge.

Comment	Response Provided and/or Action Taken
• The present bridge could be dissembled 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, can be done in a matter of 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	
• Recommending the bridge be remodelled for two lane traffic if possible, but keeping the iconic structure	Your recommendation to remodel the existing bridge to accommodate two lanes of traffic has been noted by the project team; however, undertaking an extensive reconstruction to widen the existing bridge is not structurally feasible and would require a long-term closure of the existing bridge. Thus, widening the existing structure is beyond the scope of this study. This study will consider a variety of alignment and structure alternatives, including tunnel, moveable bridge, and fixed bridge alternatives. All alternatives being considered are two-lane structures
Keep and Maintain Existing Bridge	
• Indicated that the reasoning behind why the existing bridge cannot be repaired for another 100 years was not given, and that the option to repair the bridge was only provided initially to be political. Further	The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. The annual average investment to maintain the existing bridge is over $500,000 per year. Other bridges in the provincial highway network typically cost less than $100,000 per year to maintain. Furthermore, due to its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times and

Comment	Response Provided and/or Action Taken
indicated that the firms that stand to make money from the construction of a new structure are reluctant to fix the existing bridge • Strongly supports repairing the turning gear, remediation and stabilization of the base, and the maintenance/continuation of use of the current bridge in its current configuration • States that maintaining the swing bridge makes the most sense from a cost/benefit perspective; historic/cultural perspective; and from an AADT/utilization perspective • Recommends making whatever improvements are necessary to keep the current structure in working order for 30-50 years, while undertaking a project over 10-20 years to provide an additional, alternative access route onto Manitoulin Island • Just leave as is – questions why we think it is going to fail • No alternatives are viable financial decisions – maintenance of existing structure is a lower overall cost and has the least impact to the island • The “do nothing” option is not doing nothing – it is maintaining history and a way of life	traffic delays. These components are also typically costly to manufacture. Thus, continuing to maintain the existing structure will likely become less and less viable as time goes on. The Ontario Ministry of Transportation has a mandate for moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life. The existing bridge is nearing the end of its service life and the Ministry is conducting this planning study to identify an appropriate solution and plan for the only permanent crossing from the mainland to Manitoulin Island. The annual average investment to maintain the existing bridge is over $500,000 per year. Other bridges in the provincial highway network typically cost less than $100,000 per year to maintain. Furthermore, due to its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times and traffic delays. These components are also typically costly to manufacture.

Comment	Response Provided and/or Action Taken
Traffic	
• Consideration should be given for how a new bridge will affect traffic patterns, and for the loss of history and culture should the existing bridge be removed	A new structure will improve traffic operations and access for all users because it will provide two lanes of traffic. At the same time, it will reduce operating and maintenance costs, improve the reliability of the crossing, provide improved access for emergency services, and reduce or altogether eliminate wait times for land traffic. These aspects are generally seen as benefits when considering the structural alternatives as they provide better service for all users, including residents.
• With the advent of AI, suggests that traffic flows could be analyzed, and lights could be managed better to improve traffic flows	Implementation of alternative technologies to improve traffic flow and emergency access have been and will continue to be considered when evaluating the alternatives.
Bypass of Town	
• States a tunnel or fixed bridge make a negative impact by displacing local citizens and by-passing town • Fixed high structure bridge is out of scale with adjacent community • Safety is a concern…is it to bypass community • Options given consideration should not bypass town	Maximizing the safety of all alternatives is of the utmost importance and will continue to be considered as the study moves forward; however, constructing a full by-pass of the town is currently beyond the scope of this study.
• States that the town should be bypassed as the present route from Highway 540 to Meredith Street pose safety concerns with street trucks and trucks with trailers cannot safely turn	The project team has also noted your recommendation to by-pass Little Current due to safety concerns. Safety is a primary concern that is being considered throughout all aspects of this study; however, constructing a full by-pass of the town was screened out due to the significant impacts to the Town of Little Current and local businesses and significant impacts to the local road network and traffic patterns.

Note: The symbol 'x#' denotes the number of comments

Town of Billings and Ministry of Energy, Northern Development and Mines.

Table 2 is an overview of comments received from External Agencies at or following the second PIC.

Table 2: External Agency Input Received and Response Provided/Action Taken

External Agency	Comment	Response Provided and/or Action Taken
Township of Billings	• Indicated that the new bridge location should remain as close as possible to the existing structure in order to minimize disruption to private property and existing homes • Supports the moveable bridge alternative, as it is the most cost effective and has the best location alternatives • Noted evaluation criteria look good • Indicated that a number of local businesses would be impacted if the traffic flow does not follow the existing road to the current bridge, and that it is most cost effective to utilize the current transportation route • Noted the existing bridge must be retained as a Heritage Bridge and would provide a back-up bridge for many more years as minimal cost	Your preference for a moveable bridge alternative adjacent to the existing structure has been noted by the project team. This study will consider a variety of alignment and structure alternatives, including tunnel, moveable bridge, and fixed bridge alternatives. Your concerns regarding impacts to local businesses and property owners have been noted by the project team. Social impacts, including those to property owners, residents, and businesses are being considered throughout the course of this study. Potential social impacts will be determined for each alternative and included during the evaluation of alternatives process. Consultation is actively being undertaken to aid in determining sources of concern as well as support for alternatives, and all comments submitted to the project team are taken into consideration when determining the direction of the study and the viability of the alternatives. A Business Impact Assessment and tourism investigation, along with a maintenance and construction cost comparison for the alternatives will be undertaken during the next phases of the study. These investigations will aid in the evaluation of alternatives, as described below. During the next phase of the study, 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. Input on the preliminary list of evaluation criteria presented at Public Information Centre (PIC) 2 is now being collected from the public, stakeholders, and agencies. The evaluation criteria will then be confirmed and utilized to evaluate the preliminary design alternatives and to select the Preferred Alternative.

External Agency	Comment	Response Provided and/or Action Taken
		Your preference to retain the existing structure for future use and preservation has been noted by the project team. A Cultural Heritage Evaluation Report (CHER) was completed as part of this study to review the existing bridge's heritage value and determine whether the bridge is of local and provincial significance. The report identified and concluded that the bridge is of both provincial and local heritage significance and that a Strategic Conservation Plan and a Heritage Impact Assessment report will need to be completed in addition to following the Heritage Bridge Committee Conservation Options. The CHER was reviewed by the Ministry of Transportation Heritage Bridge Committee and the Ontario Ministry of Tourism, Culture and Sport.
Town of NEMI	• Sent a council resolution (Resolution No. 214-08-2019) noting the following: • The Council 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 Alignment Alternative 2 being the preferred choice of location and the bascule bridge being the preferred style of bridge.	The Town of NEMI's Council resolution in support of Alignment Alternative 2 (or an alignment in close proximity to the existing bridge and a bascule bridge style has been noted by the project team.
Manitoulin East Municipal Airport	• Suggesting at least two lanes, and a fast opening lift type bridge would be a marvelous improvement	Your preference for the two-lane lift bridge alternative has been noted by the project team. This study will consider a variety of alignment and structure alternatives, including tunnel, moveable bridge, and fixed bridge alternatives.
Waterfront Regeneration Trust	• Requesting to be added to the project mailing list • Provided comments related to the project as he is currently working with Linsey Topliss and Jason Ranger to have the Great Lakes Waterfront Trail signage implemented along this corridor. Highway 6 between South Baymouth and Espanola is the only active cycling connection between northern	Your comments regarding the Great Lakes Waterfront Trail, the provincial cycling network, and active transportation have been noted by the project team. This study will consider a variety of alignment and structure alternatives, including tunnel, moveable bridge, and fixed bridge alternatives. Highway 6 in the study area is a provincially designated cycling route. Each of these structure alternatives will support active transportation through the implementation of sidewalks and cycling facilities.

External Agency	Comment	Response Provided and/or Action Taken
	and southern Ontario and has already been signed as part of the provincial cycling network. • Recommends, 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. • Recommends implementing 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	Great Lakes Waterfront Trail signage, along with other signage requirements associated with the study area, will be determined during Detail Design; however, the project team will carry this item forward throughout the study and future design studies associated with this project. Please note that the timing of Detail Design and construction have not yet been determined.

External Agency	Comment	Response Provided and/or Action Taken
	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.	

Comments were noted by the project team for consideration when moving forward in the study.

All names and addresses from the comment sheets and visitor register were added or updated on the project mailing list.

10.0 Business Owner Input

As part of the consultation plan for this project, the second Business-Owner Session was held on July 17, 2019, at the Manitoulin Hotel and Conference Centre prior to the Public Information Centre. In total, 20 business-owners attended the meeting. The purpose of the meeting was to provide an opportunity to review the assessment of Alternatives to the Undertaking, preliminary design alternatives, the proposed evaluation criteria and evaluation process, and address questions or concerns directly with representatives of the project team. In addition, business owners were asked to participate in a Business Impact Assessment (BIA) survey to assess potential impacts of the design alternatives on local businesses.

A subsequent business-owner session will be scheduled in order to provide project updates to business owners and to obtain input on the evaluation of alternatives, the Preferred Plan, and proposed mitigation and protection measures.

11.0 Indigenous Consultation

Indigenous consultation is documented in a separate Indigenous consultation report, which is on file with the MTO.

12.0 News Articles

Prior to the second PIC, two news articles were published, one on the CBC website (cbc.ca) on July 17, 2019, and one in *The Manitoulin Expositor* on July 17, 2019. *The Manitoulin Expositor* article provided information that was presented at the Northeast Town Council meeting on July 16, 2019, including the structure and corridor alternatives to be carried forward for evaluation during the next phase of the study. It was noted that property owners on Channelview Drive were contacted by the Project Team, who were seeking permission to enter private land for the purposes of soil sampling. Information pertaining to the upcoming second PIC was also provided. The CBC article indicated that MTO has stated that the existing bridge has come to the end of its service life. It noted that the needs-assessment study determined three structure replacement options to carry forward, including the fixed bridge, moveable bridge, and tunnel options. The article indicated that the Ontario Heritage Conservation is involved in the study process as the existing bridge is a historical landmark. Information pertaining to the upcoming second PIC was also provided, and it was noted that the plan for replacement should be finalized by the end of 2020.

An article was published on the *My Algoma Manitoulin Now* website (myalgomamanitoulinnow.com) on July 17, 2019, after the second PIC. The article provided information on the structure and corridor alternatives being considered and it noted that maintaining the existing bridge and the ferry alternative are not being carried forward in the study. Approximate costs for the structure alternatives were also provided. The article indicated that comments were being collected and reviewed, and that a third PIC would be held next year. Pictures of all the displays were provided with the article.

An article was published by *The Manitoulin Expositor* on August 14, 2019, after the second PIC. The article provided information on the August Town of Northeastern Manitoulin and the Islands council meeting, which included a conversation amongst councilors regarding which of the options proposed at PIC 2 was to be endorsed by the council. The article indicated that alignment alternative 2 with a bascule bridge structure alternative was supported by several councilors, while the lift bridge alternative was criticized due to its restriction on boats of a certain height. Likewise, the fixed bridge and tunnel alternatives were criticized for their impacts to private property and viability of travel in winter months and inclement weather. The article noted that one councilor recommended moving the existing bridge to Goat Island along with the Welcome Centre. Finally, it was noted that the mayor of the town stated that the maintenance costs of the existing bridge were not very expensive and that the project team should prove that the existing structure needs to be replaced.

The news articles are provided in **Appendix D**.

13.0 Next Steps

Specific responses to all formal questions and comments received as a result of the second PIC will be prepared and forwarded to the commenting party. Consultation will be ongoing, and all relevant agencies will be regularly informed of the project status.

A third PIC is anticipated to be undertaken in summer 2020. The purpose of the third PIC is to present and seek input on the evaluation of alternatives, the Preferred Plan, and proposed mitigation and protection measures, and to obtain feedback on the Preferred Plan.

Following the third PIC, all comments received will be addressed and the Preferred Plan will be updated, if required. A Transportation Environmental Study Report (TESR) will be prepared to document the study and the Recommended Plan and it will be made available for a 30-day public review period.

Any concerns brought to the attention of the Project Team will be responded to and an attempt to reach a resolution will be made.

APPENDIX A
NOTIFICATION MATERIALS

Stantec

Memo

To:	M. Delfino, A. Healy MTO Northeastern Region	From:	Nevena Gazibara Hamilton ON Office
File:	1650.01086	Date:	June 6, 2019

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre (PIC) 2 Timing Strategy

Please find the final Notice of Public Information Centre 2 timing strategy for the above-mentioned project below for your records.

KEY STAGE	DATE
Draft PIC Displays sent to MTO	Wednesday, May 22, 2019
PIC Dry Run	Monday, May 27, 2019
Draft notification materials sent to MTO	Wednesday, May 29, 2019
MTO Advertisement Approval	Wednesday, June 5, 2019
Notice to Queens Park	Friday June 7, 2019
Notice to MPP	Monday, June 24, 2019
External Agency Mailing (Letter, Flyer and Comment Sheet)	Tuesday, July 2, 2019
Businesses, Property Owners and Stakeholder Mailing (Flyer)	Tuesday, July 2, 2019
Mailing to Indigenous groups (on Stantec Letterhead)	Tuesday, July 2, 2019
Canada Post Unaddressed admail	Tuesday, July 2, 2019
Project Website updated with PIC Date and Time	Tuesday, July 2, 2019
Manitoulin Expositor (in English)	Wednesday, July 3, 2019
Manitoulin West Recorder (in English)	Friday, July 5, 2019

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre (PIC) 2 Timing Strategy

KEY STAGE	DATE
Sudbury Star (in English)	Wednesday, July 3, 2019
Agency Webinar	Tuesday, July 9, 2019
NEMI Council Presentation	Tuesday, July 16, 2019
Manitoulin Municipal Association Council Presentation	Wednesday, August 21, 2019 (tentative date)
Business Owner Session	Wednesday, July 17, 2019 2:00 PM to 3:00 PM
External Agency Session	Wednesday, July 17, 2019 3:00 PM to 4:00 PM
Public Information Centre (PIC) 2 (Manitoulin Hotel and Conference Centre)	Wednesday, July 17, 2019 4:00 PM to 7:00 PM
Community Event Booth (Farmer's Market in Manitowaning and Farmer's Market in Gore Bay)	July 12 and July 13, 2019
Comments requested by:	Friday, August 16, 2019

STANTEC CONSULTING LTD.

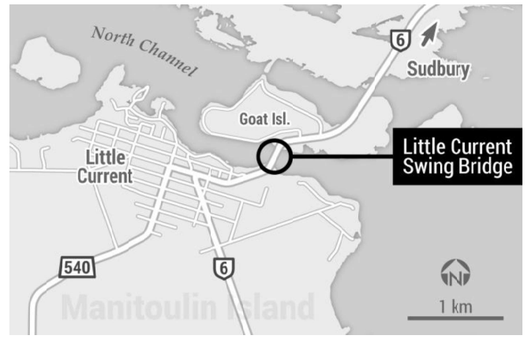
Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

c. G. Cooke, T. Belliveau, D. Addley – Stantec Consulting Ltd.

Ontario

NOTICE OF PUBLIC INFORMATION CENTRE 2
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.



THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review period.

PUBLIC INFORMATION CENTRE 2

The first Public Information Centre (PIC) was held on August 22, 2018. A second PIC is being held to provide the public and stakeholders with an opportunity to review the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and comment on project activities to date. The PIC will be a drop-in format, with members of the Project Team available to discuss the project with you and respond to any questions you may have. The second PIC will be held on:

Date: July 17, 2019
Location: Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, Ontario
Time: 4:00 p.m. to 7:00 p.m.

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the Project Team. If you wish to have your name added to the project mailing list or have questions about the study, please contact:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

You are encouraged to visit the project website, **www.swingbridgestudy.ca** where project information is made available as the study progresses. You can also submit comments to the Project Team on the project website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ministry of Transportation
Provincial Highways Management
Environmental Section
Northeastern Region
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-6840
Email: andrew.healy@ontario.ca

Ministère des Transports
Gestion des routes provinciales
Section de l'environnement
Région du Nord-Est
447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-6840
Courriel: Andrew.healy@ontario.ca

Ontario

June 24, 2019

Michael Mantha, MPP
Algoma-Manitoulin
18 Mary Walk
Elliot Lake ON P5A 2A1

Dear Mr. Mantha:

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre 2

The Ontario Ministry of Transportation has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre (PIC) 2 is attached. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The Notice of Public Information Centre 2 will appear in the *Manitoulin Expositor* on Wednesday July 3, 2019, the *Sudbury Star* on Wednesday July 3, 2019, and in the *Manitoulin West Recorder* on Friday July 5, 2019.

The second Public Information Centre is scheduled for:

July 17, 2019
4:00 PM to 7:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting from 3:00 PM to 4:00 PM in advance of the PIC planned between 4:00 PM and 7:00 PM at the same location.

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

Andrew Healy
Senior Environmental Planner
Tel: (705) 497-6840
andrew.healy@ontario.ca

c. M. Delfino– Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 2, 2019
File: 165001086

LETTER TO EXTERNAL AGENCIES

Attention: First Name, Last Name, Position
Organization
Address
Address 2
City Province Postal Code

Dear Title Last Name,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre 2

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You are also invited to attend an agency webinar that will take place on July 9, 2019 at 2:00 PM and will provide agencies an opportunity to review the PIC 2 materials in advance of the PIC or those who are unable to attend the PIC and to address questions with project team members. Additional information regarding the agency webinar will be sent in advance of July 9th, 2019.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre 2

If you are unable to attend the Meeting and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

Stantec Consulting Ltd.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

Email to External Agencies - July 4, 2019, with PIC 2 notice attached

From: Gazibara, Nevena
Sent: Thursday, July 4, 2019 12:56 PM
To: projectteam@swingbridgestudy.ca
Subject: Little Current Swing Bridge Study (GWP 5268-14-00) Notice of Public Information Centre 2
Attachments: notice_pic2.pdf

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 2 is attached. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

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If you are unable to attend the Meeting and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,

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

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 2, 2019
File: 165001086

LETTER TO BUSINESS OWNERS

Attention: First Name, Last Name, Position
Organization
Address
Address 2
City Province Postal Code

Dear Title Last Name,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre 2

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The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 2 is attached. You are also encouraged to visit the project website at **www.swingbridgestudy.ca** for project information and updates.

Business owners are invited to attend a Business-Owner Drop-In Meeting on July 17, 2019, from 2:00 PM to 3:00 PM, at the Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current. The Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The session will provide you with an opportunity to review the assessment of Alternatives to the Undertaking, preliminary design alternatives, the proposed evaluation criteria and evaluation process, and address questions or concerns directly with representatives of the project team. The PIC displays and plans will also be posted on the project website **www.swingbridgestudy.ca** the day of the PIC.

As part of the Highway 6 Little Current Swing Bridge Study, Stantec will be conducting a Business Impact Assessment (BIA) to assess potential impacts of these design alternatives on local businesses. Stantec will be asking local business owners to participate in surveys and/or telephone or in-person interviews. Participants will remain anonymous.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre 2

Business owners will have the opportunity to express interest in participating in the BIA at the Business-Owner Drop-In Meeting.

If you are unable to attend the Meeting and would like further information regarding the study or would like to participate in the BIA, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

Stantec Consulting Ltd.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 2, 2019
File: 165001086

LETTER TO POTENTIALLY IMPACTED PROPERTY OWNERS

First Name, Last Name
Address
Address 2
City Province Postal Code

Dear Title Last Name,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
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This letter is to advise you that one or more of the Preliminary Alternatives may directly affect your property. Plans detailing the potential impacts and property requirements will be on display at the upcoming PIC. The PIC displays and plans will also be posted on the project website **www.swingbridgestudy.ca** the day of the PIC. Representatives from the project team and a representative from the Ministry of Transportation Property Section will be available to address questions or comments directly.

Reference: **Planning, Preliminary Design and Class Environmental Assessment**
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Public Information Centre 2

The second Public Information Centre is scheduled for:

July 17, 2019
4:00 PM to 7:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current, Ontario

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

Stantec Consulting Ltd.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Email to Public, July 4, 2019, with PIC 2 notice attached

From: Gazibara, Nevena
Sent: Thursday, July 4, 2019 1:38 PM
To: projectteam@swingbridgestudy.ca
Subject: Little Current Swing Bridge Study (GWP 5268-14-00) Notice of Public Information Centre 2
Attachments: notice_pic2.pdf

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

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Regards,

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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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Neighbourhood Mail Distribution Plan
by Delivery Installation

C168812869

Mailed by: 8162546 STANTEC CONSULTING LTD.
Mailed on Behalf of: 8162546 STANTEC CONSULTING LTD.
Customer Reference: 165001086

Deposit Date: 2019/07/03 **Deposit Location:** HAMILTON STN LCD 1

DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
P0P1A0	BIRCH ISLAND		1086 PIC 2	Upon receipt	1	148	No	Yes
P0P1G0	M'CHIGEENG		1086 PIC 2	Upon receipt	1	266	No	Yes
P0P1H0	ALL		1086 PIC 2	Upon receipt	1	847	No	Yes
P0P1J0	KAGAWONG		1086 PIC 2	Upon receipt	1	228	No	Yes
P0P1K0	ALL		1086 PIC 2	Upon receipt	1	1,027	No	Yes
P0P1N0	MANITOWANING		1086 PIC 2	Upon receipt	1	357	No	Yes
P0P1S0	MINDEMOYA		1086 PIC 2	Upon receipt	1	610	No	Yes
P0P1T0	PROVIDENCE BAY		1086 PIC 2	Upon receipt	1	165	No	Yes
P0P1Z0	SOUTH BAYMOUTH		1086 PIC 2	Upon receipt	1	52	No	Yes
P0P2B0	SPRING BAY		1086 PIC 2	Upon receipt	1	261	No	Yes
P0P2C0	TEHKUMMAH		1086 PIC 2	Upon receipt	1	265	No	Yes
P0P2J0	WIKWEMIKONG		1086 PIC 2	Upon receipt	1	764	No	Yes

Your Targeting Report

Route Ranking Report

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



Copyright © Canada Post Corporation, 2014
Source: Derived from Statistics Canada, 2014 Census Profile and 2011 Census Dissemination Area Boundary File.
No confidential information about an individual, family, household, organisation or business has been obtained from Statistics Canada
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....Big Wild Year: Part VI

...continued from page 1

Wild Year,' the couple will only eat wild-foraged foods such as indigenous plants and animals they have hunted. Mr. St. Onge is an environmental studies professor at Canadore College and Ms. Colyer is a nurse with roots in Wiikwemkoong.

In last month's update, Ms. Colyer had been recovering from an emotional low point which carried through into the first part of June. However, this month's productive foraging helped to turn that trend around.

"We had really good luck with fishing after we sure didn't during the winter months," said Ms. Colyer.

On one fishing expedition alone, Mr. St. Onge managed to pull up more than 50 pounds of catfish with Ms. Colyer and a friend, putting a significant dent into his target of 800 pounds of fish for the year. That same night, a friend messaged him saying he had found a roadkill deer.

"It had just been knocked in the head because all the meat was good. That doesn't usually happen; usually they have a broken back end and you lose a good amount of meat. It was in perfect shape, so that was awesome because we had none left in the freezer," said Ms. Colyer.

They also managed to harvest 15 pounds of morels in one trip alone, leading Ms. Colyer to have to direct Mr. St. Onge to hold himself back from the addictive practice of morel picking to focus on other species they had yet to gather.

The two travelled to the Great Lakes Foragers Gathering in late June, where they served as the keynote speakers and met a great number of like-minded individuals—though, none quite as dedicated to the cause as their experiment.

"It was a great time; it was definitely worth the trip," said Mr. St. Onge. "To be an event centred around all wild food was awesome. We've been to other gatherings where foraging might make up a portion, but there it was the whole event."

There was a marketplace set up where processors of wild foods sold their wares, which enabled the couple to purchase hickory nut oil, wild black walnut and were gifted some hickory nuts and hickory milk from a fellow forager.

"It was super cool to have people sharing that passion for wild foods. It was nice seeing what we're doing through other people's eyes, too. When you're doing it, you're just doing it. It's work; you don't think about the scope so much because you're just doing it to survive. Having other people remark on it was pretty awesome," said Ms. Colyer.

They also had the chance to meet Mr. St. Onge's favourite living wild food author Samuel Theyer (the couple are now on a 'Sam' basis with him). He led foraging walks in which he shared information about the plant species they encountered along the way.

A food contest took place for the best wild-made food and beverage. Hickory nut products took the prize, with an ice cream made of hickory nut milk, maple, vanilla and cinnamon earning the food title and a straight-up hickory nut milk won the beverage category. After the competition, the person who made the milk offered it to the couple as a gift.

"That was just so nice to have something gifted to us that we can actually have, because it was all wild food. It was awesome," said Ms. Colyer.

Back home, their freezer is beginning to fill up for the long winter ahead. Ms. Colyer said she was elated to find that a previous strawberry patch she had found was still in existence, unlike some other properties that have been ripped up in past months. They were just about perfectly ripe and ready for the picking this past weekend.

The two describe the rest of their harvesting year as having three stages: fishing and berries, fishing and

...continued on page 13

Mound gardens take shape at community foods workshop

by Warren Schlote

AUNDECK OMNI KANING—Bed two of the Aundeck Omni Kaning community garden was a hub of activity recently as community members gathered to help plant Three Sisters mound gardens on a picturesque hilltop off Highway 540.

Debajehmujig Storytellers' Richard Ashley Manitowabi was the main leader of the workshop, helping to coordinate the event alongside Manitoulin Community Fresh Food Initiative (MCFFI) project manager Kristin Bickell. MCFFI is part of the work of the Child Poverty Task Force and administered through Noojmowin Teg Health Centre.

Mr. Manitowabi has been involved with Debaj's gardening program for several years and has been involved with co-ordinating seed swaps for heirloom seeds. He has also facilitated seed saving workshops which instruct participants how to responsibly cultivate their annual produce, saving a sufficient supply of seeds so subsequent seasons can similarly sprout several strong strains of savoury or sweet snacks for the sowing.

In his role as a Debaj storyteller, Mr. Manitowabi shared an Odawa version of the Three Sisters story, similar versions of which also feature in several Indigenous peoples' cultures and traditions.

"We believe in telling stories because people can connect with stories and use them emotionally, physically and spiritually," Mr. Manitowabi said.

The Three Sisters—beans, corn and squash— are notable because they can be planted in the same area as one another and each will provide something the other plants need in order to survive and thrive. Squash grows near to the ground, providing ground shade and mulch while also warding off pests. Beans infuse the soil with plenty of nitrogen which corn needs to thrive. The cornstalks themselves offer vertical supports on which the beans can climb and find stability. The three, eaten together, are said to provide all the nutrients one needs to sustain themselves without needing meats or any other types of produce.

After hearing the story and seeing dried examples of cornstalks, beans and corn flour, the group headed down to a soil bed at the hilltop to begin work on the mound gardens. The sizes of the mounds were approximately five foot-lengths square, with the goal of reaching the centre of the mound with a hand while kneeling at the edge.

Mound gardens can be made atop grass if necessary; Ms. Bickell suggested placing a layer of newspaper before laying down the soil mound to help preserve the moisture.

The first seed to go in the ground is the corn. First, a planter will make seven holes. One in the centre of the mound and six in a ring around the middle, planted approximately five to seven inches apart. For many people, this will be the distance between one's thumb and pinky finger.

...continued on page 36



Valen, Aaven, Jonathan and Myla Edralin each got seed packets to take home to begin growing their own mounds.

photo by Warren Schlote

Notice of Public Information Centre 2

Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

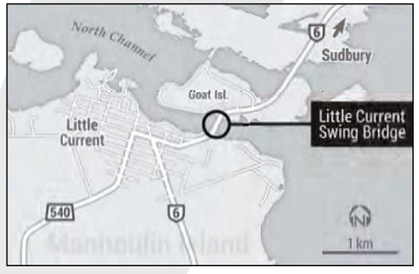
THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. Upon completion of preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review period.

PUBLIC INFORMATION CENTRE 2

The first Public Information Centre (PIC) was held on August 22, 2018. A second PIC is being held to provide the public and stakeholders with an opportunity to review the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and comment on project activities to date. The PIC will be a drop-in format, with members of the Project Team available to discuss the project with you and respond to any questions you may have. The second PIC will be held on:

Date: July 17, 2019
Location: Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, ON
Time: 4:00 p.m. to 7:00 p.m.



COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the Project Team. If you wish to have your name added to the project mailing list or have questions about the study, please contact:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
tel: 905-381-3227 / call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

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Ontario

Champions crowned at annual mixed team tournament held at Manitoulin Golf

Tom Sasvari
The Recorder

GORDON/BARRIE ISLAND—The team of Cheryl and Dennis Audette are the champions of the first flight of the annual mixed team format golf tournament held at the Manitoulin Golf course earlier this month.

The Cheryl and Denis Audette team posted a two-day 36-hole total score of 145 (75-70) to take first place by seven strokes over the Mike and Barb Martell team who posted a total score of 152 (78-74) to finish second.

"First of all I we would like to thank everyone for coming out to play this weekend," said Dan Marois, master of ceremonies at the awards ceremony.

"We would like to thank Dave (Carr) and Arthur (Pummell) and the course grounds crew for having the course in such great shape," said Mr. Marois. "Thank you to Myrna (Thomas) and her kitchen staff for all their food and hospitality during the weekend."

Several special awards were handed out, included the closest to the pin for the ladies on Sunday, which was won by Jenny Gauthier and on the men's side Stephane Corbiere. The award for the longest drive, ladies, was won by Annette McDonald and the prize for longest drive in the men's division was won by Dave Parcher.

Taking first place in the first flight division was the team of Todd and Maggie Mazzucca who posted a 36-hole score of 154, with James Beaudin and Lauren second with 156.

The Kelly and Launa Abottosaway team took first place in the second flight with a score of 163. Placing second was the team of Meri Bolander and Denis Poitras.



The Cheryl and Dennis Audette team were the champions at the annual mixed team format golf tournament. Dan Marois presents the championship trophy to Cheryl and Dennis Audette.

Police Report

Manitoulin OPP identify deceased in dirt bike tragedy

On June 29 at approximately 2:52 pm, officers from the Manitoulin detachment of the Ontario Provincial Police (OPP) responded to a report of a single dirt bike collision near Fox Lake Road, Whitefish Falls.

The driver of the dirt bike has been identified as 21-year-old Tristin Strub of Fergus, who was pronounced dead at the scene. Sources say that the young man had been riding the rail beds, which is frequented by all-terrain vehicles and dirt bikes, that leads from Espanola to Whitefish Falls. The OPP Technical Collision Investigation (TCI) team is continuing their investigation.

Manitoulin OPP investigates motorcycle collision

On Friday, June 28 at approximately 6:36 pm, officers from the Manitoulin Detachment of the Ontario Provincial Police (OPP) and the Sudbury-Manitoulin Emergency Medical Services (EMS) responded to a two-vehicle collision involving a motorcycle and a vehicle on Highway 6 near Gravelle Road, just south of Whitefish Falls.

According to eyewitnesses, at approximately 6:36 pm a motorcyclist collided with an oncoming car. Police reported at the time that the driver of the motorcycle was in serious condition. He was transported from the scene by land ambulance and later airlifted to Health Sciences North from the Espanola Regional Hospital. The driver of the car sustained minor injuries in the accident. The OPP reported that the motorcyclist, a 61-year-old male from London, remained in hospital with non-life threatening injuries. Charges in the accident are pending.

Highway 6 was reduced to one lane for approximately four hours.

Manitoulin OPP investigating multiple thefts from vehicles

The Manitoulin detachment of the Ontario Provincial Police (OPP) is currently investigating multiple thefts from vehicles in the town of Espanola. The thefts occurred overnight between June 24 and June 26.

The OPP have investigated a number of incidents where thieves have entered unlocked vehicles and stolen articles such as wallets, credit cards, cash, bank cards and other items. The suspects then attended businesses and made purchases with these stolen items.

Thieves will often target easy to carry items that do not impede their movement. All suspicious activity needs to be reported to police. Try to obtain as much information as possible while assuring your safety and do not interfere with the crime scene.

Vehicle owners can do simple things to decrease the risk of being victimized such as: never leave a vehicle running unattended, lock your doors, roll up your windows, keep valuables out of sight, pocket your keys and always park n a well-lit area.

The OPP encourages members of the public to report any suspicious activity to police. If you have any information regarding these investigations, please contact the OPP at 1-888-310-1122.

Should you wish to remain anonymous, you may call Crime Stoppers at 1-800-222-8577 (TIPS) or submit information online at www.sudburycrimestoppers.com where you may be eligible to receive a cash reward of up to $2,000.

Notice of Public Information Centre 2

Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

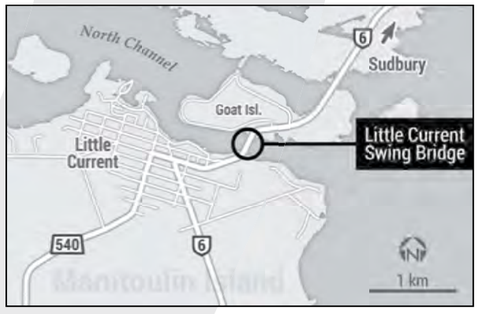
THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. Upon completion of preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review period.

PUBLIC INFORMATION CENTRE 2

The first Public Information Centre (PIC) was held on August 22, 2018. A second PIC is being held to provide the public and stakeholders with an opportunity to review the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and comment on project activities to date. The PIC will be a drop-in format, with members of the Project Team available to discuss the project with you and respond to any questions you may have. The second PIC will be held on:

Date: July 17, 2019
Location: Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current, ON
Time: 4:00 p.m. to 7:00 p.m.



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Ontario

CANADA

MAN ARRESTED AFTER CRASH, FIRE

STE-THERESE, QUE. A Quebec man is facing charges after allegedly stealing a backhoe and going on a rampage on Canada Day. Local police say a 50-year-old man from Ste-Therese, north of Montreal, is expected to appear in court today on charges of theft, impaired driving, and mischief. A witness contacted police just before 9 p.m. Monday about a man who'd stolen a backhoe and was driving erratically, heading toward the town's downtown, Ste-Therese-de-Blainville police Sgt. Martin Charron says in a statement. As police moved in to intercept, the backhoe smashed a residential building, causing considerable damage, and knocked down electrical wires, which sparked a fire. Police officers had to forcibly remove the suspect from the cab of the vehicle. There were no major injuries, but two police officers were slightly injured by debris from the fire. *The Canadian Press*



Arctic fox journeys from Norway to Canada

Animal trekked 3,500 km in just 76 days

BIANCA BHARTI

An Arctic fox left researchers at the Norwegian Polar Institute in disbelief when she travelled more than 3,500 kilometres from Norway to Ellesmere Island, Nunavut, in just 76 days last year.

Scientists fitted the young blue fox (just under a year old at the time) with a satellite collar and monitored the vixen as she departed her home on the east coast of Spitsenbergen, the Svalbard archipelago's main island, on March 26, 2018.

The scientists who conducted the study were looking to find evidence that the Arctic fox species travels long distances in order to find a mate. After 21 days and a 1,512-km hike across frozen sea, glaciers and ice sheets, she reached northern Greenland on April 16, 2018. On June 10, the fox touched Canadian soil after travelling a further 1,990 km, the study said.

The fox was travelling so fast, researchers couldn't believe it at first. Eva Fuglei, one of the researchers, thought that perhaps the fox had been killed and brought aboard a boat.

"But no, there are no boats that go so far up in the ice. So we just had to keep up with what the fox did," she said, according to a translation of a press release on the study.

The vixen travelled an average of 46.3 km per day, and on one day travelled a shocking 155 km as she made her way across Greenland. "This is, to our knowledge, the fastest movement rate ever recorded for this species," the study said.

"The sea ice plays a key role in the fact that mountain foxes will migrate between areas, meet other populations and find food," Fuglei told The Guardian newspaper, adding that it was the first time the scientists studied the migration of the Arctic fox in detail between continents and ecosystems.

The researchers monitored the Norwegian fox from March 1 to July 1, 2018, during which she travelled a total 4,415 km.

A similar distance has been recorded for an adult female Arctic fox that traversed nearly 4,600 km within the Canadian Arctic, but it took that fox five-and-a-half months to complete.

Despite her high travel averages, there were two occasions when the Norwegian fox trekked fewer than 10 km in a 48-hour time span. The scientists believe this was either due to bad weather, or that she came across an abundant source of food and stopped to eat.

Though the fox's Nordic diet consisted of marine birds and life, when she migrated to Canada she feasted mainly on lemmings. In winter, when food is scarce, Arctic foxes tend to survive on the scraps left behind by polar bears.

The fox's long journey to Canada has also raised concerns over climate change.

"This is another example of how important sea ice is to wildlife in the Arctic. The warming in the north is frighteningly fast," said Norwegian Minister of Climate and Environment Ola Elvestuen. "We must cut emissions quickly to prevent the sea ice from disappearing all summer."

Sadly, after her record-breaking trip, the fox's final fate is unknown; in February of this year, her tracker stopped working. *National Post*



A researcher holds a female Arctic fox with a satellite collar in Krossfjorden, Svalbard, Norway, on July 29, 2017. *ELISE STROMSENG/VIA REUTERS*

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THE PROCESS

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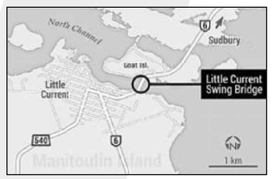

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Ontario

Canadian woman caught travelling with cocaine

ADRIAN HUMPHREYS

A Canadian woman travelling to Australia with her young son was caught at the airport with a large load of cocaine in her luggage, according to Australian police.

While the 42-year-old woman was held in custody with her first court appearance scheduled for Canada Day, Australian child welfare authorities and Canadian consular officials were discussing the care of her child until he can return to his family in Canada, the Australian Border Force (ABF) said.

The woman, who was identified only as L. Roberts, arrived at Sydney International Airport on a flight from Canada with three large suitcases and her young son on June 30. Australian border agents targeted her for an examination and her luggage was X-rayed.

The X-ray images revealed several anomalies, the agency said.

"ABF officers discovered a white powdery substance concealed within the lining of the suitcases. Initial testing returned a presumptive positive result for cocaine, with a total weight of approximately 12 kilograms," officials said.



AUSTRALIAN BORDER FORCE

She was arrested by officers with the Australian Federal Police (AFP) based at the airport and charged with one count of importing a commercial quantity of cocaine. The maximum penalty for this offence is life imprisonment.

This is the latest in a spate of Canadians arrested trying to smuggle popular street drugs into Australia, where many drugs command higher prices due to high demand and the difficulty of importing it into the island country.

Canada is the third most frequent embarkation point for cocaine seized at the Australian border, behind the United States and South Africa but ahead of Mexico, according to the most recent data available from the Australian Institute of Criminology.

Much of the smuggling is backed by organized crime groups. The AFP said they are working with the RCMP in Canada and police in other countries to tackle the problem.

"Our message to Canadians is our intelligence sharing is robust -- they can expect Australian law enforcement to be well aware of what is happening overseas and the threats to our borders. Australia's border detection capabilities are excellent and they can expect to be caught," an AFP spokesperson told the National Post.

"The market for drugs in Australia is strong, but the ability of Australian law enforcement agencies to work together with international partners against organized crime has never been stronger. The offshore disruption of criminal groups and infiltrating organized crime is a key part of our role and part of the solution."

ahumphreys@nationalpost.com

APPENDIX B
PIC DISPLAYS AND COMMENT SHEET

LITTLE CURRENT
SWING BRIDGE STUDY

Public Information Centre 2

July 17, 2019

Ontario

Stantec

Exhibit 1

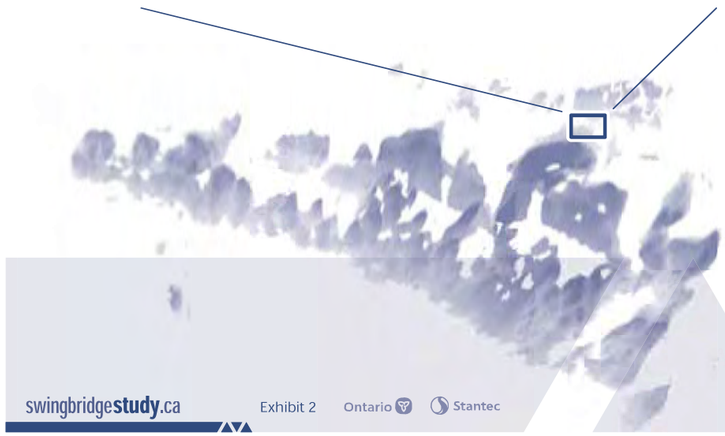
swingbridgestudy.ca

Welcome

This is the second Public Information Centre (PIC) for the
Highway 6 Little Current Swing Bridge
Planning, Preliminary Design, and Environmental Assessment Study

The bridge is located in the community of Little Current within the Town of Northeastern Manitoulin and the Islands, in Northeastern Ontario.





swingbridgestudy.ca

Exhibit 2

Ontario

Stantec

sign-in

chat
with the project team

accessibility
let us know how we can help

The purpose of this study is to identify a recommended plan

which will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

Objectives of this consultation event

- Present and seek input on the results of the Assessment of the Alternatives to the Undertaking
- Present and seek input on the planning alternatives
- Present and seek input on the Ontario Heritage Conservation Options
- Review the preliminary evaluation criteria and the evaluation process to be used to identify a preferred plan
- Answer questions about the study

Study Process

The Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study is being carried out under the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO, 2000), which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study.

A draft SDR was made available for public comments from November to December, 2018. ***A copy of the final SDR (with incorporated comments) is available for review at this Public Information Centre, and posted on the project website.***

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review at the end of the study.

Public, stakeholder and Indigenous community consultation will take place throughout the project and will include, but will not be limited to: Public Information Centres (PIC), Indigenous Community Information Sharing Sessions (CISS), meetings with stakeholders, meetings with business owners, and participation at community events.

Study Phases

Ongoing consultation

1 Transportation needs assessment phase

a. Develop Problem and Opportunity Statements

b. Identify Alternatives to the Undertaking (ie, "Alternatives to")

c. Publish Study Design Report (SDR)

- Public Information Centre 1 & Indigenous Community Information Sharing Sessions
- SDR 30-day public review

2 Planning phase

a. Assess "Alternatives to"
(How well do they address the Problem and Opportunity Statements?)

b. Select "Alternatives to" to carry forward for further development

c. Confirm Class EA Process

d. Develop Planning Alternatives ("Alternative Methods")

e. Develop Evaluation Process

f. Evaluate Planning Alternatives

g. Select Preferred Alternative

- Public Information Centre 2 & Indigenous Community Information Sharing Sessions — *we are here*

3 Preliminary design phase

a. Develop Recommended Plan

b. Identify Traffic Management and Staging Requirements

c. Confirm Environmental Impacts and Mitigation

d. Identify Property Requirements

e. Refine and Finalize Recommended Plan

- Public Information Centre 3 & Indigenous Community Information Sharing Sessions

4 Documentation and environmental clearance phase

a. Publish Transportation Environmental Study Report (TESR)

b. Obtain Environmental Clearance

- TESR 30-day public review

Future phases...

5 Detail Design of the Recommended Plan

6 Property Acquisition and Utility Relocation

7 Construction

- Additional public consultation

Existing Conditions

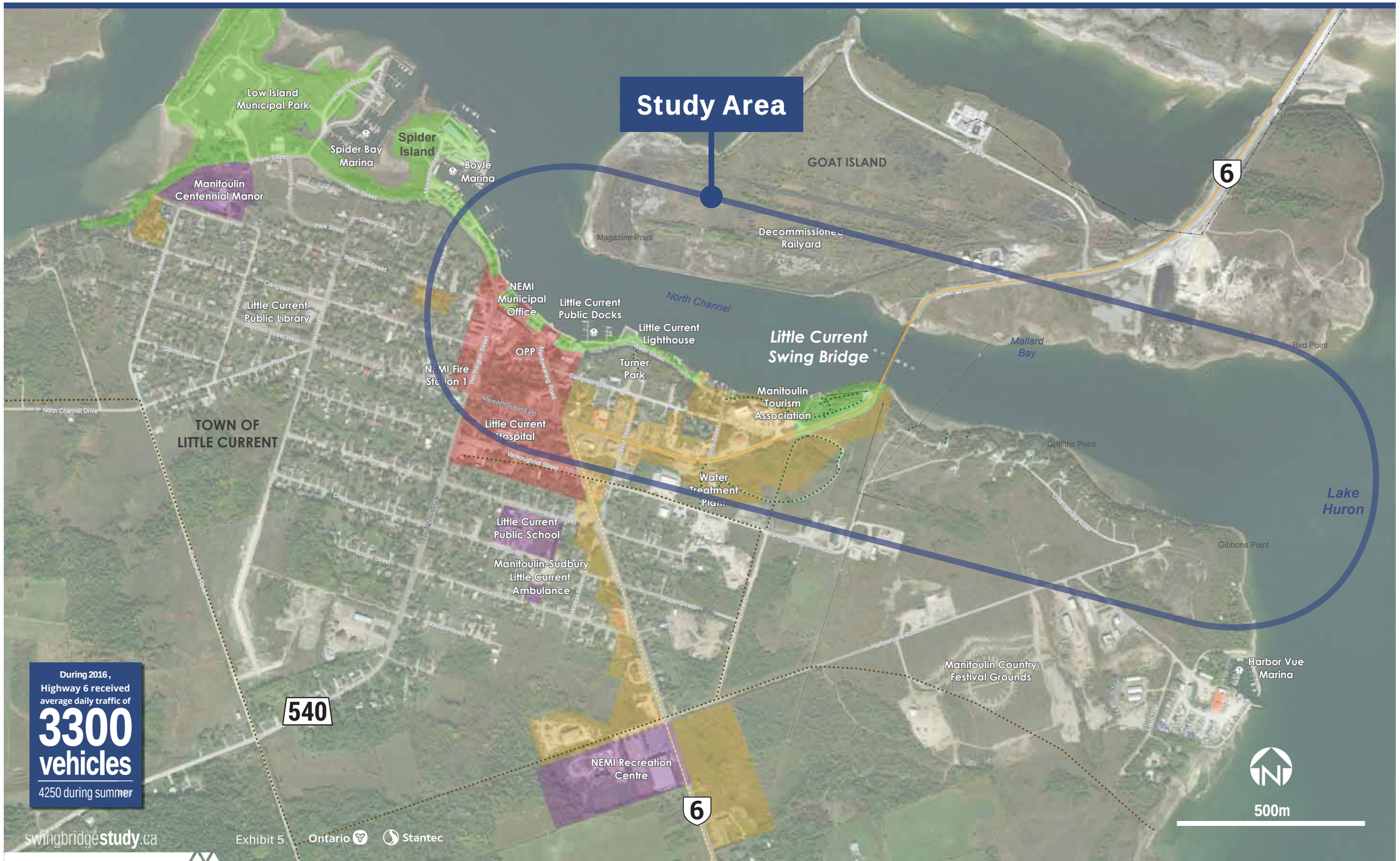
Legend

h Marina

District of Manitoulin Official Plan Land Use

- Core Commercial Area
- Arterial Commercial Area
- Community Facility Area
- Open Space Area

- Province Wide Cycling Network Designated on Road Route
- Province Wide Cycling Network Proposed on Road Route
- Snowmobile Trail
- Walking Trail
- Hydro Line
- Pipeline
- Electrical distribution line



Surrounding Communities

LEGEND

- Town
- Highway
- Major Road
- Municipal Boundary
- Country Boundary
- Provincial Park
- Waterbody



Problem and Opportunity

The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months, to provide boat access along the North Channel. Continuous road access is provided at night and during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transport facilities; and to reduce operating and maintenance costs.

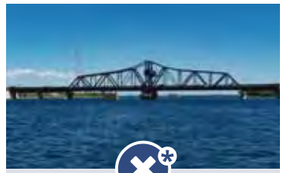
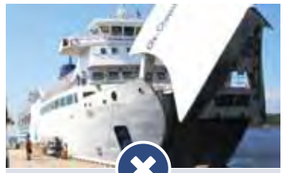
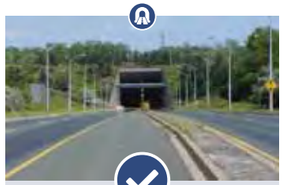
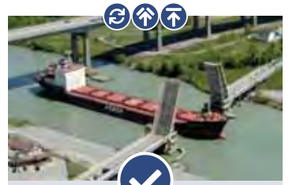
Assessment of Alternatives to the Undertaking

Following the development of the Alternatives to the Undertaking and feedback received from the public, stakeholders and Indigenous communities during consultation activities undertaken in 2018, an assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives (Alternative Methods).

For this study, the assessment has been designed to evaluate the Alternatives to the Undertaking and select only the most reasonable alternatives for more detailed study.

The assessment of the Alternatives to the Undertaking is provided in the table at right.

Alternatives to the Undertaking

Problem & Opportunity Statements	Do Nothing*	Replace with a Ferry	Replace with a 2-lane Tunnel	Replace with a 2-lane Movable Bridge	Replace with a 2-lane Fixed Bridge
	 Maintain the existing single-lane structure and provide on-going maintenance and repairs to the structure, as required.	 A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.	 A tunnel that will provide year-round vehicular access via a two-lane tunnel.	 A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.	 A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.
Maintains a permanent fixed link.	⊕ Provides year-round road access ⊖ Risk of mechanical breakdown causing major disruption to the transportation system ⊖ Risk of structural failure due to non-redundant structure type	⊖ Does not provide a permanent fixed link ⊕ The new ferry would reduce the risk of mechanical breakdown ⊖ The operation of the ferry could be affected by adverse weather	⊕ Provides year-round road access ⊕ Limited mechanical issues or breakdown on new tunnel	⊕ Provides year-round road access ⊕ Modern movable bridge reduces risk of mechanical breakdown	⊕ Provides year-round road access ⊕ No mechanical issues on new fixed bridge
Reduces ongoing maintenance and operating costs.	⊖ Requires extensive and ongoing operating and maintenance costs	⊖ Requires extensive and ongoing operating and maintenance costs	⊕ Lower maintenance costs when compared to existing bridge	⊕ Modern movable bridge reduces maintenance and operating costs	⊕ Minimal maintenance costs when compared to existing bridge, ferry, and movable bridge
Improves traffic operations.	⊖ Maintains existing traffic operations ⊖ Maintains single-lane bridge ⊖ Does not reduce closure times	⊖ The ferry has limited capacity for vehicles which does not improve traffic operations or reduce delays	⊕ Maintains permanent road access ⊕ Provides two lanes ⊕ Improves traffic operations and reduces delays ⊕ Eliminates need for bridge closure for boat access	⊕ Provides two lanes ⊕ Improves traffic operations and reduces delays ⊕ Improves timing of bridge closure for boat access (modern turning mechanism is faster)	⊕ Maintains permanent road access ⊕ Provides two lanes ⊕ Improves traffic operations and reduces delays ⊕ Eliminates need for bridge closure for boat access
Improves boat access.	⊖ Maintains 15-minute/hour boat access	⊕ Provides unrestricted boat traffic	⊕ Provides unrestricted boat traffic	⊕ Reduces wait times due to modern mechanics of movable bridges	⊕ Provides unrestricted boat traffic
Improves emergency services access.	⊖ Maintains intermittent road access for emergency services	⊖ Maintains intermittent road access for emergency services	⊕ Provides continuous emergency services access	⊕ Provides improved emergency services access/ reduces wait times due to modern movable bridge mechanics	⊕ Provides continuous emergency services access
Carried forward?	**Do not carry forward*** *The "Do Nothing" alternative will be considered as part of a separate cultural heritage evaluation process. See *Heritage & Conservation* (exhibit #5)	**Do not carry forward** The Ferry alternative will not be carried forward as it does not address all the identified problem and opportunity statements noted above.	**Carry forward** Carried forward to the Planning Phase which will include the development of alignment and tunnel structure type alternatives.	**Carry forward** Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.	**Carry forward** Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Corridor alternatives

Corridors

- Carried forward - Movable bridge
- Carried forward - Fixed bridge or tunnel
- Screened-out

Structure types

- Swing bridge
- Lift bridge
- Bascule bridge
- Fixed bridge
- Tunnel



1 ✕

Alternative 1 is screened out because:

- significantly impacts existing marinas and boat facilities
- significantly impacts the existing road network and traffic patterns
- impacts several residential properties
- the alignment is located in an area of potentially contaminated materials on Goat Island

2 ✓

Alternative 2 is carried forward because:

- does not impact existing marinas and boating facilities
- does not impact existing road network and traffic patterns

3 ✕

Alternative 3 is screened out because:

- requires temporary detour and temporary movable bridge
- significantly impacts fish habitat and river bed in the North Channel due to temporary bridge
- cost is significantly higher when compared to other movable bridge alternatives due to temporary movable bridge

4 ✓

Alternative 4 is carried forward because:

- does not impact existing marinas and boating facilities
- does not impact existing road network and traffic patterns

5 ✓

Alternative 5 is carried forward because:

- does not impact existing marinas and boating facilities
- does not impact existing road network and traffic patterns

6 ✓

Alternative 6 is carried forward because:

- does not impact existing marinas and boating facilities
- does not impact existing road network and traffic patterns
- the alignment avoids areas of potentially contaminated materials on Goat Island

7 ✕

Alternative 7 is screened out because:

- it bypasses the Town of Little Current
- significantly impacts the existing road network and traffic patterns

Structure alternatives

Five different structure type alternatives have been developed alongside the alignment alternatives.

Each alignment is compatible with specific structure types and will be evaluated together.



Tunnel

- ⊖ Requires steeper roadway approach grades when compared to a movable bridge
- ⊕ Unlimited vertical clearance for boat traffic
- ⊕ Unlimited horizontal navigational clearance
- ⊖ Does not provide a comfortable environment for pedestrians in an enclosed space
- ⊕ A tunnel is more reliable than a movable bridge with mechanical components
- ⊕ The roadway within the tunnel is protected from winter weather and high winds
- ⊖ Malfunction of tunnel ventilation or electrical systems could require temporary tunnel closures
- ⊖ Roadway tunnels are not common in Ontario and require specialized construction techniques
- ⊖ Significantly higher construction risks when compared to the bridge alternatives
- ⊖ Significantly higher construction cost when compared to the bridge alternatives (~ $500 M range)
- ⊖ Requires operation costs for ventilation and electrical systems
- ⊕ Lower maintenance (snow plowing) costs compared to bridge alternatives
- ⊕ No impacts to existing viewscapes
- ⊕ No impact to boat access during construction



Fixed bridge

- ⊖ Requires steeper roadway approach grades when compared to a movable bridge
- ⊖ Limited vertical clearance (36 m) for boat traffic
- ⊕ Provides larger horizontal navigational clearance (55 m) compared to movable bridge alternatives
- ⊕ Provides multiple navigation channels
- ⊖ High level bridge elevation may be prone to high winds on bridge
- ⊕ A fixed bridge is significantly more reliable than a movable bridge with mechanical components
- ⊖ Severe winter weather or high winds could require temporary bridge closures
- ⊕ The structure type (slab on girder) is common in Ontario and requires relatively standard construction techniques
- ⊕ Similar construction cost when compared to the movable bridge alternatives (~ $150 M range)
- ⊕ No operating costs
- ⊕ Maintenance (snow plowing) costs are similar to other bridges in Ontario
- ⊖ Significant impacts to existing viewscapes
- ⊖ The bridge design is significantly different than the existing bridge, and is not sympathetic to the local heritage value of the existing bridge
- ⊖ Construction could temporarily disrupt or delay boat access



Lift bridge

- ⊕ Flatter roadway approach grades when compared to a fixed bridge or tunnel
- ⊖ Limited vertical clearance (36 m) for boat traffic in the open position
- ⊕ Maintains existing horizontal navigational clearance (48 m)
- ⊖ Provides one navigation channel
- ⊕ Typically more reliable than a swing bridge due to smaller movable span and smaller mechanical equipment
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Similar construction cost when compared to the fixed bridge (~ $130 M range)
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives
- ⊕ Moderate impacts to existing viewscapes
- ⊖ The bridge type is not sympathetic to the local heritage value of the existing bridge
- ⊕ The movable feature provides some uniqueness and provides opportunities for enhanced aesthetics
- ⊖ Mechanical breakdown could require temporary bridge closures
- ⊖ Construction could temporarily disrupt or delay boat access



Swing bridge

- ⊕ Flatter roadway approach grades when compared to a fixed bridge or tunnel
- ⊕ Unlimited vertical clearance for boat traffic in the open position
- ⊕ Maintains existing horizontal navigational clearance (48 m)
- ⊕ Maintains two navigation channels
- ⊖ Can experience alignment problems over time due to wear at the pivot machinery
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Similar construction cost when compared to the fixed bridge (~ $140 M range)
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives
- ⊕ Minimal impacts to existing viewscapes
- ⊕ The bridge type is sympathetic to the local heritage value of the existing bridge
- ⊖ Mechanical breakdown could require temporary bridge closures
- ⊖ Construction could temporarily disrupt or delay boat access

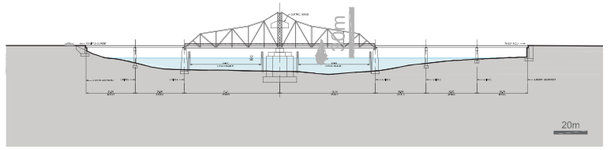


Bascule bridge

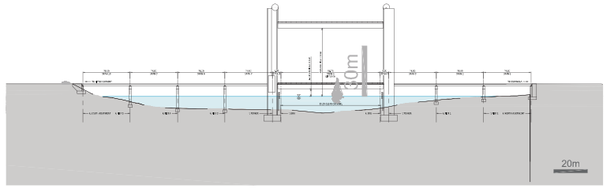
- ⊕ Flatter roadway approach grades when compared to a fixed bridge or tunnel
- ⊕ Unlimited vertical clearance for boat traffic in the open position
- ⊕ Maintains existing horizontal navigational clearance (48 m)
- ⊖ Provides one navigation channel
- ⊕ Typically more reliable than a swing bridge due to smaller movable span and smaller mechanical equipment
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Similar construction cost when compared to the fixed bridge (~ $130 M range)
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives
- ⊕ Minimal impacts to existing viewscapes
- ⊖ The bridge type is not sympathetic to the local heritage value of the existing bridge
- ⊕ The movable feature provides some uniqueness and provides opportunities for enhanced aesthetics
- ⊖ Mechanical breakdown could require temporary bridge closures
- ⊖ Construction could temporarily disrupt or delay boat access

Structure alternative profiles

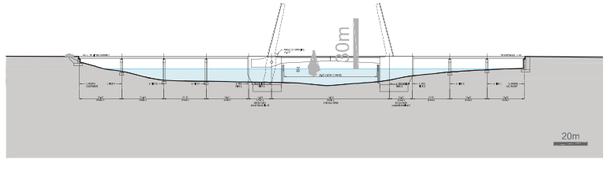
Swing bridge



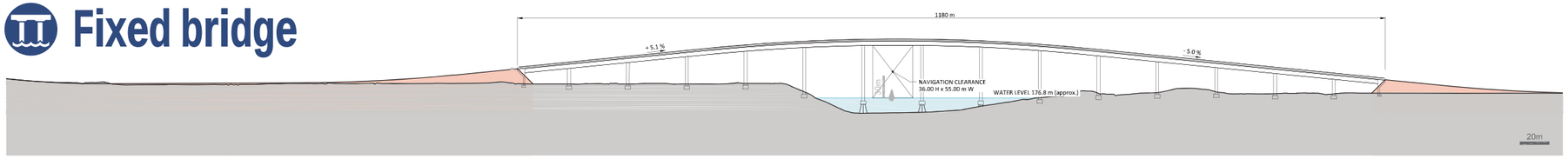
Lift bridge



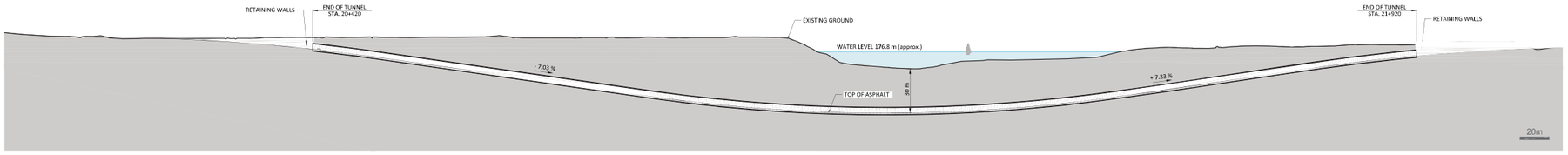
Bascule bridge



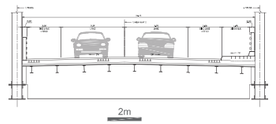
Fixed bridge

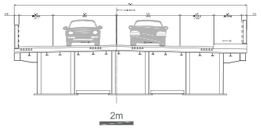


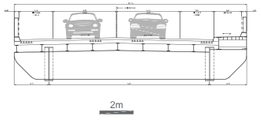
Tunnel

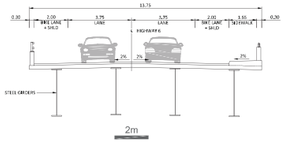


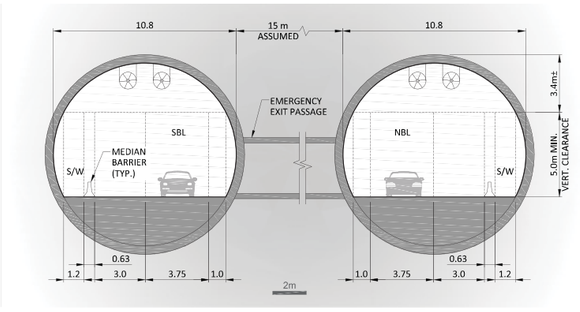
typical cross-sections











Alternative 2

Any movable bridge type

New right-of-way
New roadway
New bridge extent



Engineering

- ⊕ The new bridge accommodates two lanes of traffic, which will improve traffic operations
- ⊖ Opening the bridge to accommodate boat traffic will result in traffic delays (similar to existing)
- ⊕ The new bridge accommodates pedestrian and cycling facilities
- ⊕ The roadway profile provides relatively flat grades for pedestrians and cyclists
- ⊕ Minimal impacts to the existing road network
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Does not impact fiber optic facilities
- ⊕ Does not impact hydro facilities
- ⊕ Lower construction cost when compared to the fixed bridge or tunnel alternatives
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives

Environment

- ⊕ Smaller footprint when compared to fixed bridge alternative, and lower potential for impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

Community

- ⊕ Does not impact any existing residential dwellings
- ⊖ Requires acquisition of approximately 2 ha of land
- ⊖ Opening the bridge to accommodate boat traffic could impact emergency response and evacuation access (similar to existing)
- ⊖ Impacts existing walking trails and municipal park
- ⊕ No change to access to Little Current business areas
- ⊖ Potential impacts to potential contaminated lands on Goat Island
- ⊕ Provides an opportunity for replacement with a sympathetically designed structure
- ⊕ Provides an opportunity to relocate the existing bridge as a monument

Alternative 4

Any movable bridge type

New right-of-way
New roadway
New bridge extent



Engineering

- ⊕ The new bridge accommodates two lanes of traffic, which will improve traffic operations
- ⊖ Opening the bridge to accommodate boat traffic will result in traffic delays (similar to existing)
- ⊕ The new bridge accommodates pedestrian and cycling facilities
- ⊕ The roadway profile provides relatively flat grades for pedestrians and cyclists
- ⊖ Requires minor local road connections
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊖ Impacts fiber optic facilities
- ⊕ Does not impact hydro facilities
- ⊕ Lower construction cost when compared to the fixed bridge or tunnel alternatives
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives

Environment

- ⊕ Smaller footprint when compared to fixed bridge alternative, and lower potential impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

Community

- ⊕ Does not impact any existing residential dwellings
- ⊖ Requires acquisition of approximately 3.5 ha of land
- ⊖ Opening the bridge to accommodate boat traffic could impact emergency response and evacuation access (similar to existing)
- ⊕ No impacts to existing walking trails and municipal park
- ⊕ No change to access to Little Current business areas
- ⊖ Potential impacts to potential contaminated lands on Goat Island
- ⊕ Provides an opportunity for replacement with a sympathetically designed structure
- ⊕ Provides an opportunity to relocate the existing bridge as a monument

Alternative 5a

Fixed bridge



New right-of-way
New roadway
New bridge extent
Property impact

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



New right-of-way
New roadway
New tunnel extent
Property impact

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

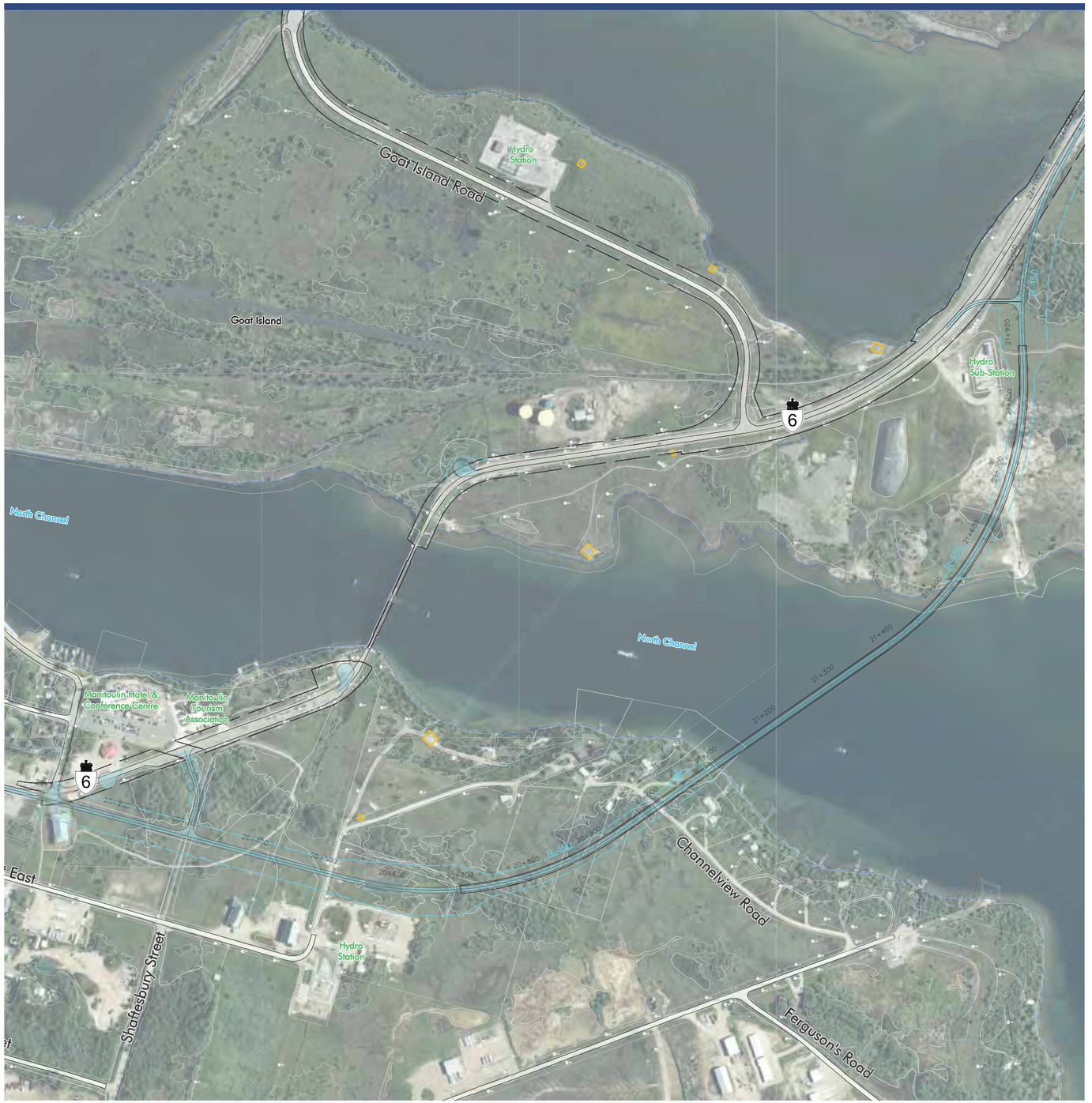
- ⊕ Smallest footprint when compared to bridge alternatives, and lowest potential for impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

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



New right-of-way
New roadway
New bridge extent
Property impact

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

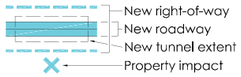
- ⊖ Larger footprint when compared to movable bridge alternatives, and higher potential for impacts to terrestrial ecosystems, potential species of conservation concern, environmentally sensitive areas

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 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
- ⊖ 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

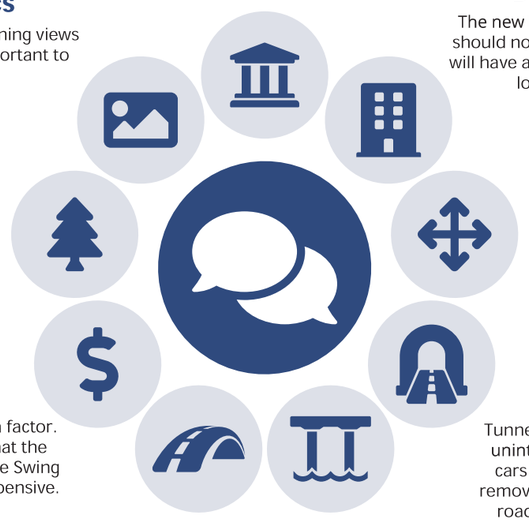
- ⊕ Smallest footprint when compared to bridge alternatives, and lowest potential for impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

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.



Tourism/Heritage

Swing Bridge should be maintained in some capacity as it is a symbol of Manitoulin Island/ tourist attraction/ historic meaning to the people.

Businesses

The new bridge or tunnel traffic should not by-pass the town as it will have a negative impact on the local businesses.

Aesthetics

Preserving and maintaining views in Little Current is important to residents.

Movable Bridge

Movable bridge preferred by some due to the lower initial cost, closeness to the existing bridge, and does not have a major impact on the viewscapes of the town.

Natural Environment

The natural environment around the existing bridge is important.

Tunnel

Tunnel preferred by some due to uninterrupted flow of traffic for cars and boats alike. No snow removal issues due to the covered road, no impact to viewscape.

Cost

Cost of the alternative is a factor. Some residents noted that the tunnel and maintaining the Swing Bridge options are too expensive.

Access

Two lanes across the channel are required for the new structure.

Fixed Bridge

Fixed bridge preferred by some due to uninterrupted flow of traffic for cars and boats alike. Fixed bridge will impact existing viewscapes.

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	• Regular maintenance will continue • Remaining 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	• Rehabilitation requiring strengthening of trusses, and reconstruction of pivot gear with original / similar parts • Remaining structure life, with restoration, is estimated to be 20 – 30 years
3 Retain existing bridge with sympathetic modifications	• Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts • Remaining structure life, with sympathetic modifications, is estimated to be 30 – 40 years
4 Retain existing bridge with sympathetically designed new structure in proximity	• Existing bridge will remain in place for single lane of traffic • Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts • Remaining structure life of existing bridge is estimated to be 30 – 40 years • Structure life of new bridge is approximately 75 years
5 Retain existing bridge no longer in use for vehicular traffic but adapted for new use	• Existing structure rehabilitated for active transportation access • New 2-lane structure provided for vehicles on new alignment • Remaining structure life is estimated to be 50 years
6 Retain existing bridge as heritage monument for viewing purposes only	• Bridge will be left in place and in open position for boat traffic • New 2-lane structure provided for vehicles and active transportation on a new alignment • Remaining structure life is estimated to be 50 years
7 Relocation of existing bridge to new location for continued or adaptive use	• Bridge spans moved off-site for re-use (as bridge or monument) • 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 with a sympathetically designed structure	• New 2-lane structure provided for vehicles and active transportation on a new alignment • Structure 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 viewscapes 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
Bascule Bridge Alternative



View Point 2
Alignment Alternative 4
Bascule Bridge Alternative



View Point 3
Alignment Alternative 6
Fixed Bridge Alternative



View Point 4
Alignment Alternative 6
Fixed 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





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?

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?

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

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,

Waterfront Regeneration Trust

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,

Waterfront Regeneration Trust

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 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?

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- 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

NORTHEASTERN MANITOULIN & THE ISLANDS

Box 608, Little Current, Ontario, P0P 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

RECEIVED
AUG 21 2019

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

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1. Do you have any comments on the alignment alternatives?

To minimize disruption to private property & existing businesses, bridge should remain as close as possible to existing structure.

2. What do you think about the bridge type alternatives?

Movable Bridge appears to be most cost effective & 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

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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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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 Calcium tanks on goat island as a memorial & 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).

Please leave your completed comment sheet in the drop box provided or submit (**by August 16, 2019**) to:

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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 M&E COST + CONSTRUCTION COSTS WOULD BE AN ASSETT. MY OPINION IS THE BASCULE BRIDGE WITH A FACADE DESIGN TO REPRESENT THE EXISTING BRIDGE COULD BE INCORPORATED 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~~ NEAR THE CURRENT BUSINESSES. WOULD BE A GOOD OPTION. ALTERNATIVE 2+4.

CONSIDER REMOVEING THE EXISTING BRIDGE + POSSIBLE DREDGING THE CHANNEL

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4. Do you have any additional comments or questions?

A PROJECTED TIMELINE 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 neer the Water Natural & Gives option to remove the current bridge foundation & opens way For bigger boats to head through the Straights opening up 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

Please leave your completed comment sheet in the drop box provided or submit (**by August 16, 2019**) to:

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1. Do you have any comments on the alignment alternatives?

All efforts should be exerted to avoid impacting homes, business 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 of most islanders to 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.

Please leave your completed comment sheet in the drop box provided or submit **(by August 16, 2019)** to:

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1. Do you have any comments on the alignment alternatives?

HOW CAN THE GOVERMENT 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 FAMILYS. 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

1) For common over 8 years.

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, ~~TAKES~~ 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.

Please leave your completed comment sheet in the drop box provided or submit (**by August 16, 2019**) to:

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Name and Address (optional) PLEASE PRINT

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, INTERUPTS 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 EXTREMLY UNSETTLEING BEING PUT IN THE POSITION THAT THE GOVERMENT COULD EXPROPRIATE OUR PROPERTIES IF THEY FEEL THEY WANT IT.

WHY DID THE COST OF THE MOVEABLE BRIDGE AND THE FIXED BRIDGE CHANGE (2018 NOVEMBER STUDY, 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 BY STANTEC

HOW CAN YOU POSSIBLY PUT OUT CONFLICTING NUMBERS LIKE THAT TO THE PUBLIC WITHOUT PROPER ESTAMATES TO MAKE INFORMATIVE DECISIONS? ESPECIALLY WHEN ANY GOVERMENT PROJECTS NEVER SEEMS TO BE ON BUDJET, MANY TIMES UP TO 2-3 TIMES OVER THE ORIGINAL QUOTE.

WHY WOULD THE GOVERMENT SPEND OUR TAX MONEY THAT WOULD REALISTICALLY BE NEAR THE 200-300 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 AQUIRED 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 ~~OF~~ IN THE LITTLE CURRENT AREA WOULD BE FACING NORTH TO BRIDGE TRAFFIC WHICH WAS LACLOCHE MTN.

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. W 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 W DIRECTLY & ~~WHY DO~~ HOW CAN I WORK TO CHANGE THIS MENTALITY AS IT WILL DIRECTLY AFFECT ~~THE~~ MY FAMILIES FINANCIAL SITUATION???

Please leave your completed comment sheet in the drop box provided or submit (**by August 16, 2019**) to:

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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 close to the existing swing bridge
Less impact on the business community and residents
* alternative 2 or 4 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 Abt of the residents ~~if you~~ along Channel view 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.

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Name and Address (optional) PLEASE PRINT

Name: Ian Anderson
Mailing Address: Box 21, Kagawong, On
(include postal code) P0P 1J0
Tel: 705 282 7240 Fax: Email: mayoranderson@billingstwp.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,

C Blodgett

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 DONT 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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4. Do you have any additional comments or questions?

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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 INSIGNIFCANT 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 ~~(impossible bridge)~~ with the bridge being 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 as 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 & Cone and the Conference centre are not impacted

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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/ 5a.

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 business.

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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 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?

Both Route is similar to current bridge or just to the east across to Goat Island

As to the enhancements on Goat Island, it time they were cleaned up

2. What do you think about the bridge type alternatives?

I prefer a moveable bridge, & out of 10, the first preference is for a swing bridge and second the bascule bridge.

It important to have access on foot and bicycle – hikers, runners, dog walkers, fishermen/women all appreciate that accessing.

The stable high structural bridge is out of scale with the adjacent community & look 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 find the gamut of considerations presented is exists & appropriate

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4. Do you have any additional comments or questions?

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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 observations + concerns 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-commissioned. Now is the time
- 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 alternative

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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 view east far to the west. ~~Frazier~~

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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 1 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 ~~[illegible]~~ ~~[illegible]~~ SOLUTION IS A FIX BRIDE BECAUSE OF THE LOW MAINTENANCE COST, NO STOPPING THE TRAFFIC AND THERE IS ENOUGH LEEWAY TO BUILD IT. I TRAVELLED IN NEW ORLEANS LAST YEAR AND THEY HAVE MANY OF THEM 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 and Address (optional) PLEASE PRINT

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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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?

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 aesthitic 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 then it needs to be because twinning is required Currently large loads eg: prefab houses have to come by Chicheemaun 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 budge
- keeps exsisting road/access alignment
- least disruptive to community + property owners
- closest to existing boat raffel

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 "asthetics" fixed budge 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 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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4. Do you have any additional comments or questions?

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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 asthtics 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 Goat 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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4. Do you have any additional comments or questions?

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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 Boardmember 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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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 2019 dollars

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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 ATTRATION WITH MUCH HISTORICAL & CULTURAL HERITAGE VALUE.

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1. Do you have any comments on the alignment alternatives?

My preferance is to keep the bridge as it is. In the event that a replacement is required I would NEVER choose the fixed (Altern 2) 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 our bridge and there doesn't seem to be a spot to grieve – to provide an avenue come to ~~term~~ 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 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 town

2. What do you think about the bridge type alternatives?

Fixed Overhead bridge or Tunnel is my prefered 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 in 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 hurray 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 Manitoulan 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 repaire when needed. Do not get rid of the swing bridge model It is part of Manitoulan 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 REAL 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. STAY 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?

Depends on the cost - I prefer the tunnel option. It leaves 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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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?

None are $ viable Financial descions maintenacl 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 ~~a~~ a preventative maintenacl plan in ~~the~~ replacement of these costly alternatives. Spending 1 million per year is cheaper than spending $100,000,000 for new alternative

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?

- 2 lane permanent structure coming into little current -
- or bascule on same foot print to or fix the bridge that exists now

2. What do you think about the bridge type alternatives?

Interesting concept out =

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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Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

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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
- ~~Bri~~ 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 a preserved for tourism as an icon

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Name and Address (optional) PLEASE PRINT

Name:

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(include postal code)

Tel: Fax: Email:

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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 tunnle idea would really hurt the environment, you'd be destroying so much, for what? a long pointless tunnle

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 cost 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 ambiance. 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 ambiance.

- consider also the depreciation to adjacent property & work with them, especially the actual residents.

Please leave your completed comment sheet in the drop box provided or submit (**by August 16, 2019**) to:

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Mailing Address:

(include postal code)

Tel: Fax: Email:

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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 ie. near _____. It would be helpful to have looked around town and situated the options relative to the existing community before a public consultation...

Please leave your completed comment sheet in the drop box provided or submit (**by August 16, 2019**) to:

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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 angof - 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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Name:

Mailing Address:

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Tel: Fax: Email:

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4. Do you have any additional comments or questions?

Keep Bridge.

Please leave your completed comment sheet in the drop box provided or submit (**by August 16, 2019**) to:

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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 fits with environment

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 us 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 clairity 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 ASSESSENT- HWY 6 LITTLE CURRENT SWING BRIDGE STUDY
(GWP 5268-14-00)

1. COMMENTS RE: ALLIGNMENT 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 ABSOLUTETLY 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.

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

mike@manitoulin.ca
705-368-2744
705-282-7339 cell

www.manitoulin.ca
https://www.facebook.com/ManitoulinExpositor

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 l,ocation 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 dissembled 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

Consultants studying swing bridge replacement to present optior

By **Alicia McCutcheon** - July 19, 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 t
Wednesday and on Tuesday during the July 16 meeting of Northeast Town council, representatives from Stantec and the
Transportation (MTO) were to present their latest findings, including preferred alternative options, in the ongoing study.

20 FREE articles left

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 ›us, there's going to be a lot of problems," Mayor MacNevin said. "I'm still picking the 'do nothing' option."

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.

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CBC

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



Boats wait for the Manitoulin Swing bridge to swing open so they can proceed to the Little Current marina. (Yvon 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, July17, at the Manitoulin Hotel in Little Current.

The Ontario Heritage Conservation is involved in the process as the current bridge is a historical landmark.

A plan for replacement should be finalized late next year.

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NEWS

Big turnout for Swing Bridge Open House

SHARE ON:

Rosalind Russell, staff Wednesday, Jul. 17th, 2019

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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 – myespanolanow.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.

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There were also seven corridor options presented, but three have been nixed while the other four would all allow access to Little Current, an important consideration when looking at construction.

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The costs of the bridges range from $130- to $150-million dollars while a tunnel 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.

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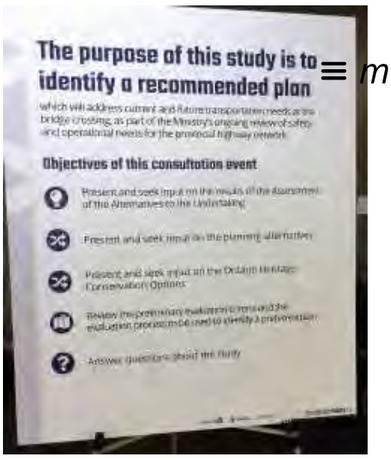

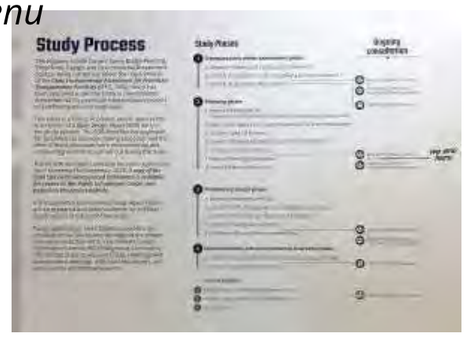



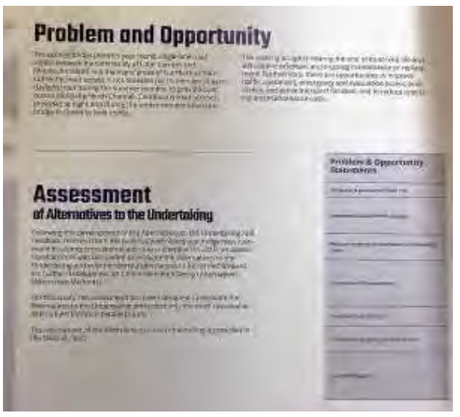

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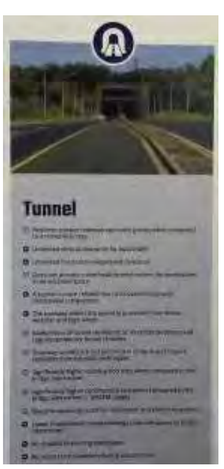





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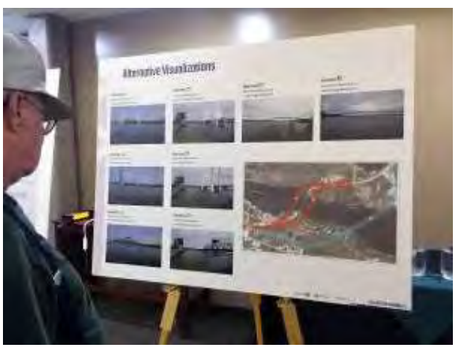



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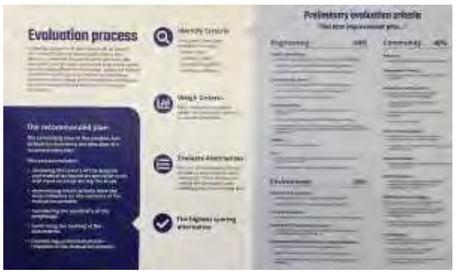

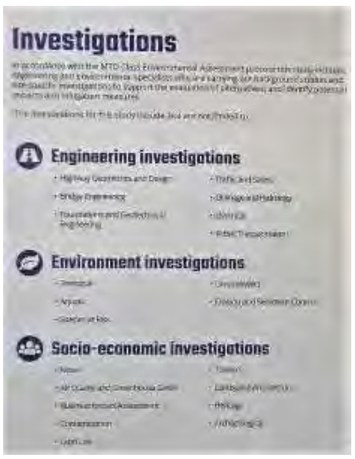



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1 Comment Sort by Newest

Add a comment...



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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Facebook Comments Plugin



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 prefered 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.

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"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."

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E.5 Public Information Centre 3

ONLINE PUBLIC INFORMATION CENTRE 3

SUMMARY REPORT
Highway 6 Little Current
Swing Bridge Study

June 16, 2021

GWP 5268-14-00

Prepared for:

Ministry of Transportation
Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9

Prepared by:

Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

June 2021

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Appendix C: Public Information Centre 3 Participation Statistics
Appendix D: Comments Received During Online Public Information Centre 3
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1.0 Introduction

A Public Information Centre (PIC) was held in relation to the Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. In light of the COVID-19 pandemic and associated physical distancing requirements for the foreseeable future, PIC 3 was held in an online format. A recorded presentation and comment form were provided on the study website as part of the online PIC.

The study area is shown on the Key Plan below.

2.0 Purpose

Online PIC 3 forms part of the overall consultation plan for the project and is designed to involve stakeholders early and throughout the study to identify concerns and provide opportunities for input.

The purpose of Online PIC 3 was to provide the public and stakeholders with an opportunity to review and present the preliminary findings of investigations, the evaluation of planning alternatives, the preliminary preferred plan and associated rationale, potential impacts and preliminary proposed mitigation measures, and next steps in the Class EA process.

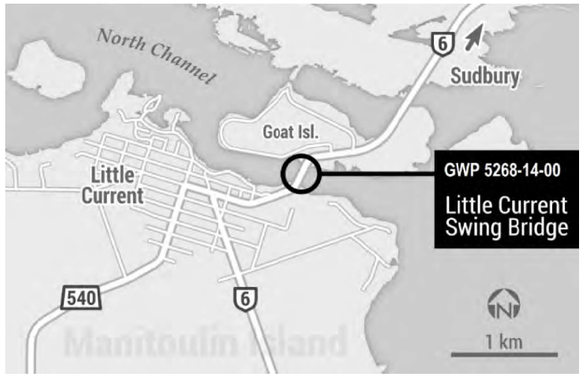


Figure 1: Key Plan

This was the third and final PIC planned as part of this Class EA study.

3.0 Location, Date, and Time

Online PIC 3 consisted of a recorded presentation that was hosted on the study website (www.swingbridgestudy.ca) beginning on March 30, 2021. Comments related to the online PIC were requested by April 30, 2021. Hardcopies of the presentation and transcript were available for mailout for those unable to access the online PIC 3 materials provided on the study website.

4.0 Notification

The Notice of Online PIC 3 provided information about the PIC, including the purpose, and date and time that the presentation would become available on the study website.

The notice was sent via mail and email to the MPP on Thursday, March 18, 2021, and 92 external agency contacts, 90 businesses and stakeholders, 15 potentially impacted property owners, and 208 members of the general public on Friday, March 19, 2021. The Ontario Government Notice for the PIC was sent to approximately 5,100 residents and business owners during the week of March 18, 2021. All Indigenous community consultation and notifications have been documented in a separate Indigenous consultation report (on file with the MTO).

Notices to advise the public of the third PIC were published in the following papers:

- Manitoulin Expositor (in English, on Wednesday, March 24, 2021)
- Sudbury Star (in English, on Tuesday March 23, 2021)
- Manitoulin West Recorder (in English, on Friday, March 26, 2021)

Copies of the newspaper notices and notification letters are provided in Appendix A.

5.0 Reference Materials and Handouts

The following displays were presented at the PIC:

- Welcome
- Purpose of the Study and Objectives of the PIC
- Study Process
- Study Phases
- Study Area Location Plan
- Study Background – Phase 1 Transportation Needs Assessment
- Study Background – Phase 2 Planning Phase
- What Have We Heard?
- Cultural Heritage – The Little Current Swing Bridge
- Heritage Bridge Conservation Options Assessment
- Existing Environment
- Evaluation Process
- Preliminary Evaluation of Alternatives
- Value Engineering Study

- Preferred Plan
- Heritage Impact Assessment
- Potential Impacts and Mitigation Measures
- Next Steps
- Thank You for Attending

The PIC displays are included in **Appendix B**.

6.0 Format

As noted, due to the COVID-19 pandemic, the PIC was hosted online via the study website www.swingbridgestudy.ca. A recorded presentation, including the transcript and displays, were available for review, and members of the public were encouraged to complete the online comment form, and to contact the project team to ask questions and/or share any ideas with respect to the study. Hardcopies of the transcript and displays were available to those who were unable to access the online format via courier, where requested; however, none were requested.

Comment forms were provided via a link to a Survey Money comment format, or PDF, where participants had the option to print and complete the form. Online PIC 1 participants were encouraged to submit their comments online, either within the online or PDF comment form, or by email and/or telephone by April 30, 2021.

The information available as part of the online PIC, including a copy of the online presentation, transcript and comment form is provided in **Appendix B**.

7.0 Participation

Statistics were gathered during the online PIC period, from March 30, 2021 to April 30, 2021, to determine the number of viewers of the online presentation. The website visit statistics were broken down into the following two categories:

1) **Unique Visitors –** the total number of people that visited the website. The same person visiting the website multiple times during the PIC time period is only counted once.

2) **Number of Visits –** the total number of visits by browsing session. If a visitor viewed another page on the site within 30 minutes of their last pageview, it is counted as the same visit. If a visitor returns to the study website 30 minutes after their last pageview, it counted as a separate visit.

The data gathered for each category is illustrated below within **Table 1** and **Table 2**. While a daily value can be determined for the number of visits, the unique visitor statistic is only available on a monthly basis.

Table 1: Unique Visitors

Unique Visitors	
March 2021	1,081 unique visitors
April 2021	976 unique visitors
Total:	**2,057 unique visitors**

Table 2: Number of Visits

Number of Visits	
March 30 to March 31, 2021	1,470 visits
April 1 to April 30 2021	3,063 visits
Total:	**4,533 visits**

A total of 2,057 unique visitors, and 4,533 visits to the project website were made during the PIC time period.

The PIC presentation included a brief YouTube video, which provided a computer-generated visual representation of the general conceptual design of the proposed swing bridge on its new alignment. The video was approximately 2 minutes long, and accumulated a total of 11,731 views from various online platforms (Facebook, manitoulin.com, cbc.ca, YouTube, Gmail, etc.).

A copy of the raw statistics of participants is provided in **Appendix C.**

8.0 Comments Received

In total, 27 letters and emails were received following the PIC up to the submission date of April 30, 2021. In addition, 21 survey responses were submitted. Copies of the comment forms and survey responses are presented in **Appendix D**. All personal information has been removed, consistent with the *Freedom of Information and Protection of Privacy Act*.

The survey accumulated a total of 368 unique visitors. Key comments from the survey responses included:

- Concern for emergency vehicle access and coast guard access for search and rescue (for their larger vessels)
- Concern for boat accidents causing the bridge to remain open
- Concern that the existing structure will fail before a new structure is built
- Concern that 2 lanes will not be enough to alleviate traffic and that 4 lanes will be required

- Concern that commercial shipping/cruise ship requirements have not been considered as the new bridge would not facilitate their movement while in the closed position.
- Agreement that the bridge is of cultural heritage value and that a new swing bridge is the best option
- Agreement that two lanes will help alleviate seasonal traffic delays
- Need for wide enough sidewalks/buffer for cyclists and pedestrians
- Suggestion to include an underpass connection for cyclists/pedestrians who use the park space
- Some feel strongly that a fixed bridge would be more beneficial long term, especially for future development, commuting and to avoid mechanical failures
- Suggestion to keep the old bridge as a pedestrian crossing or portions of it as a heritage viewing site
- Suggestions to see the bridge set on Goat Island as a heritage viewing site and to incorporate some park land around it

Suggestion to relocate existing bridge to Low Island Park/Picnic Island to create a park/recreation facility

An overview of the comments received during the Online PIC review period is provided in **Table 3**.

Table 3: Public Input Received and Response Provided/Action Taken

Comment	Response Provided and/or Action Taken
Existing Bridge Condition	
• Article shows that the bridge is in good condition. • The important landmark should remain in use.	The bridge is inspected every two years following the Ontario Structural Inspection Manual (OSIM) to ensure its safety, quantify the material deteriorations and determine the Bridge Condition Index (BCI). The single lane bridge with its unique operation and maintenance demands is over 100 years old and is nearing the end of its service life. The swinging operation depends on outdated mechanical and electrical systems with many obsolete moving parts that cannot be relied upon much longer. The BCI is posted on the Ministry of Transportation's web site and can be found at https://data.ontario.ca/en/dataset/bridge-conditions. Information for the Swing Bridge can be found within the table on Row 4824. The 2020 BCI is 73.56 and refers to the condition of the structure at the time of inspection. More information on the BCI is found on the MTO bridge safety page at http://www.mto.gov.on.ca/english/highway-bridges/ontario-bridges.shtml.
Heritage of Existing Bridge	
• "Heritage site" needs to be maintained. • New bridge should retain the same design as the old bridge structure. • Pleased that repurposing components of the old bridge will be considered. • Keep old structure as an informative historical site.	A Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to evaluate the bridge in accordance with Ontario Regulations 9/06 and 10/06, as well as the Ontario Heritage Bridge Guidelines. The existing bridge is the oldest and longest known example in the province, has historical associations with the development of railway lines in Northern Ontario, and has contextual value in the community that is physically, functionally, visually, and historically linked to its surroundings. The CHER was review by the Ontario Ministry of Transportation (MTO) Heritage Bridge Committee and the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI). Based on its review of the CHER, the MTO Heritage Bridge Committee identified the Little Current Swing Bridge as a provincial heritage property of provincial significance. The

Comment	Response Provided and/or Action Taken
	MTO Heritage Bridge Guidelines for Provincially Owned Bridges outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening, or replacement that may be required. In addition, a Heritage Impact Assessment is being completed to determine the impacts of the project on this provincial heritage property, and to outline recommended options and mitigation measures in order to reduce negative impacts and conserve its cultural heritage value or interest. Additional information will be shared as part of Public Information Centre (PIC) 3, which will be held online on the project website (www.swingbridgestudy.ca) from Tuesday, March 30, 2021 until April 30, 2021.
Preferred Solution	
• Pleased with the preferred solution for a new double lane swing bridge. • Submitted choice for a new name for the new bridge. • Keeps the atmosphere and charm of the old bridge. Preserves the culture and history of the area.	Your comments have been received by the project team. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones.
• Concerns expressed regarding the changes to the channel width, depth, and impacts on the already strong current. All upgrades should go through the Canadian Coast Guards Notices to Mariners program. • Consider placement of a current gauge in the channel, on the centre abutment. • Will the design consider increasing the bridge height or air draft to allow more	The Ontario Ministry of Transportation (MTO) recognizes that the North Channel through Little Current is part of Lake Huron, which is listed as a Scheduled Waterway in the Canadian Navigable Waters Act (CNWA). As such, Transport Canada and the associated Navigation Protection Program have been engaged as part of this study to confirm, at a preliminary level, navigational clearance requirements at this location. As part of detail design of this project, a Notice of Major Works will be prepared and submitted to the Minster for review and approval. As such, the horizontal and vertical navigational clearances for the new bridge will meet the requirements of the Navigation Protection Program. In addition, the Department of Fisheries and Oceans (DFO) have been circulated on all study notifications.

Comment	Response Provided and/or Action Taken
boats to pass under the structure? This could reduce the number of bridge swings required. • The Island needs more modernized access than the swing bridge. • Will the bridge allow sufficient space for future and possibly larger commercial vessels to pass through?	A marine archaeological assessment was undertaken as part of this study, the findings of which confirmed that dredging operations within the North Channel near Little Current have occurred almost annually since the turn of the 20th century to maintain the safe operation of shipping vessels. In addition, a boating survey was distributed to all marinas and their boaters in Little Current to obtain information on boating activity, including the size of vessels and frequency of visits. This information has helped the project team work with Transport Canada/Navigation Protection Program to help to ensure that the Preferred Plan can accommodate present and future boating activity within the channel. It should be noted that, as part of the Preferred Plan, the existing swing bridge is proposed to be removed in part due to the potential navigational hazards and to help reduce the risk of boat-bridge collisions. We appreciate the suggestion to consider feedback from the Great Lakes Pilotage Authority and Canadian Coast Guard, and have updated our study mailing list to include these authorities.
• Disagree with the preferred solution. Still limits marine traffic, emergency vehicles, and does not provide unrestricted traffic flow. • A tunnel would be a better suited option. • Should be more than two lanes to accommodate future traffic. • Bridge should not turn as often for marine traffic to pass through. • Long term, the bridge will still have mechanical issues. A bascule makes the most sense.	Following a detailed evaluation of alternatives, the swing bride was selected as the preferred plan because it best addresses the current and future transportation needs at the bridge crossing, while minimizing impacts to the community and the natural environment. Based on the feedback received at/following Public Information Centres (PICs) 1 and 2, there is a strong desire to maintain the existing viewscapes and character of the area, and to minimize potential impacts to the natural and cultural environments. Increasing the vertical clearance of the new swing bridge would result in greater impacts the Highway 6 road profile, which would be raised several metres and require significant embankments on both sides of the crossing. These approach embankments would result in significant impacts to ecological features, as well as increases in property requirements including entrance redesign/removal. This profile raise would also reduce the ability to provide a safe and comfortable environment for active transportation users. The existing swing bridge is the oldest and longest known example of a swing bridge within the province, 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. Thus, a new swing bridge at a similar height

Comment	Response Provided and/or Action Taken
	to the existing bridge also provides a better opportunity to provide a sympathetic design that maintains the character of the local and marine communities. Since 1985, the Ministry has invested almost $18 million to maintain the bridge to provide a safe and reliable link between Manitoulin Island and the mainland. This has included extensive maintenance and replacement of the bridge deck, structural steel and center bearing replacement, and pier and abutment repairs. This annual average investment of over $500,000 per year is much higher than other typical bridges in the provincial highway network (typically<$100,000 per year). Furthermore, because of its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times, traffic delays and increased costs due to manufacturing. The purpose of this study is to identify a recommended plan which will address the current and future transportation needs at the bridge crossing as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. While the existing swing bridge was originally intended for predominantly railway travel, the new bridge will be designed to today's standards to service both vehicle travel and active transportation users, reducing the risk of malfunction and repair costs, as well as providing a reliable structure for the longer term.
Consultation	
• What mitigating factors have been addressed with First Nations?	The project team has been in contact with Aundeck-Omni Kaning First Nation, the other member First Nations of the United Chiefs and Councils of Mnidoo Mnising, and Wiikwemkoong Unceded Territory since commencement of this study to help to ensure that opportunities to share information and participate in this study have been offered throughout the duration of this study. Notification of the following key study milestones has been provided to the Chiefs, as well as community members that expressed an interest in receiving notifications about this study: • Notice of Study Commencement and Request to Consult (June 29, 2018) • Notice of Public Information Centre 1/Community Information Sharing Session (August 14, 2018)

Comment	Response Provided and/or Action Taken
	• Notice of Public Information Centre 2 / Community Information Sharing Session (July 3, 2019) • Notice of Online Public Information Centre 3 (March 18, 2021) In addition, Community Information Sharing Sessions 1 and 2 were held at the Four Directions Community Centre on August 23, 2018 and July 25, 2019, respectively. Notification of these community events was also included in the community newsletter and posters were placed within high traffic areas of the community. Community Information Sharing Sessions 1 and 2 were also held within the other member UCCMM member nation communities and Wiikwemkoong Unceded Territory in 2018 and 2019. In general, the feedback received from these Community Information Sharing Sessions included: • Priority to have two-way traffic with less delays • Ensure that vehicle and boat traffic is accommodated for the long-term future • Preserve the heritage value of the old bridge • The existing bridge is a significant tourist attraction • First Nations have a special relationship with the water. It is traditional territory and impacts should be minimized • Concerns regarding safety and the ability to travel on and off of the island in the case of an emergency The Preferred Plan was selected because it has minimal impacts to the existing roadway network and utilities, noise sensitive areas, significant wildlife habitat and viewscapes from Little Current and the North Channel; and it avoids impacts to business and residential properties. The new bridge will also accommodate two lanes of traffic, maintains the existing grades for active transportation users, and will be sympathetically designed to help maintain the character of the local and marine

Comment	Response Provided and/or Action Taken
	communities. The Recommended Plan will be confirmed at the completion of this study. Natural environment, archaeological and cultural heritage studies, as well as a business impact assessment have been completed to help to identify potential impacts and preliminary mitigation measures. In light of COVID-19 and associated physical distancing requirements, community information sharing/Public Information Centre (PIC) 3 was planned online. In response to requests to offer the PIC in Anishnaabemowin, a translated version of the recorded presentation and comment form was prepared for online review. In addition, copies of the English and translated materials were mailed to each of the First Nations' administration offices for review and comment. Following the online Public Information Centre 3 review period (i.e., from March 30 until April 30, 2021), the project team will review and consider the feedback received and will respond to any questions. In consideration of the comments received, the project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures. A Notice of Study Completion will be issued, at which time the Transportation Environmental Study Report (TESR) will be available for public review for a 30-day review period. The TESR will document the entire process followed to determine the Recommended Plan, including copies of all supporting studies/reports and consultation materials. The TESR is anticipated to be completed in fall 2021.
	Natural Environment
• Preserve park around the swing bridge viewing area.	A portion of the existing park will be impacted to accommodate the preferred plan and associated parking area. However at this time, it is expected that the existing Highway 6 alignment in the vicinity of the existing bridge will be decommissioned following construction and operation of the new bridge, and new grass, shrubs and/or trees will be planted to mitigate the impacts to vegetation associated with the preferred plan. Site specific revegetation plans will be prepared and will use native plant species mixes. A preliminary visual representation of this transition is available for your review

Comment	Response Provided and/or Action Taken
	as part of Preferred Plan video presented on slide 19 of 23 of the Online Public Information Centre (PIC) 3 recorded presentation.
	Active Transportation
• Allow for as much shoulder on the northbound lane of the bridge. • Allow space for cyclists to travel so they do not have to cycle on the pedestrian sidewalk. • Walkway on west side of the bridge should be wider than the current one to allow cycling.	The Ontario Ministry of Transportation (MTO) recognizes that Highway 6 is designated as part of the Province-wide Cycling Network. The Preferred Plan, a new through-truss swing bridge, will maintain existing grades for active transportation users and is currently proposed to include a sidewalk on the west side of the bridge. In addition, a 1.5 m shoulder has been recommended on the structure that can accommodate cyclists, separated from pedestrians. The design of these active transportation facilities will be confirmed during detail design, the timing of which is currently unknown.

Note: The symbol 'x#' denotes the number of comments

10.0 News Articles

Prior to online PIC 3, at least two news articles were published, one on the CBC website (cbc.ca) on March 30, 2021, and one in *My Espanola Now* on March 30, 2021. The CBC article indicated that MTO has stated that the existing bridge could soon be replaced, and that the MTO is recommending a new two-lane swing bridge be built to the west of the existing one. It noted that the historic bridge from 1913 will be removed, but the new one will be "sympathetic" to its design and will consider salvaging steel from the historic landmark. The article provided a link to the online PIC and provided the online PIC review/comment timeline. The *My Espanola Now* article indicated that the MTO and Stantec had recommended replacement of the existing structure, that the new near-identical swing bridge will be located slightly to the west of the current bridge and will feature two lanes of travel. The article mentioned the MTO will undertake a transportation environmental study report (TESR) over the summer months.

The news articles are provided in **Appendix E**.

11.0 Next Steps

Specific responses to all formal questions and comments received in response to online PIC 3 has been prepared and forwarded to the commenting party.

This was the third and final PIC for this study. A Transportation Environmental Study Report (TESR) will be prepared to document the study process and the Recommended Plan, and the TESR will be made available for a 30-day public review period.

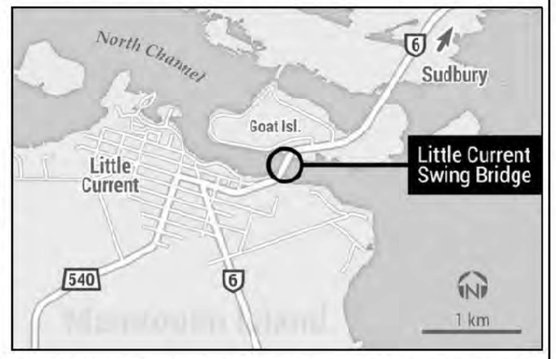
Any concerns brought to the attention of the project team will be responded to and an attempt to reach a resolution will be made.

Appendix A: Notification Material

Ontario

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE 3
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.



THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review period.

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Senior Project Engineer
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Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

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Your Targeting Report

Route Ranking Report

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



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Source: Derived from Statistics Canada, 2019 Census Profile and 2014 Census Dissemination Area Boundary File.
No confidential information about an individual, family, household, organisation or business has been obtained from Statistics Canada
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Your Targeting Report

Route Ranking Report

Below you will find your Route Ranking Report, which provides you with a tabular view of the routes within your trade area ranked according to the value of the selected demographic variable(s). By looking at the "Cumulative Penetration" and the "Cumulative Points of Call" columns, you can easily determine which routes you need to target in order to meet your desired quota.

STANTEC CONSULTING LTD

FSA	Delivery Mode (Route)	Depot	All Points Of Call	Cumulative Points of Call
P0P	RR0002	WIKWEMIKONG PO	437	437
P0P	LB0001	LITTLE CURRENT PO	415	852
P0P	RR0001	LITTLE CURRENT PO	398	1250
P0P	RR0001	MINDEMOYA PO	368	1618
P0P	RR0001	WIKWEMIKONG PO	355	1973
P0P	LB0001	M'CHIGEENG RPO	263	2236
P0P	LB0001	GORE BAY PO	255	2491
P0P	LB0001	MINDEMOYA PO	244	2735
P0P	RR0001	SHEGUIANDAH PO	228	2963
P0P	RR0001	GORE BAY PO	192	3155
P0P	RR0001	SPRING BAY PO	178	3333
P0P	LB0001	KAGAWONG PO	160	3493
P0P	LB0001	MANITOWANING PO	157	3650
P0P	GD0001	BIRCH ISLAND PO	148	3798
P0P	RR0001	EVANSVILLE RPO	144	3942
P0P	RR0002	GORE BAY PO	137	4079
P0P	RR0001	MANITOWANING PO	124	4203
P0P	RR0001	TEHKUMMAH PO	99	4302
P0P	RR0001	SHESHEGWANING PO	97	4399
P0P	RR0001	PROVIDENCE BAY PO	88	4487
P0P	LB0001	SPRING BAY PO	82	4569
P0P	GD0001	PROVIDENCE BAY PO	78	4647
P0P	RR0002	MANITOWANING PO	73	4720
P0P	RR0001	SILVER WATER PO	66	4786
P0P	RR0001	KAGAWONG PO	63	4849
P0P	RR0002	TEHKUMMAH PO	53	4902
P0P	RR0003	TEHKUMMAH PO	49	4951
P0P	LB0001	SOUTH BAYMOUTH PO	47	4998
P0P	LB0002	TEHKUMMAH PO	35	5033
P0P	LB0001	WIKWEMIKONG PO	23	5056
P0P	RR0001	MELDRUM BAY RPO	21	5077
P0P	GD0001	SPRING BAY PO	10	5087
P0P	GD0001	KAGAWONG PO	5	5092
P0P	GD0001	M'CHIGEENG RPO	3	5095
P0P	GD0001	MANITOWANING PO	3	5098
P0P	GD0001	SOUTH BAYMOUTH PO	1	5099

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Source: Derived from Statistics Canada, 2019 Census Profile and 2014 Census Dissemination Area Boundary File.
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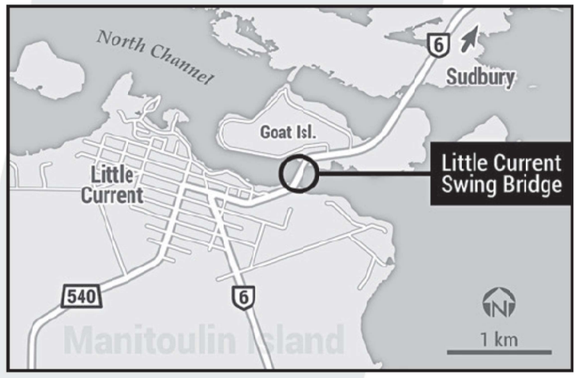

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Ontario

Sunshine List sheds light on highest-paid public servants in Sudbury and Ontario

POSTMEDIA NETWORK

Almost 206,000 provincial public servants made $100,000 a year or more last year, according to the Ontario Sunshine List released Friday.

In Sudbury, Dominic Giroux, president and CEO of Health Sciences North, was the top earner, making $381,287 in 2020.

He was followed by the current dean, president, and CEO of the Northern Ontario School of Medicine, Dr. Sarita Verma, and Dr. Roger Strasser, now the school's founding dean emeritus, who each made $358,585.

Dr. Penny Sutcliffe, the medical officer of health for Public Health Sudbury and Districts, was paid $347,324 last year.

Following her were a group of judges: Justices Andrew Buttazzoni, André L. Guay, John D. Keast, Randall W. Lalande, Karen L. Lische and Heather A. Mendes, who each made $316,573.35 in 2020.

Provincially, there were 257 public servants in the $400,000-plus bracket in 2020, and 7,007 who earned more than Premier Doug Ford's $208,974 salary.

The government said the increase in the six-figure club was due to expansion in health care and education, as well as the COVID-19 pandemic, which created significant demands on parts of the public service, particularly in health care and education.

Staff were required to work extraordinary amounts of overtime or earned pandemic pay, boosting the numbers of those making $100,000 threshold, the government said.

Besides straight salary and overtime, promotions, raises, bonuses and severance payments can also push someone onto the list.

"We know that Ontarians are relying on their government now, more than ever, during this pandemic to keep them safe and deliver the critical services they rely on, like health care and education," President of the Treasury Board and Minister of Finance Peter Bethlenfalvy said in a statement. "Our government remains committed to ensuring that Ontarians have sustainable public services now and for future generations."

The bottom end of the list was full of teachers, registered nurses, firefighters, and police officers. The numbers show more than one in five Ontario teachers now appear on the provincial sunshine list. From 2019 to 2020, the number of teachers on the list more than doubled from 14,757 to 29,902.

With the number of teachers, pre-pandemic, hovering around 120,000 full-time equivalents, that's 23 per cent of the teachers in Ontario who made at least $100,000 last year.

Executives in Ontario were at the top of the salary heap, including brass from the electricity sector, hospital CEOs and university deans.

"Just six executives at Ontario Power Generation took home $5.5 million," NDP MPP Peggy Sattler said in a statement. "There were huge raises at the very top, and now 17 people make more than $700,000. Meanwhile, Ford is denying frontline health care heroes a raise, including personal support workers (PSWs). He's passed a likely-unconstitutional wage constraint law to hold back the wages of Ontario workers while allowing executive salaries to soar."

The government has been releasing the "sunshine" list under the Public Sector Salary Disclosure Act enacted by former Progressive Conservative premier Mike Harris in 1996. All organizations that receive public funding from the province are required to report the names, positions and pay of those making more than $100,000.

The act applies to direct provincial employees as well as to the broader public sector.

"We are also delivering on our promise to the people of Ontario to be transparent and accountable; respecting their tax dollars in order to deliver critical frontline services," Bethlenfalvy said.

PROMINENT TOP EARNERS IN SUDBURY

- Dr. Mark Henderson, chief of cardiology, Mark Hartman, senior VP patient experience and digital transformation, and Max Liedke, senior VP and COO, all made $290,809 last year at Health Sciences North.
- Laurentian University president Robert Haché - $280,013.
- Jo-Anne Palkovits, St. Joseph's Health Centre president and CEO - $260,190.
- City of Greater Sudbury CAO Ed Archer - $287,700.30.
- Mayor Brian Bigger - $181,504.26.
- Greater Sudbury Police Chief Paul Pedersen - $265,664.80.
- Cambrian College president William Best - $255,201.
- Collège Boréal president Daniel Giroux - $267,093.
- Rainbow District School Board director of education Norm Blaseg - $257,082.
- Sudbury Catholic District School Board director of education Joanne Bénard - $200,505.
- Conseil scolaire catholique Nouvelon (CSCNO) director of education Paul Henry - $202,917.
- Conseil scolaire public du Grand Nord de l'Ontario (CSPGNO) director of education Marc Gauthier - $162,723.
- Guy Labine, CEO of Science North, $154,890.21.
- Sudbury Crown attorneys also made the list, with Richard Hunealt, at $231,415.12 leading the way, and with at least five others earning $200,000 or more.

SUDBURY EMPLOYERS AND THE $100,000 CLUB

- Health Sciences North - 713 made the $100,000 club in 2020.
- City of Greater Sudbury - 593 (including police officers and firefighters)
- Laurentian University - 399.
- Northern Ontario School of Medicine - 62.
- Public Health Sudbury and Districts - 28.
- University of Sudbury - 14.
- St. Joseph's Health Centre - 11 people.
- Huntington University - 8.
- Thorneloe University - 6.
- Cambrian College - 160.
- Collège Boréal - 111.
- Rainbow District School Board - 315.
- Sudbury Catholic District School Board - 300.
- CSCNO - 403.
- CSPGNO - 159.
- Science North - 6.
- Hundreds more who work for government ministries and agencies in Sudbury would also be on the list.

TOP 10 LIST IN ONTARIO

(Salary and taxable benefits, or TB)

- Ontario Power Generation President/CEO Ken Hartwick: $1.23 million ($7,540 TB)
- Ontario Power Generation President Nuclear Dominique Miniere: $1.13 million ($3,923 TB)
- Ontario Power Generation COO/CNO Sean Granville: $901,606 ($2,451 TB)
- Ontario Power Generation Chief Projects Officer Michael Martelli: $850,332 ($3,499 TB)
- University Health Network President/CEO Kevin Smith: $844,992 ($87,503 TB)
- Ontario Power Generation Sr. VP Pickering Randy Lockwood: $818,892 ($830 TB)
- Ontario Power Generation Sr. VP Nuclear Dietmar Reiner: $817,862 ($2,298 TB)
- Ontario Public Service Pension President/CEO Mark Fuller: $797,474 ($638 TB)
- Ontario Lottery and Gaming Corp. President/CEO Stephen Rigby: $797,309 ($1,216 TB)
- Unity Health Toronto President/CEO Timothy Rutledge: $776,412 ($27,975 TB)

– with files from Canadian Press
sud.editorial@sunmedia.ca
Twitter: @SudburyStar

Three youths charged in hate-motivated assaults

Attacks against a teenager in the city's south end were motivated by racial bias and hatred, police allege.

Greater Sudbury Police said detectives in the Criminal Investigation Division were assigned on Thursday to "follow up on two incidents of assault involving the same teen survivor."

Both incidents took place at the beginning of March; however the incidents were not reported to police until this past Wednesday.

"Videos of the assaults were posted on social media and depicted youths in two separate physical altercations in the south end of Sudbury," police said in a release.

"Upon reviewing the posts, these videos appeared to have elements that were motivated by hate or bias as the youths involved made various racial references while attacking the teen."

Detectives conducted a thorough investigation, gathering multiple witness statements along with information from the teen and family members of the teen.

As a result of the information gathered, detectives have charged three youths (ages 14-16) with assault, assault with a weapon, uttering threats and causing a disturbance by fighting.

The youths involved cannot be named under the Youth Criminal Justice Act and no information relative to the investigation that may lead to their identities will be provided.

The protection of the survivor, their family and adherence to the laws of the YCJA are paramount, the police service said.

Through consultation with the Crown, "it has been determined that the charges of assault and assault with a weapon were motivated by hate," police said.

"We will continue to work with the Crown throughout this case while providing support to the survivor and their family."

The Greater Sudbury Police Service "takes reports of hate-motivated crime and hate-bias incidents very seriously and we recognize the impact on and pain felt by community members when there is evidence of hatred," the release states.

"We want to assure you that we are committed to investigating these situations thoroughly."

Anyone with information is asked to contact police at 705-675-9171 or Crime Stoppers at 705-222-TIPS, online at www.sudburycrimestoppers.com.

sud.editorial@sunmedia.ca

POLICE BRIEFS

Police investigate Espanola robbery

Manitoulin OPP officers are investigating an armed robbery that took place Friday afternoon at an apartment complex on Park Street in Espanola.

Members of the Manitoulin Detachment, the Emergency Response Team, two members of the Northeast Canine Unit, and the OPP's Scenes of Crime with the assistance from a member from the Anishinabek Police Service, responded to the call around 4 p.m.

There is no threat to public safety at this time, police said, adding "more information will be provided as it becomes available."

Anyone with information should immediately contact the OPP at 1-888-310-1122.

Should you wish to remain anonymous, you may call Crime Stoppers at 1-800-222-8477 (TIPS) or submit information online at www.p3tips.com or www.sudburycrimestoppers.com.

You may be eligible to receive a cash reward of up to $2,000.

Markstay resident charged in domestic assault

Police have charged a Markstay-Warren resident in relation to a domestic dispute.

Nipissing West OPP said officers responded Saturday to an incident at a residence on North Road in Markstay-Warren.

As a result of the investigation, a 50-year-old person Markstay-Warren resident was arrested and charged with spousal assault.

The accused was released on an undertaking and is scheduled to appear at the Ontario Court of Justice in April in Sudbury.

The OPP will not be releasing the name of the accused in order to protect the identity of the victim.

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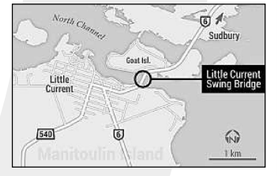

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Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
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Please visit the project website, **www.swingbridgestudy.ca**, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

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Ontario

...Manitoulin Lodge again left out of LTC funding announcement

(continued from page 1)

governments."

Stephanie Barber, community relations co-ordinator of Jarlette Health Services told the Recorder on Monday in an email, "while the new bed announcement for the WNH and other long term care homes across the province is very welcome news and a progressive step for the sector at large, I can confirm that Manitoulin Lodge was not included in this recent allocation of new beds," wrote Ms. Barber. "We will continue to advocate for Manitoulin Lodge and look forward to having the opportunity to further extend our provision of care to a wider demographic of seniors in need in the future."

Dan Osborne, mayor of the Town of Gore Bay told the Recorder, "if in fact, Jarlette Health Services had applied for funding, it is disappointing to see our nursing home, Manitoulin Lodge, not receive funding, again. This affects all of Western Manitoulin."

"The Manitoulin Lodge Nursing Home is very important, it is critical to our town and all of Western Manitoulin and has received no funding (in two rounds of funding)," said Mayor Osborne. "It is fantastic news that funding has been provided for the WNH, it is funding that is needed, but the Lodge needs funding as well, and it is very disappointing that funding was not received, especially since they as well have been mandated to meet a set of provincial standards in the next few years."

Mayor Osborne said it would be, "devastating to our community and Western Manitoulin if we didn't have this local nursing home. Our provincial riding is not blue (Progressive Conservative), but I think we would have received funding if we were, or if our riding had been red (Liberal) when the Liberals were in power we would have received funding previously. You can't tell me that politics isn't involved." He said the lack of funding issue for the Lodge project would be a good topic to bring up at the Manitoulin Municipal Association, and that he will be requesting Gore Bay council support his proposal to have a motion sent to all municipalities and First Nations on the Island for support in lobbying the province for funding.

"Our most vulnerable deserve the support they need when they need it in a setting that provides comfort and caring," said Dr. Merrilee Fullerton, minister of long-term care. "Today's investment is part of the government's comprehensive plan to modernize long-term care for generations to come. It will increase access to long-term care, reduce waitlists, and ease hospital capacity pressures."

"While COVID-19 threatens us all, it is the residents and staff in our long-term care homes who have suffered the most," said Peter Bethlenfalvy, minister of finance and president of the treasury board. "Ontario's 2021 budget will build on our commitment to protect our seniors and provide the highest quality of care for loved ones when and where they need it. That includes the creation of new and upgraded long-term care spaces. These most recent allocations will result in a development pipeline of 20,161 new spaces representing more than two-thirds of the government's commitment to build 30,000 new beds by 2028, as well as 15,918 upgraded spaces."

A release noted the criteria for selecting the projects announced last week include: upgrading older homes in response to lessons learned around improved infection prevention and control (IPAC) measures, particularly the elimination of three and four bed rooms; adding spaces to areas where there is high need; addressing the growing needs of diverse groups, including Francophone and Indigenous communities; and/or promoting campuses of care to better address the specialized care needs of residents.

Ontario is investing $933 million in these projects, on top of the $1.75 billion already earmarked for the delivery of 30,000 new spaces over 10 years.

Of the 80 projects, more than 60 involve the construction of brand-new buildings and 35 involve campuses of care where multiple services will be provided on the same site.

...police service bd.

(continued from page 1)

The letter was to be included on the agenda for Northeastern Manitoulin and the Islands (NEMI)'s council meeting last Tuesday, as well as the next Manitoulin Municipal Association (MMA) meeting, said NEMI Mayor Al MacNevin. First Nation communities on Manitoulin have separate agreements with the federal government and have their own (UCCM Anishnaabe Police Service and Wikwemikong Tribal Police Service) police service boards, so he said he understands they will not be part of the new police service board for the Island, he noted.

"The difficulty will be in the nine municipalities, including Cockburn Island, coming to a consensus on the composition of the board," said Mayor MacNevin. "It looks like municipalities have to come to a consensus on what the board looks like, and one lead municipality needs to submit the proposal by June 7, so there's not a lot of time." It is expected that boards will be established by fall 2021. The existing CPAC will continue until the CSPA comes into force, at which time they will be dissolved and transition to the new OPP detachment board model.

Mayor MacNevin said he doesn't see the board having less than 15 members, with nine municipal representatives, three community representatives and three people appointed by the province. There is a proposal in place for Espanola and Manitoulin to have separate boards. Twenty percent of the new board must be appointed and 20 percent must be community representatives, not municipal representatives. Names of those who will participate on the detachment board are not required to be submitted by June 7.

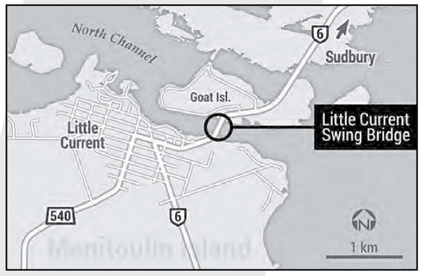
The solicitor general's letter indicated the ministry will work with and support municipalities and First Nations in submitting a com-

(continued on page 9)

Notice of Online Public Information Centre 3

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study, G.W.P. 5268-14-00

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.



THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review period.

ONLINE PUBLIC INFORMATION CENTRE 3

Two Public Information Centres (PICs) have been held to date to present and gather feedback at key points in this Study. PIC 1 was held in August 2018 to present the transportation needs assessment, existing study area conditions, and alternatives to the undertaking. PIC 2 was held in July 2019 to present alignment and structure type alternatives, the evaluation process and preliminary assessment of the heritage conservation options for the existing bridge.

The third and final PIC has been scheduled to provide an opportunity for you to review the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. **The PIC will be available for your review on the study website at www.swingbridgestudy.ca on Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

COMMENTS

You are encouraged to participate in the study and to provide comments to the study team. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 3 materials provided on the study website, please contact one of the following study team members:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
tel: 905-381-3227
Call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
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Ontario



Since Zhiibaahaasing got its portable package water plant last December, a truck has re-distributed the treated water to homes.



Record-high water levels compromised Zhiibaahaasing's existing water treatment plant's structure. A new permanent plant is needed.

This is not the end of the job, however. The community still intends to build a new water treatment plant 300 feet inland from the shoreline and the existing flooded facilities.

Present community has never had potable water

Zhiibaahaasing's fresh water challenges have existed since the community reformed in 1991. Its traditional territory is on present-day Cockburn Island but the community went dormant for 11 years starting in 1980, with no residents on its traditional territory. The First Nation retained its registered status with the federal government.

Ogimaa-kwe Kells became chief of the rebirthed community at its current location in 1991. She has held the role since that time.

Previously, the few families living in Zhiibaahaasing's current location had used shallow wells for their water but when the community tried drilling wells in 1991, all they found was sulfur-contaminated supply.

Although the community eventually built a water treatment plant on the lakeshore, they had to rely on holding the treated water in concrete cisterns. Until the upgrades come into effect, that water gets trucked to homes.

"Our First Nation has been under a self-imposed boil water advisory (since 1991) because, according to the regulations in Ontario, concrete is not to be used for holding potable water," said deputy chief Kevin Mossip.

Moving the water from the central cisterns to homes added considerably more points of potential contamination. There have also been issues with dogs being around the water supply and the holding tanks freezing in the winter.

Water plant reaches breaking point

Disaster struck last summer when water levels in Lake Huron reached record highs.

"We had a water treatment plant that was doing its job in Zhiibaahaasing until the water came about 100, 150 feet up the shore and began to wash out our present plant we had by the lake," Mr. Mossip said.

Water plant operator Jonathan Riberdy was closely watching the water levels and one night in June 2020, he noted water levels rapidly rising and threatening to flood the plant.

"Everything was going to flood if it wasn't for Jon being quick on his feet, quick-thinking. E. Corbiere and Sons (of M'Chigeeng) came in at the middle of the night to help stop the plant from being washed away," Ogimaa-kwe Kells said.

The response was not enough to prevent a part of the building from getting washed out, which threatened a larger collapse.

"When that happened, council got together and declared a state of emergency because we didn't feel it was safe for the operator to go in," said Mr. Mossip.

Zhiibaahaasing had to find another source of water and was exploring potential suppliers between Manitoulin and Sudbury. The community eventually turned once more to M'Chigeeng, which provided thrice-weekly water deliveries beginning in June 2020.

It was a good option, but not the solution they needed. Because of the length of the transportation and the delivery method, the water was not considered potable for human consumption.

"Since June and until we got the new (temporary) plant, we've been hauling in bottled water from Culligan in Sudbury. We get 250 jugs of water monthly to ensure our community members have clean water," said band manager Bobbisue Kells-Riberdy.

Demand varies depending on the season but the deliveries were an expensive and inefficient way of ensuring safe water.

...continued on page 13

water pumps ran dry when people forgot to turn them off or when a water delivery date changed.

"In the beginning, we were not used to having water being there when we needed it," said Ms. Kells-Riberdy.

Zhiibaahaasing got some reprieve in December of 2020 when Indigenous Services Canada delivered a self-contained portable packaged water plant to the First Nation.

Such units are housed in metal shipping containers and are full of the equipment required to treat the water supply.

This offered a relatively safe product, but such mobile units are not officially certified to produce clean, potable drinking water. As such, the community remains under a precautionary boil water advisory.

Zhiibaahaasing placed the plant about 300 feet inland, where flooding will

...One in four

...continued from page 11

demographics. Manitoulin District features a higher number of people deemed vulnerable during the pandemic.

Manitoulin District's median age is 49.5 years old, compared to just 44.5 years old across the PHSD geographic area. In addition, median total income is nearly $10,000 lower on the Island; $26,724 versus $36,458 in the whole health district according to 2015 figures.

The Island also has a higher percentage of people who identify as Indigenous, 40.6 percent compared to 12.5 percent in the health unit.

Health workers, also in priority to receive the vaccine, made up eight percent of the labour force on Manitoulin, a nearly identical figure to that of the whole health catchment area.

Notice of Online Public Information Centre 3

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study, G.W.P. 5268-14-00

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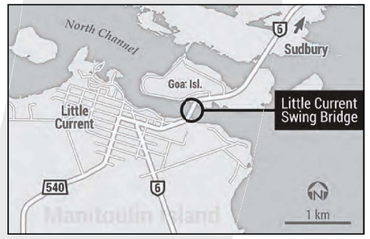

THE PROCESS

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COMMENTS

You are encouraged to participate in the study and to provide comments to the study team. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 3 materials provided on the study website, please contact one of the following study team members:

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Consultant Project Manager
Stantec Consulting Ltd.
tel: 905-381-3227
Call collect: 905-385-3234
e-mail: ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
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Ontario

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

March 18, 2021
File: 165001086

Attention: XX

Dear X,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. Please visit the project website at www.swingbridgestudy.ca for additional project information.

The third and final Public Information Centre (PIC) has been planned for this project. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. As indicated within the attached notice, the PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until Friday, April 30, 2021.

The information presented at this online PIC will provide an opportunity to review and comment on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Notice of Online Public Information Centre 3

If you would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Appendix B: Public Information Centre 3 Displays, Transcript and Comment Sheet

LITTLE CURRENT
SWING BRIDGE STUDY

Highway 6 Little Current Swing Bridge Study - Online PIC 3

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Online Public Information Centre 3 – March 30 through April 30, 2021

Your comments will help us to understand what is important to you. Please provide your comments to the following questions, or use the space provided to provide any additional comments.

1. Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

2. How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing

swing bridge will be removed following construction of the new bridge?

3. Do you have any additional comments or questions?

our feedback is very important to this study. Please complete this online comment form or contact us by email to share your thoughts by **April 30, 2021.**

Diana Addley
Senior Environmental Planner
Stantec Consulting Ltd.
Email: projectteam@swingbridgestudy.ca

4. Name and Address (optional)

Name	
Mailing Address (please include postal code)	
Telephone:	
Email:	

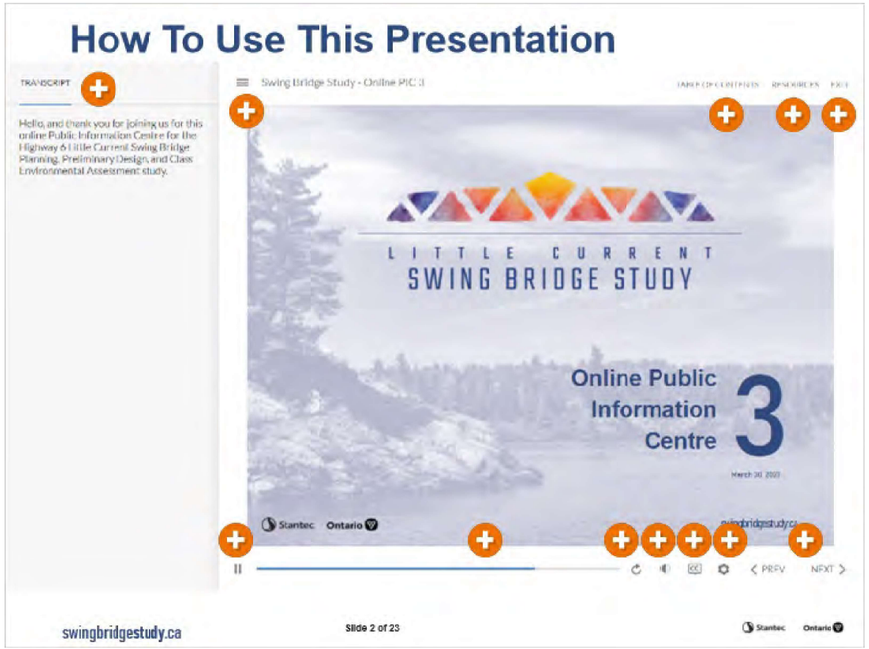
Swing Bridge Study - Online PIC 3

1.1 Online PIC 3



Hello, and thank you for joining us for this online Public Information Centre for the Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Class Environmental Assessment study.

1.2 How To Use This Presentation



To access a list of keyboard shortcuts, press “Shift” and “?” at any time. If you are using a mobile device, you can also swipe to go to the next slide. If you are using a screen reader, you can use the Tab key to tab through the elements on the screen.

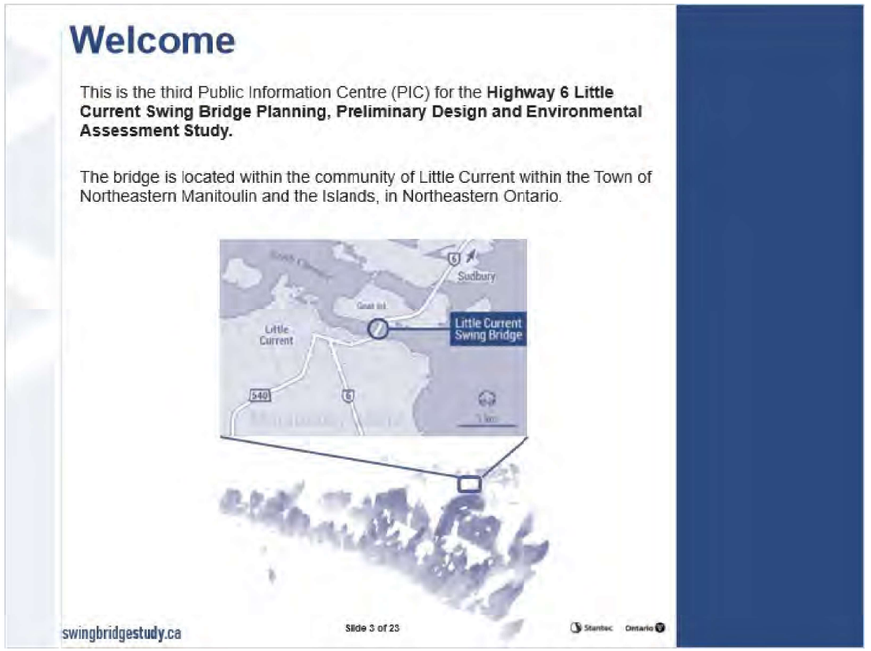
The following is a list of the features of this presentation:

- **Transcript**: This presentation contains audio. If you do not have access to audio, you can follow along with the presentation using the Transcript tab. If you would like to open or close the transcript during the presentation, please select the 3 bars at the top of the page.
- **Table of Contents**: This is a summary of the topics covered in this presentation. You can use this menu to return to a previous slide.
- **Resources**: The presentation resources are available here.
- **Exit**: This button saves your progress and closes the presentation.
- **Volume**: This presentation contains audio. Turn on your speakers or headphones and use this button to control the volume of the presentation's audio.
- **Play/Pause**: You can use this button to play or pause the presentation.
- **Captions**: Use this button to turn on closed captions.

- **Progress Bar**: This shows your progress through each slide.
- **Refresh**: This will restart the content of the slide from the beginning.
- **Accessibility Controls**: This will open the built-in accessibility controls menu.
- **Previous and Next**: Use these buttons to advance in the presentation and to return to the previous slide.

This video presentation includes clickable links to allow you to view larger images and other study materials. You can close these links and return to the presentation by selecting the back button. When you are ready to proceed, click the Next button, or use the accessible keyboard shortcut (Ctrl Alt Period).

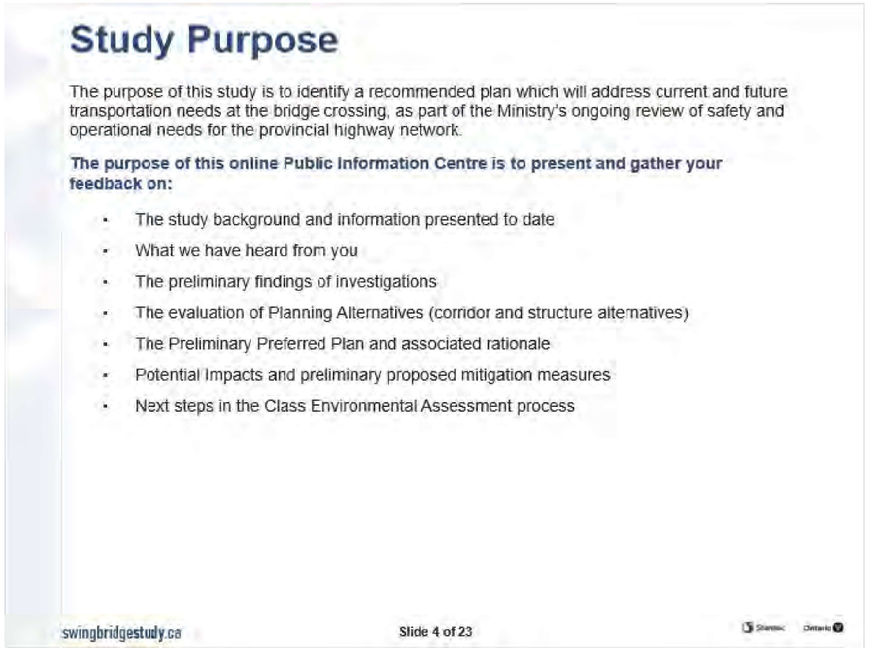
1.3 Welcome



This video presentation will provide you with an overview of this Class Environmental Assessment (or Class EA) study. A copy of the information presented in this online Public Information Centre will be available for your review on the project website, www.swingbridgestudy.ca.

This is the third and final Public Information Centre for this study. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC is being hosted online.

1.4 Study Purpose



The Little Current Swing Bridge is located in the community of Little Current, within the Town of Northeastern Manitoulin and the Islands, in Northeastern Ontario.

The purpose of this study is to identify a recommended plan that will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

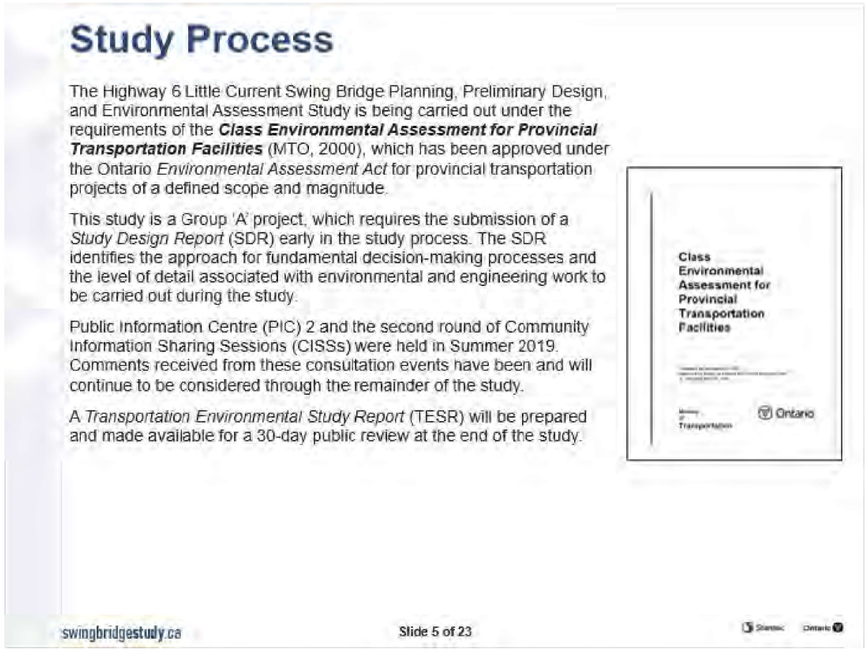
The purpose of this online Public Information Centre is to present and gather your feedback on:

- The study background and information presented to date
- What we have heard from you
- The preliminary findings of investigations
- The evaluation of Planning Alternatives (corridor and structure alternatives)
- The Preferred Plan and associated rationale
- Potential Impacts and preliminary proposed mitigation measures
- Next steps in the Class Environmental Assessment process

Additional resources are available for you to download on the project website so that you can take the time to review the information in more detail. A link to a

comment form is available on the last slide of this presentation for you to share your thoughts with the project team. A copy of this form is also available on the project website.

1.5 Study Process



This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

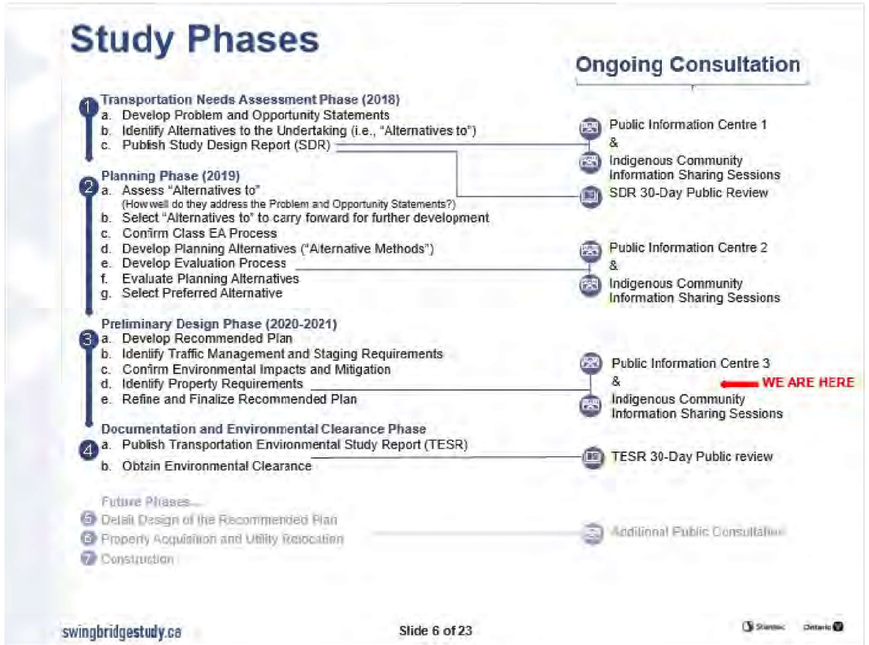
The MTO Class Environmental Assessment (or Class EA) process is an approved process for highway planning, design, and construction projects. The study is following the Group 'A' process, which requires the submission of a Study Design Report early in the study process to outline the approach for fundamental decision-making processes and the level of detail associated with the environmental and engineering work to be carried out during the study. The Study Design Report for this study was completed in November 2018 and is available for your review on the project website.

To date, two rounds of Public Information Centres and Community Information Sharing Sessions have been held as part of this study. The first round was held in

summer and fall of 2018, and the second round was held in summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A Transportation Environmental Study Report (or TESR) will be prepared and made available for a 30-day public review period at the end of the study.

1.6 Study Phases



The goal of projects or activities covered under the Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. The Class EA process consists of four main stages: Planning, Preliminary Design, Detail Design, and Construction. The Planning stage of a Class EA process may be preceded by a Transportation Needs Assessment stage, which focuses on determining what is needed.

A Transportation Needs Assessment was undertaken as part of this study to help to confirm the problems and opportunities, and to identify Alternatives to the Undertaking for the project. The first Public Information Centre and Indigenous Community Information Sharing Sessions were held at this stage of the study. A Study Design Report was then developed to document the Transportation Needs Assessment, define the study area, describe the Alternatives to the Undertaking, as

well as the Class EA process commitments for the balance of the study, including consultation. A copy of the Study Design Report is available for your review on the project website.

The Planning stage focuses on developing a plan for how the project should be done. This includes assessing how well the Alternatives to the Undertaking address the identified problems and opportunities and selecting alternatives to be carried forward for further development and evaluation. Environmental and engineering investigations are undertaken as part of this study process to support the evaluation process, and to determine existing conditions and potential impacts of each alternative. As part of this study, both corridor and structure alternatives were developed. A second Public Information Centre and Indigenous Community Information Sharing Sessions were held at this phase to present these alternatives and evaluation criteria. Feedback received at and following these consultation events was gathered and reviewed for consideration during the next phase of the study.

The Preliminary Design stage focuses on 'roughing out' a design or Preferred Plan in consideration of the feedback received and the findings of the evaluation, and to identify the potential environmental impacts and preliminary mitigation measures. This third and final Public Information Centre is being held to present the evaluation of alignment and structure alternatives, the Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures.

Following this Public Information Centre, the Preferred Plan will be refined and finalized. A Transportation Environmental Study Report, or TESR, will then be prepared to document the entire study process. The TESR will be published and made available for a 30-day public review period. Notification of the TESR Completion will be posted on the project website, within the Manitoulin Expositor, Manitoulin West Recorder, and Sudbury Star newspapers, and delivered via email or mail to those who have expressed an interest in the project.

Following the publishing of the TESR and review of the comments received, the project will be ready for Environmental Clearance. Environmental Clearance is an internal process that the MTO uses to help to ensure that the EA requirements have been met before construction begins.

Each stage or step in the process allows for structured decision-making and consultation as the study progresses.

The Detail Design and Construction stages will be future stages in this project. Additional public consultation will be undertaken during the Detail Design phase, the timing of which has not been scheduled.

1.7 Study Area Location Plan



The study area for the project is located within the Town of Northeastern Manitoulin and the Islands in Northern Ontario. The Little Current Swing Bridge is located on Highway 6 in the community of Little Current, and serves as the only roadway access to and from Manitoulin Island. In 2016, an average of 3,300 vehicles were recorded crossing this bridge, and an increase in traffic was noted during the summer months. This location plan identifies land use areas and features within the study area. Please click the button located below the plan on this slide to view a larger, high-resolution version of this image.

1.8 Study Background: Phase 1 – Transportation Needs Assessment



The existing swing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island, and the mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months so that boat access is available along the North Channel. Continuous road access is provided during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transport facilities; and to reduce operating and maintenance costs.

As part of the consultation activities undertaken in 2018, the following Alternatives to the Undertaking were shared with the public, stakeholders, and Indigenous Communities:

- Do nothing
- Replace with a ferry
- Replace with a 2-lane tunnel
- Replace with a moveable bridge

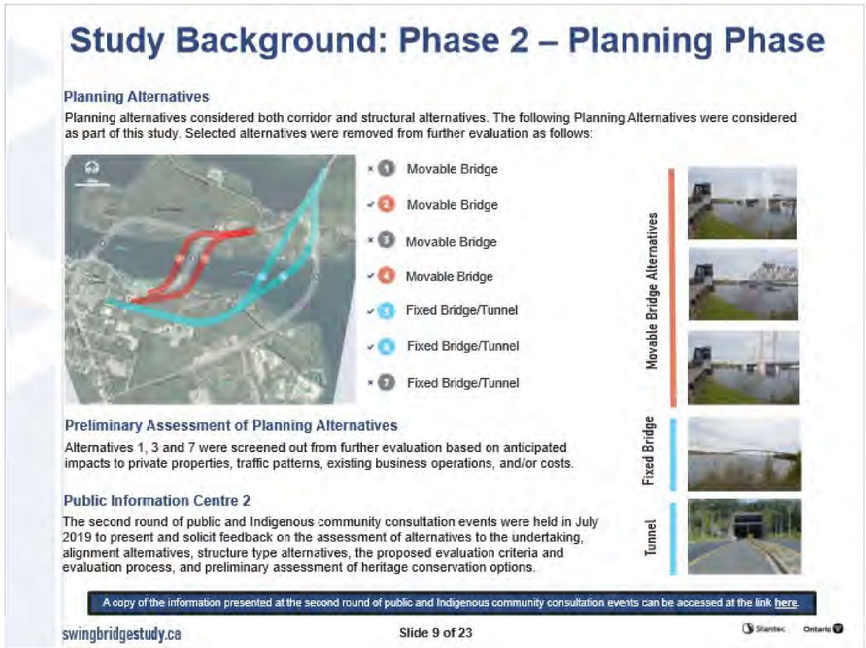
- Replace with a 2-lane fixed bridge

An assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives.

The first round of public and Indigenous community consultation events were held in summer 2018 to present and solicit feedback on the problems and preliminary assessment of Alternatives to the Undertaking. Feedback received during this consultation period was considered while preparing the Study Design Report for the project. The Study Design Report was prepared and made available for public review and comment in late 2018. A copy of the report is provided on the project website.

The Alternatives to the Undertaking that were selected for further development and assessment for Phase 2 (the Planning Phase) of the Class EA process included replacing the bridge with a new 2-lane moveable bridge, fixed bridge, or tunnel. The Do Nothing and Ferry Alternatives did not address the problems identified in the study area and were not carried forward for further consideration.

1.9 Study Background: Phase 2 – Planning Phase



The Planning Phase was initiated following the Transportation Needs Assessment phase. Planning alternatives considered both corridor and structural alternatives.

As shown on the map presented on this slide, seven corridor alternatives were considered. Alternatives 1, 3, and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs. Corridor alternatives 2 and 4 for moveable structures, and corridor alternatives 5 and 6 for fixed structures, were carried forward as viable alternatives.

The images on the right show the structure alternatives that were considered. Moveable bridge alternatives included: a bascule bridge, a swing bridge, and a lift bridge. Fixed structure alternatives included a fixed bridge and tunnel.

The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of Alternatives to the Undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and the preliminary assessment of heritage conservation options for the existing bridge.

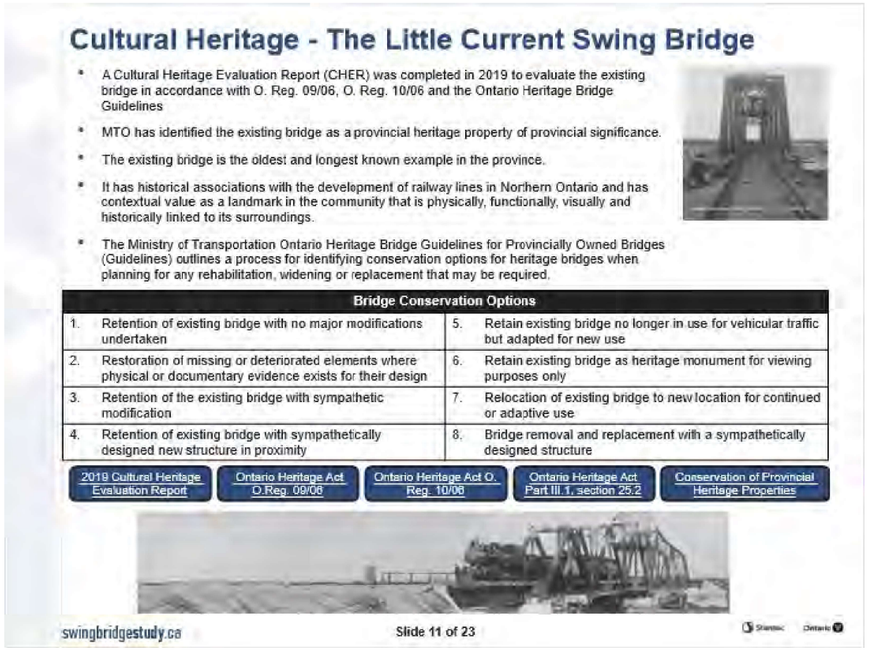
1.10 What Have We Heard?



Throughout the study, members of the public, external agencies, and Indigenous community members, including those from Wiikwemkoong Unceded Territory and the member nations of UCCMM Tribal Council, have provided input on various aspects of the project. Following the second Public Information Centre, the majority of respondents preferred Corridor Alternative 2 and a movable bridge option. While the fixed structure alternatives were preferred by some respondents, concerns regarding significant property impacts, the cost of fixed structures, and impacts to existing viewscapes were noted. Suggestions to improve access for vehicles by providing a two-lane structure were received, and the need to maintain a safe passage for boats in the North Channel was noted. Concerns regarding a by-pass of the town were noted, as this could have a negative impact on local business operations. In addition, it is understood that the waterway is traditional to First Nations, and protection of the water during construction is critically important. Many concerns regarding impacts to the natural environment and cultural heritage significance of the existing bridge were noted by respondents, and the importance of these features has been recognized by the project team.

Throughout the study, the project team has solicited and considered feedback received, and you are encouraged to continue to share your thoughts as we continue to move forward with project planning.

1.11 Cultural Heritage - The Little Current Swing Bridge



The existing bridge is a rare remaining example of the movable swing bridge type in Ontario and is the oldest known example in the province.

A Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to evaluate the bridge in accordance with Ontario Regulations 9/06 and 10/06 and the Ontario Heritage Bridge Guidelines.

Based on its review of the CHER, the MTO identified the Little Current Swing Bridge as a provincial heritage property of provincial significance.

The existing bridge is the oldest and longest known example in the province.

It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually, and historically linked to its surroundings.

The Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening, or replacement that may be required.

The following bridge conservation options were considered for the existing structure:

1. Retention of the existing bridge with no major modifications undertaken
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design
3. Retention of the existing bridge with sympathetic modification
4. Retention of the existing bridge with a sympathetically designed new structure in proximity
5. Retention of the existing bridge but close it to vehicular traffic and adapt it for a new use
6. Retention of the existing bridge as a heritage monument for viewing purposes only
7. Relocation of the existing bridge to a new location of continued or adaptive use
8. Removal and replacement of the existing bridge with a sympathetically designed new structure

All provincial ministries and prescribed public bodies, including the Ministry of Transportation, must comply with the Standards and Guidelines for Conservation of Provincial Heritage Properties, pursuant to Part III.1, section 25.2 of the Ontario Heritage Act in the management of properties under its ownership or control.

Under provision F.4. of the Standards and Guidelines, removal or demolition of all or part of a provincial heritage property should be considered a last resort, subject to heritage impact assessment and community engagement.

Under provision F.5 of the S&Gs, the consent of the Minister of Heritage, Sport, Tourism and Culture Industries must be obtained prior the demolition or removal of any building or structure located on a provincial heritage property of provincial significance, or transfer from provincial property, in whole or in part.

Please use the links provided on the bottom of this slide to access: the 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 and 10/06 and Part III.1, section 25.2 of the Ontario Heritage Act, as well as the Standards and Guidelines for Conservation of Provincial Heritage Properties.

1.12 Heritage Bridge Conservation Options Assessment



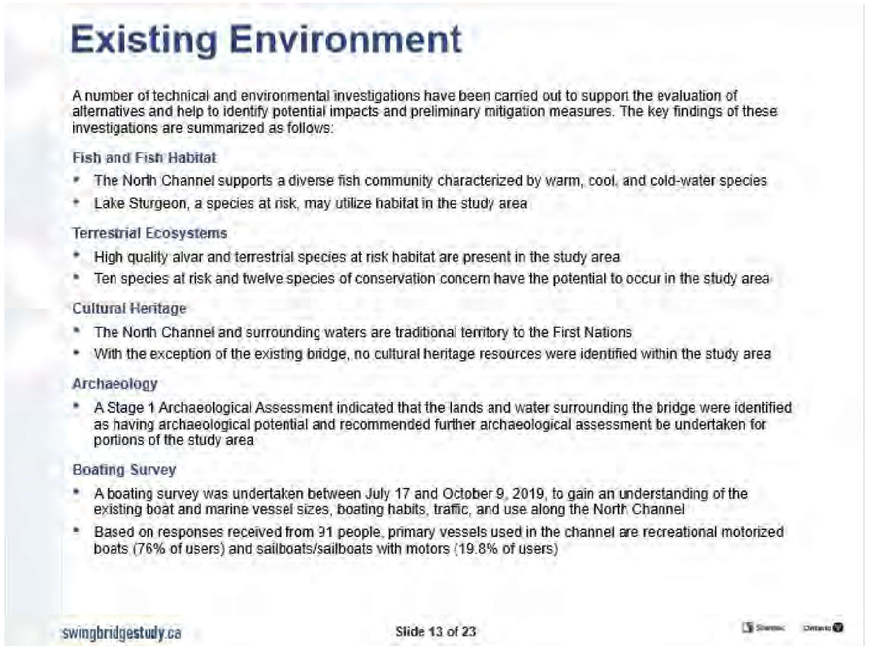
Conservation Options are applied in rank order such that Option 1 must be shown to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:

- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the movement of people and goods
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections, maintenance and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement.
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7, relocation of the existing bridge to a new location for continued or adaptive use, and Conservation Option 8, removal and replacement of the existing bridge with a sympathetically designed structure, will be carried forward for further consideration during Detail Design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.

1.13 Existing Environment

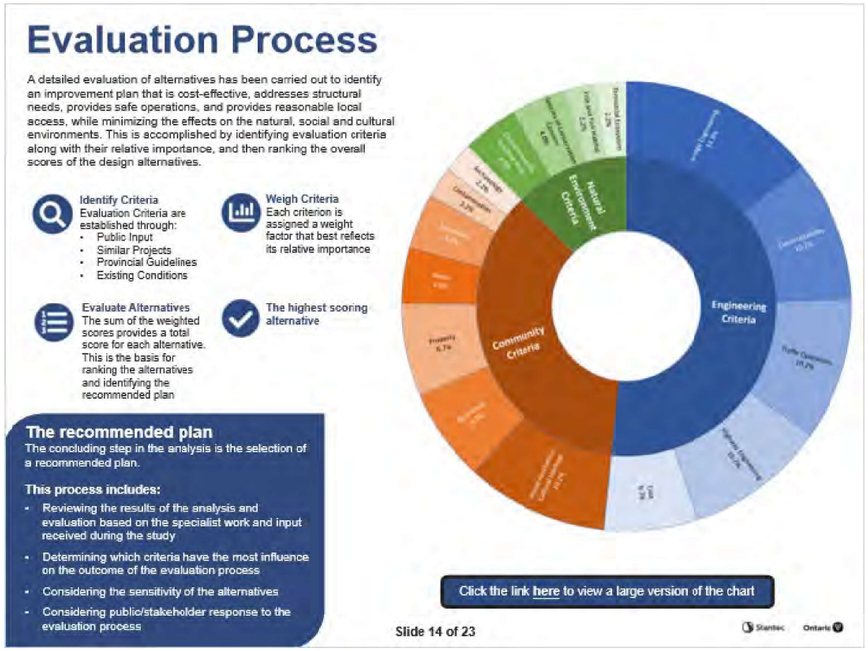


A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and to help to identify potential impacts and preliminary mitigation measures. In general, some of the key findings of these investigations indicated that:

- The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
- Lake Sturgeon, a species at risk, may utilize habitat in the study area
- High quality alvar and terrestrial species at risk habitat is present in the study area

- 10 species at risk and 12 species of conservation concern have the potential to occur in the study area
- The North Channel and surrounding land and waters are traditional territory to the First Nations
- With the exception of the existing bridge, no cultural heritage resources were identified within the study area
- A Stage 1 Archaeological Assessment indicated that lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area
- A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
- Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (which is 76% of users) and sailboats/sailboats with motors (which is 19.8% of users)

1.14 Evaluation Process



A detailed evaluation of alternatives has been carried out to identify an

improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social, and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

This process includes identifying evaluation criteria through: the input received through the consultation process, the project team's experience on similar projects, provincial guidelines, and existing study area conditions. Draft evaluation criteria and associated weight factors were presented for public review and comment at the second Public Information Centre. Following the second Public Information Centre, the evaluation criteria and weightings were confirmed. Engineering criteria included bridge and highway engineering factors, traffic operations, constructability, and cost. Community criteria included considerations for visual aesthetics and cultural heritage, noise, businesses, recreation, property, contamination, and archaeology. Natural environment criteria included considerations for environmentally sensitive areas, species of conservation concern, fish and fish habitat, and terrestrial ecosystems.

A weight percentage was applied to each factor, which was based on project team and stakeholder assessment of the importance of the factor. The level of importance of each factor is relative to the other factors considered. As such, the higher the relative level of importance a factor has, the higher the associated weight value it was assigned.

The next step in the process included evaluating the alternatives. A comparative analysis of transportation and environmental effects associated with each alternative is undertaken based on the criteria, weightings, and measures. A reasoned argument approach was also applied to the evaluation which considered the net environmental effects of each alternative. The preferred plan is selected as the aggregate of Preliminary Design alternatives that achieve the best overall balance of transportation engineering, individual environmental factor impacts, and overall environmental impact, taking into consideration the net environmental effects by applying conceptual mitigation measures.

In the final step of the evaluation process, the alternative designs are evaluated based on the total calculated scores by adding their weighted values. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the overall Recommended Plan for the project.

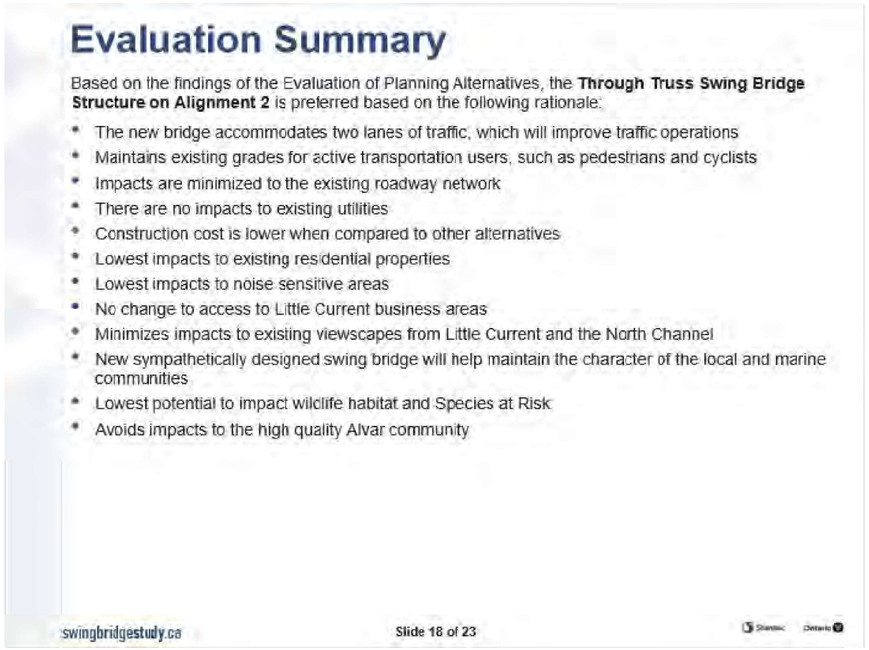
Please click the button below the nested pie chart to view a larger, high-resolution version of the chart on this slide.

1.15 Preliminary Evaluation of Alternatives

The bar chart shown on this slide summarizes the total scores assigned to each alternative and the breakdown of scores by grouped criteria, including Engineering, Community, and Environmental scores. Based on the evaluation, a swing bridge on Corridor Alternative 2 has been identified as the Preferred Alternative and will be carried forward to future phases of the project.

Please click the button below the bar graph to view a larger, high-resolution version of the graph on this slide.

1.16 Evaluation Summary

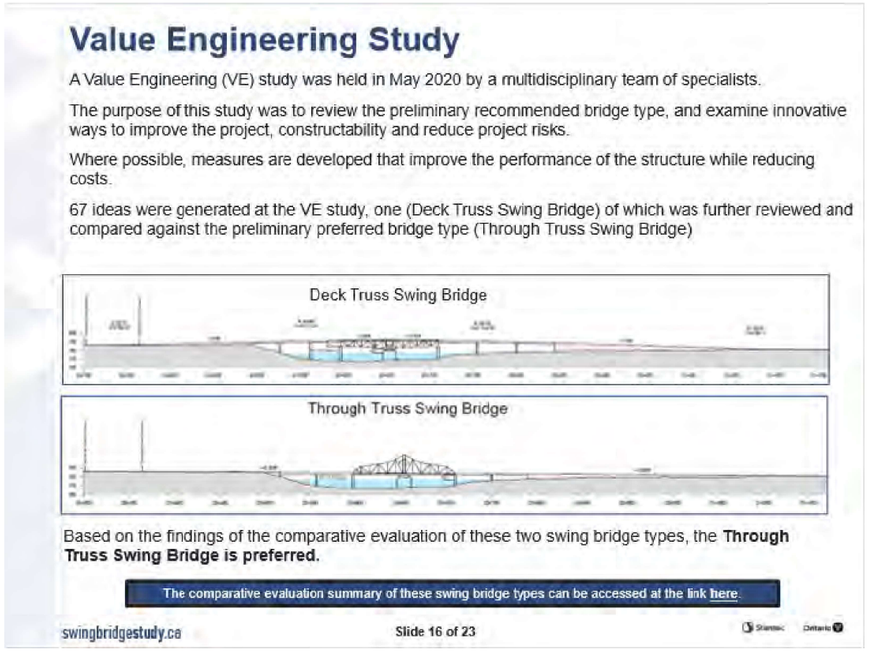


Based on the findings of the Evaluation of Planning Alternatives, the Through Truss Swing Bridge Structure on Corridor Alignment 2 is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- It maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- The construction cost is lower when compared to other alternatives
- It has the least impacts to existing residential properties
- It is anticipated to have the lowest impact to noise sensitive areas
- There are no changes in access to Little Current business areas
- It introduces the smallest change to existing viewscapes from Little Current and the North Channel, when compared to the other alternatives
- The new sympathetically designed swing bridge will help maintain the character of the local and marine communities; and
- It has the lowest potential to impact wildlife and species at risk

The proposed bridge structure, including the proposed abutments, piers, and bridge spans, is shown on this slide.

1.17 Value Engineering Study



A Value Engineering Study was held in May 2020 by an independent multidisciplinary team of specialists. The purpose of this study was to review the preliminary recommended bridge type, and to examine innovative ways to improve the project and constructability, while potentially reducing project risks. Where possible, measures are developed that improve the performance of the structure while reducing costs.

Sixty-seven ideas were generated at the Value Engineering Study, one of which, a Deck Truss Swing Bridge, was further reviewed and compared against the preliminary preferred bridge type - a Through Truss Swing Bridge. The figures on this slide show the different types of swing bridges that were reviewed.

Based on the findings of the comparative evaluation of these two swing bridge types, the Through Truss Swing Bridge is preferred. The comparative evaluation summary of these two swing bridge types can be accessed at the link provided on this slide.

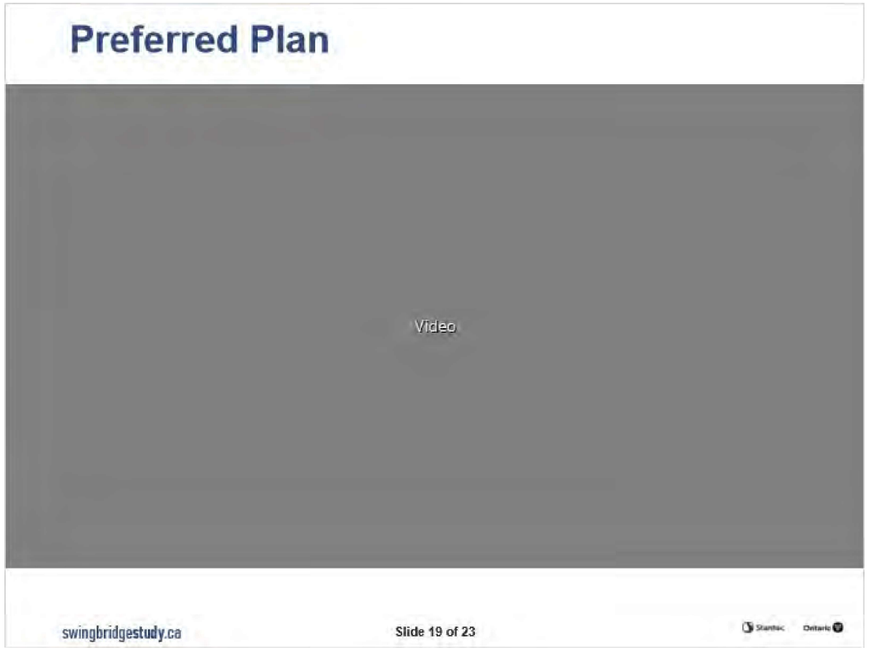
1.18 Preferred Plan



The Preferred Plan for the study is shown on this slide, which includes a new Through Truss Swing Bridge Structure on Corridor Alignment 2, west of the existing Little Current Swing Bridge.

New connections from the bridge to Highway 6 will be required as part of the plan. Similar to the existing bridge, traffic queuing areas will be required for when the structure is closed to vehicles.

1.19 Preferred Plan

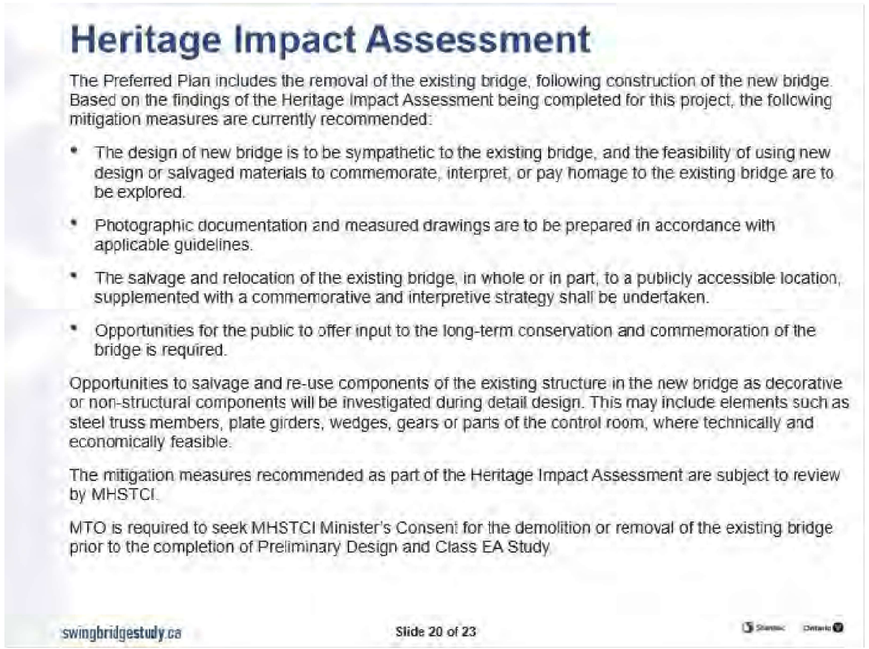


The computer-generated model shown on this slide provides a visual representation of the local and general conceptual design of the proposed swing bridge on its new alignment.

Flyover Description: The abutments and piers for the new bridge to the west of the existing swing bridge appear, adjacent to the existing bridge resting piers. A new alignment for Highway 6 is shown, and the new approaches and through truss swing bridge structure appear. A translucent image of the existing swing bridge remains, and grass, trees and shrubs appear in place of the existing Highway 6 alignment. An inset image shows a new conceptual parking lot for the control bridge operator southwest of the new bridge.

The new through truss bridge swings open and provides two channels for the passage of boats through the North Channel. When the new bridge returns to the closed position, the 360-degree view shows vehicles passing over the new, two-lane bridge with a sidewalk along the west side.

1.20 Heritage Impact Assessment



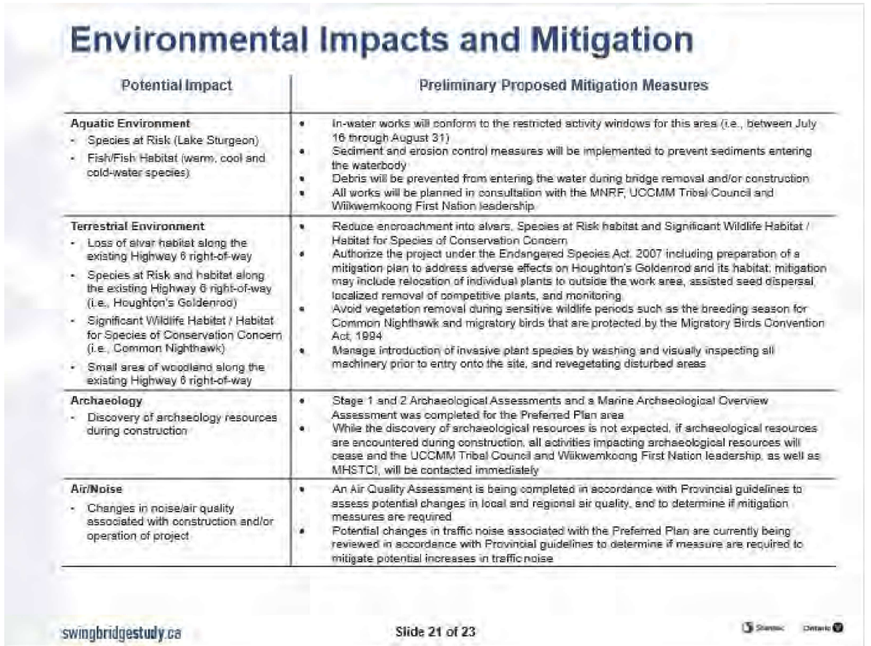
A Heritage Impact Assessment is an independent study to determine the impacts of a project on a provincial heritage property, and outlines recommended options and mitigation measures in order to reduce negative impacts and conserve its cultural heritage value or interest. The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.

Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible. It should be noted that the Heritage Impact Assessment will be made available for public review as part of the Transportation Environmental Study Report.

The Ministry of Heritage, Sport, Tourism and Culture Industries (or MHSTCI) is an approval authority under the Standards and Guidelines, and as such the mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI. Further, MTO is required to seek Minister's Consent for the demolition or removal of the existing bridge, prior to the completion of this Preliminary Design and Class EA study.

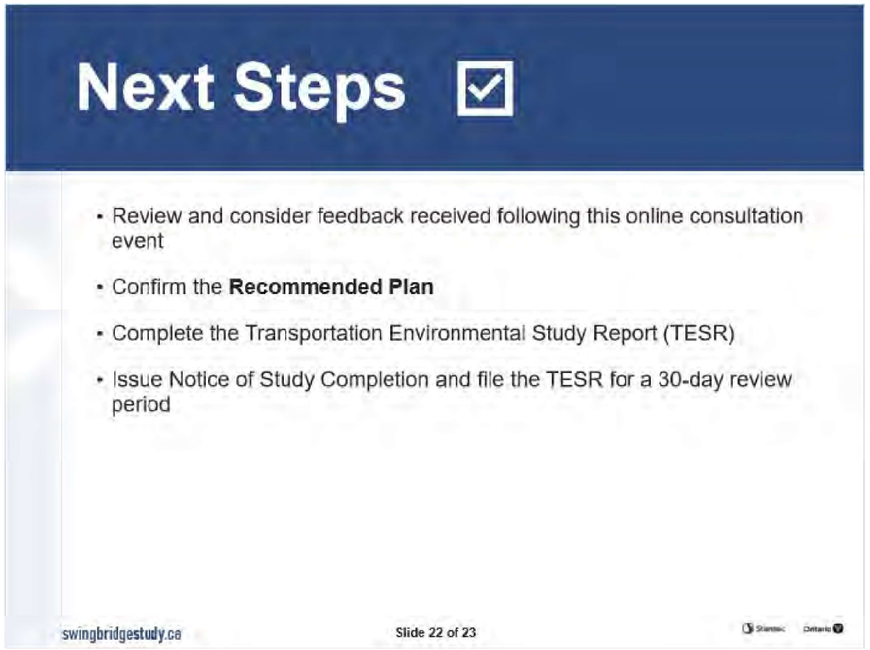
1.21 Environmental Impacts and Mitigation



Impacts to the environment as a result of this project will be minimized to the extent possible. Additional investigations will be carried out during Detail Design to help to confirm environmental impacts, refine mitigation measures, and support obtaining relevant permits and approvals.

Please review the environmental factors that may be affected by this project, along with some of the preliminary proposed mitigation measures shown on this slide, and if you have any comments, questions or concerns, please do not hesitate to contact a member of the project team.

1.22 Next Steps



Following this online Public Information Centre, the project team will review and consider the feedback received, and will respond to any questions you may have. In consideration of the comments received, the project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures. The Transportation Environmental Study Report (or TESR) will be prepared, and a Notice of Study Completion will be issued, at which time the TESR will be available for public review on the project website for a 30-day review period.

1.23 Thank you for participating in this online Public Information Centre!



On behalf of the Ontario Ministry of Transportation, we would like to thank you for your interest in this study and for taking the time to participate in this online Public Information Centre. Your input is very important to us, and there are several ways for you to provide your comments.

We encourage you to review all PIC materials available on the project website, as well as to participate in the survey offered at the end of this presentation.

If you have any comments or questions, please do not hesitate to contact the project team via email at: ProjectTeam@SwingBridgeStudy.ca, or by contacting one of the project team members listed on this slide by telephone or email.
We would appreciate receiving any comments or questions that you may have by April 30, 2021.

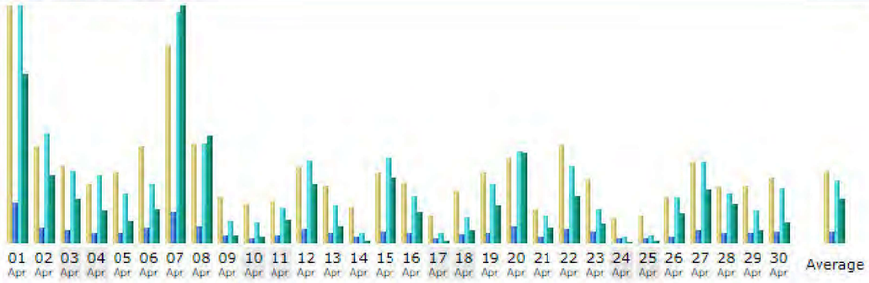
Thank you again for taking the time to participate in this online Public Information Centre.

Appendix C: Public Information Centre 3 Participation Statistics



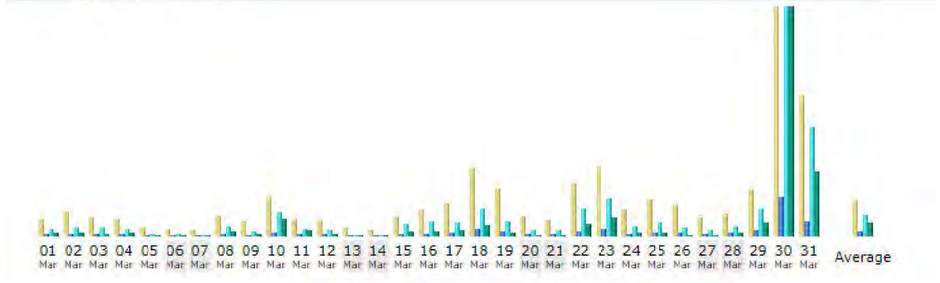
Traffic source > External	Views ↓	Watch time (hours)	Average view duration	Impressions	Impressions click-through rate
Total	11,731	290.7	1:29	0	–
Facebook	5,416 46.2%	125.6 43.2%	1:23	0	–
manitoulin.com	4,888 41.7%	130.5 44.9%	1:36	0	–
cbc.ca	836 7.1%	21.5 7.4%	1:32	0	–
YouTube	171 1.5%	3.9 1.3%	1:22	0	–
Gmail	60 0.5%	1.5 0.5%	1:29	0	–
com.samsung.android.messaging	40 0.3%	0.9 0.3%	1:17	0	–
ampproject.org	37 0.3%	0.9 0.3%	1:25	0	–
m.facebook.com	31 0.3%	0.7 0.2%	1:20	0	–
Samsung Email	12 0.1%	0.3 0.1%	1:26	0	–
com.google.android.apps.messaging	9 0.1%	0.2 0.1%	1:27	0	–
Google	5 0.0%	0.1 0.0%	0:38	0	–
WhatsApp	5 0.0%	0.1 0.0%	0:56	0	–
Reddit	5 0.0%	0.1 0.0%	1:16	0	–
Facebook Messenger	4 0.0%	0.1 0.1%	2:01	0	–
com.microsoft.office.outlook	4 0.0%	0.0 0.0%	0:33	0	–
Twitter	3 0.0%	0.1 0.0%	1:36	0	–
Google Search	2 0.0%	0.1 0.0%	1:52	0	–
Instagram	2 0.0%	0.1 0.0%	1:40	0	–
Verizon Messages	2 0.0%	0.0 0.0%	0:58	0	–
com.snapchat.android	2 0.0%	0.0 0.0%	1:27	0	–
live.com	2 0.0%	0.1 0.0%	1:52	0	–

Days of month



Day	Number of visits	Pages	Hits	Bandwidth
01 Apr 2021	338	475	2,803	667.92 MB
02 Apr 2021	138	181	1,306	268.82 MB
03 Apr 2021	110	141	843	176.05 MB
04 Apr 2021	84	110	805	124.93 MB
05 Apr 2021	101	119	581	85.79 MB
06 Apr 2021	138	179	690	131.98 MB
07 Apr 2021	283	360	2,726	933.49 MB
08 Apr 2021	142	192	1,181	421.87 MB
09 Apr 2021	65	85	260	30.35 MB
10 Apr 2021	55	60	237	23.19 MB
11 Apr 2021	59	79	405	92.06 MB
12 Apr 2021	108	162	981	228.38 MB
13 Apr 2021	81	117	450	66.48 MB
14 Apr 2021	52	69	123	9.43 MB
15 Apr 2021	101	129	999	256.23 MB
16 Apr 2021	86	113	554	122.06 MB
17 Apr 2021	39	54	111	6.84 MB
18 Apr 2021	74	98	304	48.96 MB
19 Apr 2021	100	118	692	147.73 MB
20 Apr 2021	122	188	1,088	354.01 MB
21 Apr 2021	47	63	314	61.96 MB
22 Apr 2021	140	167	909	186.03 MB
23 Apr 2021	92	132	397	76.72 MB
24 Apr 2021	35	47	64	2.41 MB
25 Apr 2021	39	50	88	5.43 MB
26 Apr 2021	64	74	531	115.07 MB
27 Apr 2021	116	154	950	210.88 MB
28 Apr 2021	80	111	585	154.96 MB
29 Apr 2021	81	113	382	48.33 MB
30 Apr 2021	93	125	654	78.93 MB
Average	102	135	733	171.24 MB
Total	3,063	4,065	22,013	5.02 GB

Days of month



Day	Number of visits	Pages	Hits	Bandwidth
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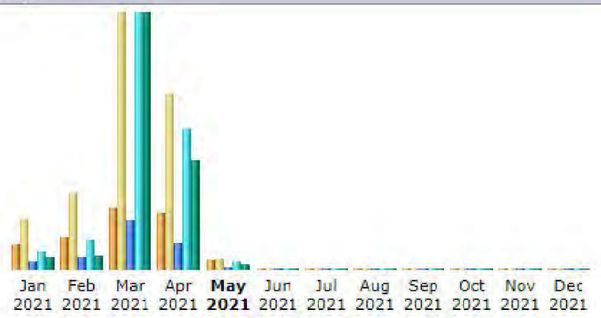
02 Mar 2021	100	124	522	108.28 MB
03 Mar 2021	71	94	471	61.38 MB
04 Mar 2021	69	90	446	100.72 MB
05 Mar 2021	32	59	112	4.98 MB
06 Mar 2021	26	34	79	18.96 MB
07 Mar 2021	24	31	76	2.81 MB
08 Mar 2021	80	114	562	109.16 MB
09 Mar 2021	56	75	269	43.79 MB
10 Mar 2021	157	223	1,413	478.77 MB
11 Mar 2021	66	86	397	152.21 MB
12 Mar 2021	65	84	382	50.87 MB
13 Mar 2021	31	42	43	2.14 MB
14 Mar 2021	21	39	70	3.00 MB
15 Mar 2021	80	95	713	135.26 MB
16 Mar 2021	105	136	873	128.76 MB
17 Mar 2021	130	179	821	177.73 MB
18 Mar 2021	272	447	1,704	321.94 MB
19 Mar 2021	191	261	907	87.84 MB
20 Mar 2021	80	102	317	16.56 MB
21 Mar 2021	62	101	367	30.80 MB
22 Mar 2021	209	277	1,673	341.26 MB
23 Mar 2021	274	441	2,305	531.25 MB
24 Mar 2021	103	145	558	78.52 MB
25 Mar 2021	143	221	844	88.51 MB
26 Mar 2021	123	176	510	24.71 MB
27 Mar 2021	72	112	319	19.58 MB
28 Mar 2021	91	159	562	103.16 MB
29 Mar 2021	185	363	1,701	364.37 MB
30 Mar 2021	912	2,362	14,115	6.39 GB
31 Mar 2021	558	940	6,739	1.80 GB
Average	143	248	1,300	389.10 MB
Total	4,455	7,697	40,319	11.78 GB

Monthly history



Month	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Jan 2021	442	872	1,192	2,810	549.12 MB
Feb 2021	567	1,328	1,836	4,663	614.43 MB
Mar 2021	1,081	4,455	7,697	40,319	11.78 GB
Apr 2021	976	3,063	4,065	22,013	5.02 GB
May 2021	153	193	246	1,196	206.00 MB
Jun 2021	0	0	0	0	0
Jul 2021	0	0	0	0	0
Aug 2021	0	0	0	0	0
Sep 2021	0	0	0	0	0
Oct 2021	0	0	0	0	0
Nov 2021	0	0	0	0	0
Dec 2021	0	0	0	0	0
Total	3,219	9,911	15,036	71,001	18.13 GB

Appendix D: Comments Received at Public Information Centre 3

Name	Date Received	Comment	Date Responded	Response/Action Taken
Contact Form/Email Comments				
[redacted]	March 18, 2021	Adding my name AGAIN. I take it there hasn't been anything sent out in3 yrs Because I've been on the list since the first public meeting	March 30, 2021	Thank you for your continued interest in the Little Current Swing Bridge Study. Please note that based on a review of our records, copies of the following project notifications have been issued to you via mail and email: • Cover letter and Notice of Public Information Centre (PIC) 2, issued on July 2, 2019; and • Notice of Online PIC 3, issued on March 18, 2021 In addition, your attendance was noted at the Property Owner Meeting held at 9:00 am at the Manitoulin Hotel & Conference Centre on July 18, 2019. Due to the COVID-19 pandemic, the third and final PIC was delayed; however, PIC 3 has now been scheduled to provide you with an opportunity to review the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online through the study website (www.swingbridgestudy.ca) from **Tuesday, March 30, 2021** until April 30, 2021. As noted above, notification of the upcoming online PIC was issued to you via email; however, could you kindly confirm your mailing address to help us to ensure that you also receive hard copy notifications in the future? Our records currently include the following address: **P.O. Box 532** **Little Current, ON** **P0P 1K0** Thank you again for your continued interest in this study. Should you have any other comments, questions and/or require additional information, please reach out to the project team (ProjectTeam@swingbridgestudy.ca).
[redacted]	March 19, 2021	As a heritage site and tourist attraction to Manitoulin Island I implore the MTO to keep the bridge. It would be much less expensive to maintain than build a new structure. It would be a great loss to the Island's charm to replace it. I have been going to Manitoulin for many, many years, and don't mind one bit to wait, see it swing, and know that I'm looking at something very unique to Ontario.	March 26, 2021	Thank you for your interest in this study. Your comments concerning the existing bridge have been noted by the study team. A Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to evaluate the bridge in accordance with Ontario Regulations 9/06 and 10/06, as well as the Ontario Heritage Bridge Guidelines. The existing bridge is the oldest and longest known example in the province, has historical associations with the development of railway lines in Northern Ontario, and has contextual value in the community that is physically, functionally, visually, and historically linked to its surroundings. The CHER was review by the Ontario Ministry of Transportation (MTO) Heritage Bridge Committee and the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI). Based on its review of the CHER, the MTO Heritage Bridge Committee identified the Little Current Swing Bridge as a provincial heritage property of provincial significance. The MTO Heritage Bridge Guidelines for Provincially Owned Bridges outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening, or replacement that may be required. In addition, a Heritage Impact Assessment is being completed to determine the impacts of the project on this provincial heritage property, and to outline recommended options and mitigation measures in order to reduce negative impacts and conserve its cultural heritage value or interest. Additional information will be shared as part of Public Information Centre

Name	Date Received	Comment	Date Responded	Response/Action Taken
				(PIC) 3, which will be held online on the project website (www.swingbridgestudy.ca) from Tuesday, March 30, 2021 until April 30, 2021. This online PIC will also present the evaluation of corridor and structure alternatives that has been carried out to identify a Preliminary Preferred Plan that is cost-effective, addresses structural needs, provides safe operations and reasonable local access, while minimizing the effects on the environment to the extent possible. Your contact information has been added to the project mailing list and you will be updated on the status of this study as we continue to move forward with project planning. Should you have any other comments, questions and/or require additional information, please do not hesitate to contact us.
[redacted]	March 30, 2021	This morning when I saw the MTO article regarding the proposed plan for a new double lane swing bridge across the channel from the mainland to Manitoulin Island I was pleasantly surprised that a new swing bridge is planned and not a tunnel, or huge modern bridge. Also I hope that the bridge will retain the same design as the old and that some of the steel can be used. A new bridge cannot replace the Heritage importance of the old, however, I believe that this is the best option. Thank you for replying to my email on March 26, 2021.		**No further response required**
[redacted]	March 20, 2021	keep me informed	March 30, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your email has been received by the project team, and your contact information has been added to the project mailing list.
[redacted]	March 19, 2021	Again I say please leave Manitoulin Bridge the way it is only REDO THE (new) INFRASTRUCTURE. And name it Chi Aash gan = Big Bridge! almost like Chi Cheemaun = big boat. Miigwech. Thank you		
[redacted]	March 30, 2021	Very pleased with the announcement today! Thank you. I also submit my choice for naming the Bridge. = Chi Aazhigan = big bridge. Since South Bay Mouth ferry is Chi Cheemaun = big boat .	April 7, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your naming suggestions for the future bridge have been received by the project team and will be forwarded to The Ontario Ministry of Transportation's Operations Division for consideration during detail design of the project, the timing of which is currently unknown. Your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	March 24, 2021	Please add me to your email list	March 30, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your email has been received by the project team, and your contact information has been added to the project mailing list.
[redacted]	March 24, 2021	Please be advised that I would like my name added to the "study mailing list". My e-mail address as above. Thank you	March 30, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your email has been received by the project team, and your contact information has been added to the project mailing list.
[redacted]	March 24, 2021	Good Afternoon.	March 29, 2021	Thank you for your request for information related to the Little Current swing bridge study.

Name	Date Received	Comment	Date Responded	Response/Action Taken
		Could you please provide me with the most recent engineering/maintenance report for the Little Current Swing Bridge. Also, can you provide the link for the most recent Ontario Bridge Condition Index. The below article in the Manitoulin Expositor shows that the bridge is in good condition. https://www.manitoulin.com/swing-bridge-condition-good-according-to-mto-assessment/ Thank you.		The bridge is inspected every two years following the Ontario Structural Inspection Manual (OSIM) to ensure its safety, quantify the material deteriorations and determine the Bridge Condition Index (BCI). The single lane bridge with its unique operation and maintenance demands is over 100 years old and is nearing the end of its service life. The swinging operation depends on outdated mechanical and electrical systems with many obsolete moving parts that cannot be relied upon much longer. The BCI is posted on the Ministry of Transportation's web site and can be found at https://data.ontario.ca/en/dataset/bridge-conditions. Information for the Swing Bridge can be found within the table on Row 4824. The 2020 BCI is 73.56 and refers to the condition of the structure at the time of inspection. More information on the BCI is found on the MTO bridge safety page at http://www.mto.gov.on.ca/english/highway-bridges/ontario-bridges.shtml. If you have any further questions please contact Melissa Delfino, Area Manager at 705-491-7756 or Melissa.delfino@ontario.ca.
[redacted]	March 26, 2021	Please include me in your mailing list. Thank you	March 30, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your email has been received by the project team, and your contact information has been added to the project mailing list.
[redacted]	March 26, 2021	The local paper is reporting that there will be a virtual presentation to NEMI council on 30 Mar. is this presentation open to the public or at least representation form other Island municipalities? Where can I find info about how to attend this presentation? Thanks.	March 31, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. The project team made a presentation to Township of Northeastern Manitoulin and the Islands (NEMI) Council yesterday evening. Council meeting details can be accessed on the Town of NEMI website (www.townofnemi.on.ca/p/council). Additionally, the Online Public Information Centre (PIC) 3 was posted on the study website (www.swingbridgestudy.ca) on March 30, 2021 and is available for public review and comment until April 30, 2021. The Online PIC 3 presentation provides an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. Thank you again for your interest in this study.
[redacted]	March 31, 2021	Thank you for the prompt response, only one day after the meeting. Was anyone in attendance other than Councilors and was there any notice sent out about a public meeting?	April 8, 2021	Thank you for your continued interest in the Highway 6 Little Current Swing Bridge Study. We apologize for our delayed response; however, the Town of NEMI is responsible for the advertisement of their Council meetings, and regularly post Council meeting agenda and minutes on the their website (https://www.townofnemi.on.ca/p/meeting-minutes-agendas). We do not have a record of who attended the Council meeting; however, you may be able to obtain this information through the Clerk's office. Additionally, information presented during the Council meeting is included within the Online Public Information Centre (PIC) 3 presentation, which is currently available for public review and comment on the study website (www.swingbridgestudy.ca) until April 30, 2021. Public notification of Online PIC 3 was completed via the following: • Canada Post Ad Mail to Manitoulin Island residents on March 18, 2021 • Direct mail (and email, where available) to all those listed on the project contact list on March 18, 2021 • Advertisement in the Sudbury Star newspaper on March 23, 2021 • Advertisement in the Manitoulin Expositor newspaper on March 24, 2021

Name	Date Received	Comment	Date Responded	Response/Action Taken
				• Advertisement in the Manitoulin West Recorder newspaper on March 26, 2021 Thank you again for your interest in this study. If you have any comments and/or questions related to this study, please do not hesitate to contact us.
[redacted]	April 13, 2021	Unfortunately having reviewed the report I almost completely disagree with the direction that the report has taken. It would appear that a major focus for the study has been to provide a quaint reproduction of the existing structure with only minor improvements to some of the issues which currently exist and will continue to exist. We will be asked to live with these restrictions for probably the next 100 years. This is our one chance to get this right and we seem to be missing that opportunity. Specifically the recommended option will still limit marine traffic through the channel. There will be no change to that. The new bridge will improve road access but still limit it to some degree, better yes but still an issue particularly in an emergency situation. While one would hope the new bridge will be more reliable than the old bridge the potential for a mechanical failure, particularly in the open position, remains a very real concern. The lack of quantitative information also does not allow enough information on which to compare the various options and assess the relative importance which the team has placed on various factors. We are asked to trust that all that number crunching is accurate and that the 74% number for the top choice are gospel. From my comments you can see that I favour a fixed link option which I feel much more effectively addresses the issues of reliability and unrestricted traffic flow (both marine and road). From a cost analysis that would lead to the high bridge option which I must admit is not aesthetically pleasing. Despite the higher costs I think we need to have a more thorough look at the tunnel option. If this is to be the future of our link to the mainland for years than getting the right choice even at a higher cost may be the way to go. I also think that there may be a cheaper tunnel option (possibly a trench and precast sections option) which would mean the tunnel option would not be rejected so easily. Finally, a plea to get on with the project (I know not completely within your control). A new bridge is probably still 10 years from reality. We need to press the powers that be with the urgency of making this happen sooner than later. Again I emphasize that we need to be making the right recommendation for the long term. We do not need to put a bandaid on an existing problem that does not address the problems/limitation of the current structure. I fear however that by giving the decision makers a 'quaint' relatively low cost option that we will be living with these problems long after I am gone.	May 12, 2021	Thank you for your continued interest in the Highway 6 Little Current Swing Bridge Study and for taking the time to provide your comments. Following a detailed evaluation of alternatives, the swing bride was selected as the preferred plan because it best addresses the current and future transportation needs at the bridge crossing, while minimizing impacts to the community and the natural environment. Based on the feedback received at/following Public Information Centres (PICs) 1 and 2, there is a strong desire to maintain the existing viewscapes and character of the area, and to minimize potential impacts to the natural and cultural environments. Increasing the vertical clearance of the new swing bridge would result in greater impacts the Highway 6 road profile, which would be raised several metres and require significant embankments on both sides of the crossing. These approach embankments would result in significant impacts to ecological features, as well as increases in property requirements including entrance redesign/removal. This profile raise would also reduce the ability to provide a safe and comfortable environment for active transportation users. The existing swing bridge is the oldest and longest known example of a swing bridge within the province, 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. Thus, a new swing bridge at a similar height to the existing bridge also provides a better opportunity to provide a sympathetic design that maintains the character of the local and marine communities. The purpose of this study is to identify a recommended plan which will address the current and future transportation needs at the bridge crossing as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. While the existing swing bridge was originally intended for predominantly railway travel, the new bridge will be designed to current design standards to service both vehicle travel and active transportation users, reducing the risk of malfunction and repair costs, as well as providing a reliable structure for the longer term. The fixed bridge alternative was not selected mainly due to significant property impacts, potential impacts to local businesses, negative impacts to viewscapes, greater impacts to natural environment features, and it does not provide a safe and comfortable environment for active transportation users. The project team reviewed alternative approaches to the tunnel alternative, in consideration of the existing geological conditions, the length of the crossing, specialty tunnel boring equipment costs, property acquisition costs, and other construction costs. Given the intricacies of the channel crossing, a more cost effective tunnel alternative is not reasonable. To support the detailed evaluation of alternative, a number of technical and environmental studies were completed as part of this study. The findings of these investigations, including the detailed evaluations, will be available for your review as part of the Transportation Environmental Study Report (TESR). The Little Current Swing Bridge Study is part of the Ministry's continuing assessment of the provincial highway network, and the timing is not yet confirmed for detail design or construction. While construction timing is dependent on regional/provincial priorities and available funding, this planning study will assist the Ministry, municipalities, business owners, and private landowners with future planning and development within the study area.

Name	Date Received	Comment	Date Responded	Response/Action Taken
				Thank you again for your interest in this study and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final TESR. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	May 13, 2021	Thank you for the response. I am still not convinced we are going the right way but I respect the process. I only hope the government gets on with this and makes the replacement a priority before we do have a serious problem.		
[redacted]	March 29, 2021	Hello Mr. Cooke and Ms. Defino. Thank you for the previous work done on this project and requirements moving forward. My [redacted] from the Aundeck Omni Kaning First Nation 8km west of Little Current. As an Lands, Resource and Environmental Manager by profession. I have reasonable concerns with this project. I would like to know if all issues/concerns with respect to the EA process have been addressed. I would also like to know if all mitigating factors have been addressed as well with the First Nations who utilize the bridge on a daily/weekly basis? I agree that Manitoulin Island is in need of a new state of the art two lane bridge. While the costs of this project will be enormous, I see this project as necessary for future generations. I look forward to your information to be presented online on Tuesday March 30, 2021. It's unfortunate that COVID 19 pandemic has been an issue. Yours in Environmental Management. Have a great day.	May 4, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. This Planning, Preliminary Design and Class Environmental Assessment (Class EA) study is being carried out under the requirements of the Class EA for Provincial Transportation Facilities (MTO, 2000), which is an approved process under the Environmental Assessment Act. The project team has been in contact with Aundeck-Omni Kaning First Nation, the other member First Nations of the United Chiefs and Councils of Mnidoo Mnising, and Wiikwemkoong Unceded Territory since commencement of this study to help to ensure that opportunities to share information and participate in this study have been offered throughout the duration of this study. Notification of the following key study milestones has been provided to the Chiefs, as well as community members that expressed an interest in receiving notifications about this study: • Notice of Study Commencement and Request to Consult (June 29, 2018) • Notice of Public Information Centre 1/Community Information Sharing Session (August 14, 2018) • Notice of Public Information Centre 2 / Community Information Sharing Session (July 3, 2019) • Notice of Online Public Information Centre 3 (March 18, 2021) In addition, Community Information Sharing Sessions 1 and 2 were held at the Four Directions Community Centre on August 23, 2018 and July 25, 2019, respectively. Notification of these community events was also included in the community newsletter and posters were placed within high traffic areas of the community. Community Information Sharing Sessions 1 and 2 were also held within the other member UCCMM member nation communities and Wiikwemkoong Unceded Territory in 2018 and 2019. In general, the feedback received from these Community Information Sharing Sessions included: • Priority to have two-way traffic with less delays • Ensure that vehicle and boat traffic is accommodated for the long-term future • Preserve the heritage value of the old bridge • The existing bridge is a significant tourist attraction • First Nations have a special relationship with the water. It is traditional territory and impacts should be minimized

Name	Date Received	Comment	Date Responded	Response/Action Taken
				• Concerns regarding safety and the ability to travel on and off of the island in the case of an emergency The Preferred Plan was selected because it has minimal impacts to the existing roadway network and utilities, noise sensitive areas, significant wildlife habitat and viewscapes from Little Current and the North Channel; and it avoids impacts to business and residential properties. The new bridge will also accommodate two lanes of traffic, maintains the existing grades for active transportation users, and will be sympathetically designed to help maintain the character of the local and marine communities. The Recommended Plan will be confirmed at the completion of this study. Natural environment, archaeological and cultural heritage studies, as well as a business impact assessment have been completed to help to identify potential impacts and preliminary mitigation measures. In light of COVID-19 and associated physical distancing requirements, community information sharing/Public Information Centre (PIC) 3 was planned online. In response to requests to offer the PIC in Anishnaabemowin, a translated version of the recorded presentation and comment form was prepared for online review. In addition, copies of the English and translated materials were mailed to each of the First Nations' administration offices for review and comment. Following the online Public Information Centre 3 review period (i.e., from March 30 until April 30, 2021), the project team will review and consider the feedback received and will respond to any questions. In consideration of the comments received, the project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures. A Notice of Study Completion will be issued, at which time the Transportation Environmental Study Report (TESR) will be available for public review for a 30-day review period. The TESR will document the entire process followed to determine the Recommended Plan, including copies of all supporting studies/reports and consultation materials. The TESR is anticipated to be completed in fall 2021. Thank you for your interest in this study and for taking the time to provide your comments. Your comments have been received by the project team and will be included in the final Transportation Environmental Study Report (TESR). Your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	March 30, 2021	Please send all updates to this project	March 30, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your email has been received by the project team, and your contact information has been added to the project mailing list.
[redacted]	March 31, 2021	Hello Jennifer : Thanks for the e mail . Since this will be the THIRD bridge in that general location , I do hope that MTO are able to jump through the environmental hoops of today . What you have presented looks quite good , lets hope that it will last over one hundred years . I also want to thank the study team for taking into consideration the local businesses and the existing roadways . My grandfather worked on the construction of the first bridge and the huge underwater cribbing washed out during a major storm and was found on Strawberry Island , a few miles to the SE. The construction of the second bridge proved to have more prudent engineering , as a company from Montreal blasted into smooth bedrock which you will find on the bottom of the		**No further response required**

Name	Date Received	Comment	Date Responded	Response/Action Taken
		waterway . The new and improved cribbing / blasting has proved the test of time !! Good Luck with the project !		
[redacted]	March 30, 2021	I watched video and think this swing bridge would be great to replace the old bridge. It will still be keeping the memories of the old bridge that many of us loved and did not want replaced. But this bridge with its two lanes will make traffic flow faster and more efficiently and yet still keep the swing part of being able to have to stop at certain times, and keep the atmosphere of feeling like arriving "home" when we cross this special bridge. Keeps the charm and memories that we cherish still alive. It certainly has my vote and using some of the steel/iron from the the bridge with the placing of a plaque would be a great idea. Thank you and if possible I would be interested in receiving any info that is posted.	April 7, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments have been received by the project team. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	March 30, 2021	Hello, I have a place on Manitoulin Island, The 2 lane swing bridge, should definiotely not be two lanes...it should be at least 3 or 4, with the idea that in the future, there will be alot more people on the island...In the summer, quite frankly, having the bridge turn every hour on the hour for boats is ridiculous. the bridge should turn maybe 3 times, 9, 12 and 4pm. If this was in Muskoka, the bridge would be 8 lanes . . . come on people, please have some growth foresight for Manitoulin, it isnt going to be a backwards location once more people discover it and they can easily work and travel here...	May 11, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments regarding future traffic demands have been received by the project team. As part of this study, existing and future traffic conditions were assessed, the findings of which indicated that in 2018, the annual average daily traffic (AADT) across the current swing bridge was 3300 vehicles per day (vpd), and increased during the summer months to an average daily traffic (SADT) of 5000 vpd. Based on calculated annual traffic growth projections, increasing the width of the bridge and/or the number of lanes is not warranted at this location. However, the Preferred Plan includes two lanes of travel and active transportation facilities which will accommodate different modes of travel between Manitoulin Island and the mainland. The North Channel through Little Current is part of Lake Huron, which is listed as a Scheduled Waterway in the Canadian Navigable Waters Act (CNWA). As such, the operating schedule of the bridge will need to be maintained to continue to allow for the passage of boats through the North Channel. However, the Preferred Plan will significantly improve wait times for vehicles as it will provide two-lanes of traffic (one lane in each direction). Thank you again for your interest in this study, and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	March 30, 2021	Please add me to the mailing list. Thank you!	March 30, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your email has been received by the project team, and your contact information has been added to the project mailing list.
[redacted]	March 30, 2021	What is the long term logic to a swing bridge? All bridges have mechanical issues. A bascule makes the most sense. To build a swing bridge of the same stability and longevity would be fraught with obstacles. Good luck	May 17, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments regarding the selection of the Preferred Plan have been received by the project team. As part of this study, a Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to evaluate the existing bridge in accordance with Ontario Regulations 9/06 and 9/10 as well as the Ontario Heritage Bridge Guidelines. Based on its review of the CHER, the Ontario Ministry of Transportation (MTO) identified the Little Current Swing Bridge as a provincial heritage property of provincial significance. The existing

Name	Date Received	Comment	Date Responded	Response/Action Taken
				bridge is the oldest and longest known example in the province. It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually, and historically linked to its surroundings. The swing bridge was selected as the preferred plan because it best addresses the current and future transportation needs at the bridge crossing, while minimizing impacts to the community and the natural environment. Based on the feedback received at/following Public Information Centres (PICs) 1 and 2, there is a strong desire to maintain the existing viewscapes and character of the area, and to minimize potential impacts to the natural and cultural environments. A detailed evaluation process was used to identify a preferred plan that best addresses the current and future transportation needs at the bridge crossing, while minimizing impacts to the community and the natural environment. The evaluation process considered a wide range of criteria, including but not limited to constructability, safety, geometrics, property requirements, utility impacts, drainage impacts, potential environmental impacts (i.e., natural, social and cultural), and cost. The preferred plan was selected in part because it is sympathetically designed to help maintain the character of the local and marine communities and has minimal impacts to the existing viewscapes from Little Current and the North Channel The bascule would have significant impacts to the existing viewscapes. We appreciate your concern regarding the longevity of the existing bridge, which is over 100 years old. Since 1985, the Ministry has invested almost $18 million to maintain the bridge to provide a safe and reliable link between Manitoulin Island and the mainland. This has included extensive maintenance and replacement of the bridge deck, structural steel and center bearing replacement, and pier and abutment repairs. This annual average investment of over $500,000 per year is much higher than other typical bridges in the provincial highway network (typically<$100,000 per year). Furthermore, because of its age, the swing bridge often requires custom-fabricated components that are not readily available, resulting in longer repair times, traffic delays and increased costs due to manufacturing. The purpose of this study is to identify a recommended plan which will address the current and future transportation needs at the bridge crossing as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. While the existing swing bridge was originally intended for predominantly railway travel, the new bridge will be designed to today's standards to service both vehicle travel and active transportation users, reducing the risk of malfunction and repair costs, as well as providing a reliable structure for the longer term. Thank you again for your interest in this study and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	March 30, 2021	The bridge project proposal looks excellent. The video was very well done.	April 7, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments have been received by the project team. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones.

Name	Date Received	Comment	Date Responded	Response/Action Taken
				Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	March 30, 2021	Please add me to the mailing list.	March 31, 2021	Thank you for your interest in this Highway 6 Little Current Swing Bridge Study. Your email has been received by the project team, and your contact information has been added to the project mailing list.
[redacted]	March 31, 2021	My son lives on the island and the idea you have to copy the old bridge is fantastic, the island is famous for that bridge. Im 63 and been going to the island almost every year since i was seven,, love that bridge its a historic site	April 7, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments have been received by the project team. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	March 31, 2021	I am a marine pilot with the Great Lakes Pilotage Authority, tasked with the safe navigation of large commercial vessels through the North Channel. In the Little Current vicinity we are primarily conducting navigation of the cruise ships that are increasingly visiting Little Current. Our concern will be that the width and depth of the navigational channel will not be reduced permanently and that any temporary reduction to the width or depth of the channel be planned and announced well in advance. Also crucial to us is that the channel provided through the bridge is both parallel the flow of the significant current and an adequate approach channel length is provided. As this is federally regulated navigational channel I trust that you have consulted with Canadian Hydrographic Services and Canadian Coast Guard. Both of which will need to be kept abreast of physical changes to the channel. The strength and direction of the current has always been a significant concern to us. Any structures, permanent or temporary, than may deflect or funnel the flow could be detrimental to safe navigation. It is therefore imperative that navigators be informed of changes through Cdn. Coast Guards Notices to Mariners program. I have been in contact with Fisheries and Oceans Canada requesting the placement of a current gauge in the channel. The mid-channel abutment would be an ideal location. This device would provide live current strength information to mariners. Please contact me regarding navigational concerns or references.	May 17, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments have been received by the project team. The Ontario Ministry of Transportation (MTO) recognizes that the North Channel through Little Current is part of Lake Huron, which is listed as a Scheduled Waterway in the *Canadian Navigable Waters Act* (CNWA). As such, Transport Canada and the associated Navigation Protection Program have been engaged as part of this study to confirm, at a preliminary level, navigational clearance requirements at this location. As part of detail design of this project, a Notice of Major Works will be prepared and submitted to the Minster for review and approval. As such, the horizontal and vertical navigational clearances for the new bridge will meet the requirements of the Navigation Protection Program. In addition, the Department of Fisheries and Oceans (DFO) have been circulated on all study notifications. A marine archaeological assessment was undertaken as part of this study, the findings of which confirmed that dredging operations within the North Channel near Little Current have occurred almost annually since the turn of the 20th century to maintain the safe operation of shipping vessels. In addition, a boating survey was distributed to all marinas and their boaters in Little Current to obtain information on boating activity, including the size of vessels and frequency of visits. This information has helped the project team work with Transport Canada/Navigation Protection Program to help to ensure that the Preferred Plan can accommodate present and future boating activity within the channel. It should be noted that, as part of the Preferred Plan, the existing swing bridge is proposed to be removed in part due to the potential navigational hazards and to help reduce the risk of boat-bridge collisions. Thank you again for your interest in this study and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. We appreciate the suggestion to consider feedback from the Great Lakes Pilotage Authority and Canadian Coast Guard, and have updated our study mailing list to include these authorities. Should you have any additional comments or questions, please do not hesitate to contact us.

Name	Date Received	Comment	Date Responded	Response/Action Taken
[redacted]	April 2, 2021	I am writing to you today with regards to the study results that are calling for the replacement of the Little Current swing bridge with a new two lane swing bridge. I am interested in knowing if there has been any consideration to increasing the air draft under this new bridge? Currently at chart datum the bridge sits 17' above the water. Is there any way that your final plan for this bridge would consider increasing the air draft to 30' clearance above the water? This would likely save hundreds if not thousands of bridge swings over the life of this new bridge. We are a growing ferry and tour boat company based in Little Current and strongly believe that this air draft should be increased by a minimum thirteen feet. This would in turn allow a great deal of vessels to travel unimpeded by this bridge including our 100 passenger vessel that passes through this bridge up to a dozen times a week. This would also increase the safety of vessels that presently need to hold stationary in what can often be a very strong current waiting for the bridge to swing. Obviously this would require grading the approaches on either side of the new bridge. While we are disappointed to see that the new bridge will not be a high fixed bridge, we believe that increasing the air draft would be an excellent compromise. The original bridge, being built for a railway, obviously needed to be at grade. That bridge was also designed to remain open and thus allowing for the free flow of marine traffic and compliance with the Canadian Navigable Waters Act. We have an opportunity now to adapt the height of the new bridge to accommodate the current needs of the maritime activity on the North Channel. Obviously there will be boats that require a higher air draft than 30' and will require the bridge to open. A much higher number of boats would not require the bridge to open and could travel day or night without a bridge swing. I strongly believe that the air draft needs to be looked at seriously during the design of the new bridge. Please let me know if my thoughts are being considered. I believe that there would be very strong support for this idea as the majority of power vessels could pass under the bridge at will and create minimal disruptions to the highway. It would also stand to reason that this would reduce the wear and tear on the mechanisms of the bridge that operate during the swing process.	May 12, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments regarding the future vertical clearance of the new bridge have been received by the project team. Following a detailed evaluation of alternatives, the swing bride was selected as the preferred plan because it best addresses the current and future transportation needs at the bridge crossing, while minimizing impacts to the community and the natural environment. Based on the feedback received at/following Public Information Centres (PICs) 1 and 2, there is a strong desire to maintain the existing viewscapes and character of the area, and to minimize potential impacts to the natural and cultural environments. Increasing the vertical clearance of the new swing bridge would result in greater impacts to the Highway 6 road profile which would need to be raised several metres and require significant embankments on both sides of the crossing. These approach embankments would result in significant impacts to ecological features, as well as increases in property requirements including entrance redesign/removal. The profile raise would also reduce the ability to provide a safe and comfortable environment for active transportation users. It should be noted that the current swing bridge is the oldest and longest known example of a swing bridge within the province, 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. Thus, a new swing bridge at a similar height to the existing bridge provides a better opportunity to provide a sympathetic design that maintains the character of the local and marine communities. It is understood that the North Channel through Little Current is part of Lake Huron, which is listed as a Scheduled Waterway under the *Canadian Navigable Waters Act* (CNWA). As part of the preferred plan, which incorporates a through truss bridge that closely resembles the existing bridge, the horizontal and vertical navigational clearances will be addressed in accordance with the CNWA and the regulatory requirements of the Navigation Protection Program. In addition, a boating survey was distributed to all marinas and their boaters in Little Current to obtain information on boating activity, including the size of vessels and frequency of visits. The responses received as part of this survey has helped the project team work with Transport Canada to ensure that the preferred plan can accommodate existing and future boating activity within the North Channel. Thank you again for your interest in this study and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	April 30, 2021	We are contacting you with concerns regarding the tentative design for the new swing bridge at Little Current. Manitoulin Island Cycling Advocates (MICA) has been actively taking part in consultation involving cycling infrastructure with regards to the new bridge design to ensure the safety of all individuals who cross the bridge. After the analysis of the released swing bridge study, we would like to recommend the following:	May 19, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments regarding the accommodation of cyclists has been noted by the project team. The Ontario Ministry of Transportation (MTO) recognizes that Highway 6 is designated as part of the Province-wide Cycling Network. The Preferred Plan, a new through-truss swing bridge, will maintain existing grades for active transportation users and is currently proposed to include a sidewalk on the west side of the bridge. In addition, a 1.5 m shoulder has been recommended on the structure that can accommodate

Name	Date Received	Comment	Date Responded	Response/Action Taken
		• Allow for as much shoulder on the northbound lane of the bridge as possible. This will alleviate the need to cross highway 6 for cyclists heading to Espanola from Manitoulin. • Allow enough space for cyclists to travel so that they do not have to cycle on the portion designated for pedestrian foot traffic by either widening the northbound lane to accommodate cyclists or implementing a second walkway space on that side. • We would like to see the existing park around the swing bridge viewing area (Manitoulin side) preserved as much as possible. It is important that the park to the east and west of the new site be connected, possibly under the bridge, as to prevent cyclists and pedestrians crossing highway 6. We believe strongly in promoting physical activity and road safety in our local communities. It is with these principles in mind that we hope that our concerns will be addressed as to maximize public health, happiness, and well-being.		cyclists, separated from pedestrians. The design of these active transportation facilities will be confirmed during detail design, the timing of which is currently unknown. A portion of the existing park will be impacted to accommodate the preferred plan and associated parking area. However at this time, it is expected that the existing Highway 6 alignment in the vicinity of the existing bridge will be decommissioned following construction and operation of the new bridge, and new grass, shrubs and/or trees will be planted to mitigate the impacts to vegetation associated with the preferred plan. Site specific revegetation plans will be prepared and will use native plant species mixes. A preliminary visual representation of this transition is available for your review as part of Preferred Plan video presented on slide 19 of 23 of the Online Public Information Centre (PIC) 3 recorded presentation. Please visit the study website (www.swingbridgestudy.ca) to access a link to this presentation and video. We appreciate your suggestion of a trail connection beneath the future bridge and will keep your comment for consideration during the detail design phase of the project. As noted, the timing of this phase of project planning is currently unknown. Thank you again for your interest in this study and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.
[redacted]	April 30, 2021	We are contacting you with concerns regarding the tentative design for the new swing bridge at Little Current. Manitoulin Island Cycling Advocates (MICA) has been actively taking part in consultation involving cycling infrastructure with regards to the new bridge design to ensure the safety of all individuals who cross the bridge. After the analysis of the released swing bridge study, we would like to recommend the following: • Allow for as much shoulder on the northbound lane of the bridge as possible. This will alleviate the need to cross highway 6 for cyclists heading to Espanola from Manitoulin. • Allow enough space for cyclists to travel so that they do not have to cycle on the portion designated for pedestrian foot traffic by either widening the northbound lane to accommodate cyclists or implementing a second walkway space on that side. • We would like to see the existing park around the swing bridge viewing area (Manitoulin side) preserved as much as possible. It is important that the park to the east and west of the new site be connected, possibly under the bridge, as to prevent cyclists and pedestrians crossing highway 6. We believe strongly in promoting physical activity and road safety in our local communities. It is with these principles in mind that we hope that our concerns will be addressed as to maximize public health, happiness, and well-being.	May 19, 2021	Thank you for your interest in the Highway 6 Little Current Swing Bridge Study. Your comments regarding the accommodation of cyclists has been noted by the project team. The Ontario Ministry of Transportation (MTO) recognizes that Highway 6 is designated as part of the Province-wide Cycling Network. The Preferred Plan, a new through-truss swing bridge, will maintain existing grades for active transportation users and is currently proposed to include a sidewalk on the west side of the bridge. In addition, a 1.5 m shoulder has been recommended on the structure that can accommodate cyclists, separated from pedestrians. The design of these active transportation facilities will be confirmed during detail design, the timing of which is currently unknown. A portion of the existing park will be impacted to accommodate the preferred plan and associated parking area. However at this time, it is expected that the existing Highway 6 alignment in the vicinity of the existing bridge will be decommissioned following construction and operation of the new bridge, and new grass, shrubs and/or trees will be planted to mitigate the impacts to vegetation associated with the preferred plan. Site specific revegetation plans will be prepared and will use native plant species mixes. A preliminary visual representation of this transition is available for your review as part of Preferred Plan video presented on slide 19 of 23 of the Online Public Information Centre (PIC) 3 recorded presentation. Please visit the study website (www.swingbridgestudy.ca) to access a link to this presentation and video. We appreciate your suggestion of a trail connection beneath the future bridge and will keep your comment for consideration during the detail design phase of the project. As noted, the timing of this phase of project planning is currently unknown. Thank you again for your interest in this study and for taking the time to provide your comments. With the exception of personal information, your comments will be included in the final Transportation Environmental Study Report (TESR). In addition, your contact information has been added to the project mailing list and you will be notified of

Name	Date Received	Comment	Date Responded	Response/Action Taken
				future study milestones. Should you have any additional comments or questions, please do not hesitate to contact us.

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 9:37:53 AM
Last Modified: Tuesday, March 30, 2021 9:49:56 AM
Time Spent: 00:12:02
IP Address: 64.231.182.172

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

This plan still leaves the bridge out of service to emergency vehicles for 25% of the daylight hours in the summer. It also means that less skilled boat operators can cause the bridge to remain open when they have accidents which has happened.

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

The bridge is an important landmark and should be left open not destroyed.

Q3

Do you have any additional comments or questions?

I don't think this plan will please anyone, but if it has the same effect as the previous study it wouldn't be built.

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 8:43:00 AM
Last Modified: Tuesday, March 30, 2021 11:04:39 AM
Time Spent: 02:21:39
IP Address: 74.127.202.155

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

To me, this is classical case of political considerations (local and private interests) holding back the wonderful opportunity that this project presents for moving Manitoulin Island into the 20th century. Yes, I mean 20th, let alone 21st century! Buttressed by the facade of nostalgia as the primary salable excuse and thus succumbing to the "modernized" century-old, inferior design and then performing the necessary mathematical gyrations to "support" this option is sad commentary indeed. Little Current business has no self-proclaimed "right" to hoard a market that actually belongs to the entire island, other than that's what has been done forever. The current interruptible thoroughfare has kept Manitoulin far behind other Northern Ontario communities in service development. Only until this year has Tim Horton's been allowed to locate here. This option is not in the best long-term interests of all Islanders because it will continue to deny what most residential families really want: good opportunities for their children to live, work and thrive here. I continue to believe that a modern two lane tunnel, ideally, or a fixed two lane bridge, alternatively, are the only options that a truly progressive society would deem acceptable for the entire Island. For sure, many do not want to be forced to pass through Little Current or delayed by the bridge. Further, I'm cynical enough to suspect that math could manipulate the exact same data to strongly support my options if someone high enough up wanted that to happen. I consider this obsolete option to be a sell-out to Manitoulin Island.

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Get rid of the dinosaur bridge or reassemble it dry land (Goat Island) for passersby to gawk at until it falls apart from the neglect it will be sure to suffer.

Q3

Do you have any additional comments or questions?

Not with this option but will be interested if sufficient push-back is generated.

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 11:25:32 AM
Last Modified: Tuesday, March 30, 2021 11:33:58 AM
Time Spent: 00:08:25
IP Address: 204.237.50.172

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

We are extremely pleased with the final choice of a new swing bridge;)

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Also very pleased that repurposing components of the old bridge into the new is a consideration. We would suggest trying to use the large, round gear, ornamentally in the new bridge, thereby leaving the existing bridge functionally intact for relocation. We would suggest use of a portion of the old bridge as a pedestrian crossing of the Kagawong River in Billings Township and will be addressing this idea with our local Council.

Q3

Do you have any additional comments or questions?

Yes. This was an awesome way to present study findings virtually, during the pandemic. Thank-you so much for your thoroughness and clarity.

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 12:37:12 PM
Last Modified: Tuesday, March 30, 2021 1:21:37 PM
Time Spent: 00:44:24
IP Address: 142.51.246.68

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

I am impressed by how thorough the study has been and how the comments and issues of the people have been taken into consideration and utilized to formulate your decision for this Through Truss Swing Bridge. I am very happy with the choice of replacement bridge. It is maintaining an iconic historic traditional swing bridge entry onto Manitoulin and yet will facilitate a two lane traffic flow. There will be very little changes in the surrounding environment.

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

I am all about preserving history. We had a beautiful old railway station just behind where our water plant is, on the same property as our Beer Store or close to it. I tried to encourage the Powers to Be to use the Old Train Station as our Information Booth but the decision was made to build a new one. No one listened. This makes me more appreciative of you actually listening to the people.Thank you.
I would truly like to see our Bridge saved.My suggestion would be to set the Bridge down on Goat Island and set up an informative centre concerning the railway and the train service etc and maybe make some type of Park in this area. Of course that is out of your realm. My idea is to set it up so people can visit it and access it for picture taking and it could be a unique tourist attraction. May people never loose their ability to see how important it is to maintain what has gone on before us,

Q3

Do you have any additional comments or questions?

Please do not destroy the Bridge.
When building the new bridge please ensure the bridge is large enough, width and height wise to accommodate a modular Home coming across it.
Thank you for a job well done. Super impressed.

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:



#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 1:12:30 PM
Last Modified: Tuesday, March 30, 2021 1:28:43 PM
Time Spent: 00:16:13
IP Address: 70.76.49.162

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

This is my preferred option. Will the old bridge be moved to a new location and reconstructed as a historical site.
Will the new bridge look much the same as the old bridge?
When does construction start? When should the new bridge be open.
What is the estimated cost of the entire bridge replacement project.
Who made the decision to select this option.?

If you reply within 2 weeks I will include your response in the LMAA spring news letter. Include reference source for citation

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Respondent skipped this question

Q3

Do you have any additional comments or questions?

Overall I think Stantec and the MTO did a good job on the environmental asessment process and consulting the public.

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 3:19:40 PM
Last Modified: Tuesday, March 30, 2021 3:24:21 PM
Time Spent: 00:04:40
IP Address: 142.120.144.132

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

That option makes a lot of sense. Good job!

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Sounds good.

Q3

Do you have any additional comments or questions?

The new swing bridge will continue that traditional access and the 2 lanes will certainly help with traffic flow in the summer & fall. Our only hope (and concern) is that after the Study is complete that the bridge is actually constructed. So far...great job!
Eric Bukowicki
Whitefish Falls, ON

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 5:17:18 PM
Last Modified: Tuesday, March 30, 2021 6:19:04 PM
Time Spent: 01:01:45
IP Address: 24.139.18.187

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

It is definitely reassuring to see that the preferred plan maintains as close a profile as possible to the existing heritage structure. A more "modernized" solution might appear the most "forward thinking" but I'm glad to know the community hasn't given up on its uniqueness or been too mesmerized by more industrialized high-tech high-speed solutions that feel too "big city" and less a part of our northern outlook.

A new swing bridge helps to preserve the culture and history of the area, and to keep the experience of arriving on the island a magical, and yet familiar, one. It will definitely preserve the very special culture and community feeling that is so much part of why residents and visitors alike choose to live and visit.

The fact that it is also one of the least expensive options is just " icing on the cake"!

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Since the existing swing bridge would eventually need to be removed, the process of deciding which historical preservation strategies to pursue will no doubt take some time and much community consultation - particularly in regard to financing (whether the major cost would be born by local municipalities or funding could come from provincial and federal sources). As for the future use of the heritage structure, I personally feel that before any construction begins on a new structure there needs to be a definite heritage plan agreed to for the existing structure with real timelines and pre-approved funding in place.

I wouldn't want to see the preservation of the heritage bridge caught up in a bureaucratic / community tug of war and be disassembled, the pieces piled away somewhere for "temporary storage" until something can be worked out, and end up being left to rust and become surplus scrap metal for some future generation to deal with. Construction and preservation must be considered together as one project and completed as such.

Q3

Do you have any additional comments or questions?

It is very gratifying to see that environmental, historical and aboriginal concerns are very much a part of the planning process. Bravo!

We will all keep our fingers crossed that the old bridge continues to function long enough for a new structure to be completed and opened to traffic. The current roadbed feels and sounds very dubious at best! (Some temporary pothole and resurfacing work might be prudent since I doubt a new bridge will be operational for some time yet?...)

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Email:



#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 30, 2021 7:08:09 PM
Last Modified: Tuesday, March 30, 2021 7:31:26 PM
Time Spent: 00:23:16
IP Address: 64.229.85.149

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

I support the Preferred Plan (Through Truss Swing Bridge Structure on Alignment 2) as it generally maintains the location of the existing swing bridge; will provide a two-lane roadway across the bridge which will improve access to and from Manitoulin Island; and will use a similar swing bridge structure. Part of the experience of coming to Manitoulin Island (and living there) is cross the swing bridge or waiting on either side as boats go through. The swing bridge is extremely important to Manitoulin from a cultural heritage perspective. I hope that a new swing bridge will bring a similar robust functionality and aesthetic as the existing bridge with the black steel framing, trusses and lattice work. The renderings of the new bridge allude to the silhouette but do not convey the same sense of scale and arrival experience. Civic pride in design will be critical for the new bridge. It must be worthy as a gateway to the largest freshwater island in the world. These are considerations for detailed design.

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Relocating the existing swing bridge to provide fixed access between Low Island Park and Picnic Island would create an opportunity to turn Picnic Island into a park and recreation facility.

Q3

Respondent skipped this question

Do you have any additional comments or questions?

Q4

Name and Address (optional)

Email: [redacted]

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 31, 2021 12:33:37 PM
Last Modified: Wednesday, March 31, 2021 1:07:07 PM
Time Spent: 00:33:29
IP Address: 69.159.86.205

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

All considered, a wonderful preferred choice .

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

No comment.

Q3

Do you have any additional comments or questions?

A seasonal resident for 30 years I have always anticipated the swing bridge as a special welcoming feature to Manitoulin Island. Crossing symbolizes a departure from the mainland to an environment and culture unique to Manitoulin.
The new swing bridge will be a symbol in keeping with island tradition.
.

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 31, 2021 4:55:42 PM
Last Modified: Wednesday, March 31, 2021 4:59:39 PM
Time Spent: 00:03:57
IP Address: 208.114.128.74

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

Looks like a very good alternative to the current old bridge

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Glad to see the old obsolete bridge go

Q3

Do you have any additional comments or questions?

Thankyou for bringing Manitoulin into the 21st century!

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 31, 2021 6:25:16 PM
Last Modified: Wednesday, March 31, 2021 6:34:25 PM
Time Spent: 00:09:08
IP Address: 24.235.35.142

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

I know a swing bridge is our heritage here on Manitoulin. I would stretch it to say a fixed bridge in the alignment to the east of the existing bridge would be a more realistic option for current use and structural longevity.
Was environmental study taken with regards to idling vehicles during the bridge swinging?

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

It would be viable to reuse the existing bridge either in its original position or another. It could be a great asset to tourism in NEMI.

Q3

Do you have any additional comments or questions?

Was there any input with the regards to the cruiseships that come to Little Current?

Q4 **Respondent skipped this question**

Name and Address (optional)

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 31, 2021 9:03:21 PM
Last Modified: Wednesday, March 31, 2021 9:12:57 PM
Time Spent: 00:09:36
IP Address: 70.76.2.116

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

I agree looks good I hope you can make this happen fast as one day the old bridge is going to fail and there will be a rush to get a new str ucture in place start now and the old one is good to service the island I have owned a share in property for 40 years and keep hearing about a bridge now s the time

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

make it a monument on land

Q3

Do you have any additional comments or questions?

please make it happen now

Thank you fine job by all

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

[redacted]

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 01, 2021 7:29:03 AM
Last Modified: Thursday, April 01, 2021 7:36:33 AM
Time Spent: 00:07:30
IP Address: 70.27.71.75

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

I still believe this is a mistake. The fixed bridge option will be more reliable in the long term. A swing bridge will be susceptible to mechanical issues and could become a safety issue. The Town of Little Current will not suffer any more than all of the small Towns and businesses along HWY.69/400.....We in the North complained for years to get 4 lanes and never once considered economic impact on any individual Town or business. Why would this be different?

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Respondent skipped this question

Q3

Do you have any additional comments or questions?

Respondent skipped this question

Q4

Name and Address (optional)

Name

Email:

[redacted]

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 7:19:49 AM
Last Modified: Wednesday, April 07, 2021 7:28:44 AM
Time Spent: 00:08:54
IP Address: 192.152.97.13

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

I appreciate the effort put on avoiding both maritime and road traffic interruption. The propose plan is the most reasonable both economically, culturally, historically and environmentally. The proposed plan suggest a walkway on the west side of the bridge. the walk way needs to be wider than the current one to allow cycling. The proposed plan make the bridge look like it is wide enough to cover the paved shoulders on both side. If so, why adding a walkway?

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

The old swign bridge should be kept as a historic landmark and put in display somwhere accessible.

Q3

Do you have any additional comments or questions?

Additional consideration should be put on the lost of park space between the current swign bridge and the welcome center. The loss of park space should be compensated by salvaging the old access road with an under pass that would link to the the old railway by a pathway.

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 9:55:37 AM
Last Modified: Wednesday, April 07, 2021 10:17:12 AM
Time Spent: 00:21:34
IP Address: 70.26.6.239

Page 1

Q1

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

I applaud the choice of a new swing bridge - it links the past with the future. As was said of the existing bridge a hundred years ago, it combines grace with strength.

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

It seems fine to me.

Q3

Do you have any additional comments or questions?

I wonder if the proposed new swing bridge will allow sufficient space for future and possibly larger commercial vessels to pass through?

Q4

Name and Address (optional)

Name

Mailing Address (please include postal code)

Telephone:

Email:

[redacted]

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 1:46:54 PM
Last Modified: Wednesday, April 07, 2021 1:49:04 PM
Time Spent: 00:02:09
IP Address: 67.69.69.72

Page 1

Q1 **Respondent skipped this question**

Do you have any comments on the Preferred Plan (a Through Truss Swing Bridge Structure on Alignment 2)?

Q2

How do you feel about the recommended mitigation strategies for the existing swing bridge, given that the existing swing bridge will be removed following construction of the new bridge?

Y'all should leave the old one where it is, just leave it open

Q3 **Respondent skipped this question**

Do you have any additional comments or questions?

Q4 **Respondent skipped this question**

Name and Address (optional)

Appendix E: News Articles



A study of the historic iconic Swing Bridge in Little Current is complete. The bridge averages 3,000 to nearly 5,000 vehicles a day.
Photo by Rosalind Russell

NEWS

DECISION MADE: Replace Swing Bridge with a similar structure and salvage some for historic preservation

SHARE ON:

Rosalind Russell, staff March 30, 2021

The Ministry of Transportation and engineering firm Stantec is recommending replacing the Swing Bridge in Little Current a near-identical swing bridge that features double lanes.

According to the Manitoulin Expositor, the new bridge will be located slightly to the west of the current bridge but will still maintain, for the most part, its present location.

The three open meetings to discuss the various aspects of bridge design offered the public a say as to what design they preferred, with the iconic bridge design being maintained for the most part.

The public will also now have a say in how the bridge is salvaged or relocated.

The ministry will now undertake a transportation environmental study report over the summer months.

For more details, visit: http://www.swingbridgestudy.ca/

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RECENT POSTS

Sudbury · Audio

Engineers studying Manitoulin Island crossing call for new swing bridge

A lift bridge or a drawbridge was also seriously considered by engineers

Erik White · CBC News · Posted: Mar 30, 2021 5:22 AM ET | Last Updated: 1 hour ago



Engineers working for the Ministry of Transportation are recommending that the 108-year-old swing bridge at Little Current be replaced by a new two-lane swing bridge. (Erik White/CBC)

comments

A new swing bridge to Manitoulin Island could soon replace the bridge that has carried traffic across the north channel for the past 100 years.

The Ministry of Transportation has been studying the crossing for the past several years and considered many options including a fixed bridge, a tunnel, a drawbridge, a lift bridge or continuing to maintain the existing bridge first built in 1913.

But engineers are now recommending that a new two-lane swing bridge be built just to the west of the existing one.

- Manitoulin Island's historic Little Current Swing Bridge could be replaced
- Public gets say in future of Manitoulin Island Swing Bridge

The study concludes that this will have the least amount of disruption for Highway 6, the island, its economy and the surrounding environment.

The plan calls for the historic bridge to be removed, but the new one will be "sympathetic" to its design and possible "pay homage" to it by incorporating some of the steel salvaged from the historic landmark.

The province is still gathering public comments on the plan for the next 30 days. You can do that and read some of the specifics at swingbridgestudy.ca



Morning North 6:14

New swing bridge could replace Manitoulin landmark

After years of study, engineers working for the Ministry of Transportation are recommending the province build a new two-lane swing bridge to replace the landmark currently crossing the North Channel to Manitoulin Island. Kristin Franks speaks for the ministry. 6:14

POPULAR NOW IN NEWS

1 **'Don't make plans for Easter': Ford hints at restrictions as Ontario sees 2,336 new COVID-19 cases**

2255 reading now

E.6 Business Owner Meeting

Stantec

Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)

BUSINESS IMPACT ASSESSMENT SURVEY

Purpose: To collect business/economic information from businesses in the Town of Little Current in order to understand potential impacts of the corridor alternatives on local businesses.

Definitions

Locals – Permanent or long-term residents

Seasonal regulars – Seasonal residents or non-residents who regularly travel to or visit a place during a particular time of year

Tourists – Non-residents who travel to or visit a place

Other off-island customers – Non-resident customers who receive products or services off-island

PART A – BUSINESS DEMOGRAPHICS

The following is a series of questions regarding the characteristics of your business. Please read each one and select the best answer.

1. Please select your **industry**:
   - ☐ Agriculture and natural resources
   - ☐ Construction
   - ☐ Manufacturing and wholesale trade
   - ☐ Retail trade
   - ☐ Accommodations
   - ☒ Food/beverage
   - ☐ Professional and management services
   - ☐ Finance, insurance and real estate
   - ☐ Recreation and entertainment
   - ☐ Other (Please specify):

     _____

2. Please select your annual **sales range**:
   - ☐ 0 to $100,000
   - ☐ $100,001 to $250,000
   - ☐ $250,001 to $500,000
   - ☐ $500,001 to $750,000
   - ☐ $750,001 to $1,000,000
   - ☐ $1,000,001 +

Stantec

3. Please select your **number of employees**, including owners:
   - ☐ 1 to 10
   - ☐ 11 to 25
   - ☐ 26 to 50
   - ☐ 51 to 75
   - ☐ More than 75

   Please describe any seasonality in employment patterns:

   25 winter
   38 Summer

4. How many **years** have you been in business?
   - ☐ 0 to under 1 year
   - ☐ 1 year to under 3 years
   - ☐ 3 years to under 5 years
   - ☐ 5 years to 10 years
   - ☒ More than 10 years

5. What is the **seasonality** of your business?
   - ☒ Year-long
   - ☐ Seasonal
   - ☐ Other (Please specify):

     _____

6. Please indicate the proportion (percentage) of your **market orientation** towards the following target groups: locals, seasonal regulars, tourists, and other off-island customers? (Please answer in percentages out of 100%)

Locals	Seasonal regulars	Tourists	Other off-island customers	Total
50	25	25		100%

Stantec

7. How do you primarily **market** your business?
   - ☐ Word of mouth/ no marketing
   - ☑ Local advertising
   - ☐ Location based marketing
   - ☑ Online advertising
   - ☑ Billboards/ other outdoor advertisements

about Same -

PART B – CURRENT USE OF THE SWING BRIDGE

The following is a series of questions regarding your current use of the Swing Bridge. Please read each one and select the best answer.

8. How important is the **location** of the Swing Bridge for your business operations?

Very important	Somewhat important	Neutral	Somewhat unimportant	Unimportant	Don't know/ refused
☒	☐	☐	☐	☐	☐

Please explain why:

Right Next to it

9. On average, **how many days** per week do you use the existing Swing Bridge corridor for obtaining supplies or delivering products/ services off-island?
   - ☐ One day
   - ☐ Two days
   - ☐ Three days
   - ☐ Four days
   - ☐ Five days
   - ☐ Six days
   - ☒ Everyday

Stantec

10. How does the **current location** and **traffic operations** of the Swing Bridge affect your business?

Extremely positive	Somewhat positive	Neutral	Somewhat negative	Extremely negative	Don't know/ refused
☐	☐	☒	☐	☐	☐

PART C – BUSINESS IMPACT ASSESSMENT

Below is a series of statements regarding potential business impacts and attitudes towards the Little Current Swing Bridge Study. Please read each one and indicate to what extent you agree or disagree with each statement.

11. How do you foresee a potential **replacement** of the current Swing Bridge on a new alignment?

Mainly positive	Somewhat positive	Neutral	Somewhat negative	Mainly negative	Don't know/ refused
☐	☐	☐	☐	☐	☐

Please explain why:

Like what I saw today willing to Listen & See more. I'm willing to Work together to find Solutions

Stantec

12. If the crossing to the mainland connected to **Harbour View Road** (East of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☒	☐

Please explain why:

I'm right Next to it!

13. What are your **anticipated business actions** with a potential crossing that connects to **Harbour View Road** (East of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☐ Don't know/ refused

38 people out of Work

14. If the crossing to the mainland connected to **Manitowaning Road** (West of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☒	☐

Stantec

Please explain why:

See above.

15. What are your **anticipated business actions** with a potential crossing that connects to **Manitowaning Road** (West of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☐ Don't know/ refused

See above.

16. If the crossing to the mainland connected **westward into Meredith Street East** (East of current location) instead of the current configuration southward towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☒	☐	☐

Please explain why:

willing to listen to options here

Stantec

17. What are your **anticipated business actions** with a potential crossing that connects to **Meredith Street East** (East of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☐ Don't know/ refused

Additional comments section:

As above.

Stantec

Please submit your completed survey in the drop box provided or submit 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

For more project information, contact:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

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Stantec

Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)

BUSINESS IMPACT ASSESSMENT SURVEY

Purpose: To collect business/economic information from businesses in the Town of Little Current in order to understand potential impacts of the corridor alternatives on local businesses.

Definitions

Locals – Permanent or long-term residents

Seasonal regulars – Seasonal residents or non-residents who regularly travel to or visit a place during a particular time of year

Tourists – Non-residents who travel to or visit a place

Other off-island customers – Non-resident customers who receive products or services off-island

PART A – BUSINESS DEMOGRAPHICS

The following is a series of questions regarding the characteristics of your business. Please read each one and select the best answer.

1. Please select your **industry**:
   - ☐ Agriculture and natural resources
   - ☑ Construction
   - ☐ Manufacturing and wholesale trade
   - ☐ Retail trade
   - ☐ Accommodations
   - ☐ Food/beverage
   - ☐ Professional and management services
   - ☐ Finance, insurance and real estate
   - ☐ Recreation and entertainment
   - ☐ Other (Please specify):

     _____

2. Please select your annual **sales range**:
   - ☑ 0 to $100,000
   - ☐ $100,001 to $250,000
   - ☐ $250,001 to $500,000
   - ☐ $500,001 to $750,000
   - ☐ $750,001 to $1,000,000
   - ☐ $1,000,001 +

Stantec

3. Please select your **number of employees**, including owners:
   - ☑ 1 to 10
   - ☐ 11 to 25
   - ☐ 26 to 50
   - ☐ 51 to 75
   - ☐ More than 75

   Please describe any seasonality in employment patterns:

   _____

   _____

   _____

   _____

   _____

   _____

4. How many **years** have you been in business?
   - ☐ 0 to under 1 year
   - ☐ 1 year to under 3 years
   - ☑ 3 years to under 5 years
   - ☐ 5 years to 10 years
   - ☐ More than 10 years

5. What is the **seasonality** of your business?
   - ☑ Year-long
   - ☐ Seasonal
   - ☐ Other (Please specify):

     _____

6. Please indicate the proportion (percentage) of your **market orientation** towards the following target groups: locals, seasonal regulars, tourists, and other off-island customers? (Please answer in percentages out of 100%)

Locals	Seasonal regulars	Tourists	Other off-island customers	Total
	75%	25%		100%

7. How do you primarily **market** your business?
   - ☐ Word of mouth/ no marketing
   - ☑ Local advertising
   - ☐ Location based marketing
   - ☐ Online advertising
   - ☐ Billboards/ other outdoor advertisements

PART B – CURRENT USE OF THE SWING BRIDGE

The following is a series of questions regarding your current use of the Swing Bridge. Please read each one and select the best answer.

8. How important is the **location** of the Swing Bridge for your business operations?

Very important	Somewhat important	Neutral	Somewhat unimportant	Unimportant	Don't know/ refused
☐	☐	☐	☐	☑	☐

Please explain why:

9. On average, **how many days** per week do you use the existing Swing Bridge corridor for obtaining supplies or delivering products/ services off-island?
   - ☑ One day
   - ☐ Two days
   - ☐ Three days
   - ☐ Four days
   - ☐ Five days
   - ☐ Six days
   - ☐ Everyday

10. How does the **current location** and **traffic operations** of the Swing Bridge affect your business?

Extremely positive	Somewhat positive	Neutral	Somewhat negative	Extremely negative	Don't know/ refused
☐	☐	☐	☐	☐	☑

PART C – BUSINESS IMPACT ASSESSMENT

Below is a series of statements regarding potential business impacts and attitudes towards the Little Current Swing Bridge Study. Please read each one and indicate to what extent you agree or disagree with each statement.

11. How do you foresee a potential **replacement** of the current Swing Bridge on a new alignment?

Mainly positive	Somewhat positive	Neutral	Somewhat negative	Mainly negative	Don't know/ refused
☐	☑	☐	☐	☐	☐

Please explain why:

12. If the crossing to the mainland connected to **Harbour View Road** (East of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☐	☑

Please explain why:

13. What are your **anticipated business actions** with a potential crossing that connects to **Harbour View Road** (East of current location)?
    - ☑ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☐ Don't know/ refused

14. If the crossing to the mainland connected to **Manitowaning Road** (West of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☐	☑

Please explain why:

15. What are your **anticipated business actions** with a potential crossing that connects to **Manitowaning Road** (West of current location)?
    - ☑ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☐ Don't know/ refused

16. If the crossing to the mainland connected **westward into Meredith Street East** (East of current location) instead of the current configuration southward towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☐	☑

Please explain why:

Stantec

17. What are your **anticipated business actions** with a potential crossing that connects to **Meredith Street East** (East of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☐ Don't know/ refused

Additional comments section:

Stantec

Please submit your completed survey in the drop box provided or submit to:

Nevena Gazibara, B.Sc., MREM, ENV SP.
Environmental Planner
Stantec Consulting Ltd.
200-835 Paramount Drive
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Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

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Stantec

Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)

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PART A – BUSINESS DEMOGRAPHICS

The following is a series of questions regarding the characteristics of your business. Please read each one and select the best answer.

1. Please select your **industry**:
   - ☐ Agriculture and natural resources
   - ☐ Construction
   - ☐ Manufacturing and wholesale trade
   - ☐ Retail trade
   - ☐ Accommodations
   - ☐ Food/beverage
   - ☐ Professional and management services
   - ☐ Finance, insurance and real estate
   - ☐ Recreation and entertainment
   - ☑ Other (Please specify):

     MANITOULIN COUNTRY FEST festival grounds / radio station

2. Please select your annual **sales range**:
   - ☐ 0 to $100,000
   - ☐ $100,001 to $250,000
   - ☐ $250,001 to $500,000
   - ☐ $500,001 to $750,000
   - ☐ $750,001 to $1,000,000
   - ☑ $1,000,001 +

Stantec

3. Please select your **number of employees**, including owners:
   - ☑ 1 to 10
   - ☐ 11 to 25
   - ☐ 26 to 50
   - ☐ 51 to 75
   - ☐ More than 75

   Please describe any seasonality in employment patterns:

   _____

   _____

   _____

   _____

   _____

   _____

4. How many **years** have you been in business?
   - ☐ 0 to under 1 year
   - ☐ 1 year to under 3 years
   - ☐ 3 years to under 5 years
   - ☐ 5 years to 10 years
   - ☑ More than 10 years

5. What is the **seasonality** of your business?
   - ☑ Year-long
   - ☐ Seasonal
   - ☐ Other (Please specify):

     _____

6. Please indicate the proportion (percentage) of your **market orientation** towards the following target groups: locals, seasonal regulars, tourists, and other off-island customers? (Please answer in percentages out of 100%)

Locals	Seasonal regulars	Tourists	Other off-island customers	Total
30%	10%	5%	55%	100%

Stantec

7. How do you primarily **market** your business?
   - ☐ Word of mouth/ no marketing
   - ☑ Local advertising
   - ☐ Location based marketing
   - ☑ Online advertising
   - ☑ Billboards/ other outdoor advertisements

PART B – CURRENT USE OF THE SWING BRIDGE

The following is a series of questions regarding your current use of the Swing Bridge. Please read each one and select the best answer.

8. How important is the **location** of the Swing Bridge for your business operations?

Very important	Somewhat important	Neutral	Somewhat unimportant	Unimportant	Don't know/ refused
☐	☑ ⟷	☑	☐	☐	☐

Please explain why:

although the festival grounds are close to consideration for bridge alternatives, #7 has been ruled out. We are happy about that. Our concern is for local business and the impact associated there. We rely on local business for their advertising dollars. Should the bridge placement affect local business, it will ultimately affect our bottom line.

9. On average, **how many days** per week do you use the existing Swing Bridge corridor for obtaining supplies or delivering products/ services off-island?
   - ☐ One day
   - ☐ Two days
   - ☑ Three days
   - ☐ Four days
   - ☐ Five days
   - ☐ Six days
   - ☐ Everyday

Stantec

10. How does the **current location** and **traffic operations** of the Swing Bridge affect your business?

Extremely positive	Somewhat positive	Neutral	Somewhat negative	Extremely negative	Don't know/ refused
☐	☐	☐	☑	☐	☐

PART C – BUSINESS IMPACT ASSESSMENT

Below is a series of statements regarding potential business impacts and attitudes towards the Little Current Swing Bridge Study. Please read each one and indicate to what extent you agree or disagree with each statement.

11. How do you foresee a potential **replacement** of the current Swing Bridge on a new alignment?

Mainly positive	Somewhat positive	Neutral	Somewhat negative	Mainly negative	Don't know/ refused
☐	☑	☐	☐	☐	☐

Please explain why:

Although the historical & iconic swing bridge is an important part of Little Current we agree a 2-lane bridge is critical. With the two summer festivals, the influx of traffic onto the island is massive. Our experience is that traffic backs up on ~~three~~ both sides of the bridge for several days. This affects the overall movement around town & our subsequent relationships with the locals.

12. If the crossing to the mainland connected to **Harbour View Road** (East of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☒	☐	☐	☐

Please explain why:

there could be positive impacts here with increased awareness of our grounds on Harbour View Road. We feel however, the influx of more vehicles would be challenging. Additionally, our patrons crossing would then need to travel up to Highway 6 & then back. As well, we would hate to see all that traffic bypass our downtown business core.

13. What are your **anticipated business actions** with a potential crossing that connects to **Harbour View Road** (East of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☑ Don't know/ refused

14. If the crossing to the mainland connected to **Manitowaning Road** (West of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☑	☐	☐	☐

Please explain why:

15. What are your **anticipated business actions** with a potential crossing that connects to **Manitowaning Road** (West of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☑ Don't know/ refused

16. If the crossing to the mainland connected **westward into Meredith Street East** (East of current location) instead of the current configuration southward towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☑	☐	☐	☐

Please explain why:

Stantec

17. What are your **anticipated business actions** with a potential crossing that connects to **Meredith Street East** (East of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☑ Don't know/ refused

Additional comments section:

Of the options available, our choices are as follows

OPTION 2

OPTION 4

Stantec

Please submit your completed survey in the drop box provided or submit 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

For more project information, contact:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

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Stantec

Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)

BUSINESS IMPACT ASSESSMENT SURVEY

Purpose: To collect business/economic information from businesses in the Town of Little Current in order to understand potential impacts of the corridor alternatives on local businesses.

Definitions

Locals – Permanent or long-term residents

Seasonal regulars – Seasonal residents or non-residents who regularly travel to or visit a place during a particular time of year

Tourists – Non-residents who travel to or visit a place

Other off-island customers – Non-resident customers who receive products or services off-island

PART A – BUSINESS DEMOGRAPHICS

The following is a series of questions regarding the characteristics of your business. Please read each one and select the best answer.

1. Please select your **industry**:
   - ☐ Agriculture and natural resources
   - ☐ Construction
   - ☐ Manufacturing and wholesale trade
   - ☐ Retail trade
   - ☑ Accommodations
   - ☐ Food/beverage
   - ☐ Professional and management services
   - ☐ Finance, insurance and real estate
   - ☐ Recreation and entertainment
   - ☐ Other (Please specify):

     _____

2. Please select your annual **sales range**:
   - ☑ 0 to $100,000
   - ☐ $100,001 to $250,000
   - ☐ $250,001 to $500,000
   - ☐ $500,001 to $750,000
   - ☐ $750,001 to $1,000,000
   - ☐ $1,000,001 +

Stantec

3. Please select your **number of employees**, including owners:
   - ☑ 1 to 10
   - ☐ 11 to 25
   - ☐ 26 to 50
   - ☐ 51 to 75
   - ☐ More than 75

   Please describe any seasonality in employment patterns:

   _____

   _____

   _____

   _____

   _____

   _____

4. How many **years** have you been in business?
   - ☑ 0 to under 1 year
   - ☐ 1 year to under 3 years
   - ☐ 3 years to under 5 years
   - ☐ 5 years to 10 years
   - ☐ More than 10 years

5. What is the **seasonality** of your business?
   - ☐ Year-long
   - ☑ Seasonal
   - ☐ Other (Please specify):

     _____

6. Please indicate the proportion (percentage) of your **market orientation** towards the following target groups: locals, seasonal regulars, tourists, and other off-island customers? (Please answer in percentages out of 100%)

Locals	Seasonal regulars	Tourists	Other off-island customers	Total
10%		60%	30%	100%

Stantec

7. How do you primarily **market** your business?
   - ☑ Word of mouth/ no marketing
   - ☐ Local advertising
   - ☐ Location based marketing
   - ☐ Online advertising
   - ☐ Billboards/ other outdoor advertisements

PART B – CURRENT USE OF THE SWING BRIDGE

The following is a series of questions regarding your current use of the Swing Bridge. Please read each one and select the best answer.

8. How important is the **location** of the Swing Bridge for your business operations?

Very important	Somewhat important	Neutral	Somewhat unimportant	Unimportant	Don't know/ refused
☐	☑	☐	☐	☐	☐

Please explain why:

IT CAN BE VIEWED (FROM THE DISTANCE) FROM THE DOCK W SUNSET IN WEST (BACKGROUND).

9. On average, **how many days** per week do you use the existing Swing Bridge corridor for obtaining supplies or delivering products/ services off-island?
   - ☐ One day
   - ☐ Two days
   - ☐ Three days
   - ☑ Four days
   - ☐ Five days
   - ☐ Six days
   - ☐ Everyday

Stantec

10. How does the **current location** and **traffic operations** of the Swing Bridge affect your business?

Extremely positive	Somewhat positive	Neutral	Somewhat negative	Extremely negative	Don't know/ refused
☑	☐	☐	☐	☐	☐

PART C – BUSINESS IMPACT ASSESSMENT

Below is a series of statements regarding potential business impacts and attitudes towards the Little Current Swing Bridge Study. Please read each one and indicate to what extent you agree or disagree with each statement.

11. How do you foresee a potential **replacement** of the current Swing Bridge on a new alignment?

Mainly positive	Somewhat positive	Neutral	Somewhat negative	Mainly negative	Don't know/ refused
☐	☐	☐	☑	☐	☐

Please explain why:

A FIXED BRIDGE IN THE PROPOSED LOCATION WOULD STEER PEOPLE AWAY FROM RENTING PROPERTY BASED ON NOISE, PRIVACY, & VIEW.

12. If the crossing to the mainland connected to **Harbour View Road** (East of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☒	☑	☐	☐

Please explain why:

WOULD NOT DIRECTLY AFFECT BUSINESS BUT WOULD RUN ADJACENT TO PROPERTY INCREASING NOISE, DECREASING PRIVACY.

13. What are your **anticipated business actions** with a potential crossing that connects to **Harbour View Road** (East of current location)?
- ☐ No change
- ☐ Relocate business
- ☐ Expand business
- ☑ Reduce or close business
- ☐ Don't know/ refused

14. If the crossing to the mainland connected to **Manitowaning Road** (West of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☑	☐	☐	☐	☐

Please explain why:

WOULD STILL REMAIN ISOLATED FROM HWY. BUT DISTANCE TO AMMENITIES WOULD NOT BE AFFECTED

15. What are your **anticipated business actions** with a potential crossing that connects to **Manitowaning Road** (West of current location)?
- ☑ No change
- ☐ Relocate business
- ☐ Expand business
- ☐ Reduce or close business
- ☐ Don't know/ refused

16. If the crossing to the mainland connected **westward into Meredith Street East** (East of current location) instead of the current configuration southward towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☐	☑

Please explain why:

EXPLAINED ABOVE

Stantec

17. What are your **anticipated business actions** with a potential crossing that connects to **Meredith Street East** (East of current location)?
    - ☑ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☐ Don't know/ refused

Additional comments section:

IF REPLACEMENT IS INEVITABLE, PLEASE STRONGLY CONSIDER DIRECTLY ADJACENT TO CURRENT LOCATION W MOVEABLE OR WEST OF CURRENT LOCATION.

I WOULD RATHER THAT THAN COMPENSATION AS MY PROPERTY (42 CHANNELVIEW RD.) IS AN INCOME, HOBBY, PASSION, & NEW BUSINESS THAT WOULD MOST LIKELY CLOSE MY BUSINESS & DEFINITELY DEVALUE MY PROPERTIES

JIM BICKEL
42 CHANNEL VIEW RD.
705-665-5671

Stantec

Please submit your completed survey in the drop box provided or submit 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

For more project information, contact:

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Stantec

Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)

BUSINESS IMPACT ASSESSMENT SURVEY

Purpose: To collect business/economic information from businesses in the Town of Little Current in order to understand potential impacts of the corridor alternatives on local businesses.

Definitions

Locals – Permanent or long-term residents

Seasonal regulars – Seasonal residents or non-residents who regularly travel to or visit a place during a particular time of year

Tourists – Non-residents who travel to or visit a place

Other off-island customers – Non-resident customers who receive products or services off-island

PART A – BUSINESS DEMOGRAPHICS

The following is a series of questions regarding the characteristics of your business. Please read each one and select the best answer.

1. Please select your **industry**:
   - ☐ Agriculture and natural resources
   - ☐ Construction
   - ☐ Manufacturing and wholesale trade
   - ☐ Retail trade
   - ☐ Accommodations
   - ☐ Food/beverage
   - ☑ Professional and management services
   - ☐ Finance, insurance and real estate
   - ☐ Recreation and entertainment
   - ☐ Other (Please specify):

     _____

2. Please select your annual **sales range**:
   - ☐ 0 to $100,000
   - ☑ $100,001 to $250,000
   - ☐ $250,001 to $500,000
   - ☐ $500,001 to $750,000
   - ☐ $750,001 to $1,000,000
   - ☐ $1,000,001 +

RECEIVED
AUG 07 2019

Stantec

3. Please select your **number of employees**, including owners:
   - ☑ 1 to 10
   - ☐ 11 to 25
   - ☐ 26 to 50
   - ☐ 51 to 75
   - ☐ More than 75

   Please describe any seasonality in employment patterns:

   high tourist trade June - Sept

4. How many **years** have you been in business?
   - ☐ 0 to under 1 year
   - ☐ 1 year to under 3 years
   - ☐ 3 years to under 5 years
   - ☐ 5 years to 10 years
   - ☑ More than 10 years

5. What is the **seasonality** of your business?
   - ☑ Year-long
   - ☐ Seasonal
   - ☐ Other (Please specify):

     _____

6. Please indicate the proportion (percentage) of your **market orientation** towards the following target groups: locals, seasonal regulars, tourists, and other off-island customers? (Please answer in percentages out of 100%)

Locals	Seasonal regulars	Tourists	Other off-island customers	Total
40	20	20	20	100%

Stantec

7. How do you primarily **market** your business?
   - [x] Word of mouth/ no marketing
   - [ ] Local advertising
   - [ ] Location based marketing
   - [ ] Online advertising
   - [ ] Billboards/ other outdoor advertisements

PART B – CURRENT USE OF THE SWING BRIDGE

The following is a series of questions regarding your current use of the Swing Bridge. Please read each one and select the best answer.

8. How important is the **location** of the Swing Bridge for your business operations?

Very important	Somewhat important	Neutral	Somewhat unimportant	Unimportant	Don't know/ refused
☑	☐	☐	☐	☐	☐

Please explain why:

Many customers use this venue to access my business

9. On average, **how many days** per week do you use the existing Swing Bridge corridor for obtaining supplies or delivering products/ services off-island?
   - [ ] One day
   - [x] Two days
   - [ ] Three days
   - [ ] Four days
   - [ ] Five days
   - [ ] Six days
   - [ ] Everyday

Stantec

10. How does the **current location** and **traffic operations** of the Swing Bridge affect your business?

Extremely positive	Somewhat positive	Neutral	Somewhat negative	Extremely negative	Don't know/ refused
☑	☐	☐	☐	☐	☐

PART C – BUSINESS IMPACT ASSESSMENT

Below is a series of statements regarding potential business impacts and attitudes towards the Little Current Swing Bridge Study. Please read each one and indicate to what extent you agree or disagree with each statement.

11. How do you foresee a potential **replacement** of the current Swing Bridge on a new alignment?

Mainly positive	Somewhat positive	Neutral	Somewhat negative	Mainly negative	Don't know/ refused
☐	☐	☐	☐	☑	☐

Please explain why:

This bridge is still functional. Inspection can be done regularly and parts replaced. (millwright needed parts and shelve them use when needed)

12. If the crossing to the mainland connected to **Harbour View Road** (East of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☑	☐

Please explain why:

This bypasses many important businesses
Hotel conference centre
Shell Hill Top
GC's
Tourist Info. Centre

13. What are your **anticipated business actions** with a potential crossing that connects to **Harbour View Road** (East of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☑ Don't know/ refused

14. If the crossing to the mainland connected to **Manitowaning Road** (West of current location) instead of the current configuration towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☐	☐	☑	☐

Please explain why:

Same as (12)

15. What are your **anticipated business actions** with a potential crossing that connects to **Manitowaning Road** (West of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☑ Don't know/ refused

16. If the crossing to the mainland connected **westward into Meredith Street East** (East of current location) instead of the current configuration southward towards Meredith St. East, it would have **positive impacts** on your business operations.

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know/ refused
☐	☐	☑	☐	☐	☐

Please explain why:

Stantec

17. What are your **anticipated business actions** with a potential crossing that connects to **Meredith Street East** (East of current location)?
    - ☐ No change
    - ☐ Relocate business
    - ☐ Expand business
    - ☐ Reduce or close business
    - ☑ Don't know/ refused

Additional comments section:

The old bridge should still be capable and functional if foresight and good planning are done.

The bridge does not need to swing every hr on the hr. 4x a day is sufficient ie 8am 12pm 4pm 8pm. The boat traffic can schedule their entry or exit same as Ferry customers. The federal waterway (TRANSPAT CANADA rules and policy can be negotiated. There is no security breach or safetey issues in giving boats 4x day access. If there is an emergency just swing the bridge and then get back to business!

Stantec

Please submit your completed survey in the drop box provided or submit 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

For more project information, contact:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

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E.7 Property Owner Meetings

Stantec

Meeting Notes

Property Owner Meeting

Little Current Swing Bridge Study
Planning, Preliminary Design & Class Environmental Assessment
GWP 5268-14-00, Assignment Number 5016-E-0033, Stantec File 1650.01086

Date/Time:	July 18, 2019 / 9:00 AM	
Place:	Manitoulin Hotel & Conference Centre	
Next Meeting:	TBD	
Attendees:	Melissa Delfino	MTO Project Manager
	Andrew Healy	MTO Environmental Planner
	Susan Herman	MTO Senior Property Officer
	Pat Devereaux	MTO Real Estate Officer
	Gregg Cooke	Stantec Project Manager
	Brenda Hawke	Property Owner
	Robert McCallum	Property Owner
	Norman Lovelace	Property Owner
	Gordon Bickell	Property Owner
	David Freeman	Property Owner
	Laura Freeman	Property Owner
Distribution:	Project Team	

Item: **Action:**

A meeting with potentially impacted property owners was held following PIC 2. The following questions and comments were noted.

1. Why has the cost estimate for the movable bridge increased?
2. How was the cost estimate for the fixed bridge determined?
3. Was a “rollable” bridge considered (Victoria BC)?
4. Will the noise from loud motorcycles (Harley Davidsons), trucks (jake brakes) be considered?
5. Salt run-off will affect vegetation and water quality. Will this be considered in the evaluation?
6. When would MTO start purchasing property?
7. Why not connect Corridor 7 to Corridor 5 or Corridor 6 to avoid permanent properties?
8. Why does a movable bridge need to come from the US?
9. A fixed bridge would be very intrusive to the environment and the community.
10. A movable bridge would be more aesthetically pleasing.

Item: **Action:**

11. What is MTO’s process for appraising property?
12. The potential community impacts are related to the highway and traffic, not just the bridge.
13. Water quality will be impacted during construction.
14. How wide is the fixed bridge?
15. How wide is the proposed right-of-way?
16. How will the contractor work within the proposed right-of-way? Will additional property be required for construction?
17. The PTE letter did not appropriately describe the work to be completed.
18. Can the project team provide more comments sheets?

The meeting adjourned at 10:00 AM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Gregg Cooke P.Eng., VMA, ENV SP
Consultant Project Manager

Phone: 905 381 3227
gregg.cooke@stantec.com

E.8 Boating Survey/Consultation

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 26, 2019
File: 165001086

Attention: First Name, Last Name, Position
Organization
Address
Address 2
City Province Postal Code

Dear Title Last Name,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Boating Survey

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

As part of the Highway 6 Little Current Swing Bridge Study, Stantec is conducting a boating survey to obtain information on boat and marine vessel sizes and boating activity and patterns within the North Channel. This information will assist the project team in confirming boating navigational requirements for any bridge alternatives being considered as part of the study. Stantec is asking local marinas to post the attached Notice of the boating survey in a visible place at their marinas and to distribute the notice to any interested boaters who would like to participate in the online boating survey. The boating survey can also be accessed via the project website at www.swingbridge.ca.

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Boating Survey

If you would like further information regarding the study or the boating survey please contact the undersigned.

Regards,

Stantec Consulting Ltd.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

Attachment: Boating Survey Notice

c. M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY
GWP 5268-14-00

As part of the Ministry of Transportation's Highway 6 Little Current Swing Bridge Study, the Stantec project team is seeking information on boating in the study area.

Your participation by completing our survey is appreciated. If you would like a paper copy of the survey please contact:

Nevena Gazibara,
Environmental Planner
Stantec Consulting
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel. (905) 381-3249

Email:
projectteam@swingbridgestudy.ca

BOATING SURVEY

Please visit the following link to complete the boating survey: https://www.surveymonkey.com/r/F99G3BL

The survey has also been posted on the project website at www.swingbridgestudy.ca.

Stantec

Memo

To:	Melissa Delfino, Jane Haddow MTO Northeastern Region	From:	Nevena Gazibara Stoney Creek ON Office
File:	165001086	Date:	January 17, 2020

Reference: Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00) Boating Survey

The following memo summarizes the boating survey that was developed for the above-mentioned study.

The boating survey was intended to assist with gaining an understanding of the existing boat and marine vessel sizes, boating habits, traffic and use along the North Channel. The North Channel is a popular recreational and commercial boating corridor, and the results of the survey will assist the project team with confirming the navigational vertical and horizontal channel size requirements for proposed bridge alternatives as part of the study.

The survey was provided online using a survey website called Survey Monkey and was also distributed via hard copy. The survey was active from July 17 to October 9, 2019 and the survey was made available on the project website. The results of the surveys are summarized in this memo.

QUESTIONNAIRE FORMAT / DELIVERY

The questionnaire/survey was available on the project website (http://swingbridgestudy.ca) from July 17 to October 9, 2019 with a direct link provided to the survey provider website (Survey Monkey). The survey was also distributed through the following distribution methods:

- A link to the survey was provided on the project website – July 17, 2019 to October 9, 2019
- Paper copies of the survey were distributed at the second PIC on July 17, 2019
- Notices of the survey were distributed to local marinas, boating organizations, and boating businesses via mail on July 26, 2019
- The survey was sent in hard copy via mail to boating stakeholders on July 26, 2019

SURVEY METHODOLOGY

Survey questions were developed in hard copy and provided to MTO for comment as a draft. Some minor variation to question formatting/order was required to add the survey to the Survey Monkey website tool. Survey Monkey does not display questions that do not apply, based on previous answers (i.e. fishing charter, cruise ship questions are not displayed if a respondent did not previously indicate that they are an owner of those types of vessels).

A summary of responses received are included in Appendix A. The nine (9) hard copy surveys received were added to Survey Monkey so results tables include all responses.

RESULTS SUMMARY

- Total number of respondents: 91. Of these, 9 surveys were filled out as hard copies. The original hard copies of the surveys are in Appendix B

Reference: Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00) Boating Survey

- Most responses were received in the month of August, with few responses received after September. No responses were received in October.
- Most individuals taking the survey use the North Channel for recreation or commercial boating purposes (95.56%) and a similar number own their boat (94.19%)
- Boat length: largest - 65 feet; smallest – 7 feet
- Boat width: largest – 24 feet; smallest – 5 feet
- Boat height: largest 75 feet; smallest – 5 feet
- Most primary boats are recreational boats (motorized) at 76%. 18 individuals identified sailboats or sailboats with motors
- Wiarton Harbor was the most popular departure point. Most other departures are from Harbourview or Spider Bay
- "Recreational only" was the top response for boat usage (95%), followed by "shopping/errands" (37%) and "accessing fishing locations" (22%). Individuals could check more than one option
- Boaters use the North Channel at all times of day. No significant preference in time of day
- Nearly 60% of individuals stated that they would not be more likely to use the channel if they did not need to wait for it to open. Nearly 40% indicated they would be more likely to use the channel if that were the case. However, 59 individuals answered the question and 39 skipped it
- No commercial/fishing or passenger/cruise ship operators completed the survey

Please do not hesitate to contact me if you have any questions regarding this memo.

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (416) 598-7162
Fax: (416) 596-6680
nevena.gazibara@stantec.com

c. G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Appendix A: Survey Monkey Response Summary

Appendix B: Hard Copies of Survey

Appendix A
Survey Monkey Results Summary

Appendix A: Swing Bridge Boat Survey Question Responses*

As of October 9, 2019

*Note: Survey tables include hard copy responses which were added to Survey Monkey for complete results.

Q1: Contact Information

Q2: Do you utilize the North Channel for recreation or commercial boating purposes?

Answered: 90 Skipped: 1

ANSWER CHOICES	RESPONSES	
Yes	95.56%	86
No	4.44%	4
TOTAL		90

Q3: Are you a boat/vessel owner or operator?

Answered: 86 Skipped: 5

ANSWER CHOICES	RESPONSES	
Yes	94.19%	81
No	5.81%	5
TOTAL		86

Q4: What is the length of your boat/vessel (in feet)?

Answers	9, 25, 7, 35, 34, 35, 38, 35.5, 19, 32, 42, 26, 35, 37, 30, 38, 30, 30, 28, 28, 30,43, 26, 38, 30, 55, 40, 35, 65, 41, 32, 19, 28, 25, 19, 20, 35,34,34,32,10, 32,35,33,48,49,36,39,44,47,42,44,32,32,48,36,30,32,46,40,35,41, 35,45,36,35,35,34,25,26
Largest	**65 feet**
Smallest	**7 feet**

Q5: What is the width of your boat/vessel (in feet)?

Answers	8, 24, 12, 7, 15, 8, 5, 9, 12, 11, 13.6, 13, 11.5, 6, 11, 14, 8, 12, 12, 10, 13.5, 11, 1048*, 10.5, 6, 11, 14, 8, 12, 11, 14, 16, 12, 17, 13, 12, 6, 9.5, 6, 8, 8 12,11.6,11.6,11,3,12,12,11,16,16,11.6,12,14,16,13,15,8,11,14,11.5,10,11,16,13, 11.5,13,13, 14, 13,13, 12, 12, 9,10
Largest	**24 feet**
Smallest	**5 feet**

Q6: What is the height of your boat/vessel (in feet)?

Answers	6, 22, 5, 7, 6, 10, 6, 45, 50, 60, 75, 52, 48, 65, 55, 60, 45, 60, 46, 48, 36, 35, 56, 16, 34, 54, 12, 60, 30, 52, 23, 17, 35, 25, 35, 10, 8, 5,50,52,54,48,2,57,17,50,24, 65,56,45, 63,65, 22,20,10,49,12, 48,40,38,19,18,55,60, 13,18, 60,27,10,14,15,32
Largest	**75 feet**
Smallest	**5 feet**

Q7: What is the primary type of boat/vessel that you operate?

Answered: 80 Skipped: 11

ANSWER CHOICES	RESPONSES	
Recreational boat (motorized)	76.25%	61
Commercial fishing boat/charter	0.00%	0
Passenger ship/cruise ship	0.00%	0
Canoe/kayak	1.25%	1
Other (please specify)	22.50%	18
TOTAL		80

Other: Sailboat and/or Sailboat with motor (18)

Q8: What is the nearest marina to your departure point?

Answers	De Tour Village, Harbor Vue Marina,Harbor View, Charlevoix, MI, Victoria Harbour/Midland, Wiarton Marina Limited, Home dock on Lake Erie, Wiarton, Beacon Bay Marina – Penetanguishene, Wiarton, Ontario, Goderich, Prince Arthur's Landing, Queen's Cove Marina, Beacon Bay, PENETANGUISHENE, Sound Boat Works, Parry Sound, BayPort Marina, Midland, Little Current, Killarney, Penetanguishene, Bayport, Gore Bay Marina. Thornbury ON, Harbour View, Little Current, Town Dock, Summer - Spider Bay,

	Winter - Harbour View, Harbour view, Boyles, Kagawong, Harbourview, Spider Bay, Boyals, Lion's Head, Meaford Ontario, Harbourview Marina, Starport Severn - we trailer, Little Current, Wiarton, wiarton, Wiarton,Wiarton,Wiarton, Wiarton, Wiarton, Wiarton, Wiarton,Killarney,Wiarton Marina, Wye heritage,Wiarton,Spider Bay,Prairie point,Little Current harbor,Spider Bay Marina,Harbor Vue Little Current, Spider Bay Marina
Top 3 Most Common	Wiarton; Harbourview; Spider Bay

Q9: What is your typical reason for passing through the North Channel and past the Swing Bridge? (check all that apply)

Answered: 58 Skipped: 33

ANSWER CHOICES	RESPONSES	
Shopping/Errands	37.93%	22
Visit family/friends	13.79%	8
Accessing fishing locations	22.41%	13
Recreation Only	94.83%	55
I don't pass through the North Channel	1.72%	1
Total Respondents: 58		

Q10: When do you typically use the North Channel for recreational boating?

Answered: 58 Skipped: 33

ANSWER CHOICES	RESPONSES	
Morning	86.21%	50
Afternoon	93.10%	54
Evening	56.90%	33
I don't use the North Channel for recreational boating	0.00%	0
Total Respondents: 58		

Q11: How likely is it that you will regularly continue to use the North Channel for recreational boating?

Answered: 58 Skipped: 33

ANSWER CHOICES	RESPONSES	
Very likely	89.66%	52
Somewhat likely	8.62%	5
Neither likely nor unlikely	1.72%	1
Somewhat unlikely	0.00%	0
Very unlikely	0.00%	0
TOTAL		58

Q12: If you do not pass through the North Channel, what is the reason?

Answered: 14 Skipped: 77

ANSWER CHOICES	RESPONSES	
Inadequate timing (time when the channel is open for boating)	7.14%	1
Location (not on my route of travel)	71.43%	10
boat/vessel restriction (length/width)	0.00%	0
Boat/vessel restriction (height)	0.00%	0
Other (please specify)	21.43%	3
Total Respondents: 14		

Other: wind direction, we always come through the North Channel, weather

Q13: Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Answered: 52 Skipped: 39

ANSWER CHOICES	RESPONSES	
Yes	40.38%	21
No	59.62%	31
TOTAL		52

** Questions 16-30 not answered moved to next section

Q31: Are there periods of time when access to the Swing Bridge can be challenging due to high boating volume? Please explain.

- Comments mentioning no challenges:
  - Comments for individuals answering “no”: I use available times when the bridge is open; Never a problem. Waiting in a current can be challenging but not too hard; no problem so far; Not so much the boating traffic and the vehicle traffic; late afternoon on weekends is busy time. However not a problem in terms of access. Our boat does not require the bridge to swing; not for me as my boat will go under; people will just have to wait and let the boats go through
  - operator lets all boats through that have approached; The schedule is fine; It has mostly been available when I need it, I just have to time it properly; Overall good but can be tricky when several boats are circulating; Occasionally. However accommodating the swing schedule has never been an issue; No, the hourly swing of the bridge generally gets all traffic through; Not in my experience
- Answered yes or indicated a challenging time period
  - Long weekends; high boater volume is better to catch the bridge. it stays open a bit longer; Yes, frequently; When a strong current is toward the bridge; Yes, gets crowded and is difficult to stay in one place; mid summer very busy; yes, long weekends or holiday and prime boating weeks in the summer; Summer and long weekends; mid July to mid August is heaviest boat traffic; Yes, sometimes there are so many boats lined up on the hour that it can be difficult make it through; Yes, On every hour of the summer, July-August - 15 min prior to bridge opening; July and August; It can get congested, and when the current is strong it can be challenging to maintain position when there are several boats waiting to travel through - specifically west to east; Areas where you wait for bridge to swing get congested during early morning departures and mid afternoon arrivals, mainly July, making it difficult to avoid other boats; You can get stuck getting fuel or a pump out and miss the bridge and have to wait for the next because all boaters try to time the use of the services based on the bridge swinging; Awaiting passage through swing bridge with high traffic and high water currents can be a challenge. Bridge only open for boat passage once on the hour; Morning and afternoon; During peak season if approaching from the west boat traffic can be more tricky to navigate in the period just before opening of the bridge due to vessels leaving slips in LC, vessels waiting for fuel dock/pump outs and through traffic vessels all competing for limited channel space - sometimes current can also complicate navigation; Yes - occasionally there are a significant number of vessels waiting to transit the bridge opening; During noon to mid day
- Other:
  - think it is awesome to watch. And it is a part of Manitoulin history; Some high volume passages are interesting during the wait for the opening

Q32: Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain.

Answered: 75 Skipped: 16

ANSWER CHOICES	RESPONSES	
Yes	92.00%	69
No (please specify)	8.00%	6
TOTAL		75

Question 33: Do you have any further comments about boating access in the study area?

- I can pass under existing bridge currently
- height - not a concern
- No. We pass directly under the bridge
- Rerouting the highway around the town would be detrimental to the small businesses.
- It would be much better if the bridge swung open for boaters every half hour instead of every hour. Perhaps on demand for the half hour?
- Bridge opening on the hour presents its issues but we understand. Sometimes it is a race to get to the bridge in a timely fashion.
- I will share this study (Boating Industry Canada and Canadian Yachting Onboard) to promote the survey
- Strong currents often affect boat control on the west side of bridge
- Only that it be maintained
- Access to the North Channel through Little Current is very important to myself and all other boaters I know. Loss of access would be a great concern to all of us.
- A scissor type bridge with two lanes would be the most useful and make the most sense
- The swing bridge concept provides universal access to boats of all sizes. There is no need to change this. The amount of traffic does not warrant construction of a bridge or tunnel if it is more expensive than renovating and prolonging the life of the existing structure.
- While not related to recreational boating, consideration should be given to reduce as many barriers (bridge height and width) as possible when dealing with the commercial cruise industry. It is well communicated within the cruise industry, that the ships that are entering the Great Lakes are becoming larger (as the interest to tour the area increases). Ensuring that the Swing Bridge does not provide any additional limitations (to that of the lock system), would be very beneficial to positioning Manitoulin for success in the growing Great Lakes cruising market.
- It would be great if we could just boat through whenever, not just when a bridge moves for us.
- When I am on a boat that needs to wait for the bridge to open, it can sometimes be frustrating but there are worse things in life.
- Ensure that height of any structure to replace the existing bridge is high enough to accommodate all of the potential boat/ship traffic particularly in view of the rising water levels on the Great Lakes.
- The ability to transit from one end of the North Channel to the others is essential. If this were to be lost, I woud likely cruise elsewhere.
- To develop a local economic impact analysis on local business
- Keep the swing bridge-beautiful landmark
- Should be a two-lane so that vehicles don't backup so far.
- Please KEEP the historic Swing Bridge. Renovate it if safety improvements are needed.
- We've been boating here 26 years; please don't limit our access, otherwise there's no reason to proceed too far west of Killarney.

- Swinging the bridge is of course a challenge for vehicles and boats. A "fixed" higher elevation bridge is of course extremely expensive but it would be the ultimate in terms of convenience.
- We love the idea of being free to move freely within that area. We would be more likely to move more frequently east to west and visa versa if there were no visible bridge, or it was significantly higher
- My only concern is if the swing bridge was left closed and we would have to come around the west end of Manitoulin to access the north channel.
- Would be nice not to have to wait for the hourly opening.
- We are a cruising SV. Once a summer we go from east to west, passing through Little Current, and then back again. We do not typically go back and forth.
- Present passage access is good but not excessive; it should not be reduced.
- Please consider sailboat needs and requirements when analyzing potential plans.
- Boat access through Little Current is a large component of the tourist industry for Manitoulin Island
- Ensure boats of all beams and airdraft are able to pass through.

Commercial Fishing Boat/ Charter Questions – No Responses

No answers were received for the following boat-type specific-questions:

Q14: What is the name of your commercial fishing company?

Answered: 0 Skipped: 54

Q15: Where is your business located?

Answered: 0 Skipped: 54

Q16: What is your primary fish catch (species), please list.

Answered: 0 Skipped: 54

Q17: Do you require the use of the Swing Bridge for boating to reach your typical fishing areas?

Answered: 0 Skipped: 54

Q18: When do you typically use the Swing Bridge for commercial fishing access? (check all that apply)

Answered: 0 Skipped: 54

Q19: How likely is it that you will regularly continue to use the North Channel in the next 12 months?

Answered: 0 Skipped: 54

Q20: What is the reason for not using the Swing Bridge for commercial fishing access? (check all that apply)

Answered: 0 Skipped: 54

Passenger Ship/ Cruise Ship Questions – No Responses

No answers were received for the following boat-type specific-questions:

Q23: How often does your cruise ship/ passenger ship pass through the Swing Bridge in the North Channel?

Answered: 0 Skipped: 54

Q24: How many passengers does your ship carry?

Answered: 0 Skipped: 54

Q25: How many passengers does your ship carry?

Answered: 0 Skipped: 54

Q26: What is your local stop destination (reason for using the North Channel?)

Answered: 0 Skipped: 54

Q27: What is your ultimate journey destination? (city/town?)

Answered: 0 Skipped: 54

Q28: How likely is it that you will regularly continue to use the North Channel in the next 12 months?

Answered: 0 Skipped: 54

Q29: Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

Answered: 0 Skipped: 54

Q30: Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge?)

Answered: 0 Skipped: 54

Appendix B
Hard Copies of Survey

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

The Little Current Swing Bridge study includes the development of various bridge types and alignments for a new crossing across the North Channel for access to Manitoulin Island on Highway 6.

As part of this study, the project team is completing a review of existing boat users in the North Channel. The purpose of this survey is to provide the project team with an understanding of existing and potential boating activity in the study area.

The answers and information that you provide will be held in confidence and will not be released to any other individuals or businesses. The information collected will be summarized without disclosing details of individual results. If you have any questions, please feel free to contact one of the Stantec or Ministry of Transportation contacts listed at the end of the survey.

Information is being collected and stored in accordance with the *Freedom of Information and Protection of Privacy Act*.

Contact Information (Optional)

Name (e.g., John Smith): [redacted]

Mailing Address: [redacted]

Email: [redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☑ Recreational boat (motorized) (please go to Question stream A)
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☐ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)? 7 FT

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)? 6FT
6. How often do you make this trip through the North Channel (days per week)? 3

Question Stream A

A1. What is the nearest marina to your departure point? ~~BOYNE~~S BOATS

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☑ Accessing fishing locations
- ☑ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☑ Morning
- ☑ Afternoon
- ☑ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located? ~~LITTLE CURRENT~~

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify.
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain. Yes
9. Do you have any further comments about boating access in the study area?

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

Please submit your completed survey in the drop box provided or submit 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

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

For more project information, contact:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

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As part of this study, the project team is completing a review of existing boat users in the North Channel. The purpose of this survey is to provide the project team with an understanding of existing and potential boating activity in the study area.

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Contact Information (Optional)

Name (e.g., John Smith): [redacted]

Mailing Address: _____

Email: [redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7. Yes.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7. Yes.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☑ Recreational boat (motorized) (please go to Question stream A)
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☑ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)? 9'

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)? 10'
6. How often do you make this trip through the North Channel (days per week)? 7

Question Stream A

A1. What is the nearest marina to your departure point? Spider Bay.

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☑ Accessing fishing locations
- ☑ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☑ Morning
- ☑ Afternoon
- ☑ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason? NA

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)? NA

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify. No.
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain. Yes.
9. Do you have any further comments about boating access in the study area?

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

For more project information, contact:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

The Little Current Swing Bridge study includes the development of various bridge types and alignments for a new crossing across the North Channel for access to Manitoulin Island on Highway 6.

As part of this study, the project team is completing a review of existing boat users in the North Channel. The purpose of this survey is to provide the project team with an understanding of existing and potential boating activity in the study area.

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Contact Information (Optional)

[redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7. yes.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - [x] Recreational boat (motorized) (please go to Question stream A)
   - [ ] Commercial fishing boat/charter (please go to Question stream B)
   - [ ] Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - [ ] Canoe/Kayak (please go to Question 7)
   - [ ] Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)? 5'

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)? 6'
6. How often do you make this trip through the North Channel (days per week)? one to two

Question Stream A

A1. What is the nearest marina to your departure point? Harbourview

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☐ Accessing fishing locations
- ☑ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☑ Morning
- ☑ Afternoon
- ☑ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)? No because we pass directly under Bridge

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify. NO
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain. Yes
9. Do you have any further comments about boating access in the study area? NO

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

Please submit your completed survey in the drop box provided or submit 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
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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

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Contact Information (Optional)

[redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☐ Recreational boat (motorized) (please go to Question stream A) ✓
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☐ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)? 15'

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)?

6. How often do you make this trip through the North Channel (days per week)?

Question Stream A

A1. What is the nearest marina to your departure point? Boyds

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☐ Accessing fishing locations
- ☑ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☑ Morning
- ☑ Afternoon
- ☑ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify.
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain.
9. Do you have any further comments about boating access in the study area?

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

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Contact Information (Optional)

[redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☑ Recreational boat (motorized) (please go to Question stream A)
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☐ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)? 7 FT.

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)? 5 FT.
6. How often do you make this trip through the North Channel (days per week)? 4

Question Stream A

A1. What is the nearest marina to your departure point? HARBOUR VIEW.

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☑ Shopping/Errands
- ☑ Visit family/friends
- ☑ Accessing fishing locations
- ☐ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☑ Morning
- ☑ Afternoon
- ☑ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

N/A

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

N/A

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

N/A

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

N/A

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

N/A

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

N/A

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

N/A

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

N/A

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

N/A

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify. NO
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain. YES.
9. Do you have any further comments about boating access in the study area?

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

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Contact Information (Optional)

Name (e.g., John Smith): _____

Mailing Address: _____

Email: _____

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - [X] Recreational boat (motorized) (please go to Question stream A)
   - [ ] Commercial fishing boat/charter (please go to Question stream B)
   - [ ] Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - [ ] Canoe/Kayak (please go to Question 7)
   - [ ] Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)?

   12 feet

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)? 22 ft.

6. How often do you make this trip through the North Channel (days per week)? N/A
Depends on direction of travel.

Question Stream A

A1. What is the nearest marina to your departure point? SUMMER @ Spider Bay
Store during winter
HARBOR UME.

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☒ Accessing fishing locations
- ☒ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☒ Morning
- ☒ Afternoon
- ☒ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☒ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)? No I use available times

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify.
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain.
9. Do you have any further comments about boating access in the study area?

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

Please submit your completed survey in the drop box provided or submit 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

BOAT SURVEY

For more project information, contact:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

The Little Current Swing Bridge study includes the development of various bridge types and alignments for a new crossing across the North Channel for access to Manitoulin Island on Highway 6.

As part of this study, the project team is completing a review of existing boat users in the North Channel. The purpose of this survey is to provide the project team with an understanding of existing and potential boating activity in the study area.

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Contact Information (Optional)

[redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7. Yes
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☐ Recreational boat (motorized) (please go to Question stream A) yes
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☐ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)? 9' x 24'

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)? NOT A CONCERN
6. How often do you make this trip through the North Channel (days per week)? 1

Question Stream A

A1. What is the nearest marina to your departure point? TOWN DOCK

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☒ Accessing fishing locations
- ☒ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☒ Morning
- ☐ Afternoon
- ☒ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☒ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify.
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain.
9. Do you have any further comments about boating access in the study area?

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

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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

For more project information, contact:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 Call Collect: (905) 385-3234 ProjectTeam@swingbridgestudy.ca	**Ms. Melissa Delfino, P.Eng.** Senior Project Engineer Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay ON P1B 9S9 Tel: (705) 497-6807 Toll-free: 1-800-461-9547 ProjectTeam@swingbridgestudy.ca

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

The Little Current Swing Bridge study includes the development of various bridge types and alignments for a new crossing across the North Channel for access to Manitoulin Island on Highway 6.

As part of this study, the project team is completing a review of existing boat users in the North Channel. The purpose of this survey is to provide the project team with an understanding of existing and potential boating activity in the study area.

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Contact Information (Optional)

[redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☑ Recreational boat (motorized) (please go to Question stream A)
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☐ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)? 8

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)? 6
6. How often do you make this trip through the North Channel (days per week)? 1

Question Stream A

A1. What is the nearest marina to your departure point? Little Current

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☐ Accessing fishing locations
- ☒ Recreation only
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☐ Morning
- ☒ Afternoon
- ☐ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)? I can ~~use~~ pass under existing bridge currently

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2-3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify. ND
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain. yes.
9. Do you have any further comments about boating access in the study area? no

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

Please submit your completed survey in the drop box provided or submit to:

Nevena Gazibara, B.Sc., MREM, ENV SP.
Environmental Planner
Stantec Consulting Ltd.
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Stoney Creek ON L8J 0B4
Tel. (905) 381-3249
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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

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Contact Information (Optional)

[redacted]

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☐ Recreational boat (motorized)(please go to Question stream A)
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☐ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)?

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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

5. What is the height of your boat/vessel (in feet)?

6. How often do you make this trip through the North Channel (days per week)?

Question Stream A

A1. What is the nearest marina to your departure point? HARBOUR VIEW

A2. What is your typical reason for passing through the North Channel and past the swing bridge with your marine vessel? (check all that apply)

- ☐ Shopping/Errands
- ☐ Visit family/friends
- ☒ Accessing fishing locations
- ☒ Recreation ~~only~~
- ☐ I don't pass through the North Channel

A3. When do you typically use the North Channel for recreational boating (check all that apply)?

- ☑ Morning
- ☑ Afternoon
- ☑ Evening
- ☐ I don't use the North Channel for recreational boating

A5. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☑ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)? NO

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

B7. If no to B4, what is the reason for not using the Swing Bridge for commercial fishing access?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

B8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

Question Stream C

C1. How often does your cruise ship/passenger ship pass through the Swing Bridge in the North Channel?

- ☐ Never
- ☐ Rarely (i.e., 2 3 of times a month or less)
- ☐ One day a week
- ☐ Two days a week
- ☐ Three days a week
- ☐ Four days a week
- ☐ Five days a week

C2. How many passengers does your ship carry?

- ☐ Under 10
- ☐ 11-49
- ☐ 50-99
- ☐ 100+

C3. Where does your journey start? (city/ town)

C4. What is your local stop destination? (reason for using the North Channel)

C5. What is your ultimate journey destination? (city/town)

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify. NO
8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain. YES
9. Do you have any further comments about boating access in the study area?

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

Please submit your completed survey in the drop box provided or submit to:

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Environmental Planner
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LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

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E.9 Public Correspondence

Robinson, Jennifer

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Tuesday, July 31, 2018 1:50 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted]

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, cyclists, recreational boaters, commercial shipping, and tourists.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 12, 2018 6:44 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from: Aaron Scully
[redacted]

message:

_____

newbridge should be a high span, non swing bridge, or a centre lift bridge (i.e. intercoastal waterways of eastern USA). There is no concernable foot traffic - so a sidewalk on either side is sufficient. Definitely needs a bicycle lane on both sides.

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 10:34 AM
To: [redacted],
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Input- Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted].

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

Thank you again for your comments. Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including a Public Information Centre (planned for August 22, 2018).

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

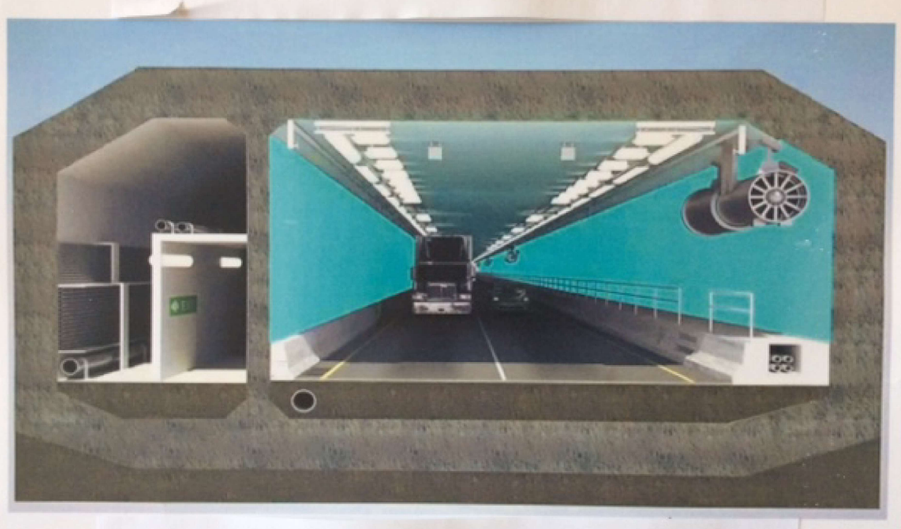
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]
Sent: Wednesday, July 04, 2018 5:55 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Input

Hi Melissa. My name is [redacted] and have been involved with the Little Current bridge for some time . My son and I wrote a Centennial book about her in 2014. (Bridging the Centuries). I am very interested in participating in your study in hopes that both the heritage factors can be maintained, while a secure replacement can also be secured.
Please include me in your study.
Cheers, [redacted]



CROSS-SECTION OF
AN 'IMMERSION' TUNNEL



" THE UNDERCURRENT "

PRESERVING OUR PAST WHILE LOOKING TOWARDS
THE FUTURE



Sent from my iPad

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 12:55 PM
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Country 103 Manitoulin Island advertising - Little Current Swing Bridge Study (GWP 5268-14-00)
Response to [redacted]

Thank you for your interest in the study [redacted]

A Consultation Plan was developed at the outset of this project to engage with stakeholders, including external agencies, municipalities, businesses, Indigenous communities and the general public in a variety of ways. Some examples include notification letters, local business-owner sessions, distribution of project notices through Canada Post, participation in the upcoming Haweater Festival, and a Public Information Centre to be held in August. Your suggestion to consider radio advertising is noted.

Thank you again for your comments. Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including a Public Information Centre (planned for August 22, 2018).

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: [redacted]
Sent: Tuesday, July 10, 2018 1:51 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: [redacted]

Good afternoon Gregg Cooke,
We recently received an informational letter about the Swing Bridge project, and was wondering if you'd be interested in advertising the three Public Information Centres

[redacted]

[redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 12:42 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted]

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

As per the Navigation Protection Act, under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats. Your comments regarding current lighting and future lighting requirements are also noted.

Your suggestion to name the bridge is appreciated and will be forwarded to MTO for consideration.

Thank you again for your comments. Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including a Public Information Centre (planned for August 22, 2018).

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

-----Original Message-----
From: [redacted]
Sent: Monday, July 09, 2018 10:58 AM
To: projectteam@swingbridgestudy.ca
Subject: Little Current swing bridge study

Good Morning,
thank you for your letter dated July 3rd regarding the preliminary design and assessment of the Little Current Swing Bridge (GWP 5268-14-00). Appreciate having the opportunity of providing input.

I was born and raised in Little Current, Manitoulin. My family has owned and operated business on Manitoulin for over 50 years. I am quite familiar with the bridge, its history as well as its challenges with traffic flow both on the water and on land, as we see more and more vehicular traffic coming to Manitoulin Island.

I was also raised as a boater, volunteered for the Canadian Coast Guard Auxiliary and spend countless hours on the waters of the North Channel each summer

Please consider the following with regards to the future design:

- Lighting - the current lighting is far too bright and when on the water it is either blinding or blends in with surrounding street lighting making it a challenge to see at night (from both water and land) - Manitoulin is striving towards a "dark sky" environment, low voltage LED lighting to outline the bridge (night vision colours like red or blue) and dark sky lighting would be much easier on the eyes and give the bridge, whatever it may be, far nicer ambience than current. If the current bridge was to remain for years yet, consideration should be given to its lighting.

- The height should be raised to a level where most powercraft (pleasure and commercial) and small sailboats could pass under without having to raise, swing etc without disrupting both water and land traffic. If the bridge was another 15ft higher than now, most water traffic could easily pass under. Perhaps a future bridge could be of a lift type allowing taller sail masts and larger commercial vessels to pass.

- a new bridge must have 2 lanes of traffic to allow smoother traffic flow at all times.

- preservation of history - the current swing bridge is embedded in Manitoulin's culture, widely recognised and used as marketing tool - as well as a tourist attraction in itself - highly photographed and recognised as the gateway to Manitoulin. Consideration should be given to the preservation of the current swing bridge leaving it open to water traffic permanently with a new bridge over or alongside and perhaps a consortium established to maintain the old swing bridge and preserve its history. The bridge was built in 1913 for the purpose of rail traffic only (remained open to water traffic at all times and only closed to allow railway traffic across), and was converted to allow land traffic, but frankly is no longer practical for future use due to high levels of traffic.

- The new bridge should be named - and perhaps a contest to come up with the name - something that would recognise the culture of Manitoulin and what it means to most people who not only live but visit the island.
I believe naming the bridge would also help overcome those who seek to keep the current bridge and perhaps help more people recognise Manitoulin as a tourist destination for years to come.

Thank you for your consideration and I would love to be kept on the mail list for updates.

Yours truly,

[redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 2:02 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments.

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Sunday, July 22, 2018 8:00 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:

_____

Why dont you leave the swing bridge there and keep it secured in the fully open position, therefore maintaining history without it affecting boating traffic and put in an bridge that is a double opening that only needs to open for sailboats and cruise ships and not personal yaughts

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 1:31 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted].

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 12, 2018 11:13 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:

_____

if a new bridge is needed it should be replaced by a swing bridge like we have. being a tourist area we can't loose the large ships that come into port in the summer unless we move the exit off the Island farther up the shore coming into town to the left of the hydro plant like it used to be and be a high permanent over pass

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 1:19 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted]

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, July 11, 2018 2:43 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:

_____

just some thoughts on the possible options for the new bridge or chunnel to replace the old railroad bridge
what about a higher bridge similar to st catherines or smaller version of the skyway to go straight down and across and then we could keep the old bridge left open for vessels but people would still see it from the new highway.
then we wouldn't be jammed up in town, and anyone wishing to come into little current would still be able to they could always put a new bigger info centre on the island side by where the new road would come over.
just a few thoughts
from someone living in little current

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 12:10 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form - Little Current Swing Bridge Study (GWP 5268-14-00)
Response to [redacted]

Thank you for your interest in the study and your comments [redacted]

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

Input from local businesses will be solicited at various consultation stages of the project including business owner sessions prior to each Public Information Centre (PIC) planned for the study. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider accessibility, traffic volumes, market orientation and trends and community dependence on businesses.

The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats.

Thank you again for your comments. Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including a Public Information Centre (planned for August 22, 2018).

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 05, 2018 10:11 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:
_____

As someone who has grown up on the Island for 30 years now, I'd like to share a few things that are important to me.
1. The fact that the bridge brings traffic close to downtown Little Current, therefore supporting the local businesses down by the water. A bypass could interfere with this and put some small businesses in a dire spot.

2. The swing bridge adds to Island culture by forcing us to slow down to "island time" and wait for the boats to pass. As a part of our heritage, we love sharing stories with our kids about how the bridge used to only have trains and then cars, etc. It is a special part of our culture and many Islanders would be very sad to see it go.

3. The fact that it swings allows for the big ships to come through, thus supporting our economy and supporting our summer tourism industry.

Thank you

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 1:43 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted].

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, July 12, 2018 5:01 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:

_____

An under the channel tunnel would be the best solution allowing two way traffic all year round without the frustration of traffic delays caused by tourist with their expensive boats that don't contribute much to the local economy

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 12:59 PM
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted].

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

Impacts to local businesses and business owners will be considered throughout the study and input from local businesses will be solicited at various consultation stages of the project including business-owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider accessibility, traffic volumes, market orientation and trends and community dependence on businesses.

Your comment to consider vehicle traffic due to safety and access for ambulances and emergency services are noted. The study will identify a crossing that takes all users into consideration. EMS, police and fire services are included on the project mailing list and will be engaged through this study.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]
Sent: Tuesday, July 10, 2018 2:39 PM
To: ProjectTeam@swingbridgestudy.ca
Subject:

Hi there
I find it necessary to write in on why a bridge is so important for Manitoulin.
I for one do not see the economic value of having a swing bridge.
Boaters who arrive via the swing bridge obviously have enough income to support that hobby and therefore can enter

the island via meldrum bay.
Can we not keep the current bridge as a bridge for road traffic?
This is the priority. Vehicle traffic for: inventory arriving for all the businesses that run on the island.
Doctors and police officers and lawyers who need to arrive on the island.
Ambulance trips to sudbury.
There are too many reasons other than the most important ones listed to mention.
We need a bridge for vehicles. Not for 6 weeks of boaters who if you have e a boat large enough for the need of a swing bridge you then have the money and time to spend on gas or extra mileage to come in via missisagi strait in meldrum bay.
Thank you for your time,
A business owner who operates year round in kagawong,
[redacted]

Robinson, Jennifer

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Tuesday, July 31, 2018 2:16 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments.

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

As per the *Navigation Protection Act,* under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]
Sent: Monday, July 23, 2018 9:25 AM
To: projectteam@swingbridgestudy.ca
Subject: FW: proposal

Sent from Mail for Windows 10

[redacted]
Sent: Monday, July 9, 2018 2:58:26 PM
To: project_team@swingbridgestudy.ca
Subject: FW: proposal

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 2:00 PM
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted]

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

Your comment regarding vehicular traffic and safety and access for ambulances is noted. EMS, police and fire services are included on the project mailing list and will be engaged through this study.

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Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: [redacted]
Sent: Wednesday, July 18, 2018 8:58 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Manitoulin Island Swing Bridge

Good Morning!

As a long time, year round resident of Manitoulin Island I am thrilled that the antiquated swing bridge will finally be replaced! To bring it into the 21st century, it is ESSENTIAL that a continuous 2 lane highway be built across the channel with NO opening or swinging bridge and ABSOLUTELY NO STOP LIGHT!!!!!! There is nothing more frustrating than returning to the Island after a long day of travelling to be greeted with a red light at the bridge, waiting patiently to cross and being greeted with NO oncoming traffic!!! A two lane highway would ease traffic jams in the busy tourist season and provide peace of mind that if required ambulances would not be delayed at the bridge. A continuous roadway across the channel would also alleviate this problem. I understand the economic importance of boat traffic into and out

Sent from Mail for Windows 10

of Little Current. Would it be possible to build a roadway across the channel that would be high enough for boats to pass under? Looking at the area, this may be possible if the roadway went from its current location (or close to it) on the Island and continue on Goat Island closer to Mallard Cove. This would be beneficial for both boat traffic and road traffic to provide continuous travelling, without having to plan for bridge openings.
Good luck with the consultations and plans to update this essential land link to the Island.

[redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 12:16 PM
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted].

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists. Alternatives to the undertaking will be presented at the first Public Information Centre.

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Thank you again for your comments. Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre (planned for August 22, 2018).

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: [redacted]
Sent: Saturday, July 07, 2018 9:05 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Please add me to notifications, information, etc

Hello,

My Name is [redacted] and I was born and raised on Manitoulin so the bridge is a very important symbol & concern. I now reside in Creemore, ON where one of the only other century old bridges was recently replaced with pros and cons.

Looking forward to proving my input in whatever way I can.

Thanks
[redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 12:29 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted].

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

Thank you again for your comments. Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre (planned for August 22, 2018).

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, July 09, 2018 7:28 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:
_____

Good Morning!

Thank you for the opportunity to comment about the swing bridge study. My main concern is how the swing bridge is an important visual icon of Manitoulin in general and Little Current in particular. What's the best way for me to show decision makers that the Manitoulin tourist industry needs to retain the century-old icon that is the swing bridge?
Thank you,
[redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 12:53 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted]

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

Alternatives to the undertaking will be presented at the first Public Information Centre. Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre (planned for August 22, 2018).

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Tuesday, July 10, 2018 10:31 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:
_____

bridge is not practical for todays traffic -swing it open and leave it then access under the channel

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, July 31, 2018 1:15 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted].

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Historic Bridge Guidelines protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

Your suggestion to build a bridge at Killarney/Pointe Grondine is noted by the Project Team. The location you suggested is outside of the study area, and does not address existing and future transportation needs at the Little Current crossing.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018). Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]

Sent: Wednesday, July 11, 2018 3:11 PM
To: projectteam@swingbridgestudy.ca
Subject: Manitoulin Swing Bridge Study

Hello: as a former long-term visitor and now long-term resident of Manitoulin Island, I would like to comment on the study.

I appreciate the age of the existing bridge makes maintenance a challenge, and reliability a question. However I also the believe the existence of the bridge as the land-side gateway to Manitoulin conveys the message that the pace of life here is different from the hustle and bustle of the mainland. A single lane, one direction at a time, makes people slow down a little and appreciate the raw beauty on Manitoulin.

I would also point out that about 20 years ago, the MTO spent a significant amount of money to realign Highway 6 into its present configuration. The resulting land use on both sides of the North Channel limits options for placement of an alternative bridge and road.

Having said that, and considering at least one new bridge and a realigned highway are under consideration, my belief is the MTO should consider building a bridge from Killarney/Pointe Grondine across to Wikwemikong then connecting to Highway 6 at Manitowaning. In effect an Eastern Gateway that allows visitors to see the beauty of the Killarney area, the spectacular vistas of the North Channel, and the history and traditions of Wikwemikong.

This route would reduce drive time by about 3 hours for motorists travelling from the south, which would include American visitors travelling up Highway 400/69. It would also present an economic opportunity for Wikwemikong, providing the opportunity to build fuel stations, stores and tourist destinations on the reserve.

As I understand it the primary issue for the existing swing bridge is the age of the mechanism that operates the bridge. Before the bridge from Killarney/Pointe Grondine is built, the MTO should replace the mechanism that swings the existing bridge making it reliable, providing access to the Island while the Killarney bridge is built, and providing an access option for motorists travelling from the North or taking the ferry and using Highway 6 to travel north.

In any case I believe the existing bridge is an iconic, historic landmark. It typifies the Island lifestyle and represents the difference between the Island and the mainland. It should be repaired and maintained, and left where it is.

A more costly but longer term solution would be to build an Eastern Gateway to Manitoulin via Kilarney and Wikwemikong.

Thank you for your consideration.
[redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Wednesday, August 8, 2018 3:59 PM
To: [redacted]'
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Notice of Public Information Centre 1

Thank you for your response [redacted].

All of the materials presented at the Public Information Centre will be posted on the project website the following day and you can contact members of the project team via the website with any questions or comments. The project website is www.swingbridgestudy.ca.

Please let me know if you have any other questions or comments.

Kind regards,

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 CA

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

From: [redacted]
Sent: Wednesday, August 08, 2018 3:16 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: Little Current Swing Bridge Study (GWP 5268-14-00) Notice of Public Information Centre 1

Unfortunately, that is the only day this month that I have to be in Toronto for business.

I understand it is in the early stages - but that is usually the most important stages to keep the project from veering off course. Is there any way of getting the minutes of the meeting sent to me prior?

[redacted]

[redacted]**Error! Filename not specified.**

On Wed, Aug 8, 2018 at 2:34 PM, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. A copy of the notice of Public Information Centre 1 is attached.

The Public Information Centre will be held on August 22, 2018, from 4:00 PM to 8:00 PM, at the Manitoulin Hotel and Conference Centre, 66 Meredith Street East, Little Current. The PIC will provide you with an opportunity to review the Alternatives to the Undertaking, study area information, and address questions or concerns directly with representatives of the project team.

If you are unable to attend the Meeting and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP

Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Wednesday, August 8, 2018 11:25 AM
To: [redacted]
Subject: RE: Mailing list- Little Current Swing Bridge Study (GWP 5268-14-00)

Thank you for your email [redacted].

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including a Public Information Centre (planned for August 22, 2018).

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]
Sent: Wednesday, July 25, 2018 9:57 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Mailing list

Please add us to the mailing list re: Manitoulin Swing Bridge study.

Thank you

[redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Tuesday, August 7, 2018 3:46 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to [redacted]

Thank you for your interest in the study and your comments [redacted]

The purpose of the study is to identify a Recommended Plan that addresses the current and future transportation needs at the Little Current Swing Bridge, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. There are opportunities to improve traffic operations and access for all users; to reduce operating and maintenance costs; and to improve reliability of the crossing.

This study will follow the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000). This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, commercial shipping, and tourists.

Alternatives to the undertaking will be presented at the first Public Information Centre (planned for August 22, 2018).

Your contact information has been added to the project mailing list and you will be notified in advance of the first Public Information Centre.

Thank you again for your comments.

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]
Sent: Thursday, July 12, 2018 1:58 AM
To: projectteam@swingbridgestudy.ca
Subject: Fwd: Letter to the Editor: Manitoulin's Pending Swingbridge Disaster

FYI

-------- Forwarded Message --------

Subject: Fwd: Letter to the Editor: Manitoulin's Pending Swingbridge Disaster

Date: Thu, 12 Jul 2018 01:33:23 -0400

[redacted]

Organization: Black's Bay Farm

To:minister.mto@ontario.ca

[redacted]

MTO has recently announced the launch of a study to replace Manitoulin's beloved Swingbridge. Similar to the Nipigon bridge, this is Manitoulin's only highway link, so bridge failure would be catastrophic for Manitoulin.

FYI, a Letter to the Editor, submitted to the two local newspapers on Manitoulin.

Also see attached, a similar Letter to the Editor of *Engineering Dimensions* magazine, sent to 94,400 Professional Engineers in Ontario, and read by 160,000 people.

Please pay attention, and ensure appropriate steps are taken, before something preventable goes wrong.

[redacted]

-------- Forwarded Message --------
Subject: Letter to the Editor: Manitoulin's Pending Swingbridge Disaster
Date: Thu, 12 Jul 2018 01:14:12 -0400
From: [redacted]
Organization: [redacted]
To: [redacted]

Will Ontario's Ministry of Transportation ("MTO") screw up our beloved Manitoulin Swing Bridge, same or similar to MTO's Nipigon Bridge failure?

MTO commissioned the 4 lane Nipigon Bridge on the Trans-Canada Highway; a 5 year, $106 million project which opened in Jan. 2016. The bridge survived just 42 days before catastrophic failure, and still isn't fixed 2.5 years later. Repairs are now estimated to waste as much as another $12 million of taxpayer's hard earned money.

I have recently reviewed the MTO website (http://www.mto.gov.on.ca/english/highway-bridges/nipigon-bridge/) and the failure report that MTO commissioned from Associated Engineering (see http://www.mto.gov.on.ca/english/highway-bridges/nipigon-bridge/pdfs/ae-report.pdf). The report by Associated Engineering identified the immediate failure causes were due to poor design, non-compliance to the Canadian Highway Bridge Design Code (CHBDC), anchor design &/or fabrication errors, poor or no inspection and approval of fabricated components prior to use,

inadequate prevention and detection of installation error (eg. mis-alignment, bolt torquing, etc.), lack of engineering notes prohibiting field modifications without approval, and a design that made proper and easy installation of anchor components almost impossible. I can find neither assessment nor correction of MTO's indirect errors and systemic flaws that contributed to these immediate defects. There appears to be no "mea culpa" admission by MTO.

I have some outstanding questions. Why weren't the latent design flaws detected early in the design process? Why didn't the original bridge design meet the mandatory and recommended requirements of the CHBDC, yet it proceeded to construction? Why wasn't there adequate engineering and construction quality inspection controls to prevent use of poor designs, defective parts, mis-alignment, fabrication errors, and improper torquing of bolts; all known risks? Did MTO specifications include mandatory reviews, verifications, and validations of proposed bridge designs, and/or use of proven techniques such as FMEA (Failure Mode Effect Analysis), FTA (Fault Tree Analysis), PPA (Potential Problem Analysis), MCA (Monte Carlo Analysis), FEA (Finite Element Analysis), quality assurance inspections, strain gauges, runout gauges, and other similar techniques proven to detect & prevent all same and similar catastrophic failures like what occurred here?

More than enough time has passed for MTO to have properly reacted on their own volition. As a taxpayer, I would insist that MTO discover all its direct and indirect root causes for the Nipigon disaster, report to the public all root causes (and all potential latent defects also discovered) with MTO's proposed fixes, and with proof that a comprehensive root cause assessment was done. After receiving the public's comments and adequately addressing them, MTO must fix the root causes and latent defects, then verify that all fixes to MTO systems are 100% effective.

If MTO does not do this root cause analysis for the Nipigon bridge disaster, MTO should be considered an "accident going someplace to happen". The Manitoulin Swing Bridge could be MTO's next bridge disaster.

[redacted]

Robinson, Jennifer

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, August 10, 2018 10:58 AM
To: Mayor Alan MacNevin
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Little Current Swing Bridge Study (GWP 5268-14-00) Response to Mayor Alan MacNevin

Thank you for your interest in the study and your comments Mayor MacNevin.

The purpose of the study is to identify a Recommended Plan that addresses the current and future transportation needs at the Little Current Swing Bridge, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. The existing bridge is nearing the end of its practical service life and will require extensive and ongoing maintenance or replacement. There are opportunities to improve traffic operations and access for all users, to reduce operating and maintenance costs, and to improve reliability of the crossing.

This study will consider all options including a 'do nothing' alternative, and various types of crossing alternatives such as ferry, tunnel and moveable and fixed bridge alternatives. The study will include natural environment, socio-economic, cultural heritage, and engineering investigations and will identify a crossing that takes all users into consideration, including local residents and business owners, road users, recreational boaters, shipping, and tourists. As per the *Navigation Protection Act*, under Transport Canada's jurisdiction, all alternatives considered will provide navigational clearance for boats.

Input from local businesses will be solicited at various consultation stages of the project including business owner sessions prior to each PIC. A Business Impact Assessment study will be completed for the preliminary design alternatives and will consider accessibility, traffic volumes, market orientation and trends and community dependence on businesses.

The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the *Ontario Historic Bridge Guidelines* protocol criteria for conservation/mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A heritage evaluation will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge.

Our Project Team recently provided a project presentation at your council meeting on August 7th, 2018. This presentation was in advance of the first Public Information Centre (planned for August 22, 2018 at the Manitoulin Hotel and Conference Centre).

Thank you again for your comments.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Monday, July 23, 2018 3:49 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

from: Mayor Alan MacNevin
email: amacnevin@townofnemi.on.ca

message:
_____

As Mayor of the Town of Northeastern Manitoulin and the Islands I would like to express our community's interest in actively participating in this study. Even though the Little Current swing bridge serves the population of all of Manitoulin Island, any decision to replace and or relocate the bridge will have a direct impact on our town. Changes to traffic patterns or highway access will create environmental, social and economic issues for our citizens and businesses alike. Consideration of the cultural and marine history and the effect of a bridge replacement on both commercial and recreational boating need to be closely evaluated. I understand that the project team will be meeting with our Council sometime in August of 2018 and I hope that this will take place. I feel that finding out the reasons for considering the replacement of an icon that has been so much a part of the identity of Manitoulin Island. I look forward to seeing the results of the study and working with you to mitigate the impact of the changes that may be put forward as the process unfolds.

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: swingbridgestudy.ca contact form

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, October 12, 2018 12:04 PM
[redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form

Thank you for your email [redacted]

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: Contact Form <contactform@swingbridgestudy.ca>
Sent: Thursday, August 02, 2018 3:38 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:
_____

Re: Swing bridge study.
Please add me to the mailing list

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Project Mailing List

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, October 12, 2018 12:03 PM
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Project Mailing List

Thank you for your email [redacted]

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]
Sent: Friday, July 13, 2018 9:32 AM
To: projectTeam@swingbridgestudy.ca
Subject: Project Mailing List

Please add me to the mailing list.
[redacted]

Sent from my Bell Samsung device over Canada's largest network.

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Please add me to the swing bridge mailing list

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, October 12, 2018 11:59 AM
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Please add me to the swing bridge mailing list

Thank you for your email [redacted]

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]
Sent: Tuesday, July 17, 2018 7:21 AM
To: projectteam@swingbridgestudy.ca
Subject: Please add me to the swing bridge mailing list

Please add me to the mailing list
Thanks
[redacted]

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: swingbridgestudy.ca contact form

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, October 12, 2018 12:07 PM
[redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form

Thank you for your email [redacted]

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: Contact Form <contactform@swingbridgestudy.ca>
Sent: Saturday, August 04, 2018 3:31 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:
_____

Please add my name the the project mailing list as I am a property owner on Manitoulin Island. My mailing / home address is [redacted].
My seasonal Island property is [redacted].
If you require any further information feel free to contact at me via email or at my home address.
Thanks [redacted]

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Thursday, August 9, 2018 3:33 PM
To: [redacted]
Subject: RE: swingbridgestudy.ca contact form
Attachments: ppt_1086_NEMI_council_mtg1_fnl.pdf

Good afternoon [redacted]

Please find a copy of the PowerPoint presentation attached for your information.

We will share the PowerPoint with the Town of NEMI Clerk [redacted], who can make it available to all the councilors. The information provided in this presentation will be provided at the Public Information Centre (planned for August 22, 2018 at the Manitoulin Hotel and Conference Centre). You will receive a Public Information Centre notification letter in the mail shortly.

Please let me know if you have any other questions.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Thursday, August 09, 2018 2:09 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:
_____

Hello

I would like a copy of your power point presentation to NEMI council on August 7, 2018. The information was presented too quickly and I only got about half of it.

Has this been made available to the Town itself?

Thank you.

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Email list

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, October 12, 2018 11:57 AM
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Email list

Thank you for your email [redacted].

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any upcoming Public Information Centres.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

[redacted]

Sent: Monday, August 06, 2018 1:57 PM
To: ProjectTeam@swingbridgestudy.ca
Subject: Email list

Please add our email to the swing bridge project notices.

[redacted]

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Please add our name to your mail out list

-----Original Message-----
From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, October 12, 2018 12:01 PM
[redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Please add our name to your mail out list

Thank you for your email [redacted].

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any Public Information Centres.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

-----Original Message-----
From: [redacted]
Sent: Saturday, July 14, 2018 2:28 PM
To: projectteam@swingbridgestudy.ca
Subject: Please add our name to your mail out list

Our mailing address is [redacted]

Sent from my iPhone

-----Original Message-----
From: Doug Tracy <dtracy3@vianet.ca>
Sent: Thursday, October 25, 2018 11:24 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
[redacted]
Subject: RE: Emailing: images.jpg- Little Current Swing Bridge Study (GWP 5268-14-00)

Gazibara, Nevena,
Greetings from Manitoulin.

Yes with a covered bascule bridge with the two lanes would be alright. It would eliminate the hold up of land traffic that we have now.
. Working in October - November and during the Winter, with reasonable weather, would mean the work wouldn't be stopped for boats and traffic.
Summer boat visitors would be told no passage after Sept.

Yes I think a new road is possible - close to the present road area.

Yours Truly,
[redacted]

****
-----Original Message-----
From: Gazibara, Nevena [mailto:Nevena.Gazibara@stantec.com]
Sent: October 25, 2018 1:48 PM
To: [redacted]
Cc: projectteam@swingbridgestudy.ca
Subject: RE: Emailing: images.jpg- Little Current Swing Bridge Study (GWP 5268-14-00)

Thank you for your interest in the study and your comments [redacted]

Your preference for the two-lane moveable bridge alternative, specifically a covered bascule bridge, has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moveable bridge, and fixed bridge alternatives.

During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.

Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses.

Thank you again for your comments.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

-----Original Message-----
[redacted]
Sent: Wednesday, October 17, 2018 2:31 PM
To: projectteam@swingbridgestudy.ca
Cc: [redacted]
Subject: Emailing: images.jpg

Project Swing Bridge,

I hope the Lift Bridge picture will show.

We think this type of bridge is the answer.

Because of our winters it would be best to have it covered so not having to remove snow.

This email has been checked for viruses by AVG.
https://www.avg.com



-----Original Message-----
[redacted]
Sent: Wednesday, October 31, 2018 10:11 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
[redacted]
Subject: RE: Emailing: images.jpg- Little Current Swing Bridge Study (GWP 5268-14-00)

Gazibara, Nevena,
Greetings from Manitoulin.

Just found in the above attached picture, which explains what we are talking about - a replacement for our 100plus Manitoulin Bridge - We think one draw bridge is enough.

It would be nice if the draw bridge can have two roads so not to slow down traffic.

If any problem look at Welland bridges.

-----Original Message-----
[redacted]
Sent: October 25, 2018 11:24 PM
To: 'Gazibara, Nevena' <Nevena.Gazibara@stantec.com>
[redacted]
Subject: RE: Emailing: images.jpg- Little Current Swing Bridge Study (GWP 5268-14-00)

Gazibara, Nevena,
Greetings from Manitoulin.

Thank you again for your comments.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249

Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

-----Original Message-----
[redacted]
Sent: Wednesday, October 17, 2018 2:31 PM
To: projectteam@swingbridgestudy.ca
[redacted]
Subject: Emailing: images.jpg

Project Swing Bridge,

I hope the Lift Bridge picture will show.

We think this type of bridge is the answer.

Because of our winters it would be best to have it covered so not having to remove snow.

This email has been checked for viruses by AVG.
https://www.avg.com



Robinson, Jennifer

From: Gazibara, Nevena
Sent: Thursday, November 8, 2018 12:46 PM
To: [redacted],
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form - Little Current Swing Bridge Study (GWP 5268-14-00) Response

Thank you for your email [redacted].

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any upcoming Public Information Centres.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Wednesday, November 07, 2018 8:07 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:

_____

I attended the Aug. 22, 2018 info Meeting and
now I am very interested in the progress of the
study. Please add my name to the project mailing list.

Robinson, Jennifer

From: Gazibara, Nevena
Sent: Friday, November 16, 2018 10:08 AM
To: [redacted]'
Cc: projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form

Thank you for your email [redacted]

Your contact information has been added to the project mailing list and you will be notified of project updates and consultation opportunities as the study progresses, including any upcoming Public Information Centres.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249
Fax: 905 385-3534
ProjectTeam@swingbridgestudy.ca

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4 CA

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: Friday, November 16, 2018 8:31 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

[redacted]

message:
_____

Please add me to the project mailing list.

Vanhell, Shane

From: Addley, Diana
Sent: Monday, May 04, 2020 11:03 AM
To: Vanhell, Shane
Subject: FW: swingbridgestudy.ca contact form

-----Original Message-----
From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: May 3, 2020 5:30 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

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[redacted]

message:
_____

I will love to receive email on updates regarding the swing bridge project. My contribution is for a double lane and immovable bridge, high enough to allow for sea vessel traffic without decoupling the bridge. In order words, a more solid and wider bridge that can withstand the heavy traffic we expect from high level of economic activities in the area.

From: Addley, Diana
To: [redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Information request - 56 meter bridge replacement - tunnel option still open
Date: Friday, January 31, 2020 4:45:28 PM

Good afternoon [redacted],

The possibility of an immersion tube to cross the North Channel was reviewed by our tunneling experts, as this is a common tunneling method, and it can be a cost effective tunneling method for crossing large, deep channels. However, the water depth in the North Channel is 12 m at its deepest location and considerably less for much of its width. Considering a required opening height of 5.1 m, the structural elements would have to be at least 7 m high. To avoid blocking the majority of the channel, extensive blasting and trench excavation to host the tunnel would be required. Therefore, the immersed tube tunneling method is neither a technically nor economically feasible option for this crossing. In addition, the environmental impacts, including impacts to fish and fish habitat, as a result of this blasting and digging would be extremely significant and make this option even further undesirable.

Thank you again for taking the time to provide your comments. Should you have any additional comments, questions and/or concerns, please do not hesitate to contact us.

Kind regards,

Diana Addley
Senior Environmental Planner

Direct: 905 415-6401
Mobile: 647 588-7112
Diana.Addley@stantec.com

Stantec
150 - 1555 Wentworth Street
Whitby ON L1N 9T6

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From: [redacted]
Sent: Tuesday, January 28, 2020 8:02 AM
To: Addley, Diana <Diana.Addley@stantec.com>
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Information request - 56 meter bridge replacement - tunnel option still open

Have you looked at an immersed bed tube tunnel?

There are no seasonal issues – and they don't have any issues with tunnel boring….

Being such a short span it could be a reasonable application.

http://www.railsystem.net/immersed-tube-tunnel/

[redacted]

From: Addley, Diana [mailto:Diana.Addley@stantec.com]
Sent: January-27-20 4:57 PM
[redacted]
Cc: ProjectTeam@swingbridgestudy.ca
Subject: RE: Information request - 56 meter bridge replacement - tunnel option still open

Good afternoon [redacted],

Thank you for taking the time to provide your comments. The purpose of the study is to identify a Recommended Plan that addresses current and future transportation needs as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. There are opportunities to improve traffic operations and access for all users; reduce operating and maintenance costs; and to improve the reliability of the crossing. As such, each of the alternatives considered as part of this study accommodates two lanes of traffic.

The preliminary cost estimate developed for the tunnel alternative considers existing geological conditions, lane width requirements and tunnel diameter, crossing length, tunnelling methods, and property acquisition. Based on these and other considerations, the current estimated cost for a 2-lane tunnel is approximately 4 to 5 times higher than the other alternatives being considered.

Please note that at this time, a Recommended Plan has not been identified. Preliminary Design Alternatives currently being considered include the tunnel, fixed bridge and movable bridge. Movable options consist of bascule, lift and swing bridge structures. A comprehensive evaluation approach is being used to identify a cost-effective plan that provides safe operation while minimizing impacts to the natural, social and cultural environments. The criteria used to evaluate the Preliminary Design Alternatives include but are not limited to constructability, safety, geometrics, property impacts, utility impacts, and drainage considerations, as well as a number of environmental measures. The evaluation of Preliminary Design Alternatives and Recommended Plan will be presented at the third Public Information Centre, tentatively scheduled for summer 2020.

Thank you again for taking the time to provide your comments. Your contact information has been added to the study mailing list and you will be notified of project updates. Should you have any additional comments, questions and/or concerns, please do not hesitate to contact us.

Kind regards,

Diana Addley

Senior Environmental Planner

Direct: 905 415-6401
Mobile: 647 588-7112
Diana.Addley@stantec.com

Stantec
150 - 1555 Wentworth Street
Whitby ON L1N 9T6

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[redacted]
Sent: Monday, January 20, 2020 11:53 AM
To: ProjectTeam@swingbridgestudy.ca
Subject: Information request - 56 meter bridge replacement - tunnel option still open

Good Morning,

I recently read documentation about the swing bridge study and was actually surprised that the tunnel option was being removed from the study.

The length of a potential tunnel option is not that significant – and especially if the tunnel were kept to a one lane option – the cost would less than $30 million that was posted – and offer 24/7 operation.

The use of precast concrete options or cast in place concrete options reduces Capex – especially if a one lane option were used.

Please let us know if there is potential to further examine this option instead of the preferred option of utilizing a bascule bridge.

[redacted]

Vanhell, Shane

From: Vanhell, Shane
Sent: Friday, December 18, 2020 1:06 PM
To: [redacted] projectteam@swingbridgestudy.ca
Subject: RE: swingbridgestudy.ca contact form

Dear [redacted],

Thank you for your interest in this study. Following the second Public Information Centre (PIC) held on July 17, 2019, the project team has been reviewing input from stakeholders, Indigenous communities, and the public, and is in the process of evaluating alternative design concepts. A third and final PIC that will present a preliminary preferred plan is anticipated to be held in winter 2021. Due to the COVID-19 pandemic, the project team is continuing to evaluate the feasibility of in-person presentations for the third PIC, and the project team may seek to present the materials online depending on physical distancing requirements at the time of the third PIC. Additional information regarding the project and the third PIC will be provided on the project website, as it becomes available.

Thank you again for taking the time to provide your comments. Your contact information is on the project mailing list and you will be notified of future study milestones, including PIC 3. In the interim, should you have any comments, questions and/or concerns, please do not hesitate to contact us.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Direct: 905-381-3259
Fax: 905-385-3534
Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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Please consider the environment before printing this email.

From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: December 7, 2020 12:43 PM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

[redacted]

message:

_____

Will there be a progress report on the bridge study in Little Current Ontario in the near future?

Vanhell, Shane

From: Addley, Diana
Sent: Thursday, January 21, 2021 2:37 PM
To: Vanhell, Shane
Subject: FW: swingbridgestudy.ca contact form

-----Original Message-----
From: contactform@swingbridgestudy.ca <contactform@swingbridgestudy.ca>
Sent: January 21, 2021 10:50 AM
To: projectteam@swingbridgestudy.ca
Subject: swingbridgestudy.ca contact form

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[redacted]

message:
_____

To whom it may concern
Good morning to you.
I am wondering what the status is on our Swing Bridge? I was born on Manitoulin and raised in Little Current and our bridge is an icon, symbolic of history. I realize progress is the way of the day and that means tearing down the old and building the new.We have extremely intelligent people working on a design for a fancy modern bridge but why does so much destruction of our heritage have to be? ?Why are these intelligent engineers not able to devise a plan of utilizing our old bridge by reconstruction of its base and updating the swing mechanisms and possibly adding a second lane to the bridge allowing us to still have the uniqueness of " A Swing Bridge".
I know public meetings are held for the people to express their opinions but for the most part the plans are already set, the objectives are firm and the powers to be have made their decisions but I merely pray their is someone out there that is trying to think of a way to work with our beautiful bridge. We have been known for the peaceful tranquil ambiance of Manitoulin, but unfortunately we have more and more city people moving here and they are wanting to bring the city to our Manitoulin. We do not want it. With the 15 minute delay when the bridge is swung it gives you a chance to unwind, think, and just be in the moment. I am hoping you will inform we of the status of your project. You have a good day and keep safe from COVID

From: [redacted]
Sent: Thursday, January 17, 2019 11:44 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Little Current Bridge Study

Hello Nevena
Thank you for your recent letter and update - I did have another alternative to throw out there, albeit a little far fetched as I know it does not align with Hwy 6 as well, however I believe it has many positives:

- minimal impact on residential area/views on the LC side
- existing "ramp" incline on the LC side, on Water Street
- would draw traffic through the downtown business core - huge economic impact to local business section and waterfront area. Minimal work required at Water Street/Manitowaning Rd (hwy 6 link) and Meredith St/Hwy 6 intersection for commercial truck access/turning (existing intersections/corner have room to expand for large vehicle turning) as well as at the Water St and Worthington (Hwy 540 link) intersection.
- would not interfere with existing hydro towers east of swing bridge
- swing bridge could continue to be used during construction, no traffic disruption
- I believe the distance would allow at least 100 feet of watercraft clearance, which I believe would accommodate all pleasurecraft and commercial traffic and would not require a bridge opening

Many towns in the province have main highway flowing through their main business section/downtown areas, and could easily be controlled with speed limits and traffic signals - i think the benefits to the business section would be huge. Very few businesses along the Meredith Street/Hwy 6 corridor from the swing bridge to Hwy 6 turn (south). I think the local BIA would also support this alternative to draw more business/traffic downtown.

I have attached a google earth snapshot with the "red" line being suggested.

Thank you!

[redacted]

[redacted]

[redacted]

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Appendix F Indigenous Community Consultation

F.1 Notice of Study Commencement

Ministry of Transportation
Engineering Office
Planning and Design
Northeastern Region
447 McKeown Avenue, Suite 301
North Bay ON P1B 9S9
Tel.: (705) 497-6807
Fax: (705) 497-5499

Ministère des Transports
Bureau du génie
Section de planification et de conception
Région du Nord-Est
447, avenue McKeown, bureau 301
North Bay ON P1B 9S9
Tél : (705) 497-6807
Téléc : (705) 497-5499

April 6, 2018

Chief Patsy Corbiere
Aundeck-Omni-Kaning First Nation
Administration Office
13 Hill St., R.R. #1, Comp 21
Little Current ON P0P 1K0

RE: Little Current Swing Bridge Project

Dear Chief Corbiere:

Thank you for your letter dated March 6, 2018 regarding the Little Current Swing Bridge. I am happy to respond on behalf of the ministry.

The study to determine the best alternative to a link to Manitoulin Island has not yet commenced. The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the work, however no decisions have been made and no consultation has occurred to date.

Please be assured that MTO will consult with Aundeck-Omni-Kaning First Nation from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

We will be reaching out to you soon to understand how best to consult with you through this two year study and to explain the decision-making plan in more detail. Does Aundeck Omni Kaning First Nation have a consultation protocol already established that could be shared? This would help MTO provide direction to its consultants. If Mr. Peter Nahwegahbo is the appropriate contact to work with, we are happy to work directly with him.

The study will be followed by detail design of the recommended plan prior to starting any construction work. The timing of the next steps is dependent on the outcome of the study and project funding and approvals.

…/2

We look forward to working with you, your staff and community on this important project.

Thank you again for your interest in this project. If you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Delfino, P. Eng.
Senior Project Engineer

cc: Peter Nahwegahbo, Consultation, Capacity and Resource

Ministry of Transportation
Engineering Office
Planning and Design
Northeastern Region
447 McKeown Avenue, Suite 301
North Bay ON P1B 9S9
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North Bay ON P1B 9S9
Tél : (705) 497-6807
Téléc : (705) 497-5499

Ontario

April 23, 2018

Chief Andrew Aguonie
Sheguiandah First Nation
PO Box 101, 142 Ogemah Miikan Road
Sheguiandah, ON P0P 1W0

RE: Little Current Swing Bridge Project

Dear Chief Aguonie:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

Please be assured that MTO will consult with Sheguiandah First Nation from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

We will be reaching out to you soon to understand how best to consult with you through this two year study and to explain the decision-making plan in more detail. Does Sheguiandah First Nation have a consultation protocol already established that could be shared? This would help MTO provide direction to its consultants. Also, please advise who the appropriate contact to work with is and we will work directly with that person.

The study will be followed by detail design of the recommended plan prior to starting any construction work. The timing of the next steps is dependent on the outcome of the study and project funding and approvals.

We look forward to working with you, your staff and community on this important project.

If you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Delfino, P. Eng.
Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

Ministry of Transportation
Engineering Office
Planning and Design
Northeastern Region
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North Bay ON P1B 9S9
Tél : (705) 497-6807
Téléc : (705) 497-5499

Ontario

April 23, 2018

Chief Duke Peltier
Wikwemikong Unceded Indian Reserve
PO Box 112, 19A Complex Drive
Wikwemikong, ON P0P 2J0

RE: Little Current Swing Bridge Project

Dear Chief Peltier:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

Please be assured that MTO will consult with Wikwemikong First Nation from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

We will be reaching out to you soon to understand how best to consult with you through this two year study and to explain the decision-making plan in more detail. Does Wikwemikong First Nation have a consultation protocol already established that could be shared? This would help MTO provide direction to its consultants. Also, please advise who the appropriate contact to work with is and we will work directly with that person.

The study will be followed by detail design of the recommended plan prior to starting any construction work. The timing of the next steps is dependent on the outcome of the study and project funding and approvals.

We look forward to working with you, your staff and community on this important project.

If you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Delfino, P. Eng.
Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

Ministry of Transportation
Engineering Office
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447, avenue McKeown, bureau 301
North Bay ON P1B 9S9
Tél : (705) 497-6807
Téléc : (705) 497-5499

Ontario

April 23, 2018

Chief Linda Debassige
M'Chigeeng First Nation
PO Box 333, 53 Highway 551
M'Chigeeng, ON P0P 1G0

RE: Little Current Swing Bridge Project

Dear Chief Debassige:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

Please be assured that MTO will consult with M'Chigeeng First Nation from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

We will be reaching out to you soon to understand how best to consult with you through this two year study and to explain the decision-making plan in more detail. Does M'Chigeeng First Nation have a consultation protocol already established that could be shared? This would help MTO provide direction to its consultants. Also, please advise who the appropriate contact to work with is and we will work directly with that person.

The study will be followed by detail design of the recommended plan prior to starting any construction work. The timing of the next steps is dependent on the outcome of the study and project funding and approvals.

We look forward to working with you, your staff and community on this important project.

If you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Delfino, P. Eng.
Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

Ministry of Transportation
Engineering Office
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447 McKeown Avenue, Suite 301
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447, avenue McKeown, bureau 301
North Bay ON P1B 9S9
Tél : (705) 497-6807
Téléc : (705) 497-5499

Ontario

April 23, 2018

Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning, ON P0P 1X0

RE: Little Current Swing Bridge Project

Dear Chief Roy:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

Please be assured that MTO will consult with Sheshegwaning First Nation from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

We will be reaching out to you soon to understand how best to consult with you through this two year study and to explain the decision-making plan in more detail. Does Sheshegwaning First Nation have a consultation protocol already established that could be shared? This would help MTO provide direction to its consultants. Also, please advise who the appropriate contact to work with is and we will work directly with that person.

The study will be followed by detail design of the recommended plan prior to starting any construction work. The timing of the next steps is dependent on the outcome of the study and project funding and approvals.

We look forward to working with you, your staff and community on this important project.

If you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Delfino, P. Eng.
Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

Ministry of Transportation
Engineering Office
Planning and Design
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447, avenue McKeown, bureau 301
North Bay ON P1B 9S9
Tél : (705) 497-6807
Téléc : (705) 497-5499

Ontario

April 23, 2018

Chief Irene Sagon Kells
Zhiibaahaasing First Nation
PO Box 1, 36 Sagon Road
Zhiibaahaasing, ON P0P 1X0

RE: Little Current Swing Bridge Project

Dear Chief Sagon Kells:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

Please be assured that MTO will consult with Zhiibaahaasing First Nation from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

We will be reaching out to you soon to understand how best to consult with you through this two year study and to explain the decision-making plan in more detail. Does Zhiibaahaasing First Nation have a consultation protocol already established that could be shared? This would help MTO provide direction to its consultants. Also, please advise who the appropriate contact to work with is and we will work directly with that person.

The study will be followed by detail design of the recommended plan prior to starting any construction work. The timing of the next steps is dependent on the outcome of the study and project funding and approvals.

We look forward to working with you, your staff and community on this important project.

If you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Delfino, P. Eng.
Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

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Ontario

April 23, 2018

Chief Shining Turtle
Whitefish River First Nation
PO Box A, 46 Bay of Islands Road
Birch Island, ON P0P 1A0

RE: Little Current Swing Bridge Project

Dear Chief Shining Turtle:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

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Ontario

April 23, 2018

Hazel Recollet, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
PO Box 275, 1110 Highway 551
M'Chigeeng, Ontario P0P 1G0

RE: Little Current Swing Bridge Project

Dear Ms. Recollet:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

Please be assured that MTO will consult with the United Chiefs and Councils of Mnidoo Mnising (UCCMM) from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

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Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

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Ontario

April 23, 2018

Chief Linda Debassige
M'Chigeeng First Nation
PO Box 333, 53 Highway 551
M'Chigeeng, ON P0P 1G0

RE: Little Current Swing Bridge Project

Dear Chief Debassige:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

Please be assured that MTO will consult with M'Chigeeng First Nation from the early stages of our planning, and through the preliminary design and Environmental Assessment that is part of this study. An important first decision point is to determine what the best alternative is for this transportation link.

We will be reaching out to you soon to understand how best to consult with you through this two year study and to explain the decision-making plan in more detail. Does M'Chigeeng First Nation have a consultation protocol already established that could be shared? This would help MTO provide direction to its consultants. Also, please advise who the appropriate contact to work with is and we will work directly with that person.

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Ontario

April 23, 2018

Chief Andrew Aguonie
Sheguiandah First Nation
PO Box 101, 142 Ogemah Miikan Road
Sheguiandah, ON P0P 1W0

RE: Little Current Swing Bridge Project

Dear Chief Aguonie:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

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Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

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Ontario

April 23, 2018

Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning, ON P0P 1X0

RE: Little Current Swing Bridge Project

Dear Chief Roy:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

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Ontario

April 23, 2018

Hazel Recollet, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
PO Box 275, 1110 Highway 551
M'Chigeeng, Ontario P0P 1G0

RE: Little Current Swing Bridge Project

Dear Ms. Recollet:

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Ontario

April 23, 2018

Chief Shining Turtle
Whitefish River First Nation
PO Box A, 46 Bay of Islands Road
Birch Island, ON P0P 1A0

RE: Little Current Swing Bridge Project

Dear Chief Shining Turtle:

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Ontario

April 23, 2018

Chief Duke Peltier
Wikwemikong Unceded Indian Reserve
PO Box 112, 19A Complex Drive
Wikwemikong, ON P0P 2J0

RE: Little Current Swing Bridge Project

Dear Chief Peltier:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

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Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

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Ontario

April 23, 2018

Chief Irene Sagon Kells
Zhiibaahaasing First Nation
PO Box 1, 36 Sagon Road
Zhiibaahaasing, ON P0P 1X0

RE: Little Current Swing Bridge Project

Dear Chief Sagon Kells:

The Ministry of Transportation (MTO) has recently selected Stantec Consulting Ltd. to undertake the planning and preliminary design study to determine the best alternative to link Manitoulin Island. No decisions have been made and no consultation has occurred to date. Stantec Consulting Ltd. will be sending out notice of commencement letters, advising that the project has officially started in the next few months.

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Melissa Delfino, P. Eng.
Senior Project Engineer

c. Jane Haddow, Senior Environmental Planner, MTO

Ministry of Transportation

Provincial Highways Management
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Ontario

June 29, 2018

Chief Patsy Corbiere
Aundeck-Omni-Kaning First Nation
Administration Office
13 Hill Street, R.R #1 Comp 21
Little Current, ON, P0K 1N0

Dear Chief Corbiere:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

As indicated in the April 6, 2018 letter that was previously issued to you in relation to this study and as indicated in the attached notice, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

MTO is inviting Aundeck-Omni-Kaning First Nation to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Peter Nahwegahbo – AOKFN Consultation, Capacity and Resource
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Melissa Delfino – MTO Senior Project Engineer
Nevena Gazibara – Stantec Consulting Ltd

Ministry of Transportation

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Ontario

June 29, 2018

Chief Linda Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng, ON P0P 1G0

Dear Chief Debassige:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

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.../2

MTO is inviting M'Chigeeng First Nation to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

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Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

Nevena Gazibara

Ministry of Transportation

Provincial Highways Management
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Ontario

July 12, 2018

Mr. Mike Fedyk
Métis Nation of Ontario
500 Old St. Patrick Street Unit 3
Ottawa ON K1N 9G4

Dear Mr. Fedyk:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

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RECEIVED
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.../2

MTO is inviting Métis Nation of Ontario to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

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Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

Ministry of Transportation

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Ontario

June 29, 2018

Chief Andrew Aguonie
Sheguiandah First Nation
P.O. Box 101, 142 Ogemah Miikan
Sheguiandah, ON, P0P 1W0

Dear Chief Aguonie:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
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The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

As indicated in the April 23, 2018 letter that was previously issued to you in relation to this study and as indicated in the attached notice, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

MTO is inviting Sheguiandah First Nation to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

Ministry of Transportation

Provincial Highways Management
Planning and Environmental Section
Northeastern Region

301-447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5546
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Section de planification et de l'environnement
Région du Nord-Est

301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5546
Téléc.: 705-497-5208

Ontario

June 29, 2018

Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning, ON P0P 1X0

Dear Chief Roy:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

As indicated in the April 23, 2018 letter that was previously issued to you in relation to this study and as indicated in the attached notice, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

MTO is inviting Sheshegwaning First Nation to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

Ministry of Transportation

Provincial Highways Management
Planning and Environmental Section
Northeastern Region

301-447 McKeown Avenue
North Bay, ON P1B 9S9
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Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Section de planification et de l'environnement
Région du Nord-Est

301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5546
Téléc.: 705-497-5208

Ontario

June 29, 2018

Ms. Hazel Recollect
Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
P.O. Box 275, 1110 Highway 551
M'Chigeeng, ON P0P 1G0

Dear Ms. Recollect:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

As indicated in the April 23, 2018 letter that was previously issued to you in relation to this study and as indicated in the attached notice, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

MTO is inviting the United Chiefs and Councils of Mnidoo Mnising to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

Ministry of Transportation

Provincial Highways Management
Planning and Environmental Section
Northeastern Region

301-447 McKeown Avenue
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Ministère des Transports

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Section de planification et de l'environnement
Région du Nord-Est

301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5546
Téléc.: 705-497-5208

Ontario

June 29, 2018

Chief Shining Turtle
Whitefish River First Nation
P.O. Box A, 46 Bay of Islands Road
Birch Island, ON P0P 1A0

Dear Chief Shining Turtle:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

As indicated in the April 23, 2018 letter that was previously issued to you in relation to this study and as indicated in the attached notice, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

MTO is inviting Whitefish River First Nation to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

Ministry of Transportation

Provincial Highways Management
Planning and Environmental Section
Northeastern Region

301-447 McKeown Avenue
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Ministère des Transports

Gestion des routes provinciales
Section de planification et de l'environnement
Région du Nord-Est

301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5546
Téléc.: 705-497-5208

Ontario

June 29, 2018

Chief Duke Peltier
Wikwemikong Unceded Indian Reserve
P.O. Box 112, 19A Complex Drive
Wikwemikong, ON P0P 2J0

Dear Chief Peltier:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

As indicated in the April 23, 2018 letter that was previously issued to you in relation to this study and as indicated in the attached notice, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

MTO is inviting Wikwemikong Unceded Indian Reserve to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

Ministry of Transportation

Provincial Highways Management
Planning and Environmental Section
Northeastern Region

301-447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5546
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
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Région du Nord-Est

301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5546
Téléc.: 705-497-5208

Ontario

June 29, 2018

Chief Irene Sagon Kells
Zhiibaahaasing First Nation
P.O. Box 1, 36 Sagon Road
Zhiibaahaasing, ON P0P 1X0

Dear Chief Sagon Kells:

Re: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Replacement (GWP 5268-14-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands, Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

As indicated in the April 23, 2018 letter that was previously issued to you in relation to this study and as indicated in the attached notice, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. Further information is also available for review on the project website at www.highway6swingbridge.ca.

This study is subject to the Ontario Environmental Assessment Act and is being carried out in accordance with the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group A project. As part of the EA requirements, a Study Design Report and a Transportation Environmental Study Report will be produced to document the EA process.

.../2

MTO is inviting Zhiibaahaasing First Nation to participate in this study and to assist us in identifying the environmental, social and cultural values your community may have within the study area. Comments and information regarding this project are being collected to assist the Project Team in meeting the requirements of the Environmental Act.

Information will be collected 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.

Should you have any questions and/or concerns, please do not hesitate to contact me by telephone at (705) 497-5546 or by email at jane.haddow@ontario.ca.

Sincerely,

Jane Haddow

Jane Haddow
Senior Environmental Planner

Encl.

c.c. Melissa Delfino, MTO Senior Project Engineer
Greg Cooke, Stantec Consulting Ltd, Senior Project Manager
Nevena Gazibara, Stantec Consulting Ltd, Environmental Planner

F.2 Community Information Sharing Session 1

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Chief Patsy Corbiere
Aundeck-Omni-Kaning First Nation
Administration Office
13 Hill Street, R.R. #1, Comp 21
Little Current ON P0P 1K0

Dear Chief Corbiere,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within Anishinabek traditional territory.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled on August 23, 2018 at the Four Directions Community Centre, between 5:30 pm and 7:30 pm. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is also being held at the Manitoulin Hotel and Conference Centre on August 22, 2018. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. P. Nahwegahbo, Aundek-Omni-Kaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Ogimaa Kwe (Chief) Linda Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation ON P0P 1G0

Dear Ogimaa Kwe (Chief) Debassige,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is scheduled in Little Current to introduce the project, and to present and seek input on the problem and opportunity statements, the alternatives to the undertaking, and to discuss any comments, questions or concerns. The PIC has been scheduled as follows:

August 22, 2018
4:00 PM to 8:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

We would appreciate the opportunity to discuss this project with you, and determine an approach to engaging the M'Chigeeng First Nation as we move forward with project planning.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Mike Fedyk
Métis Nation of Ontario
500 Old St. Patrick Street, Unit 3
Ottawa ON K1N 9G4

Dear Mr. Mike Fedyk,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is scheduled in Little Current to introduce the project, and to present and seek input on the problem and opportunity statements, the alternatives to the undertaking, and to discuss any comments, questions or concerns. The PIC has been scheduled as follows:

August 22, 2018
4:00 PM to 8:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Chief Andrew Aguonie
Sheguiandah First Nation
142 Ogemah Miikan, P.O. Box 101
Sheguiandah ON P0P 1W0

Dear Chief Aguonie,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

In follow up to our July 4, 2018 telephone conversation, the attached Notice of Public Information Centre (PIC) 1 provides information about the upcoming PIC scheduled in Little Current to introduce the project, and to present and seek input on the problem and opportunity statements, the alternatives to the undertaking, and to discuss any comments, questions or concerns. The PIC has been scheduled as follows:

August 22, 2018
4:00 PM to 8:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

Should you have any comments, questions and/or concerns, or would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning ON P0P 1X0

Dear Chief Roy,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled at the Sheshegwaning Community Complex on August 24, 2018 between 12:00 pm and 2:00 pm. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is also being held at the Manitoulin Hotel and Conference Centre on August 22, 2018. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. V. Matheson – Sheshegwaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Ms. Hazel Recollect, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551, P.O. Box 275
M'Chigeeng ON P0P 1G0

Dear Ms. Recollect,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is scheduled in Little Current to introduce the project, and to present and seek input on the problem and opportunity statements, the alternatives to the undertaking, and to discuss any comments, questions or concerns. The PIC has been scheduled as follows:

August 22, 2018
4:00 PM to 8:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

Community Information Sharing Sessions (CISS) are also being held at two of the United Chiefs and Councils of Mnidoo Mnising member Nations as follows:

Thursday, August 23, 2018	**Friday, August 24, 2018**
5:30 PM to 7:30 PM	**12:00 PM to 2:00 PM**
Four Directions Community Centre	Community Complex
Aundeck-Omni-Kaning First Nation	Sheshegwaning First Nation

The same information is being shared at the PIC and CISS events.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Chief Shining Turtle
Whitefish River First Nation
46 Bay of Islands Road, P.O. Box A
Birch Island ON P0P 1A0

Dear Chief Shining Turtle,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is scheduled in Little Current to introduce the project, and to present and seek input on the problem and opportunity statements, the alternatives to the undertaking, and to discuss any comments, questions or concerns. The PIC has been scheduled as follows:

August 22, 2018
4:00 PM to 8:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

We would appreciate the opportunity to discuss this project with you, and determine an approach to engaging the Whitefish River First Nation as we move forward with

project planning. Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Chief Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong ON P0P 2J0

Dear Chief Peltier,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Thank you for taking the time to meet with representatives from Stantec Consulting Ltd. (Stantec) and Ontario Ministry of Transportation (MTO) to discuss the Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge. As discussed at our Wednesday, August 8, 2018 meeting, the purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

We are looking forward to reviewing and sharing study information with Wiikwemkoong Unceded Territory's Chief and Council this fall and would be pleased to share information with the broader community as part of a Community Information Sharing Session, if desired.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is scheduled in Little Current to introduce the project, and to present and seek input on the problem and opportunity statements, the alternatives to the undertaking, and to discuss any comments, questions or concerns. The PIC has been scheduled as follows:

August 22, 2018
4:00 PM to 8:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

This PIC will present the same information that was shared at our August 8, 2018 meeting, and will be shared at an upcoming meeting with Wiikwemkoong Unceded Territory's Chief and Council.

Thank you again for taking the time to meet with study team representatives. We look forward to working with members of the Wiikwemkoong Unceded Territory as we move forward with project planning.

Should you have any comments, questions or concerns in the interim, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. K. Wassegijig – Wiikwemkoong Unceded Territory
S. Wabegijig – Wiikwemkoong Unceded Territory
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2018
File: 165001086

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road, P.O. Box 1
Zhiibaahaasing, ON P0P 1X0

Dear Chief Sagon Kells,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 1

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. It is understood that the Highway 6 Little Current Swing Bridge is also located within the Anishinabek traditional territory.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled at the Sheshegwaning Community Complex on August 24, 2018 between 12:00 pm and 2:00 pm. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 1, a PIC is also being held at the Manitoulin Hotel and Conference Centre on August 22, 2018. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 1

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

COMMUNITY INFORMATION SHARING SESSIONS 1 SUMMARY REPORT

Highway 6 Little Current Swing Bridge Study

GWP 5268-14-00

Stantec

Prepared for:

Ministry of Transportation
Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9

Prepared by:

Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

December 2018

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1.0 Introduction

Community Information Sharing Sessions (CISSs) were held within four (4) Indigenous communities to present, discuss, and gather input on the Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The First Nations with which the CISSs were held included M'Chigeeng First Nation, Wiikwemkoong Unceded Territory, Sheshegwaning First Nation, and Aundeck Omni Kaning First Nation. The study area is shown on the Key Plan.

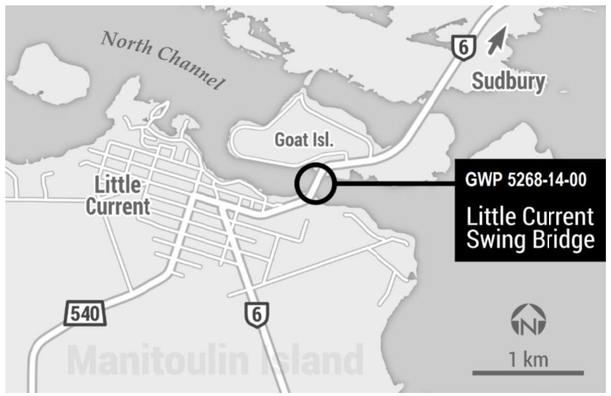


Figure 1: Key Plan

2.0 Purpose

The CISSs form part of the overall consultation plan for the project and are designed to engage First Nations early and throughout the study to identify concerns and provide opportunities for input. This approach gives community members an opportunity to attend each CISS in person, to share their ideas, concerns, and interests directly with members of the project team, and provide individual community members with an opportunity to attend these important information sharing events.

The purpose of the first round of CISSs was to introduce the project and provide background information on the need for the improvements and to present and seek input on the problem and opportunity statements, the existing conditions in the study area, and the alternatives to the undertaking.

Three rounds of CISSs have been scheduled as part of this project with the overall purpose of presenting the study, the alternatives and evaluation process, the Recommended Plan, and to gather input and answer questions about the study and identify next steps.

Community Information Sharing Sessions 1 Summary Report
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

3.0 Locations, Dates, and Times

Four separate CISSs were held within Indigenous communities, as described herein.

Aundeck Omni Kaning First Nation

The CISS was held on Thursday, August 23, 2018, at the Four Directions Complex. Members of the community were invited to attend the session from 5:30 PM to 7:30 PM.

Sheshegwaning First Nation

The CISS was held on Friday, August 24, 2018, at the Sheshegwaning Community Complex. Members of the community were invited to attend the session from 12:00 PM to 2:00 PM.

Wiikwemkoong Unceded Territory

The CISS was held on Tuesday, October 23, 2018, at the Wiikwemkoong Arena. Members of the community were invited to attend the session from 5:00 PM to 7:00 PM.

M'Chigeeng First Nation

The CISS was held on Wednesday, October 24, 2018, at the M'Chigeeng Council Chambers in the Administration Office. Members of the community were invited to attend from 4:00 PM to 6:00 PM.

4.0 Notification

CISS events were coordinated with designated representatives of each participating First Nation. Tailored letters were addressed to each First Nation Chief and sent to each community to provide the Notice of Public Information Centre (PIC) 1 and to confirm the CISS details for each respective community. M'Chigeeng First Nation and Wiikwemkoong Unceded Territory were an exception to this, as the CISSs for these communities had not been confirmed at the time of sending the Notice of PIC 1.

Tailored posters providing information about each community's CISS, including the date and time of the session, were provided to each community representative, who posted them in community public spaces, including administration or band offices. Sheshegwaning First Nation opted to produce their own notification poster for their CISS. Aundeck Omni Kaning First Nation and Sheshegwaning First Nation also provided notification via their respective Facebook pages, and Aundeck Omni Kaning First Nation placed a CISS notice in their monthly community newsletter, which is hand delivered to on-reserve community members. In addition, notification of the M'Chigeeng First Nation CISS was displayed on a roadside poster board outside the administration office on the day of the CISS.

Copies of the posters are provided in **Appendix A**.

5.0 Staff Attendance

Key Ministry and Consultant staff in attendance at the CISSs included:

MTO	Stantec
Melissa Delfino, MTO Senior Project Engineer	Gregg Cooke, Stantec Project Manager
Jane Haddow, MTO Senior Environmental Planner *(attended Sheshegwaning First Nation and Aundeck Omni Kaning First Nation CISSs only)*	Diana Addley, Stantec Senior Environmental Planner/Indigenous Community Consultation Coordinator
Dwayne Pamajewon, MTO Aboriginal Liaison Officer *(attended Wiikwemkoong Unceded Territory, Aundeck Omni Kaning First Nation CISSs and M'Chigeeng First Nation CISSs only)*	
Jason Ranger, MTO Area Manager, Highway Engineering *(attended Sheshegwaning First Nation and Aundeck Omni Kaning First Nation CISSs only)*	

6.0 Presentation and Displays

The following slides were presented at each CISS:

- Title Page
- What is the Purpose of this CISS?
- Study Purpose
- Study Process
- Study Phases (two slides)
- Background
- Study Area
- Problems and Opportunities
- Alternatives to the Undertaking (two slides)
- Investigations
- Consultation Schedule
- Thank you for Attending
- Questions?

Displays containing project information were also available at each CISS. The following displays were presented:

- Welcome
- Purpose of the Study
- Study Process
- History
- Existing Conditions
- Surrounding Communities
- Transportation Needs Assessment and Problem and Opportunity
- Alternatives to the Undertaking
- Investigations
- Let us know what's important to you
- Thank you for attending

Copies of the presentation slides and displays from one of the CISSs are included in **Appendix B**.

7.0 Format

The CISSs were organized to include a brief presentation, followed by a formal question and answer session, as well as an opportunity to review study information displays and share information with members of the project team. Food and beverages were also offered to attendees.

Comment sheets were provided at each CISS, and attendees were encouraged to return comments either in the comment sheet box at the session, or to a representative at their local administration/band office following the CISS event. In addition to comment sheets, an anonymous survey was made available at each CISS. The purpose of the survey was to collect data on the respondents' perceived importance of different aspects of the project (i.e., heritage, traffic impacts, etc.). The information available at the CISSs, including a sample copy of the slides presented at the CISSs, and copies of the comment sheets and surveys are provided in **Appendix B**.

There were seven (7) M'Chigeeng First Nation community members, eleven (11) Sheshegwaning First Nation community members, seventeen (17) Aundeck Omni Kaning First Nation community members, and fourteen (14) Wiikwemkoong Unceeded Territory community members in attendance at their respective CISSs.

8.0 Comments Received

In total, thirteen (13) comment forms were received at or following the CISSs. Copies of the comment forms are presented in **Appendix C**. All personal information has been removed, consistent with the *Freedom of Information and Protection of Privacy Act*.

An overview of comments received at or following the CISSs and responses provided is in **Table 1**. All names and addresses from the comment sheets and visitor registers were added or updated on the project mailing list.

The comments received and questions raised at each CISS and the associated responses from the project team are summarized in Tables 3 through 6 provided in **Appendix D** of this report.

Table 1: Input Received and Response Provided/Action Taken

Indigenous Community Affiliation	Comment	Response Provided and/or Action T
Wiikwemkoong Unceded Territory	• Prefer a fixed bridge alternative • We need two-way traffic on the bridge. We have to also think of emergency and people who have appointments	Thank you for your interest in the study and your comme at/following Community Information Sharing Session (CIS Your preference for a two-lane fixed bridge alternative ha project team. Your concerns regarding emergency respo personal appointments caused by delays at the crossing by the project team. Replacement options are being cons the reliability of the crossing, and reduce operating and m while improving traffic operations, emergency and evacu access. During the next phase of the study, an assessment will b evaluate the Alternatives to the Undertaking and to selec alternatives to carry forward for further study. This proces alternatives, or alternatives that do not address the probl statements, to be eliminated from consideration in advan development and evaluation of alternatives. Thank you again for taking the time to provide your comn information has been added to the project mailing list and on the status of the study as it progresses. Should you have any comments, questions or concerns, to contact me by telephone at (905) 415-6401, or by ema diana.addley@stantec.com.

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
Wiikwemkoong Unceded Territory	• Good to know pros and cons, and cost factors to them	Comment noted by project team.
Wiikwemkoong Unceded Territory	• Any decisions made now should be ideal for boat traffic for 20 plus years	Thank you for your interest in the study and your comments submitted at/following Community Information Sharing Session (CISS) 1. Your suggestion to accommodate boat traffic for the long term have been received by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. As per the Navigation Protection Act, under Transport Canada's jurisdiction, all alternatives considered must provide navigational clearance for boats. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Wiikwemkoong Unceded Territory	• Make a safer bridge	Thank you for your interest in the study and your comments submitted at/following Community Information Sharing Session (CISS) 1. Your preference for a safer bridge alternative has been noted by the project team. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
		alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Wiikwemkoong Unceded Territory	• Prefer a fixed or movable bridge alternative	Thank you for your interest in the study and your comments submitted at/following Community Information Sharing Session (CISS) 1. Your preference for either the fixed bridge alternative or movable bridge alternative has been noted by the project team. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
		Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Wiikwemkoong Unceded Territory	• Preserving the old bridge is very, very important and aesthetics	Thank you for your interest in the study and your comments submitted at/following Community Information Sharing Session (CISS) 1. Your concerns regarding the preservation of the existing bridge and the aesthetics in the study area have been noted by the project team. This study is considering a variety of crossing alternatives, including 'do nothing', ferry, tunnel, and moving or fixed bridge alternatives. Replacement of the existing structure is being considered as it is nearing the end of its service life and will require extensive and ongoing maintenance if retained. Many of the bridge's structural components are custom-fabricated, resulting in higher maintenance costs. Replacement options are being considered that improve the reliability of the crossing, and reduce operating and maintenance costs, while improving traffic operations, emergency and evacuation access, and boat access. The heritage components and heritage value of the existing bridge will be considered throughout the project through the development and evaluation of alternatives. MTO's Heritage Bridge Committee has deemed the existing structure a heritage property worthy of inclusion on the Ontario Heritage Bridge list. As such, this project will apply the Ontario Heritage Bridge Guidelines

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
		protocol criteria for conservation/ mitigation options when developing preliminary design alternatives and considering the overall goals and objectives for this roadway within the province's highway improvement program. A Cultural Heritage Evaluation Report will be completed as part of this study to review the existing bridge's heritage value and consider potential impacts of the preliminary design alternatives. The Ministry of Tourism, Culture and Sport will also be consulted as part of this study, particularly with respect to the heritage designation of the bridge. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Further information about this study is available for review on the project website (www.swingbridgestudy.ca). Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
Wiikwemkoong Unceded Territory	• Prefer a fixed bridge • Prefer removal of the existing bridge and foundation	N/A – comments submitted by anonymous CISS attendee
Wiikwemkoong Unceded Territory	• Two-way traffic with less traffic delays are very important • Concerned regarding health and safety, as there is only one way on and off of Manitoulin Island when the ferry is not operating for 6 months of the year • Prefer a fixed or movable bridge alternative	N/A – comments submitted by anonymous CISS attendee
Wiikwemkoong Unceded Territory	• Indicated that more information is needed, as the existing bridge is a historical structure	N/A – comments submitted by anonymous CISS attendee
Sheshegwaning First Nation	• Prefer replacement of the existing structure with a tunnel due to additional maintenance that will be required on the existing structure	Thank you for your interest in the study and your comments submitted at/following Community Information Sharing Session (CISS) 1. The project team has noted your support of the study and that your preferred Alternative to the Undertaking is the tunnel alternative. This study will consider a variety of crossing alternatives, including 'do nothing', ferry, tunnel, moveable bridge, and fixed bridge alternatives. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
		alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Aundeck Omni Kaning First Nation	• What will happen to the existing bridge?	N/A – comments submitted by anonymous CISS attendee
Aundeck Omni Kaning First Nation	• Take your time in making the final decision, as this is what we will have to live with for the rest of our lives, including our future generations • What will happen to the existing bridge? • Will the existing bridge remain on the island?	N/A – comments submitted by anonymous CISS attendee
Aundeck Omni Kaning First Nation	• Cost of the Alternatives to the Undertaking will increase over time	N/A – comments submitted by anonymous CISS attendee

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
Aundeck Omni Kaning First Nation	• Prefer a tunnel alternative due to health and safety benefits, including emergency response times • Will people be able to vote or state their preference on the Alternatives to the Undertaking?	Thank you for taking the time to provide your comments regarding the above noted project. Your comment form was received at the CISS held in Aundeck-Omni-Kaning First Nation on August 23, 2018. Your preference for the tunnel alternative has been noted by the project team. Based on your comments, it is also understood that you are interested in learning more about the decision-making process for the preferred option. During the next phase of the study, an assessment will be completed to evaluate the Alternatives to the Undertaking and to select reasonable alternatives to carry forward for further study. This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives. The evaluation also considers the comments and concerns gathered through the consultation process. Throughout the duration of the study, the project team will consult with key stakeholders, agencies, members of the public, tourists, businesses, and Indigenous communities, and will take all comments and concerns into consideration in the development and evaluation of alternatives. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

The survey included a rating exercise where respondents were asked to rank their level of agreement with selected factors and associated statements on a scale of 1 to 5, with 1 being strongly disagree and 5 being strongly agree. The factors and associated statements included:

- Natural Environment - The natural environment in and around the existing bridge is important to me
- Aesthetics and Viewscapes - Preserving/maintaining views in Little Current is important to me
- Heritage - Heritage and heritage conservation efforts of the existing bridge are important to me
- Active Transportation - Facilities/infrastructure for cyclists and pedestrians are important to me
- Access and Traffic - Reducing traffic delays and providing access to/from Manitoulin Island is important to me
- Access to Businesses - Easy access to local businesses is important to me

The results of the survey are summarized in **Table 2**.

Table 2: Survey Results

Factor	Ranking				
	1	2	3	4	5
	Number of Respondents Per Rank				
Natural Environment	1	0	2	4	16
Aesthetics and Viewscapes	2	1	7	4	9
Heritage	4	2	3	5	9
Active Transportation	0	3	0	3	17
Access and Traffic	1	1	1	1	18
Access to Businesses	0	4	2	5	11

It should be noted that the discrepancy in the number of survey results for the “Access and Traffic” and “Access to Business” factors is due to one respondent populating only the first page of the survey. Their responses to the other factors have been considered, and the “Access and Traffic” and “Access to Business” factors were not penalized when determining the most important factors to respondents, as described below.

Based on the results of the survey, respondents generally indicated that the most important factors included the natural environment, access and traffic, access to businesses, and active transportation, while the least important factors to respondents were heritage and aesthetics and viewscapes. However, the majority of respondents agreed or strongly agreed with all of the factors and associated statements. Thus, while several of the factors were ranked as less important than others, all of the factors were considered to be relatively important overall by the group of respondents.

Respondents also had the opportunity to provide the project team with a factor that was not included in the survey and to give an associated agreement rank of 1 to 5. In total, eleven (11) respondents filled in this area of the survey and each respondent indicated that they strongly agreed with their provided factor by assigning a score of 5 or did not provide an associated score. The comments and/or factors provided by respondents included:

- Preserving the old bridge is very, very important and aesthetics
- Fixed bridge
- Making a double lane fixed bridge
- Safety is important
- The look of the new structure should be pleasing to the eye and fit in the natural environment
- Maintenance upkeep is important to me
- Two bridges
- Make sure to have two lanes
- Just leave it
- When will construction take place
- Tourism is important to me

The results of the survey and the additional respondent-provided factors will be taken into consideration when the Alternatives to the Undertaking are evaluated during the next phase of the study.

10.0 Next Steps

Specific responses to all formal questions and comments received as a result of the first round of CISSs will be prepared and forwarded to the commenting party. Consultation will be ongoing, and all appropriate First Nations will be regularly informed of the project status.

Community Information Sharing Sessions 1 Summary Report
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

A second round of CISSs is anticipated to be undertaken in summer 2019. The purpose of these CISSs is to present and seek input on the bridge and alignment alternatives, including the evaluation process and criteria.

Following the second round of CISSs, all comments received will be addressed and the evaluation criteria will be updated, if required. The evaluation of alternatives will then be undertaken to identify the Preferred Plan.

A third round of CISSs will subsequently be undertaken to present and seek input on the evaluation of alternative designs, the Preferred Plan, the proposed mitigation and protection measures, and to obtain feedback on the Preferred Plan. Following the third round of CISSs, all comments received will be addressed and the Preferred Plan will be updated, if required. A Transportation Environmental Study Report (TESR) will be prepared and be made available for a 30-day review period.

Any concerns brought to the attention of the project team will be responded to and an attempt to reach a resolution will be made.

Appendix A: Notification Posters

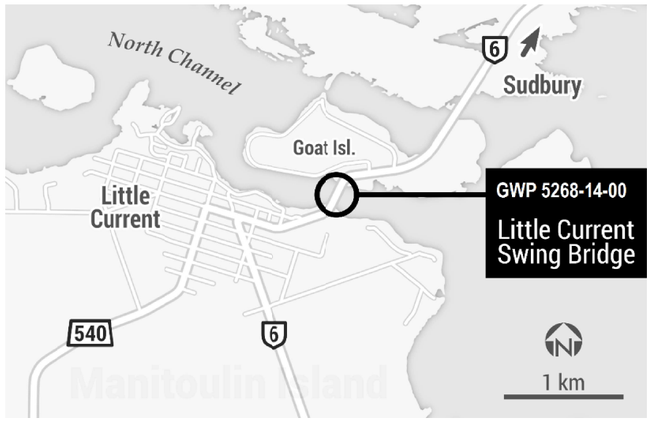
Community Information Sharing Session

Aundeck-Omni-Kaning First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
G.W.P. 5268-14-00

The Ministry of Transportation (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold a **Community Information Sharing Session (CISS)** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study. Community members are encouraged to attend to learn more about the project and share their experiences and knowledge about the study area.



The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

When: August 23, 2018
5:30 pm to 7:30 pm
Where: Four Directions Community Centre
Aundeck-Omni-Kaning First Nation

Food and drinks will be provided.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, request to be added to the mailing list or provide comments.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

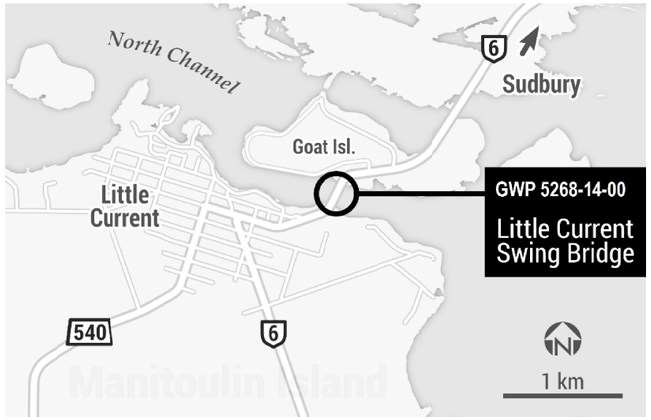
Ontario

Community Information Sharing Session
Wiikwemkoong Unceded Territory

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
G.W.P. 5268-14-00

The Ministry of Transportation (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold a **Community Information Sharing Session (CISS)** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study. Community members are encouraged to attend to learn more about the project and share their experiences and knowledge about the study area.



The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

When: October 23, 2018
5:00 pm to 7:00 pm
Where: Wiikwemkoong Arena

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, request to be added to the mailing list or provide comments.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

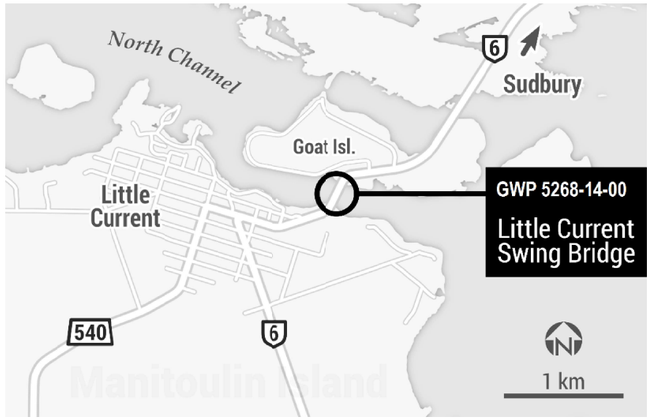
Ontario

Community Information Sharing Session
M'Chigeeng First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
G.W.P. 5268-14-00

The Ministry of Transportation (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold a **Community Information Sharing Session (CISS)** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study. Community members are encouraged to attend to learn more about the project and share their experiences and knowledge about the study area.



The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

When: October 24, 2018
4:00 pm to 6:00 pm
Where: Administration Office
Council Chambers

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, request to be added to the mailing list or provide comments.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Appendix B: Community Information Sharing Sessions 1 Materials

CISS Presentation

LITTLE CURRENT SWING BRIDGE STUDY

Community Information Sharing Session (CISS)
Wiikwemkoong Unceded Territory

October 23, 2018

Ontario

Stantec

What is the purpose of this CISS?

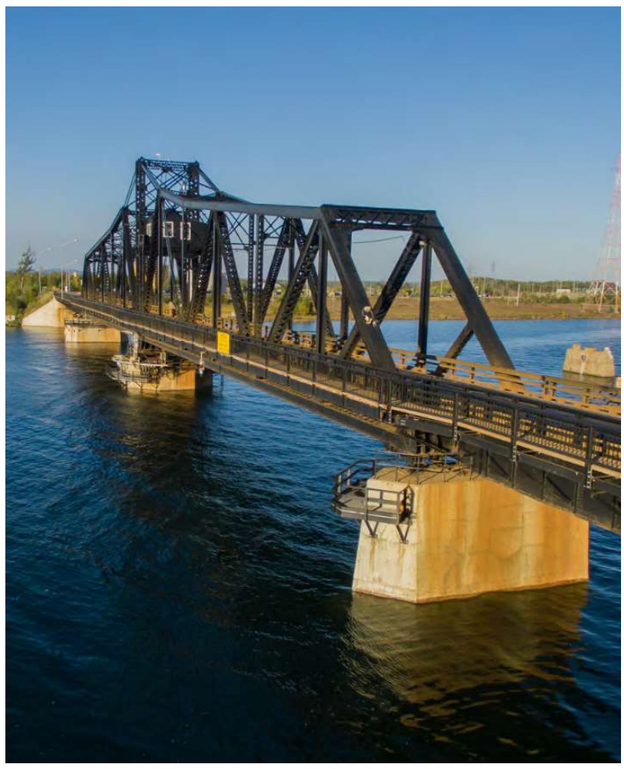
- To introduce the study and project team
- To provide an overview of the study process
- To review and discuss the problems and opportunities
- To present and seek your input on the alternatives to the undertaking
- To review and seek your input on the study area environments
- To respond to your questions, and to discuss any issues, comments or concerns you may have
- To discuss ways to participate in the study

Study Purpose

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge

- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life

- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Study Process

This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)

This study falls within the scope of a Group “A" project, which includes major realignments of existing provincial highways; and new provincial ferryboat connections, docks and terminals

Study Phases

Transportation Needs Assessment Phase

- Develop Problem and Opportunity Statements
- Identify Alternatives to the Undertaking (“Alternatives to”) ← PIC 1 & CISS 1

Planning Phase

- Publish Study Design Report (SDR) ← 30-day Public Review
- Develop Planning Alternatives (“Alternative Methods”) ← PIC 2 & CISS 2
- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan ← PIC 3 & CISS 3
- Confirm Environmental Impacts and Mitigation

Study Phases

Documentation and Environmental Clearance

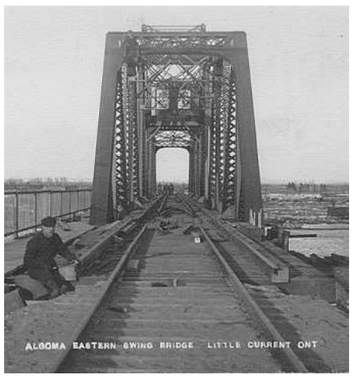
- Publish Transportation Environmental Study Report (TESR) ← 30-day Public Review
- Obtain Environmental Clearance

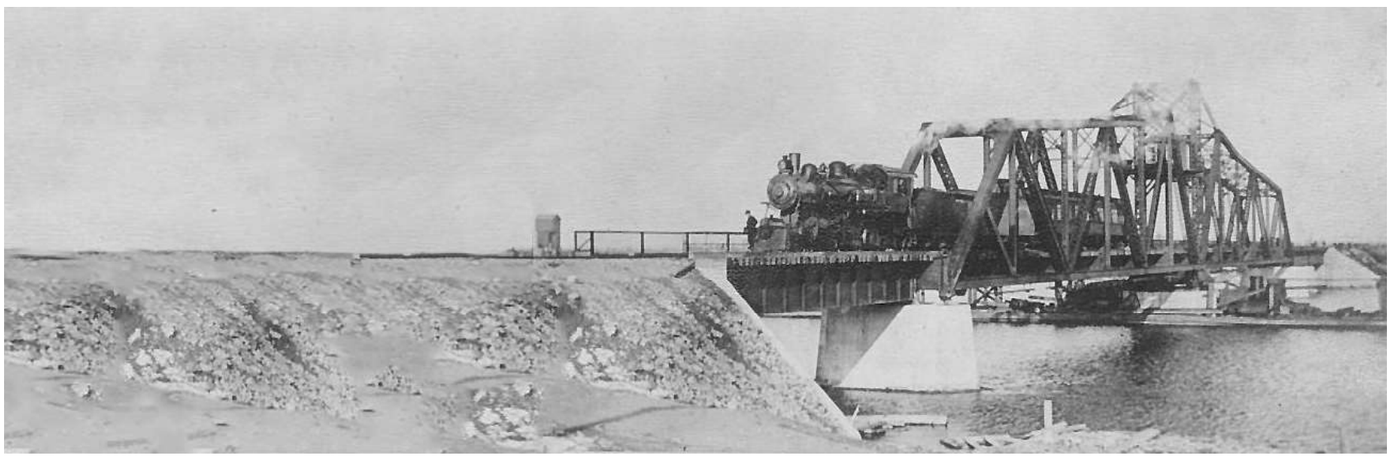
Future Phases

- Detail Design of the Recommended Plan
- Property Acquisition and Utility Relocation
- Construction

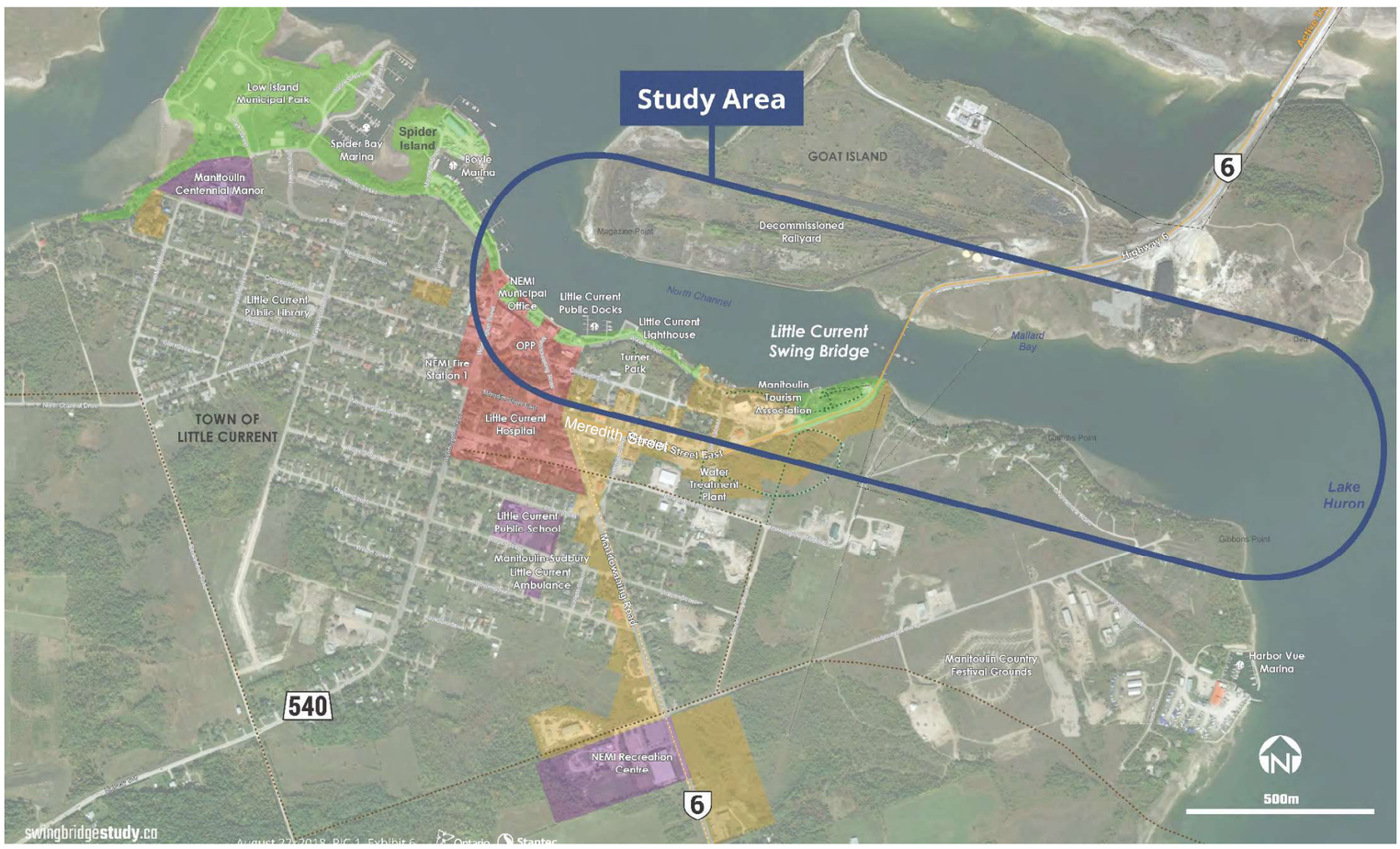
Background

- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
- Swing bridge includes two 56 m spans
- Modified in 1946 to allow motor vehicles
- Railway track removed in 1980
- Existing sidewalk on west side of bridge
- Listed on the Ontario Heritage Bridge List





Study Area



Problems and Opportunities

- The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland
- Currently, road access is generally not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel, if required
- The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement



There are opportunities to improve traffic operations and access for all users, reduce operating and maintenance costs, and improve reliability of the crossing.

Alternatives to the Undertaking

The Class EA process requires that all ‘reasonable alternatives’ be considered to address the identified problems.

This involves two levels of analysis:

1. **Alternatives to the Undertaking** considers a broad range of alternatives that could address the project needs

2. **Alternative Methods of Carrying Out the Undertaking** are studied once the best Alternative to the Undertaking is selected

Alternatives to the Undertaking

Do Nothing



Maintain the existing single-lane structure and provide ongoing maintenance and repairs to the structure, as required.

Replace with a **Ferry**



A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.

Replace with a 2-lane **Tunnel**



The tunnel will provide year-round vehicular access via a two-lane tunnel.

Replace with a **Moveable Bridge**



A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.

Replace with a 2-lane **Fixed Bridge**



A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.

Investigations







Engineering

- Traffic and safety
- Bridge
- Foundations
- Drainage & Hydrology
- Highway
- Electrical

Natural Environment

- Terrestrial Ecosystems
- Aquatic (Fish and Fish Habitat)
- Species at Risk

Socio-economic

- Heritage
- Archaeology
- Business Impact Assessment
- Noise
- Air Quality and Greenhouse Gas

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018
SDR 30-day Review	Fall 2018
PIC and CISS 2	July 2019
PIC and CISS 3	July 2020
TESR 30-day Review	September 2020

You are encouraged to share information and knowledge about the study area at this CISS, and at any time throughout the study.

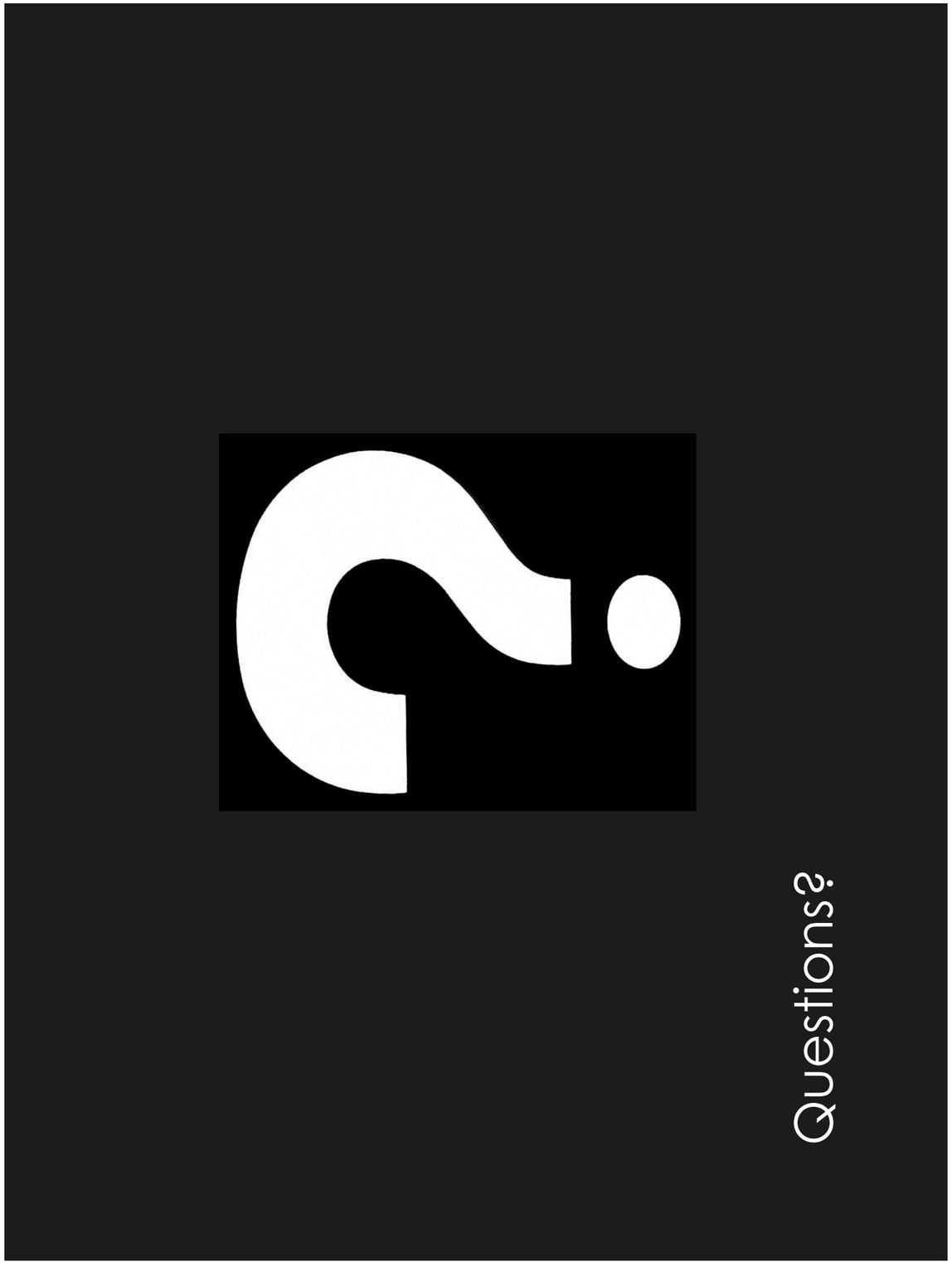
Thank you for Attending

- Using the iPads provided, complete the online survey
- Fill out a comment sheet and place it in the box
- Submit your completed comment sheet to Kayla Jackson at the Band Office
- Visit the Project Website (www.swingbridgestudy.ca)
- Send an email to ProjectTeam@swingbridgestudy.ca
- Mail your comments to the project team:



Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200–835 Paramount Drive Stoney Creek ON L8J 0B4
tel: 905-381-3227 (+0 collect)

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation
Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
tel: 705-497-6807
toll-free: 1-800-461-9547



CISS Displays

LITTLE CURRENT

SWING BRIDGE STUDY

Community Information Sharing Session 1

August 2018

Ontario

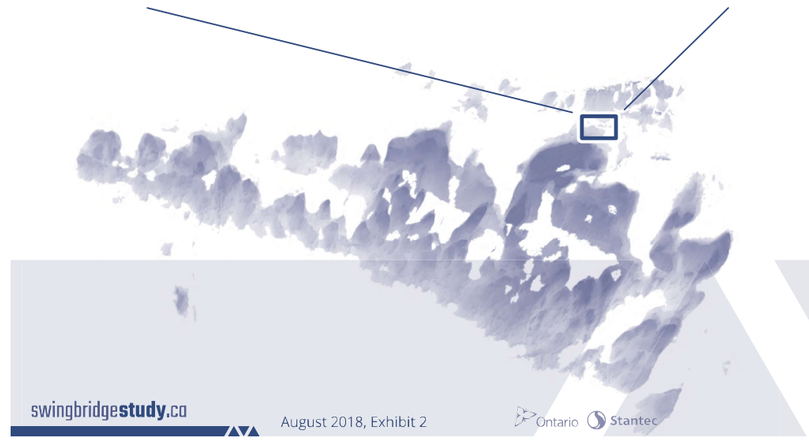
Stantec

Welcome

This is the first Community Information Sharing Session (CISS) for the
Highway 6 Little Current Swing Bridge
Planning, Preliminary Design, and Environmental Assessment Study

The bridge is located in the community of Little Current within the Town of Northeastern Manitoulin and the Islands, in Northeastern Ontario.





sign-in

chat
with the project team

accessibility
let us know how we can help

The purpose of this study is to identify a recommended plan

which will address the current and future transportation needs at the bridge crossing. This is part of the MTO's ongoing review of safety and operational needs for the provincial highway network.

CISS 1 objectives

- seek input on the problem and opportunity statements
- present and seek input on the alternatives to the undertaking
- present and seek input on the existing conditions in the study area (i.e. natural, social, economic, and cultural)
- answer questions about the study

Study Process

The Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study is being carried out under the requirements of the ***Class Environmental Assessment for Provincial Transportation Facilities*** (MTO, 2000), which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study. A copy of the draft SDR will be available for review after input has been received from this Public Information Centre.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review at the end of the study.

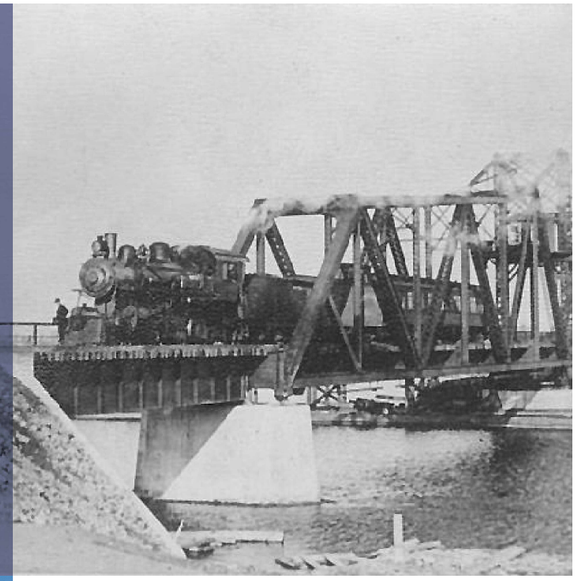
Public, stakeholder and Indigenous community consultation will take place throughout the project and will include, but will not be limited to: Public Information Centres (PIC), Indigenous Community Information Sharing Sessions (CISS), meetings with stakeholders, meetings with business owners, and participation at community events.

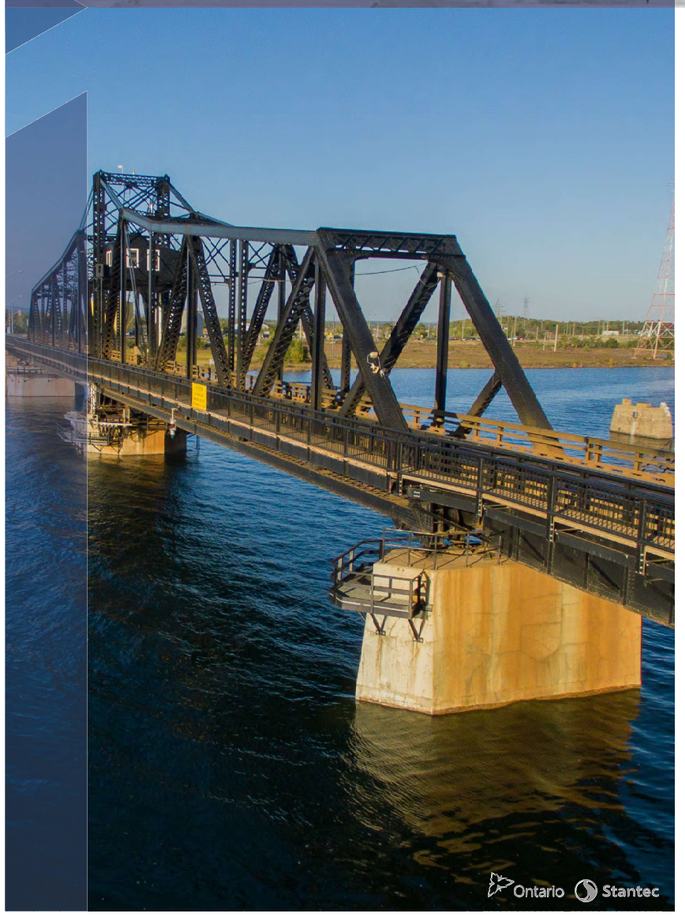
Study Phases

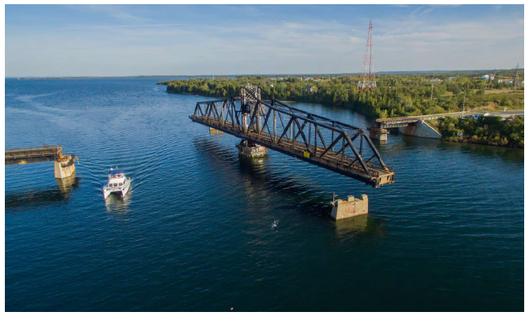
1. **Transportation needs assessment phase**
   - a. Develop Problem and Opportunity Statem
   - b. Identify Alternatives to the Undertaking (ie
   - c. Assess "Alternatives to" (How well do they address the Problem and Op
   - d. Select "Alternatives to" to carry forward for
   - e. Confirm Class EA Process
2. **Planning pha**
   - a. Publish Stud
   - b. Develop Pla
   - c. Develop Eva
   - d. Evaluate Pla
   - e. Select Prefe
3. **Preliminary d**
   - a. Develop Rec
   - b. Identify Traf
   - c. Confirm Env
   - d. Identify Pro
   - e. Refine and F
4. **Documentati**
   - a. Publish Tran
   - b. Obtain Envir
5. **Future phase**
   - a. Detail Design
   - b. Property Ac
   - c. Construction

History

The Little Current Swing Bridge was built in 1913 and operated as a rail bridge until 1946, when the bridge was modified to allow motor vehicles to cross. Train service to Manitoulin Island was ended in the 1980s and the railway track was removed from the bridge decking. The bridge is a five-span bridge with a centre pivot swing bridge consisting of two 56 m spans. There is a sidewalk on the west side of the bridge. The bridge is listed on the Ontario Heritage Bridge List and MTO recognizes that the bridge has heritage value.

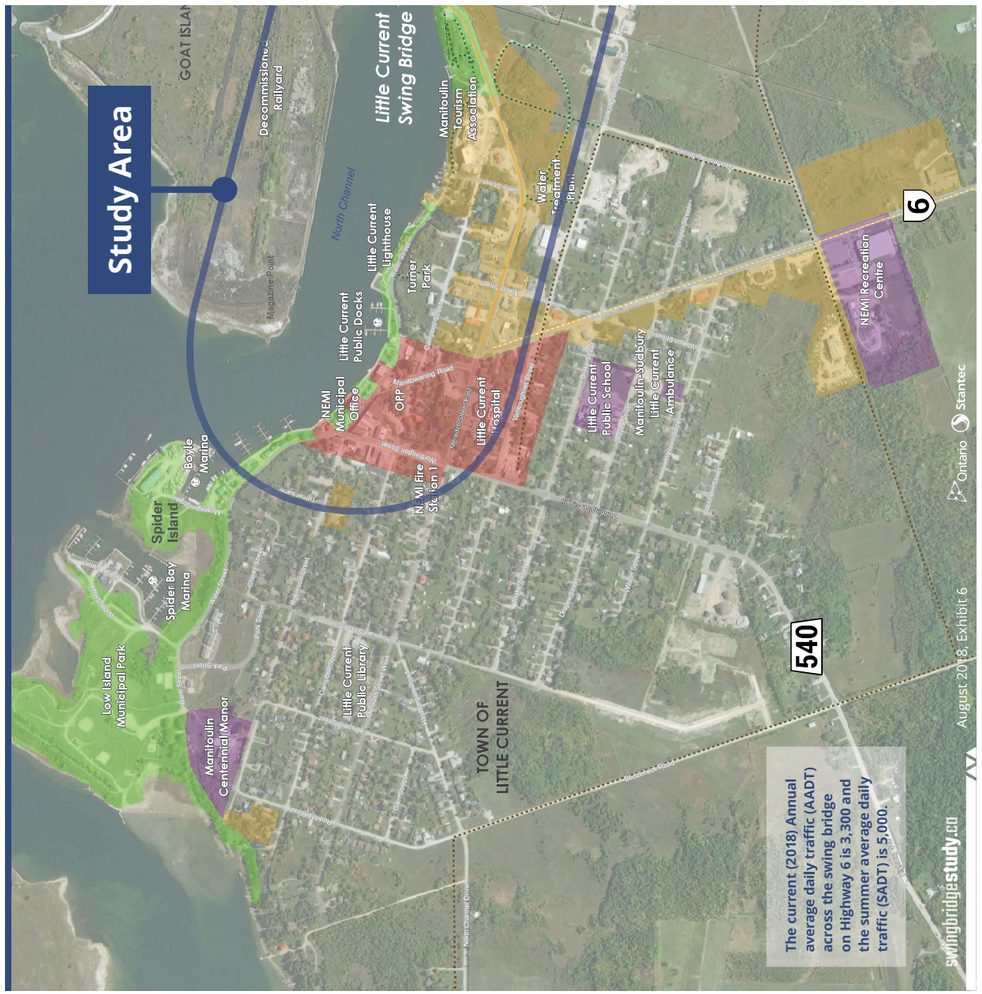




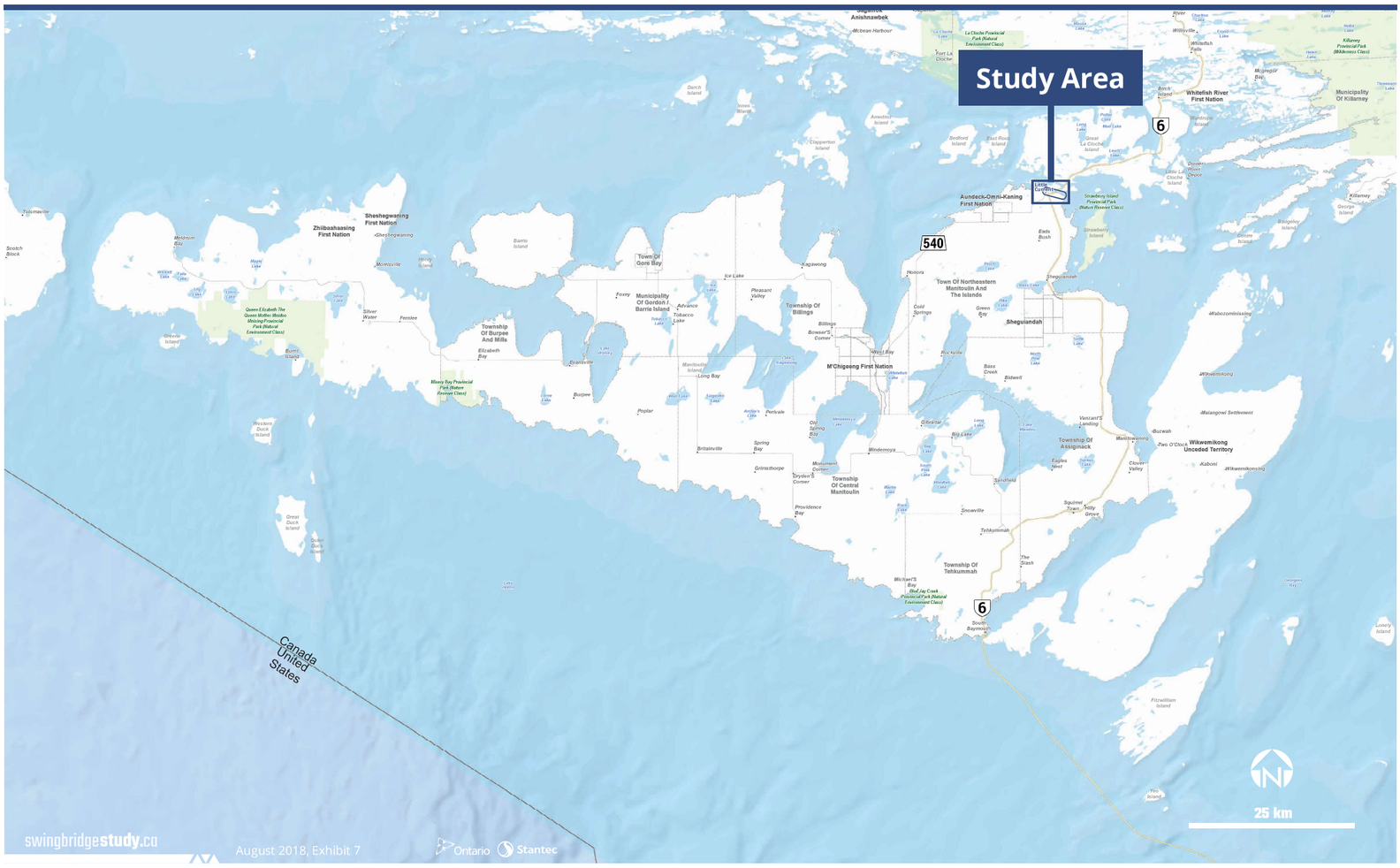


The Ministry of Transportation Ontario *Heritage Bridge Guidelines for Provincially Owned Bridges* provides a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required. The Guidelines provide a process for conservation options that will be considered as part of this study. As part of this study, the project team will complete a *Cultural Heritage Evaluation Report* that will review the heritage value of the existing swing bridge and will document the conservation options and impact assessment of alternatives.

Existing Conditions



Surrounding Communities



Transportation Needs Assessment

The Transportation Needs Assessment process is part of the ongoing management and administration of the transportation system by the Province and others. Assessment of needs can result in a number of recommendations, including initiating a study, initiating major or minor improvements, initiating routine maintenance, monitoring a situation, or doing nothing. Because of the range of potential outcomes, the transportation needs assessment process includes the following key tasks:

- Identifying transportation problems and opportunities
- Assessing and selecting reasonable alternatives, including 'do nothing'
- Developing potential transportation study objectives
- Initiating the study process

Problem and Opportunity

The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months, to provide boat access along the North Channel. Continuous road access is provided at night and during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transport facilities; and to reduce operating and maintenance costs.

Maintenance and repair history:



Alternatives to the Undertaking

The Class EA process requires that 'reasonable alternatives' be considered to address identified problems. This involves two levels of analysis. The ***Alternatives to the Undertaking*** considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the ***Alternative Methods of Carrying out the Undertaking*** can be studied.

The following ***Alternatives to the Undertaking*** (below) have been developed to address the identified problems and opportunities for this study.

Following CISS 1, an assessment will be completed to evaluate the *Alternatives to the Undertaking* and to select the most reasonable alternatives to carry forward and develop for detailed investigations and further study.

This process allows unreasonable alternatives, or alternatives that do not address the problem and opportunity statements, to be eliminated from consideration in advance of the detailed development and evaluation of alternatives.

All alternatives to the undertaking will accommodate active transportation facilities

Alternatives to the Undertaking



Do Nothing

Maintain the existing single-lane structure and provide on-going maintenance and repairs to the structure, as required.

- ⊕ provides year-round road access
- ⊕ maintains existing traffic operations
- ⊕ maintains emergency response and evacuation access
- ⊕ maintains 15-minute/hour boat access
- ⊖ requires extensive and ongoing operating and maintenance costs
- ⊖ reliability of the existing bridge is an increasing concern
- ⊖ does not provide a permanent long-term solution (will require eventual replacement)



Replace with a Ferry

A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.

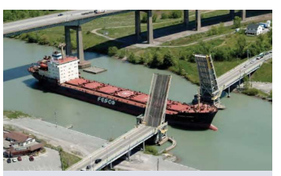
- ⊕ provides vehicle access
- ⊖ intermittent access
- ⊖ increases traffic delays
- ⊖ reduces emergency response and evacuation access
- ⊕ provides unrestricted boat access
- ⊖ requires ongoing operating and maintenance costs
- ⊖ requires large traffic queuing areas
- ⊖ requires large docking facilities



Replace with a 2-lane Tunnel

The tunnel alternative will provide year-round vehicular access via a two-lane tunnel.

- ⊕ provides year-round road access
- ⊕ improves traffic operations and reduces traffic delays
- ⊕ improves emergency response and evacuation access
- ⊕ provides unrestricted boat access
- ⊖ requires a new roadway alignment to provide sufficient clearance under the existing shipping channel
- ⊖ typically very expensive compared to a bridge crossing (approximate cost is between $250-$300 million, depending on location, profile and final design)



Replace with a 2-lane Moveable Bridge

A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.

- ⊕ provides year-round road access
- ⊕ improves traffic operations and reduces traffic delays (two-lane structure)
- ⊕ maintains emergency response and evacuation access
- ⊕ maintains current boat access
- ⊕ provides a modern moveable bridge with lower operating and maintenance costs than the existing bridge
- ⊕ typically less expensive than a tunnel crossing (approximate cost for a moveable bridge is between $25-$50 million, depending on location, profile and final design)
- ⊖ requires ongoing operating and maintenance costs



Replace with a 2-lane Fixed Bridge

A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.

- ⊕ provides year-round road access
- ⊕ improves traffic operations and reduces traffic delays
- ⊕ improves emergency response and evacuation access
- ⊕ provides unrestricted boat access
- ⊕ typically less expensive than a tunnel crossing (approximate cost for a fixed bridge is between $50-$100 million, depending on location, profile and final design)
- ⊖ requires a new roadway alignment to provide sufficient clearance over the existing shipping channel

Investigations

In accordance with the MTO class environmental assessment process, this study includes engineering and environmental specialists who are carrying out background studies and site-specific investigations to support the development and the evaluation of alternatives, and identify potential impacts and mitigation measures.

The investigations for this study include, but are not limited to, the following:

Engineering investigations

- Traffic and safety
- Highway
- Bridge
- Electrical
- Foundations
- Active transportation
- Drainage and hydrology

Natural environment investigations

- Terrestrial
- Aquatic
- Species at risk

Socio-economic investigations

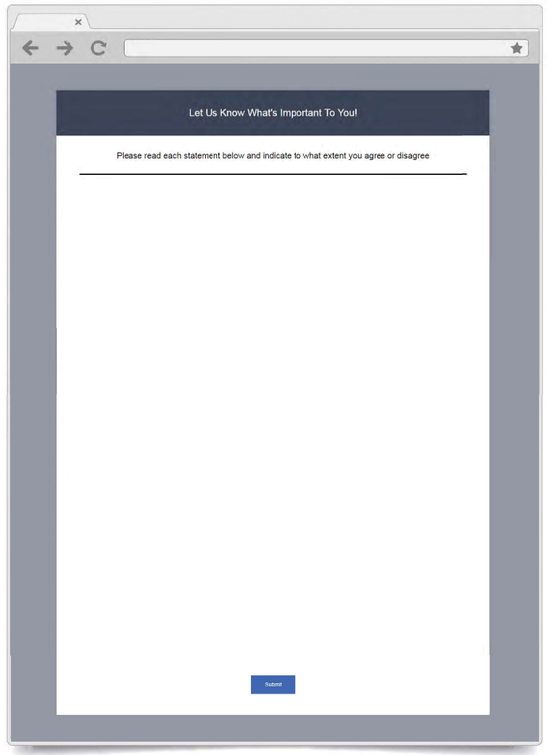
- Heritage
- Archaeology
- Business Impact Assessment
- Noise
- Air Quality and Greenhouse Gas Assessment

Let us know what's important to you

Use the iPads provided

The project team would like to know which project factors are important to you. Your feedback will assist the project team in developing evaluation criteria for the preliminary design alternatives. The evaluation criteria will be developed and then presented at CISS 2 for additional input and comments from the public. Following CISS 2, the evaluation criteria will be refined and then used to evaluate the preliminary design alternatives and select a preferred plan.

Staff members are on hand to guide you through the online survey.



Thank you for attending

Your input is important

3 ways to provide your comments:

Fill out a comment sheet
(when complete, place in the comment box or submit to the Band office)

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 November 2, 2018

Freedom of Information and Protection of Privacy
Comments and information regarding this study are being collected to satisfy the requirements of the *Ontario Environmental Assessment Act*, and in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Appendix C: Comments Received During Community Information Sharing Sessions 1

COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Wiikwemkoong Unceded Territory – Wiikwemkoong Arena
Tuesday, October 23, 2018

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

Prefere a fixed or movable bridge.

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

Name and Address (optional) PLEASE PRINT

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

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1. Do you have any comments on the Alternatives to the Undertaking?

Need more information - historical structure

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Wiikwemkoong Unceded Territory – Wiikwemkoong Arena
Tuesday, October 23, 2018

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

- Fixed bridge will be my recommendation
- Removal of existing bridge and foundation

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Wiikwemkoong Unceded Territory – Wiikwemkoong Arena
Tuesday, October 23, 2018

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1. Do you have any comments on the Alternatives to the Undertaking?

TWO WAY TRAFFIC WITH LESS TRAFFIC DELAY'S ARE VERY IMPORTANT ALSO THAT IT IS A HEALTH & SAFETY CONCERN AS THERE IS ONLY ONE WAY ON & OFF MANITOULIN Between 6 month as the Ferry IS only 5 to 6 mths out of the year.

2. Do you have any additional comments or questions?

FIXED OR Moveable Bridge

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
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Wiikwemkoong Unceded Territory – Wiikwemkoong Arena
Tuesday, October 23, 2018

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

Any decisions made now should be IDEAL For Boat Traffic 20yrs +

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

Name and Address (optional) PLEASE PRINT

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Wiikwemkoong Unceded Territory – Wiikwemkoong Arena
Tuesday, October 23, 2018

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1. Do you have any comments on the Alternatives to the Undertaking?

We need two way traffic on the bridge. We have to also think of emergancy and people who have appointments.

Fixed Bridge

2. Do you have any additional comments or questions?

NO.

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
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1. Do you have any comments on the Alternatives to the Undertaking?

Good to know pros and cons, and cost factors to them.

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

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1. Do you have any comments on the Alternatives to the Undertaking?

2. Do you have any additional comments or questions?

Make a safter bride

Please leave your completed comment sheet in the drop box provided or submit (**by November 9, 2018**) to Noella Jacko at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1, Sheshegwaning Community Complex
Thursday, August 24, 2018

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

I agree to change the old swingbridge due to more maintenance in the future. Its time to replace

2. Do you have any additional comments or questions?

I favor a tunnel to replace the old bridge

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to Virginia Matheson at the Band Office.

Name and Address (optional) PLEASE PRINT

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Aundeck Omni Kaning First Nation - Four Directions Community Centre
Thursday, August 23, 2018

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

2. Do you have any additional comments or questions?

what will happen to the old bridge.

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to Peter Nahwegahbow at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Aundeck Omni Kaning First Nation - Four Directions Community Centre
Thursday, August 23, 2018

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1. Do you have any comments on the Alternatives to the Undertaking?

Take your time in making the final decision. This is what we will have to live with for the rest of our lives, including our future generations.

2. Do you have any additional comments or questions?

- What will happen to our bridge.
- Will it remain here on the Island.

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to Peter Nahwegahbow at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Aundeck Omni Kaning First Nation - Four Directions Community Centre
Thursday, August 23, 2018

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

- cost will increase as time goes on

2. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to Peter Nahwegahbow at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Fax: Email:

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COMMENT FORM
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 1
Aundeck Omni Kaning First Nation - Four Directions Community Centre
Thursday, August 23, 2018

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the Alternatives to the Undertaking?

A tunnel would be preferrable for health + safety. Ambulances + Fire Trucks could mean safety - Life + Death options sometime minutes means saving a life

2. Do you have any additional comments or questions?

Preference of options will people be allowed to vote on it or state their preference

Please leave your completed comment sheet in the drop box provided or submit (**by September 28, 2018**) to Peter Nahwegahbow at the Band Office.

Name and Address (optional) PLEASE PRINT

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Appendix D: Question and Answer Session Summaries

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Sessiong — Aundeck Omni KaningCommunity Complex
Thursday, August 23, 2018, 5:30 pm – 7:30 pm

Table 3: Summary of Comments/Questions and Responses, Aundeck Omni Kaning First Nation

Question/Comment	Response
Does the listing of bridge as cultural heritage structure mean additional work?	We are undertaking a Cultural Heritage Evaluation Report for the bridge as part of this study, as well as engaging the Ministry of Tourism, Culture and Sport (MTCS). Given its heritage status, we will be exploring the next steps for the existing bridge as part of this study.
Who owns the bridge?	The MTO currently owns the bridge.
Who makes the final decision? MTO?	Yes, MTO makes final decision regarding the preferred design; however, this is based on evaluation of the alternatives and feedback received during the course of the study.
The construction costs are quite different between the tunnel and fixed bridge. What are the longer-term cost differences between the alternatives?	As part of this study, we will look at life cycle costs. These will include typical maintenance costs.
How will emergency services get through?	The existing bridge will remain in operation during construction.
How high will the bridge have to be?	We will have to determine the height for the new bridge to ensure that boat traffic can continue to travel through the channel. The height proposed by the project team is subject to review and approval by Transport Canada.
Will there be a toll?	At this time, there is no plan for a toll for the new bridge.
The new structure is planning to accommodate multi-modal transportation. The height of a fixed bridge could be big disadvantage for pedestrians.	Agreed and noted.
What is the life cycle of the bridge if 'Do Nothing' is selected?	Bridges are typically designed for a 75-year life span; however, the existing bridge is over 100 years old. At this time, no significant repairs are required but at some point, major repairs will be needed.
The costs to build a new structure will go up as years of planning/design go by. This will need to be considered.	Noted. At this time, we do not know when the bridge will be built.
If the bridge failed during the summer, tourism would be severely impacted.	Noted.
Are you meeting with the other First Nation communities?	We have reached out to everyone on the island and have meetings scheduled with some.
Is there a website?	Yes, a dedicated website has been established for this project. A facebook page has also been developed.
The economics of where it is – this is a gateway to the island.	Noted.
If new bridge constructed, it would have to be far enough away to allow for continued access to/from the island.	Agreed and noted.
You should be aware of our Lake Bed Claim.	Noted.
How could a tunnel be constructed?	As part of this study, we are conducting a bathymetric survey, as well as looking at the type of rock below the surface. Based on our current understanding, the top of the tunnel would have to be approximately 10 m below the surface of the channel bed, and at least 400 m – 500 m would be required on either side of the channel to accommodate new approaches.

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Sessiong — Sheshegwaning First Nation Community Complex
Friday, August 24, 2018, 12:00 pm – 2:00 pm

Table 4: Summary of Comments/Questions and Responses, Sheshegwaning First Nation

Question/Comment	Response
There are economic effects of the bridge location and the bypass of the Town is a concern.	Noted.
Is there an alternative to maintain the existing bridge, in its current location, along with a new bridge? Is there value in it being continued for use as a crossing.	Alternatives for the existing bridge are being explored as part of this study, and we will develop a plan for the new bridge as we move forward.
Who would be responsible for a ferry, should it be selected?	The MTO would be responsible for any of the alternatives, including a ferry.
Where would a tunnel be placed?	A connection would likely consist of a new alignment located to the east of the existing bridge.
We have a vested interest in the hotel ($13M), which is strategically located along Highway 6 at the bridge. This could create an economic issue. A move to another location would be unacceptable.	Noted.
Corey Stazynski is the General Manager of the hotel – has he been contacted as part of this study?	Yes, the General Manager would have been circulated on the notification of study commencement and the Public Information Centre.
Are there baseline studies being completed?	Yes, we are currently in the first stage of the study process, where we undertake baseline studies to help inform the evaluation of alternatives.
Will there be a toll?	At this time, there is no plan for a toll for the new bridge.
We have contractors that could participate in construction.	Noted.
What is the timeline of construction? Is this a 10-year priority?	The first stage of the project is to develop the recommended plan through this EA process. At this time, funding to implement a preferred option has not been approved.
We have contractors that could participate in construction of the bridge.	Noted.
What is the timeline for construction? Is it a priority for within the next 10 years?	MTO plans their capital priorities in 5 year increments. At this time, the swing bridge is not on the list for construction within the next 5 years.
We have a Lands and Resources department, and archaeologists in the community.	Noted.

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session - M'Chigeeng First Nation
Administration Office, Council Chambers
Wednesday, October 24, 2018, 4:00 pm to 6:00 pm

Table 5: Summary of Comments/Questions and Responses, M'Chigeeng First Nation

Question/Comment	Response
We suggest that if there is a toll applied for using a bridge crossing traditional waters, the revenue generated should be awarded to the First Nations for the beautification of our communities.	Noted. At this time, there is no plan for a toll for the new bridge.
Taking into consideration the three main areas, how are they graded? Is one considered greater than the other?	The Project Team will go through a weighted evaluation process for each factor. At times some factors are weighted more heavily than others, but typically not.
Environmental Assessments tend to be swept under the rug. Are the long-term impacts considered? Are they as serious as engineering factors?	In most cases, the environmental impacts are consistent. We look at mitigation with a goal to minimize impacts to the extent possible.
The water way is traditional. We suggest creating a table of our First Nations Elders before anything is undertaken in the water. This is important to our traditions. Something that needs to be done is having our local Elders in an advisory body.	Noted. We recommend that you provide MTO with a formal request for us to bring back to senior staff. It is very important to have these conversations and comments and commitments documented.
The protection of the water during construction needs to be guaranteed. How are you going to do that and communicate with the First Nations on that?	Standard mitigation commitments are documented in the Transportation Environmental Study Report so that they are recognized in the future. Environmental specifications are indicated in the contract documents and design drawings. For example, a longer bridge will impose less impact to the water. These will be incorporated into the project.
Those are minimum standards. Is there an opportunity for above standard mitigation? Above minimum specifications? This project is in our Treaty Territory?	There is a trade off between costs and mitigation. The MTO frequently goes beyond minimum standard mitigation.
We do not want to see minimum standards applied on this project.	Noted.
Is it realistic and/or feasible to look at different designs that have reduced impacts? Is that really an option?	That is realistic, but cost is a factor in the evaluation of alternatives.
Is there an appetite by the Province to fund this project given the current political climate? This was reviewed approximately 20 years ago.	MTO plans the capital spending program on a 5-year basis. Right now, there is no current plan within the next 5 years to construct the bridge, but that does not mean that we will not advance into detailed design at the end of this Class EA study. At that stage, we will look again into construction timing.
We wouldn't take that capital spending plan seriously based on the current commitments to improve transit in Toronto. It sounds more like it could be another 30 years.	Noted.
Will population increase within First Nation communities be considered in your work.	No, this has not been considered.
What is the life expectancy of the bridge? How long do we have until we need to change the bridge?	MTO undertakes an inspection of the bridge every 2 years. The most recent inspection was completed this past summer. At this time, the bridge is safe, no critical issues have been identified, and there is no imminent need to replace the bridge.

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session - M'Chigeeng First Nation
Administration Office, Council Chambers
Wednesday, October 24, 2018, 4:00 pm to 6:00 pm

Question/Comment	Response
How long would it take for the bridge to be constructed.	Preliminary design will help to determine how long it will take to construct the bridge; however, at this time it could be estimated that a moveable bridge could take 2 years, and that a fixed bridge could take up to 3-4 years.
What do you do during construction?	Use of the existing bridge would be maintained during construction. A new tunnel and/or fixed bridge would likely be a new realignment to the east, but another moveable bridge could be just outside the location of the existing bridge.
What happens if the bridge breaks down before this project is done?	The MTO would conduct any emergency repairs as necessary. There is also an emergency plan in place that outlines emergency response procedures, including who gets contacted and respective roles.
Were First Nations involved in the development of the plan? I suspect there is no mention of the First Nations. Can we get a copy of this emergency response plan?	Due to some of the content of the document (i.e., personal contact information and sensitive material etc., that may fall under the Freedom of Information and Privacy Act), it is recommended that you request this document through the Freedom of Information (FOI) process.
There is a disconnect between communications to our emergency services. It is likely that First Nations were not involved in the development and/or indicated in the contact information.	Noted.
For capacity purposes, and as part of the peer review process, with respect to the environment, water quality, we would look to the government to provide funding for participation.	Noted.
The Province keeps archaeological finds in their offices for carbon dating. We ask that you contact the local First Nations before the Provincial authorities if you come across any Indigenous archaeological materials as part of your work.	We are conducting a Stage 1 Archaeological Assessment (AA) at this stage of the study. In the spring, we will be looking to engage First Nations as part of the Stage 2 AA work.
We are interested in being part of the project. In addition, for a table of Elders to help guide the process, starting with a ceremony. We believe in our ceremonies. The bridge is a lifeline.	Noted.
Who make the final decision?	MTO makes the final decision based on input received during the study.

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session - Wiikwemkoong Unceded Territory
Wikwemikong Arena, 2338 Wikwemikong Way
Tuesday, October 23, 2018, 4:00 pm to 6:00 pm

Table 6: Summary of Comments/Questions and Responses, Wiikwemkoong Unceded Territory

Question/Comment	Response
If the bridge is nearing its service life, how many more years does it have left?	Bridges are typically designed to last for up to 75 years; however, the current bridge is over 100 years old. The Ministry of Transportation of Ontario (MTO) conducts bi-annual bridge condition inspections on the structure, one of which was completed this past summer. Based on the findings of the inspection, there is no immediate safety concern or issues with the bridge. Ongoing maintenance and repair is required to continue operating the bridge however.
Has there been any discussion with regards to keeping the bridge 'as is' and building a new bridge elsewhere, so that we keep this as a historic site for example?	As part of this study, we will be reviewing options for the existing bridge, and how it is impacted by the recommended design. The cultural heritage value is being assessed through a Cultural Heritage Assessment and a Cultural Heritage Evaluation Report is being completed to confirm the cultural heritage value of the bridge and determine options for mitigating impacts to the bridge.
How is feasible are the moveable or fixed bridge options? Where can that happen?	Given the need for longer approaches to extend the bridge up and over the channel, these options would be east of the existing bridge, and far enough away that the existing bridge could still swing open and remain in operation during construction.
A lot of contaminated material is located in that area, including on the west side of the transformer substation. I'm not sure how that will be incorporated into the area.	In order to get up and over the channel, a future crossing may be moved to the east, and the area of contamination will have to be considered as part of planning.
A draw bridge is a bad idea. We are already dealing with a 15-minute delay at the current bridge.	A new crossing would include two lanes to help alleviate delays. Different types of moveable bridges will be reviewed as part of this study.
Existing bridge is a heritage icon.	A Cultural Heritage Evaluation report is being completed for the new bridge to confirm its cultural heritage value. We are also working with the Ministry of Tourism, Culture and Sport since they have an interest in this structure. It could stay in its current location or be moved to a new location, but we will be reviewing options for the existing bridge as part of this study. We have heard from some in the boating community that leaving the bridge in its current location presents an obstacle. We also heard that the existing swing bridge creates 2 channels, which can be narrow/less desirable for larger boats.
The existing hydro wires are a big risk.	We assume the existing hydro wires are at the appropriate height and that this height can be maintained.
Is there a standard height for boat traffic?	No, there is no standard height. It is up to the project team to review existing boat traffic as part of this study to determine a proposed height that accommodates

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session - Wiikwemkoong Unceded Territory
Wikwemikong Arena, 2338 Wikwemikong Way
Tuesday, October 23, 2018, 4:00 pm to 6:00 pm

Question/Comment	Response
	boat traffic in the area. Transport Canada will have to review and approve the height of the new bridge.
The size of future cruise ships may increase, and this should be considered.	Noted. It is difficult to predict future height requirements, but at this time we are planning not to restrict existing vertical needs.
What is the distance from the mainland to the island? It's not a very long crossing.	It is approximately 300 m in length.
Is it feasible to construct a tunnel there?	Yes, but it could be a challenge technically. Based on our current understanding of conditions, the top of the tunnel would need to be at least 10 m below the bottom of the channel. We are conducting further investigations to confirm subsurface conditions in the area.
Where does the funding come from to do this?	The bridge is owned by MTO so all funding for this project is provided by the Province.

Appendix E: Surveys Received During Community Information Sharing Sessions 1

Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Please read each statement below and indicate to what extent you agree or disagree:

Natural Environment - The natural environment in and around the existing bridge is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Aesthetics and Viewscapes - Preserving/maintaining the views in Little Current is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Heritage - The heritage and heritage conservation efforts of the existing bridge are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Active Transportation - Facilities/infrastructure for cyclists and pedestrians are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Access and Traffic - Reducing traffic delays and providing access to/from Manitoulin Island is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

when will construction take place

1	2	3	4	5

Strongly Disagree — Strongly Agree

Please leave your completed survey in the **drop box** provided, **submit to Peter Nahwegahbow** at the Band Office or **mail/email** your survey to:

Diana Addley
Senior Environmental Planner
Stantec Consulting Ltd.
150-1555 Wentworth Street
Whitby ON L1N 9T6
Tel. (905) 415-6401
Email: projectteam@swingbridgestudy.ca

We would appreciate receiving your completed survey by **September 28, 2018**. Thank you.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Please read each statement below and indicate to what extent you agree or disagree:

Natural Environment - The natural environment in and around the existing bridge is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Aesthetics and Viewscapes - Preserving/maintaining the views in Little Current is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Heritage - The heritage and heritage conservation efforts of the existing bridge are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Active Transportation - Facilities/infrastructure for cyclists and pedestrians are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Access and Traffic - Reducing traffic delays and providing access to/from Manitoulin Island is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

Just leave it ☺

1	2	3	4	5

Strongly Disagree — Strongly Agree

Please leave your completed survey in the **drop box** provided, **submit to Peter Nahwegahbow** at the Band Office or **mail/email** your survey to:

Diana Addley
Senior Environmental Planner
Stantec Consulting Ltd.
150-1555 Wentworth Street
Whitby ON L1N 9T6
Tel. (905) 415-6401
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Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Please read each statement below and indicate to what extent you agree or disagree:

Natural Environment - The natural environment in and around the existing bridge is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Aesthetics and Viewscapes - Preserving/maintaining the views in Little Current is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Heritage - The heritage and heritage conservation efforts of the existing bridge are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Active Transportation - Facilities/infrastructure for cyclists and pedestrians are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Access and Traffic - Reducing traffic delays and providing access to/from Manitoulin Island is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Please leave your completed survey in the **drop box** provided, **submit to Peter Nahwegahbow** at the Band Office or **mail/email** your survey to:

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Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Please read each statement below and indicate to what extent you agree or disagree:

Natural Environment - The natural environment in and around the existing bridge is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Aesthetics and Viewscapes - Preserving/maintaining the views in Little Current is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Heritage - The heritage and heritage conservation efforts of the existing bridge are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Active Transportation - Facilities/infrastructure for cyclists and pedestrians are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Highway 6 Little Current Swing Bridge Study
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Aundeck Omni Kaning First Nation

LET US KNOW WHAT'S IMPORTANT TO YOU!

Access and Traffic - Reducing traffic delays and providing access to/from Manitoulin Island is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Please leave your completed survey in the **drop box** provided, **submit to Peter Nahwegahbow** at the Band Office or **mail/email** your survey to:

Diana Addley
Senior Environmental Planner
Stantec Consulting Ltd.
150-1555 Wentworth Street
Whitby ON L1N 9T6
Tel. (905) 415-6401
Email: projectteam@swingbridgestudy.ca

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1	2	3	4	5

Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

Tourism is important to me

1	2	3	4	5

Strongly Disagree — Strongly Agree

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Community Information Sharing Session Survey
Sheshegwaning First Nation Complex

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Other - Please fill in a new factor and provide ranking.

The look of a new structure should be pleasing to the eye and fit in to the natural enviroment.

1	2	3	4	5

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Other - Please fill in a new factor and provide ranking.

maintentence up keep is important to me.

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Access to Businesses - Easy access to local businesses is important to me.

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Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

Two Bridges !

1	2	3	4	5

Strongly Disagree — Strongly Agree

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Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

Make Sure to have 2 Lanes

1	2	3	4	5

Strongly Disagree — Strongly Agree

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Access to Businesses - Easy access to local businesses is important to me.

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Other - Please fill in a new factor and provide ranking.

Preserving the old bridge is very, very important + AESTHETICS

1	2	3	4	5

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We would appreciate receiving your completed survey by **November 9, 2018**. Thank you.

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1	2	3	4	5

Strongly Disagree — Strongly Agree

Heritage - The heritage and heritage conservation efforts of the existing bridge are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Active Transportation - Facilities/infrastructure for cyclists and pedestrians are important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)
Community Information Sharing Session Survey
Wiikwemkoong Unceded Territory

LET US KNOW WHAT'S IMPORTANT TO YOU!

Access and Traffic - Reducing traffic delays and providing access to/from Manitoulin Island is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

making a double lange Fixed Bridge

1	2	3	4	5

Strongly Disagree — Strongly Agree

Please leave your completed survey in the **drop box** provided, **submit to Noella Jacko** at the Band Office or **mail/email** your survey to:

Diana Addley
Senior Environmental Planner
Stantec Consulting Ltd.
150-1555 Wentworth Street
Whitby ON L1N 9T6
Tel. (905) 415-6401
Email: projectteam@swingbridgestudy.ca

We would appreciate receiving your completed survey by **November 9, 2018**. Thank you.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

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(GWP 5268-14-00)
Community Information Sharing Session Survey
Wiikwemkoong Unceded Territory

LET US KNOW WHAT'S IMPORTANT TO YOU!

Please read each statement below and indicate to what extent you agree or disagree:

Natural Environment - The natural environment in and around the existing bridge is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Aesthetics and Viewscapes - Preserving/maintaining the views in Little Current is important to me.

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Strongly Disagree — Strongly Agree

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Strongly Disagree — Strongly Agree

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Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

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Strongly Disagree — Strongly Agree

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Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

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Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

FIXED Bridge

1	2	3	4	5

Strongly Disagree — Strongly Agree

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Strongly Disagree — Strongly Agree

Access to Businesses - Easy access to local businesses is important to me.

1	2	3	4	5

Strongly Disagree — Strongly Agree

Other - Please fill in a new factor and provide ranking.

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Other - Please fill in a new factor and provide ranking.

Safety is important

1	2	3	4	5

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Email: projectteam@swingbridgestudy.ca

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F.3 Study Design Report

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Mr. Peter Nahwegahbo
Aundeck Omni Kaning First Nation
Administration Office
13 Hill Street, R.R. #1, Box 21
Little Current ON P0P 1K0
Phone: 705-368-2228

Dear Mr. Nahwegahbo,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Study Design Report (SDR)

Please find a copy of the Study Design Report (SDR) for the Highway 6 Little Current Swing Bridge Study attached. It would be greatly appreciated if this SDR could be made available for review and comment at the Administration Office between November 22, 2018 and December 21, 2018.

Also attached is a copy of the notification poster. Could you kindly display the poster to notify community members that the SDR is available for review and comment at the Administration Office within the requested timeframe?

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Study Design Report (SDR), Notification Posters

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Chief Patsy Corbiere
Aundeck Omni Kaning First Nation
Administration Office
13 Hill Street, R.R. #1, Box 21
Little Current ON P0P 1K0

Dear Chief Corbiere,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Review

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

Thank you again for the opportunity to meet with you and with members of your community during the Community Information Sharing Session (CISS) held on August 23, 2018. Comments and surveys collected during and following the CISS will be taken into consideration as the study progresses.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared to document the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process, including consultation.

A copy of the SDR has been provided to the Aundeck Omni Kaning First Nation Administration Office and will be available for a 30-day public review period from November 22, 2018, to December 21, 2018. The SDR is also available for review on the project website (www.swingbridgestudy.ca), as well as the locations listed on the

attached notice. Comments may be provided to myself, other members of the project team or on the website.

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

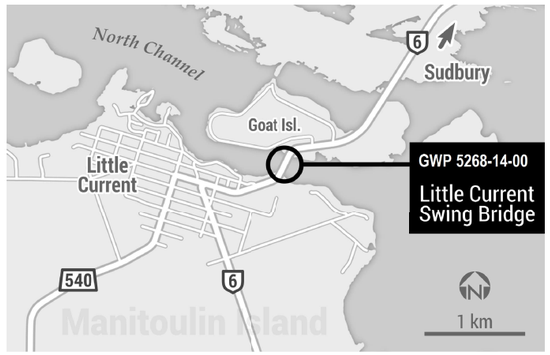
Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. P. Nahwegahbo, Aundek Omni Kaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00



The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for 30-day public review with a notice of TESR Submission published in local newspapers.

PUBLIC REVIEW PERIOD

The SDR has been prepared and is available for a 30-day public review period from **November 22, 2018, to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following location and on the project website (www.swingbridgestudy.ca):**

Aundeck Omni Kaning First Nation
Administration Office
13 Hill Street,
Little Current, Ontario

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Aundeck Omni Kaning First Nation

Please provide your comments in the spaces below. Additional space is provided on the back of this sheet.

Please submit to Peter Nahwegahbo at the Administration Office by December 21, 2018.

Name and Address (optional) PLEASE PRINT

Name:		
Mailing Address:		
(include postal code)		
Tel:	Fax:	Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Aundeck Omni Kaning First Nation

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Mr. Sam Manitowabi
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation ON P0P 1G0
Phone: 705-377-5362 ext 202

Dear Mr. Manitowabi,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Study Design Report (SDR)

Please find a copy of the Study Design Report (SDR) for the Highway 6 Little Current Swing Bridge Study attached. It would be greatly appreciated if this SDR could be made available for review and comment at the Administration Office between November 22, 2018 and December 21, 2018.

Also attached is a copy of the notification poster. Could you kindly display the poster to notify community members that the SDR is available for review and comment at the Administration Office within the requested timeframe?

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
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Attachment: Study Design Report (SDR), Notification Poster

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Ogimaa Kwe Linda Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation ON P0P 1G0

Dear Ogimaa Kwe Debassige,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
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The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

Thank you again for the opportunity to meet with you and with members of your community during the Community Information Sharing Session (CISS) held on October 24, 2018. Comments and surveys collected during and after the CISS will be taken into consideration as the study progresses.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process, including consultation.

A copy of the SDR has been provided to the M'Chigeeng First Nation Administration Office and will be available for a 30-day public review period from November 22, 2018, to December 21, 2018. The SDR is also available for review on the project website (www.swingbridgestudy.ca), as well as the locations listed on the

attached notice. Comments may be provided to myself, other members of the project team or on the website.

Should you have any comments, questions and/or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

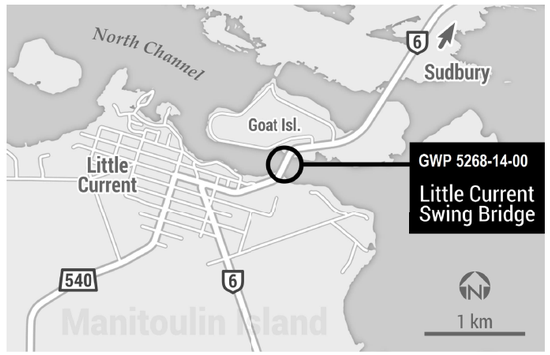
Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. S. Manitowabi – M'Chigeeng First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00



The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for 30-day public review with a notice of TESR Submission published in local newspapers.

PUBLIC REVIEW PERIOD

The SDR has been prepared and is available for a 30-day public review period from **November 22, 2018, to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following location and on the project website (www.swingbridgestudy.ca):**

M'Chigeeng First Nation
Administration Office
53 Highway 551

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

M'Chigeeng First Nation

Please provide your comments in the spaces below. Additional space is provided on the back of this sheet.

Please submit to Sam Manitowabi at the Band Office by December 21, 2018.

Name and Address (optional) PLEASE PRINT

Name:		
Mailing Address:		
(include postal code)		
Tel:	Fax:	Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

M'Chigeeng First Nation

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Mike Fedyk
Métis Nation of Ontario
66 Slater Street, Unit 1100
Ottawa ON K1P 5H1

Dear Mr. Mike Fedyk,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Review

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process, including consultation. The SDR will be available for a 30-day public review period from November 22, 2018, to December 21, 2018. The SDR is available on the project website (www.swingbridgestudy.ca), as well as the locations listed on the attached notice. Comments may be provided to the project team or on the website.

Should you have any comments, questions and/or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Jessica Aguonie
Sheguiandah First Nation
142 Ogemah Miikan, P.O. Box 101
Sheguiandah ON P0P 1W0

Phone: (705) 368-2781

Dear Ms. Aguonie,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Study Design Report (SDR)

Please find a copy of the Study Design Report (SDR) for the Highway 6 Little Current Swing Bridge Study attached. It would be greatly appreciated if this SDR could be made available for review and comment at the Administration Office between November 22, 2018 and December 21, 2018.

Also attached is a copy of the notification poster. Could you kindly display the poster to notify community members that the SDR is available for review and comment at the Administration Office within the requested timeframe?

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Study Design Report (SDR), Notification Poster

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Chief Andrew Aguonie
Sheguiandah First Nation
142 Ogemah Miikan, P.O. Box 101
Sheguiandah ON P0P 1W0

Dear Chief Aguonie,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Review

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process, including consultation.

A copy of the SDR has been provided to the Sheguiandah First Nation Administration Office and will be available for a 30-day public review period from November 22, 2018, to December 21, 2018. The SDR is also available for review on the project website (www.swingbridgestudy.ca), as well as the locations listed on the attached notice. Comments may be provided to myself, other members of the project team or on the website.

Should you have any comments, questions and/or concerns, or would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

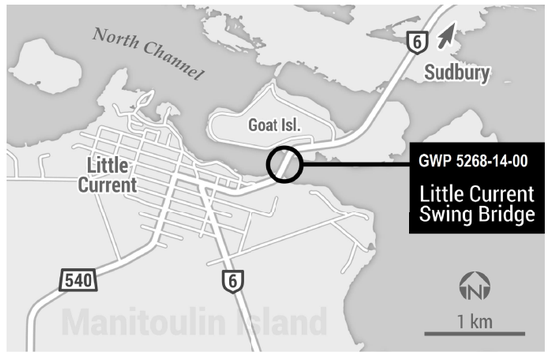
Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. J. Aguonie – Sheguiandah First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00



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THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for 30-day public review with a notice of TESR Submission published in local newspapers.

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Sheguiandah First Nation
Administration Office
142 Ogemah Miikan

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

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Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
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ProjectTeam@swingbridgestudy.ca

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STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Sheguiandah First Nation

Please provide your comments in the spaces below. Additional space is provided on the back of this sheet.

Please submit to Jessica Aguonie at the Administration Office by December 21, 2018.

Name and Address (optional) PLEASE PRINT

Name:		
Mailing Address:		
(include postal code)		
Tel:	Fax:	Email:

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STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Sheguiandah First Nation

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Ms. Virginia Matheson
Sheshegwaning First Nation
1079A Sheshegwaning Road, P.O. Box 1
Sheshegwaning ON P0P 1X0

(705) 283-3292

Dear Ms. Matheson,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Study Design Report (SDR)

Please find a copy of the Study Design Report (SDR) for the Highway 6 Little Current Swing Bridge Study attached. It would be greatly appreciated if this SDR could be made available for review and comment at the Administration Office between November 22, 2018 and December 21, 2018.

Also attached is a copy of the notification poster. Could you kindly display the poster to notify community members that the SDR is available for review and comment at the Administration Office within the requested timeframe?

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Study Design Report (SDR), Notification Poster

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road, P.O. Box 1
Sheshegwaning ON P0P 1X0

Dear Chief Roy,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Public Review

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Stantec Consulting Ltd.

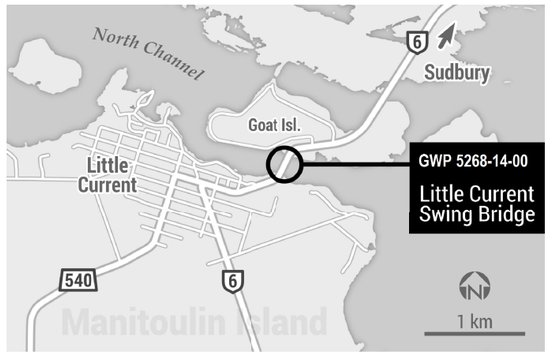
Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. V. Matheson – Sheshegwaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00



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Sheshegwaning First Nation
Administration Office
1079A Sheshegwaning Road

COMMENTS

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Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

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STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Sheshegwaning First Nation

Please provide your comments in the spaces below. Additional space is provided on the back of this sheet.

Please submit to Virginia Matheson at the Administration Office by December 21, 2018.

Name and Address (optional) PLEASE PRINT

Name:		
Mailing Address:		
(include postal code)		
Tel:	Fax:	Email:

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STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Sheshegwaning First Nation

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Ms. Hazel Recollect, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551, P.O. Box 275
M'Chigeeng ON P0P 1G0

Dear Ms. Recollect,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Review

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Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Mr. Stephen McGregor
Whitefish River First Nation
46 Bay of Islands Road, P.O. Box A
Birch Island ON P0P 1A0

Phone: 705-285-4335

Dear Mr. McGregor,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Study Design Report (SDR)

Please find a copy of the Study Design Report (SDR) for the Highway 6 Little Current Swing Bridge Study attached. It would be greatly appreciated if this SDR could be made available for review and comment at the Administration Office between November 22, 2018 and December 21, 2018.

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Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Study Design Report (SDR), Notification Poster

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Chief Shining Turtle
Whitefish River First Nation
46 Bay of Islands Road, P.O. Box A
Birch Island ON P0P 1A0

Dear Chief Shining Turtle,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Review

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The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process, including consultation.

A copy of the SDR has been provided to the Whitefish River First Nation Administration Office and will be available for a 30-day public review period from November 22, 2018, to December 21, 2018. The SDR is also available for review on the project website (www.swingbridgestudy.ca), as well as the locations listed on the attached notice. Comments may be provided to myself, other members of the project team or on the website.

Should you have any comments, questions and/or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

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Diana Addley
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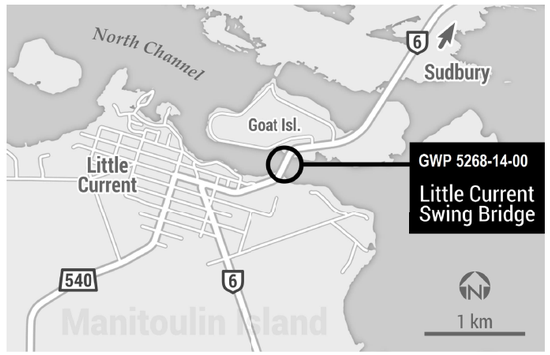
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. A. Jacko, S.McGregor – Whitefish River First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00



The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for 30-day public review with a notice of TESR Submission published in local newspapers.

PUBLIC REVIEW PERIOD

The SDR has been prepared and is available for a 30-day public review period from **November 22, 2018, to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following location and on the project website (www.swingbridgestudy.ca):**

Whitefish River First Nation
Administration Office
17A Rainbow Ridge Road
Birch Island, Ontario

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Whitefish River First Nation

Please provide your comments in the spaces below. Additional space is provided on the back of this sheet.

Please submit to Stephen McGregor at the Administration Office by December 21, 2018.

Name and Address (optional) PLEASE PRINT

Name:		
Mailing Address:		
(include postal code)		
Tel:	Fax:	Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Whitefish River First Nation

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Ms. Kayla Jackson
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong ON P0P 2J0

(705) 859-3122

Dear Ms. Jackson,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Study Design Report (SDR)

Please find a copy of the Study Design Report (SDR) for the Highway 6 Little Current Swing Bridge Study attached. It would be greatly appreciated if this SDR could be made available for review and comment at the Administration Office between November 22, 2018 and December 21, 2018.

Also attached is a copy of the notification poster. Could you kindly display the poster to notify community members that the SDR is available for review and comment at the Administration Office within the requested timeframe?

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Study Design Report (SDR), Notification Poster

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Ogimaa Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong ON P0P 2J0

Dear Ogimaa Peltier,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Public Review

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

Thank you again for the opportunity to meet with members of your community during the Community Information Sharing Session (CISS) held on October 23, 2018. Comments and surveys collected during and after the CISS will be taken into consideration as the study progresses.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process, including consultation.

A copy of the SDR has been provided to the Wiikwemkoong Unceded Territory Administration Office and will be available for a 30-day public review period from November 22, 2018, to December 21, 2018. The SDR is also available for review on the project website (www.swingbridgestudy.ca), as well as the locations listed on the

attached notice. Comments may be provided to myself, other members of the project team or on the website.

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

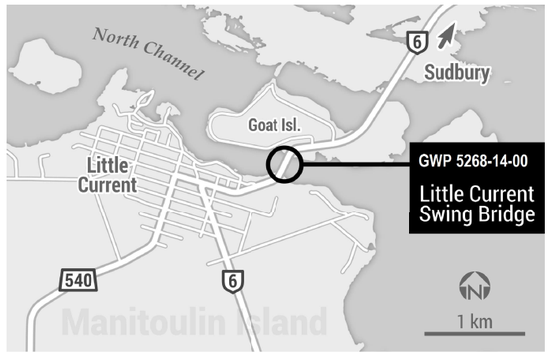
Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. K. Wassegijig, S. Wabegijig, N. Jacko – Wiikwemkoong Unceded Territory
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00



The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.

THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for 30-day public review with a notice of TESR Submission published in local newspapers.

PUBLIC REVIEW PERIOD

The SDR has been prepared and is available for a 30-day public review period from **November 22, 2018, to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following location and on the project website (www.swingbridgestudy.ca):**

Wiikwemkoong Unceded Territory
Administration Office
19A Complex Drive
Wikwemikong, Ontario

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Wiikwemkoong Unceded Territory

Please provide your comments in the spaces below. Additional space is provided on the back of this sheet.

Please submit to Noella Jacko at the Administration Office by December 21, 2018.

Name and Address (optional) PLEASE PRINT

Name:		
Mailing Address:		
(include postal code)		
Tel:	Fax:	Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Wiikwemkoong Unceded Territory

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road, P.O. Box 1
Zhiibaahaasing, ON P0P 1Y0

Dear Chief Sagon Kells,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Study Design Report (SDR)

Please find a copy of the Study Design Report (SDR) for the Highway 6 Little Current Swing Bridge Study attached. It would be greatly appreciated if this SDR could be made available for review and comment at the Administration Office between November 22, 2018 and December 21, 2018.

Also attached is a copy of the notification poster. Could you kindly display the poster to notify community members that the SDR is available for review and comment at the Administration Office within the requested timeframe?

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Study Design Report (SDR), Notification Poster

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

November 15, 2018
File: 165001086

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road, P.O. Box 1
Zhiibaahaasing, ON P0P 1Y0

Dear Chief Sagon Kells,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Study Design Report (SDR) Review

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

The purpose of this letter is to advise you that a Study Design Report (SDR) has been prepared. The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process, including consultation.

A copy of the SDR has been provided to the Zhiibaahaasing First Nation Administration Office and will be available for a 30-day public review period from November 22, 2018, to December 21, 2018. The SDR is also available for review on the project website (www.swingbridgestudy.ca), as well as the locations listed on the attached notice. Comments may be provided to myself, other members of the project team or on the website.

Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

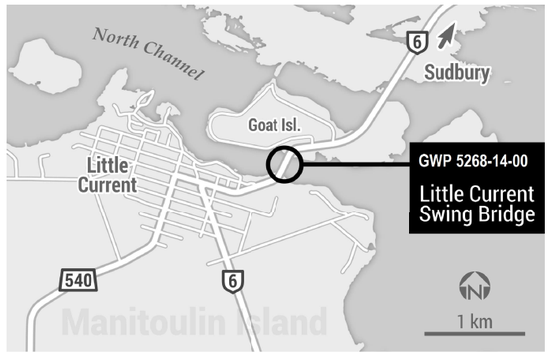
Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Study Design Report (SDR) Public Review

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

NOTICE OF STUDY DESIGN REPORT REVIEW
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00



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THE PROCESS

This study is following the requirements of a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and includes opportunities for public input throughout, including at three PICs. A *Study Design Report* (SDR) has been prepared for review. Near the end of the study, a *Transportation Environmental Study Report* (TESR) will also be prepared for 30-day public review with a notice of TESR Submission published in local newspapers.

PUBLIC REVIEW PERIOD

The SDR has been prepared and is available for a 30-day public review period from **November 22, 2018, to December 21, 2018.** The SDR documents the project Need and Justification, the study area, the alternative crossing types (Alternatives to the Undertaking), and the Class EA process including consultation. **The SDR will be available at the following location and on the project website (www.swingbridgestudy.ca):**

Zhiibaahaasing First Nation
Administration Office
36 Sagon Road
Zhiibaahaasing, Ontario

COMMENTS

Interested persons are encouraged to review the document and provide comments by **December 21, 2018**. You are encouraged to visit the project website, www.swingbridgestudy.ca for more information on the study, and to review notices or reports as they become available. You can also submit comments to the project team on the project website or by contacting:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
Tel: (705) 497-6807
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Zhiibaahaasing First Nation

Please provide your comments in the spaces below. Additional space is provided on the back of this sheet.

Please submit to Virginia Matheson at Sheshegwaning First Nation Administration Office by December 21, 2018.

Name and Address (optional) PLEASE PRINT

Name:		
Mailing Address:		
(include postal code)		
Tel:	Fax:	Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

STUDY DESIGN REPORT
Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Zhiibaahaasing First Nation

F.4 Community Information Sharing Session 2

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Chief Patsy Corbiere
Aundeck-Omni-Kaning First Nation
Administration Office
13 Hill Street, R.R. #1, Comp 21
Little Current ON P0P 1K0

Dear Chief Corbiere,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2/Community Information Sharing Session

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled on Thursday, July 25, 2019 at the Four Directions Community Centre, between 5:00 pm and 7:00 pm.

The purpose of the CISS is to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is also being held at the Manitoulin Hotel and Conference Centre on July 17, 2019. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. P. Nahwegahbo, Aundek-Omni-Kaning First Nation
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Ogimaa Kwe (Chief) Linda Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation ON P0P 1G0

Dear Ogimaa Kwe (Chief) Debassige,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2/Community Information Sharing Session

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled at the M'Chigeeng First Nation Community Complex on Thursday, July 18, 2019 between 6:00 pm and 8:00 pm.

The CISS is being held to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is also being held at the Manitoulin Hotel and Conference Centre on July 17, 2019. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Debassige – M'Chigeeng First Nation
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road, P.O. Box 1
Sheshegwaning ON P0P 1X0

Dear Chief Roy,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2/Community Information Sharing Session

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled at the Sheshegwaning Community Complex on Friday, July 19, 2019 between 11:00 am and 1:00 pm.

The purpose of the CISS is to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is also being held at the Manitoulin Hotel and Conference Centre on July 17, 2019. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. J. Sampson – Sheshegwaning First Nation
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Ms. Hazel Recollect, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551, P.O. Box 275
M'Chigeeng ON P0P 1G0

Dear Ms. Recollect,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is scheduled in Little Current to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The PIC has been scheduled as follows:

Wed., July 17, 2019
4:00 PM to 7:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

Community Information Sharing Sessions (CISSs) are also being held at United Chiefs and Councils of Mnidoo Mnising member Nations communities as follows:

Thurs., July 18, 2019	**Fri., July 19, 2019**	**Tues., July 23, 2019**	**Thurs., July 25, 2019**
6:00 pm to 8:00 pm	**11:00 am to 1:00 pm**	**6:00 pm to 8:00 pm**	**5:00 pm to 7:00 pm**
Community Complex M'Chigeeng First Nation	Community Complex Sheshegwaning First Nation	Community Centre Whitefish River First Nation	Four Directions Community Centre Aundeck-Omni-Kaning First Nation

The same information is being shared at the PIC and CISS events.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Chief Franklin Paibomsai (Shining Turtle)
Whitefish River First Nation
46 Bay of Islands Road, P.O. Box A
Birch Island ON P0P 1A0

Dear Chief Shining Turtle,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2/Community Information Sharing Session

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled at the Whitefish River First Nation Community Centre on Tuesday, July 23, 2019, between 6:00 pm and 8:00 pm.

The purpose of the CISS is to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is also being held at the Manitoulin Hotel and Conference Centre on July 17, 2019. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. A. Jacko, S. McGregor – Whitefish River First Nation
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Chief Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong ON P0P 2J0

Dear Chief Peltier,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2/Community Information Sharing Session

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled at the Wikwemikong Arena on Wednesday, July 24, 2019 between 6:00 pm and 8:00 pm.

The purpose of the CISS is to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is also being held at the Manitoulin Hotel and Conference Centre on July 17, 2019. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. K. Wassegijig, S.Wabegijig – Wiikwemkoong Unceded Territory
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 8, 2019
File: 165001086

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road, P.O. Box 1
Zhiibaahaasing, ON P0P 1X0

Dear Chief Sagon Kells,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2/ Community Information Sharing Session (CISS)

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

We are looking forward to the Community Information Sharing Session (CISS) that has been scheduled at the Zhiibaahaasing First Nation Band Office on Thursday, July 18, 2019 between 11:00 am and 1:00 pm.

The purpose of the CISS is to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The CISS will include a brief presentation, followed by an opportunity to review study information and share information with members of the project team.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is also being held at the Manitoulin Hotel and Conference Centre on July 17, 2019. This PIC will present the same information that is being shared at the CISS.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. Bobbisue Kells-Riberdy – Zhiibaahaasing First Nation
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Chief Andrew Aguonie
Sheguiandah First Nation
142 Ogemah Miikan, P.O. Box 101
Sheguiandah ON P0P 1W0

Dear Chief Aguonie,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are also encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

In follow up to our recent telephone conversation, the attached Notice of Public Information Centre (PIC) 2 provides information about the upcoming PIC scheduled in Little Current to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date. The PIC has been scheduled as follows:

Wednesday, July 17, 2019
4:00 PM to 7:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

Should you have any comments, questions and/or concerns, or would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Mike Fedyk, Director of Communications
Métis Nation of Ontario
Suite 1100
66 Slater Street
Ottawa ON K1P 5H1

Dear Mr. Fedyk,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is scheduled in Little Current to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date.

The PIC has been scheduled as follows:

July 17, 2019
4:00 PM to 7:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Sarrazin – MNO Sudbury Métis Council
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

July 3, 2019
File: 165001086

Attention: Maurice Sarrazin, President
MNO Sudbury Métis Council
875 Notre Dame Avenue, Unit 102
Sudbury ON P3A 2T2

Dear Mr. Sarrazin,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Public Information Centre 2

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. You are encouraged to visit the project website at www.swingbridgestudy.ca for project information and updates.

As indicated in the attached Notice of Public Information Centre (PIC) 2, a PIC is scheduled in Little Current to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date.

The PIC has been scheduled as follows:

July 17, 2019
4:00 PM to 7:00 PM
Manitoulin Hotel and Conference Centre
66 Meredith Street East, Little Current

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Sincerely,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

Attachment: Notice of Public Information Centre 2

c. M. Fedyk – Métis Nation of Ontario
M. Delfino, A. Healy – Ministry of Transportation
G. Cooke, T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Design with community in mind

COMMUNITY INFORMATION SHARING SESSIONS 2 SUMMARY REPORT

Highway 6 Little Current Swing Bridge Study

GWP 5268-14-00

Prepared for:

Ministry of Transportation
Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9

Prepared by:

Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

October 2019

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Community Information Sharing Sessions 2 Summary Report
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

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1.0 Introduction

Community Information Sharing Sessions (CISSs) were held within six Indigenous communities to present, discuss, and gather input on the Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the replacement of the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The First Nations with which the CISSs were held included M'Chigeeng First Nation, Wiikwemkoong Unceded Territory, Sheshegwaning First Nation, Whitefish River First Nation, and Aundeck-Omni-Kaning First Nation. The study area is shown on the Key Plan.

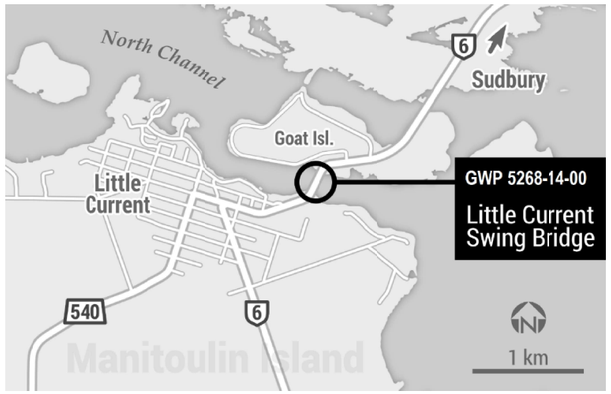


Figure 1: Key Plan

2.0 Purpose

The CISSs form part of the overall consultation plan for the project and are designed to engage First Nations early and throughout the study to identify concerns and provide opportunities for input. This approach gives community members an opportunity to attend each CISS in person, to share their ideas, concerns, and interests directly with members of the project team, and provide individual community members with an opportunity to attend these important information sharing events.

Three rounds of CISSs have been scheduled as part of this project with the overall purpose of presenting the study, the alternatives and evaluation process, the Recommended Plan, and to gather input and answer questions about the study and identify next steps.

The purpose of the second round of CISSs was to provide community members with an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives,

structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options for the existing bridge, and project activities to date.

3.0 Locations, Dates, and Times

To date, five (5) separate CISS 2 events have been held within Indigenous communities, as described herein.

M'Chigeeng First Nation

The CISS was held on Thursday, July 18, 2019, at the M'Chigeeng Community Complex. Members of the community were invited to attend the session from 6:00 PM to 8:00 PM.

Sheshegwaning First Nation

The CISS was held on Friday, July 19, 2019, at the Sheshegwaning Community Complex. Members of the community were invited to attend the session from 11:00 AM to 1:00 PM.

Whitefish River First Nation

The CISS was held on Tuesday, July 23, 2019, at the Whitefish River Community Centre. Members of the community were invited to attend the session from 6:00 PM to 8:00 PM.

Wiikwemkoong Unceded Territory

The CISS was held on Wednesday, July 24, 2019, at the Wiikwemkong Arena. Members of the community were invited to attend the session from 6:00 PM to 8:00 PM.

Aundeck-Omni-Kaning First Nation

The CISS was held on Thursday, July 25, 2019, at the Four Directions Community Centre. Members of the community were invited to attend the session from 5:00 PM to 7:00 PM.

Zhiibaahaasing First Nation

At the time of preparation of this report, a CISS with Zhiibaahaasing First Nation had not been scheduled; however, it is understood that community leadership is interested in meeting with the project team and sharing information related to this study. Comments received and/or questions and concerns raised from community representatives at/following a future meeting will be reviewed and considered by the project team as part of this study and included in subsequent study documentation.

4.0 Notification

CISS events were coordinated with designated representatives of each participating First Nation. Tailored letters were addressed to each First Nation Chief and sent to each community to provide the Notice of Public Information Centre (PIC) 2 and to confirm the CISS details for each respective community.

Tailored posters providing information about each community's CISS, including the date and time of the session, were provided to each community representative, who posted them in community public spaces, including administration or band offices. Wiikwemkoong Unceded Territory, M'Chigeeng First Nation, Aundeck-Omni-Kaning First Nation and Sheshegwaning First Nation also provided notification via their respective Facebook pages, and Aundeck-Omni-Kaning First Nation placed a CISS notice in their monthly community newsletter, which is hand delivered to on-reserve community members. In addition, the community representatives of Sheshegwaning First Nation and M'Chigeeng First Nation distributed the CISS posters to community residences, and Whitefish River First Nation advertised the CISS event in their monthly calendar, which is also posted on the community's website.

Copies of the posters are provided in **Appendix A**.

5.0 Staff Attendance

Key Ministry and Consultant staff in attendance at the CISSs included:

MTO	**Stantec**
Melissa Delfino, MTO Senior Project Engineer	Gregg Cooke, Stantec Project Manager
Andrew Healy, MTO Senior Environmental Planner *(attended M'Chigeeng First Nation and Whitefish River First Nation CISSs only)*	Diana Addley, Stantec Senior Environmental Planner/Indigenous Community Consultation Coordinator
Dwayne Pamajewon, MTO Aboriginal Liaison Officer *(attended M'Chigeeng First Nation, Whitefish River First Nation, Wiikwemkoong Unceded Territory, and Sheshegwaning First Nation CISSs only)*	
Susan Hermann, MTO Senior Property Officer *(attended M'Chigeeng First Nation, Whitefish River First Nation, and Wiikwemkoong Unceded Territory CISSs only)*	

Community Information Sharing Sessions 2 Summary Report
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

6.0 Presentation and Displays

The following slides were presented at each CISS:

- Title Slide
- What is the Purpose of This CISS?
- Study Purpose
- Study Process
- Study Phases
- Transportation Needs Assessment Phase
- Background
- Existing Conditions
- Problems and Opportunities
- Alternatives to the Undertaking
- What Have We Heard to Date?
- Planning Alternatives
- Corridor Alternatives
- Alternative 2
- Alternative 4
- Alternative 5a/5b
- Alternative 6a/6b
- Structure Alternatives
- Preliminary Evaluation Criteria
- Heritage and Conservation
- Next Steps
- Consultation Schedule
- Thank You for Attending
- Questions?

Displays containing project information were also available at each CISS. The following displays were presented:

- Welcome
- Study Purpose and CISS 2 Objectives
- Study Process
- Existing Conditions
- Surrounding Communities

- Alternatives to the Undertaking
- Corridor Alternatives
- Structure Alternatives
- Structure Alternative Profile
- Alternative 2
- Alternative 4
- Alternative 5a
- Alternative 5b
- Alternative 6a
- What We Heard from You
- Heritage and Conservation
- Evaluation Process
- Investigations
- Alternative Visualizations
- Thank You for Attending

Copies of the presentation slides and displays from one of the CISSs are included in **Appendix B**.

7.0 Format

The CISSs were organized to include a brief presentation, followed by a formal question and answer session, as well as an opportunity to review study information displays and share information with members of the project team. Food and beverages were also prepared by community caterers and offered to attendees of each event. It should be noted that given limited attendance, a formal presentation and question and answer session were not offered as part of the CISS event at M'Chigeeng First Nation. However, this event was held in an open house format in which information displays were available for review and project team members were available to discuss questions, comments and/or concerns in an informal setting.

Comment sheets were provided at each CISS, and attendees were encouraged to return comments either in the comment sheet box at the session, or to a representative at their local administration/band office following the CISS event. It should be noted that hard copies of the presentation, information displays, and comment forms were provided to the appropriate community contact following each CISS event for the purpose of offering an opportunity for those who were unable to attend the CISSs to review a hard copy of the display materials and provide comments at their respective band/administration office following the CISSs.

In addition to comment sheets, a boating survey was made available at each CISS. The purpose of the survey was to collect information from boaters in order to understand the existing and potential boating

activity in the study area. The information available at the CISSs, including a sample copy of the slides presented at the CISSs, and copies of the comment sheets and survey are provided in **Appendix B**.

There were seven (7) M'Chigeeng First Nation community members, sixteen (16) Sheshegwaning First Nation community members, sixteen (16) Whitefish River First Nation community members, nine (9) Aundeck-Omni-Kaning First Nation community members, and seven (7) Wiikwemkoong Unceeded Territory community members in attendance at their respective CISSs.

8.0 Comments Received

In total, twelve (12) comment forms were received at or following the CISSs. Copies of the comment forms are presented in **Appendix C**. All personal information has been removed, consistent with the *Freedom of Information and Protection of Privacy Act*.

An overview of comments received at or following the CISSs and responses provided is in **Table 1**. All names and addresses from the comment sheets and visitor registers were added or updated on the project mailing list.

The comments received and questions raised at each CISS, with the exception of M'Chigeeng First Nation, and the associated responses provided by the project team are summarized in Tables 2 through 5 provided in **Appendix D** of this report.

Table 1: Input Received and Response Provided/Action Taken

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
M'Chigeeng First Nation	• Concerned that some of the corridor alternatives could have positive and/or negative effects on Little Current • A bridge unique to Manitoulin Island could be developed through ideas • It's an excellent process which is really solving traffic issues • Implementing a hydroelectric generating station into the bridge to produce electricity year-round would benefit Manitoulin Island	Thank you for taking the time to provide your comments regarding the above noted project. Your comment form was received at the CISS held in M'Chigeeng First Nation on July 18, 2019. Based on your comments, it is understood that you feel that some of the corridor alternatives could have positive and/or negative effects on Little Current. The corridor alternatives were selected, in-part, due to their minimal impacts to existing businesses and residences. Construction of a full bypass of the town was screened out due to the potential for significant impacts to the Town of Little Current and local businesses. The criteria being used to evaluate the alternatives consider potential effects to the existing community of Little Current, including the possible impacts property, business, recreation and tourism. Your recommendation to implement a hydroelectric generating station into a new bridge structure has been noted by the project team; however, please note that the installation of a hydroelectric generating station in the North Channel is beyond the scope of this study. During the next phase of the study, a detailed evaluation of the alternatives presented at CISS 2 will be carried out to identify a plan that improves traffic operations and access for all users, reduces operating and maintenance costs, and improves reliability of the crossing, while minimizing the effects on the natural, social, and cultural environments.

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
		Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
M'Chigeeng First Nation	• Prefers the fixed bridge alternative • Tunnel alternative is second best if cost is not considered • When will a final decision be made?	N/A – comments submitted by anonymous CISS attendee
M'Chigeeng First Nation	• Prefers the fixed bridge alternative on corridor alternative 6 • Opposes the lift bridge alternative as there are too many moving parts • Would have preferred to see corridor alternative 7 as an option moving forward, as it would alleviate vehicle congestion within business zones, and aligns with all criteria, especially those identified under community	N/A – comments submitted by anonymous CISS attendee

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
Sheshegwaning First Nation	• Prefers the fixed bridge alternative • Alignment alternatives show more choices to consider	Thank you for taking the time to provide your comments regarding the above noted project. Your comment form was received at the CISS held at Sheshegwaning First Nation on July 19, 2019. Your preference for the fixed bridge structure alternative has been noted by the project team. During the next phase of the study, a detailed evaluation of the alternatives presented at CISS 2 will be carried out to identify a plan that improves traffic operations and access for all users, reduces operating and maintenance costs, and improves reliability of the crossing, while minimizing the effects on the natural, social, and cultural environments. Thank you again for taking the time to provide your comments. Your contact information is on the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Sheshegwaning First Nation	• Prefers the fixed bridge alternative due to easy flow of traffic	N/A – comments submitted by anonymous CISS attendee
Whitefish River First Nation	• Prefers the tunnel alternative; however, prefers a suspension bridge as long as they do not go sailing into the North Channel	Thank you for taking the time to provide your comments regarding the above noted project. Your comment form was received at the CISS held in Whitefish River First Nation on July 23, 2019. Your preference for the tunnel structure alternative has been noted by the project team. During the next phase of the study, a detailed evaluation of the alternatives presented at CISS 2 will be carried out to identify a plan that

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
		improves traffic operations and access for all users, reduces operating and maintenance costs, and improves reliability of the crossing, while minimizing the effects on the natural, social, and cultural environments. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Whitefish River First Nation	• Prefers an alternative that is close in design to the existing bridge, and one that would provide safety to users and emergency vehicles • Indicated that they were stuck waiting at the bridge twice in the weeks before the CISS due to emergency and mechanical difficulties, and that alternative situations should be explored for these cases also • Prefers a structure that is aesthetically pleasing and does not impact viewscapes	Thank you for taking the time to provide your comments regarding the above noted project. Your comment form was received at the CISS held at Whitefish River First Nation on July 23, 2019. Your preference for a bridge type alternative that is similar in design to the existing bridge has been noted by the project team. Based on your comments, it is also understood that you would prefer a solution that is safe, maintains access for vehicles, including emergency services, and does not impact the aesthetics of the area. During the next phase of the study, a detailed evaluation of the alternatives presented at CISS 2 will be carried out to identify a plan that improves traffic operations and access for all users, reduces operating and maintenance costs, and improves reliability of the crossing, while minimizing the effects on the natural, social, and cultural environments. The potential to improve access for emergency service providers and

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
		minimize impacts to existing views/area aesthetics are some of the criteria that will be used to evaluate the alternatives. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Whitefish River First Nation	• Prefers the tunnel alternative • How long has the bridge been closed for when broken down? • How often do emergency vehicles get caught in lineups when the bridge is closed? • A feasibility study should be undertaken to determine the most expensive to least expensive alternative • Who will be paying for the bridge and construction?	Thank you for taking the time to provide your comments regarding the above noted project. Your comment form was received at the CISS held at Whitefish River First Nation on July 23, 2019. Your preference for the tunnel structure alternative has been noted by the project team. Based on your comments, it is understood that you are also seeking additional information regarding: the length of time the bridge is closed for repairs; the emergency vehicle delays associated with bridge closures; the preliminary costs associated with each alternative; and the current ownership of/responsibility for the bridge. The existing bridge is nearing the end of its service life and ongoing maintenance is required to continue operating the bridge. The duration of past bridge closures to carry out maintenance or repairs has varied depending on the extent of the work being undertaken. Emergency service providers, including the Ontario Provincial Police (OPP), have noted that access across the existing bridge is an issue with respect to their operations. However, the purpose of this study is to identify a plan

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
	• The contaminated material on Goat Island is only a stockpile of rip-rap from Highway 6 projects	that improves traffic operations and access for all users, reduces operating and maintenance costs, and improves reliability of the crossing. With respect to the costs associated with each of the alternatives, the preliminary estimates prepared for the structure alternatives are currently approximately $130M for the bascule and lift bridge options; $140M for the swing bridge option; $150M for the fixed bridge option; and, $500 M for the tunnel option. It should be noted that these costs are preliminary in nature and will continue to be reviewed and developed as the project progresses. More detailed estimates will be prepared to support the evaluation phase of the project. The bridge is owned and operated by the Ontario Ministry of Transportation (MTO). As such, all funding for this project is provided by the Province. Your comment regarding the stockpiled material on Goat Island is also noted. These materials are situated on private property and may be subject to further investigation as part of future project planning, if required. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
Whitefish River First Nation	• Indicated the current bridge has to be fixed or replaced, but does not have a preference for what type of bridge or where it is located • Noted that construction should not hamper access to the island (Little Current) for emergency or general medical reasons, or access to the mainland for getting to the bank • Construction should not hamper UCCM Police from policing their community, as the UCCM Police Office is located in M'Chigeeng • The finished bridge should not be a toll bridge • The finished bridge should be built in such a fashion that those scared of heights can cross with less anxiety	N/A – comments submitted by anonymous CISS attendee
Wiikwemkoong Unceded Territory	• Prefers corridor alternatives 2 and 4, due to fewer environmental impacts and similarities to existing bridge	Thank you for taking the time to provide your comments regarding the above noted project. Your comment form was received at the CISS held in Wiikwemkoong Unceded Territory on July 24, 2019. Your preference for corridor alignment alternative 2 or 4 with the moveable bridge structure alternative has been noted by the project team.

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
	• Draft evaluation criteria are well thought of and have many good ideas to consider • The CISS was very informative and presentation was well done	During the next phase of the study, a detailed evaluation of the alternatives presented at CISS 2 will be carried out to identify a plan that improves traffic operations and access for all users, reduces operating and maintenance costs, and improves reliability of the crossing, while minimizing the effects on the natural, social, and cultural environments. Thank you again for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be updated on the status of the study as it progresses. Should you have any comments, questions or concerns, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.
Wiikwemkoong Unceded Territory	• Common sense should prevail – too many idealistic alternatives, it should be kept simple • Closer scrutiny should be given to the new structures, as the existing structure would last a total of 130-140 years and a new structure would last 75 years. Is the steel not as good? What are the costs of the structure alternatives? • The draft evaluation criteria should include steel strength	N/A – comments submitted by anonymous CISS attendee

Indigenous Community Affiliation	Comment	Response Provided and/or Action Taken
	• Eco-friendly options should be considered • The tunnel option could lead to traffic jams if an accident occurred inside it, and it is unhealthy to be underground • Winds and snow could be very strong for the fixed bridge alternative	N/A – comments submitted by anonymous CISS attendee
Wiikwemkoong Unceded Territory	• Prefers a fixed bridge or tunnel alternative • Concerns with other alternatives are that imported loads may be too high or heavy, and how to operate safely in winter • The swing bridge alternative is cosmetically pleasing as a reflection of the current bridge • If the bridge remains in place as a heritage site, does it still turn? • Agrees that it is time for an update and safer options	

The survey asked a series of questions relating to boat/vessel usage in the North Channel, and was split into three streams of questions, depending on the type of boat/vessel being operated. Question Stream A addressed motorized recreational boat operators, Question Stream B addressed commercial fishing boat/charter operators, and Question Stream C addressed commercial passenger ship/cruise ship operators. In addition, a series of general questions were asked of all boat/vessel operators.

Respondents were asked whether they utilize the North Channel for boating purposes, whether they are a boat/vessel owner or operator, the type of boat/vessel they operate, and the width of the boat/vessel they operate. All respondents were also asked if access to the Swing Bridge is challenging at times due to high boating volume, and whether the existing bridge is adequate for boat navigational purposes. At the end of the survey there was the additional opportunity of providing comments regarding boating access in the study area.

Question Stream A, specific to recreational boat operators, asked those respondents who do not pass through the North Channel for the reason that they do not utilize it, and whether they would be more likely to use the North Channel crossing if they did not have to wait for the bridge to open. Question Stream B, specific to commercial fishing boat/charter operators, asked those respondents questions about their business, whether they utilize the Swing Bridge for fishing access, and for the likelihood of them regularly using the North Channel in the next 12 months. Question Stream C, specific to commercial passenger ship/cruise ship operators, asked for the likelihood of them regularly using the North Channel in the next 12 months, whether there are any current restrictions on using the Swing Bridge that impede their operations, and if they would be more likely to use the Swing Bridge if they did not have to wait for the bridge to open.

The single respondent to the survey indicated that they would be more likely to use the North Channel if they did not have to wait for the bridge to open. They also indicated that it is very likely that they will regularly continue to use the North Channel in the next 12 months. They noted that inadequate timing for when the bridge is open to boat traffic is a current restriction that impedes their operations. The respondent did not indicate the type of boat/vessel they operate, nor whether they operate recreationally or commercially.

The results of the survey will be taken into consideration when the alternative designs are evaluated during the next phase of the study.

10.0 Next Steps

Specific responses to all formal questions and comments received as a result of the second round of CISSs have been prepared and forwarded to the commenting party. The comments received will be reviewed and the evaluation criteria will be updated, if required. The evaluation of alternatives will then be undertaken to identify the Preferred Plan. Consultation will be ongoing, and all appropriate First Nations will be regularly informed of the project status.

A third round of CISSs will subsequently be undertaken to present and seek input on the evaluation of alternative designs, the Preferred Plan, the proposed mitigation and protection measures, and to obtain feedback on the Preferred Plan. Following the third round of CISSs, all comments received will be addressed and the Preferred Plan will be updated, if required. A Transportation Environmental Study Report (TESR) will be prepared and be made available for a 30-day review period.

Any concerns brought to the attention of the project team will be responded to and an attempt to reach a resolution will be made.

Appendix A: Notification Posters

Community Information Sharing Session

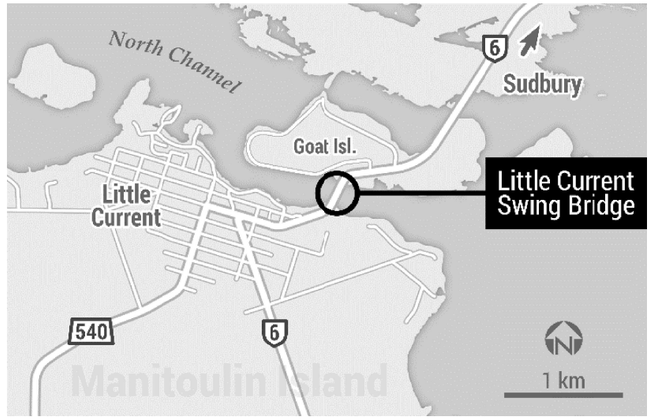
M'Chigeeng First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT G.W.P. 5268-14-00

The Ministry of Transportation (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold a **Community Information Sharing Session (CISS)** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of the CISS is to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date.



The CISS will include a brief presentation, followed by an opportunity to review and share information with members of the project team.

When: **Thursday, July 18, 2019**
6:00 pm to 8:00 pm

Where: **M'Chigeeng First Nation Community Complex**

Light snacks and drinks will be provided.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, request to be added to the mailing list, or provide comments.

Ontario

LITTLE CURRENT SWING BRIDGE STUDY

Stantec

Community Information Sharing Session

Sheshegwaning First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT G.W.P. 5268-14-00

The Ministry of Transportation (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold a **Community Information Sharing Session (CISS)** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

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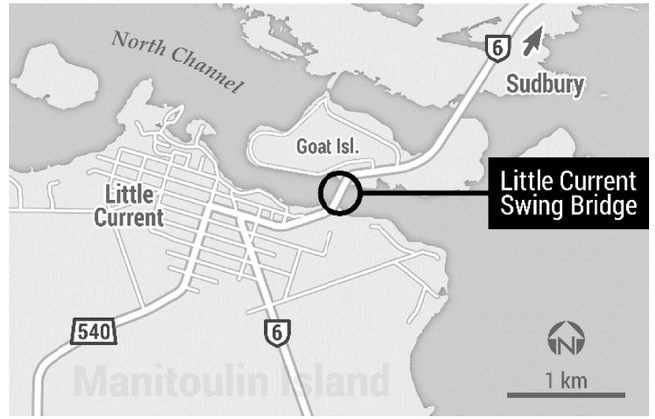

The CISS will include a brief presentation, followed by an opportunity to review and share information with members of the project team.

When: **Friday, July 19, 2019**
11:00 am to 1:00 pm

Where: **Sheshegwaning First Nation Community Complex**

Lunch will be provided.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, request to be added to the mailing list, or provide comments.

Ontario

LITTLE CURRENT SWING BRIDGE STUDY

Stantec

Community Information Sharing Session

Wiikwemkoong Unceded Territory

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT G.W.P. 5268-14-00

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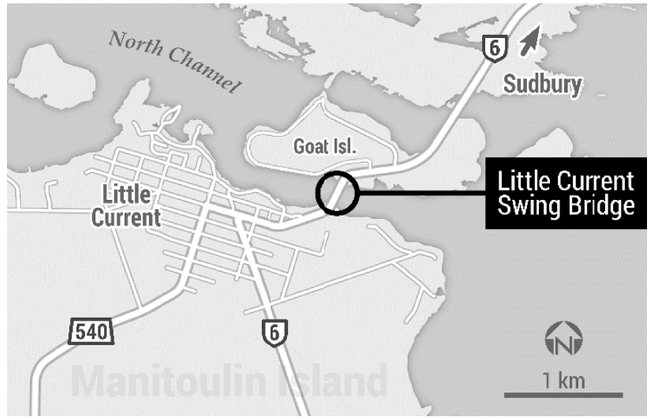


The CISS will include a brief presentation, followed by an opportunity to review and share information with members of the project team.

When: **Wednesday, July 24, 2019**
6:00 pm to 8:00 pm

Where: **Wikwemikong Arena**

Food and drinks will be provided.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, request to be added to the mailing list, or provide comments.

Ontario

LITTLE CURRENT SWING BRIDGE STUDY

Stantec

Community Information Sharing Session

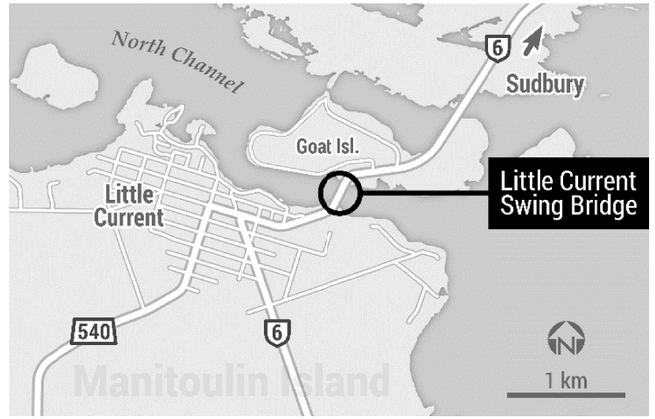
Aundeck-Omni-Kaning First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT G.W.P. 5268-14-00

The Ministry of Transportation (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold a **Community Information Sharing Session (CISS)** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of the CISS is to provide an opportunity to review and provide feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, heritage conservation options, and project activities to date.



The CISS will include a brief presentation, followed by an opportunity to review and share information with members of the project team.

When: **Thursday, July 25, 2019**
5:00 pm to 7:00 pm

Where: **Four Directions Community Centre**
Aundeck-Omni-Kaning First Nation

Food and drinks will be provided.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, request to be added to the mailing list, or provide comments.

Ontario

LITTLE CURRENT SWING BRIDGE STUDY

Stantec

Appendix B: Community Information Sharing Sessions 2 Materials

CISS Presentation

LITTLE CURRENT SWING BRIDGE STUDY

Community Information Sharing Session

July 2019

Ontario

Stantec

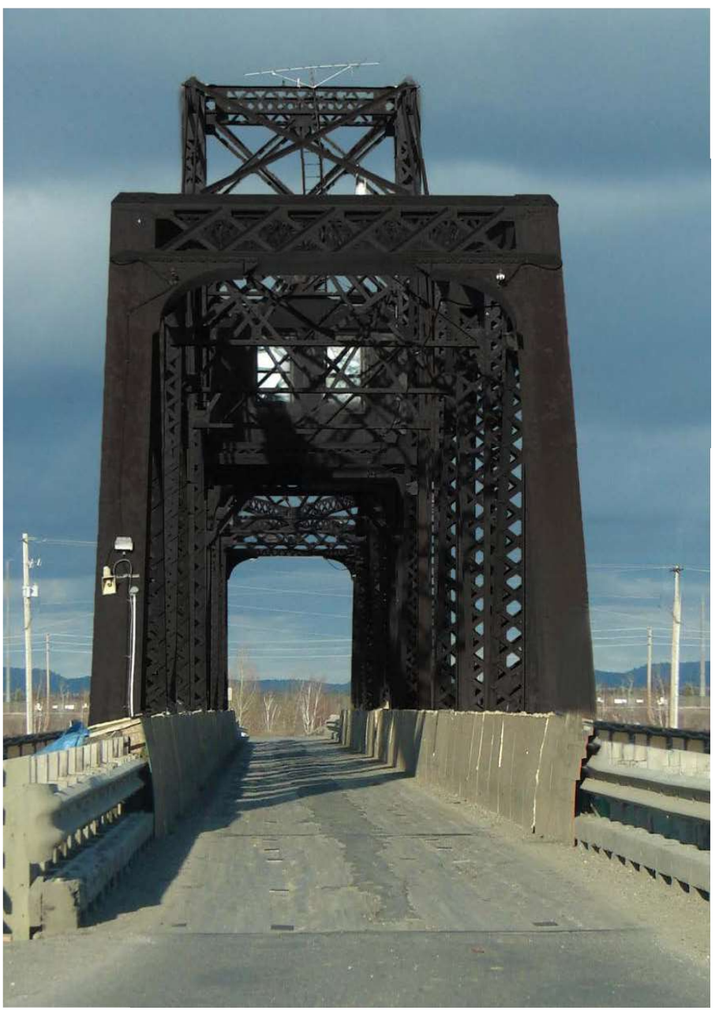
What is the purpose of this CISS?

Review:

- Study purpose and process
- Problems and opportunities
- Alternatives to the Undertaking
- What we have heard

Present and gather feedback on:

- Assessment of Alternatives to the Undertaking
- Planning alternatives
- Evaluation criteria
- Evaluation process
- Heritage conservation options for the existing bridge

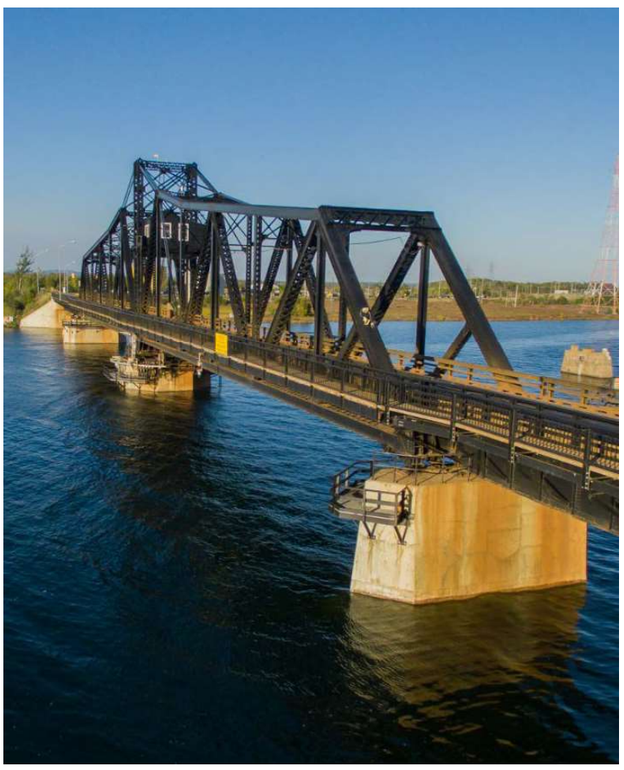


Study Purpose

- The Ontario Ministry of Transportation (MTO) retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge

- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life

- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Study Process

This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)

This study falls within the scope of a Group “A" project, which includes major realignments of existing provincial highways; and new provincial ferryboat connections, docks and terminals

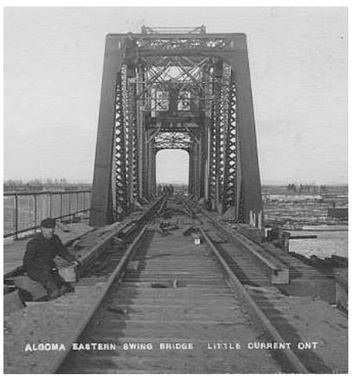
Study Phases

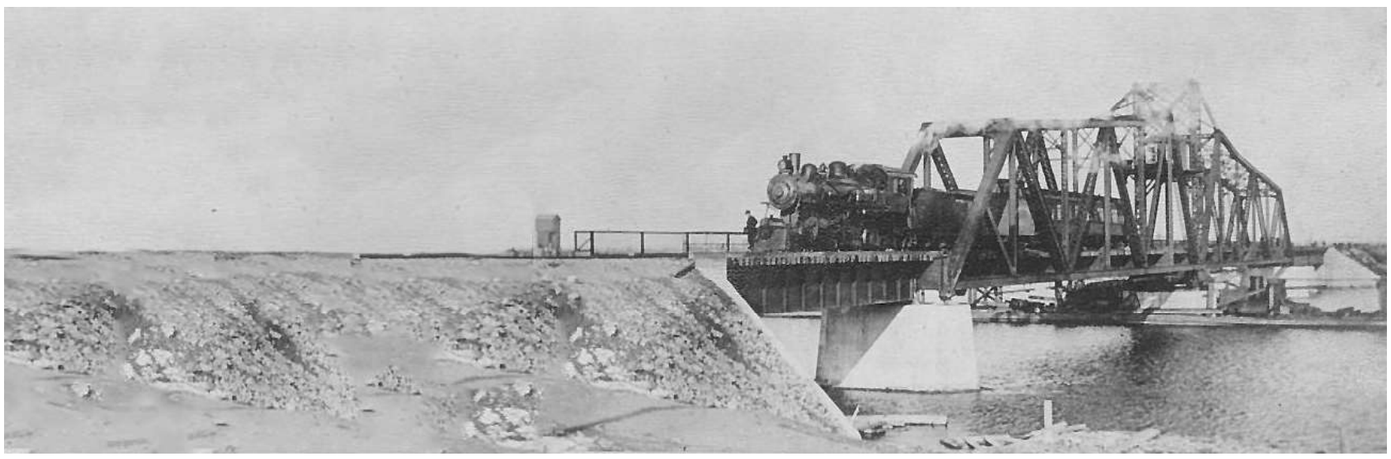
Phase	Activities	
Transportation Needs Assessment	• Develop Problem and Opportunity Statements • Identify Alternatives to the Undertaking (“Alternatives to”)	PIC1 and CISS1
Planning	• Publish Study Design Report (SDR) • **Develop Planning Alternatives (“Alternative Methods”)** • Evaluate Planning Alternatives • Select Preferred Alternative	30-day Review **PIC2 and CISS2**
Preliminary Design	• Develop Recommended Plan • Confirm Environmental Impacts and Mitigation	PIC3 and CISS3
Documentation and Environmental Clearance	• Publish Transportation Environmental Study Report • Obtain Environmental Clearance	30-day Review
Future Phases	• Detail Design of the Recommended Plan • Property Acquisition and Utility Relocation • Construction	

Transportation Needs Assessment Phase

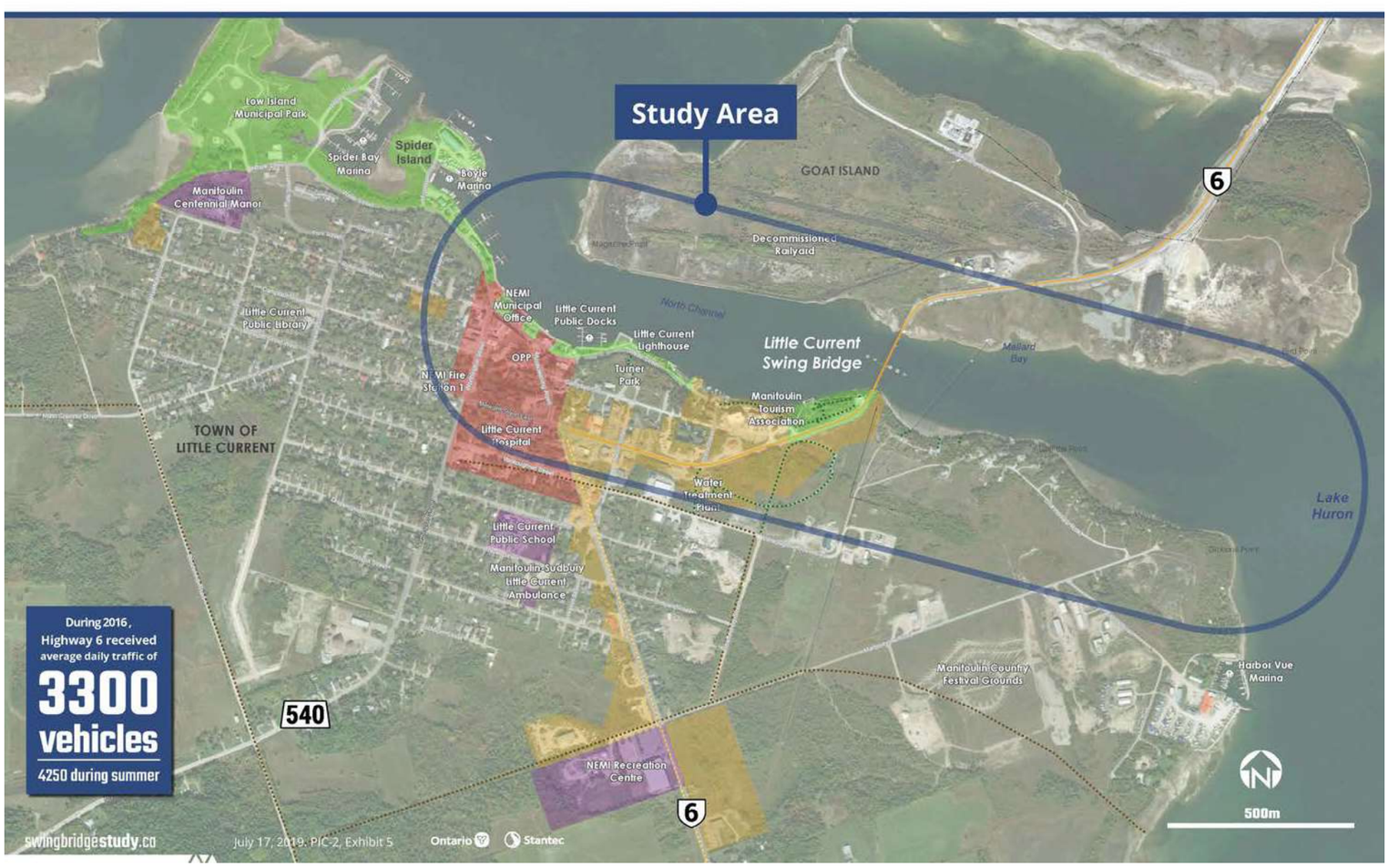
Background

- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
- Swing bridge includes two 56 m spans
- Modified in 1946 to allow motor vehicles
- Railway track removed in 1980
- Existing sidewalk on west side of bridge
- Listed on the Ontario Heritage Bridge List and is a property of local and provincial significance



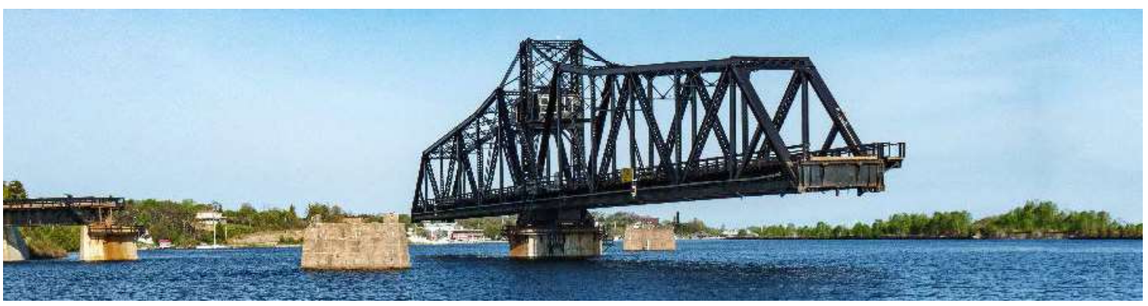


Existing Conditions



Problems and Opportunities

- The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland
- Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel
- The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or eventual replacement



There are opportunities to improve traffic operations and access for all users, reduce operating and maintenance costs, and improve reliability of the crossing.

Alternatives to the Undertaking

Do Nothing



The ‘Do Nothing’ alternative will be considered as part of a separate cultural heritage evaluation process.

Replace with a **Ferry**



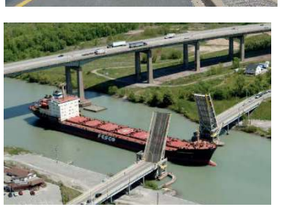
The Ferry alternative will not be carried forward as it does not address all the identified problem and opportunity statements.

Replace with a 2-lane **Tunnel**



Carried forward to the Planning Phase which will include the development of alignment and tunnel structure type alternatives.

Replace with a **Moveable Bridge**



Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Replace with a 2-lane **Fixed Bridge**



Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

What Have We Heard to Date?

- Natural Environment is very important
- Avoid impacts to local businesses/do not bypass the town
- The swing bridge is a tourist attraction and symbol of Manitoulin Island
- Preserve and maintain the existing views
- Two lanes across the channel are required
- Continuous access for emergency services
- Moveable bridge preferred by some (close to existing bridge, reduced impact to views and costs)
- Tunnel preferred by some (uninterrupted traffic flows, no impact to viewscape, avoids snow removal issues
- Fixed bridge preferred by some (uninterrupted traffic flows)
- Potential costs (maintain existing bridge or new tunnel is too costly)

Planning Alternatives

Corridor Alternatives



- ✕ 1 Movable Bridge
- ✓ 2 Movable Bridge
- ✕ 3 Movable Bridge
- ✓ 4 Movable Bridge
- ✓ 5 Fixed Bridge/Tunnel
- ✓ 6 Fixed Bridge/Tunnel
- ✕ 7 Fixed Bridge/Tunnel

Alternative 2




Lift Bridge

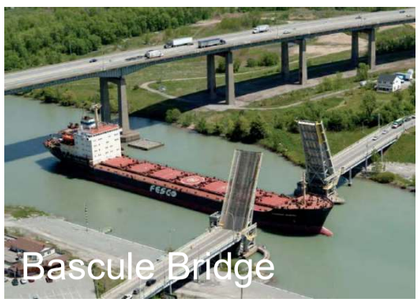

Bascule Bridge


Swing Bridge

Alternative 4



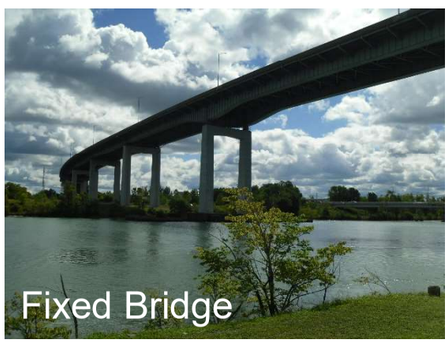






Alternative 5a/5b

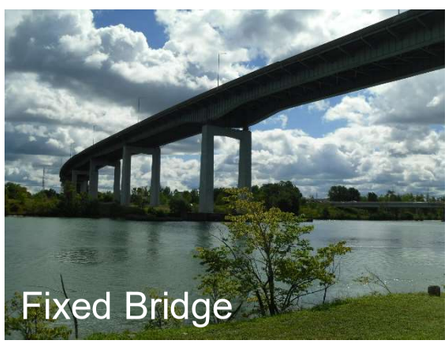






Alternative 6a/6b







Structure Alternatives









Preliminary Evaluation Criteria

Engineering	Environment	Community
• Traffic Operations • Geometrics & Safety • Constructability • Utilities • Cost	• Terrestrial • Fish & Fish Habitat • Species of Conservation Concern • Environmentally Sensitive Areas • Designated Areas	• Property • Emergency Services • Recreation & Tourism • Access to Businesses • Visual Aesthetics • Contamination • Built & Cultural Heritage • Archaeology

A detailed evaluation of the alternatives will be carried out to identify a recommended plan.

Heritage & Conservation

Bridge Conservation Options	
1. Retention of existing bridge with no major modifications undertaken	5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design	6. Retain existing bridge as heritage monument for viewing purposes only
3. Retention of the existing bridge with sympathetic modification	7. Relocation of existing bridge to new location for continued or adaptive use
4. Retention of existing bridge with sympathetically designed new structure in proximity	8. Bridge removal and replacement with a sympathetically designed structure

Next Steps

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018 ✓
SDR 30-day Review	Fall 2018 ✓
PIC and CISS 2	July 2019
PIC and CISS 3	July 2020
TESR 30-day Review	September 2020

The results of the evaluation and the recommended plan will be presented at the next CISS.

Thank you for Attending

- Fill out a comment sheet and place it in the box
- Submit your completed comment sheet to the Band Office
- Visit the Project Website (www.swingbridgestudy.ca)
- Send an email to ProjectTeam@swingbridgestudy.ca
- Mail your comments to the project team:



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Consultant Project Manager
Stantec Consulting Ltd.
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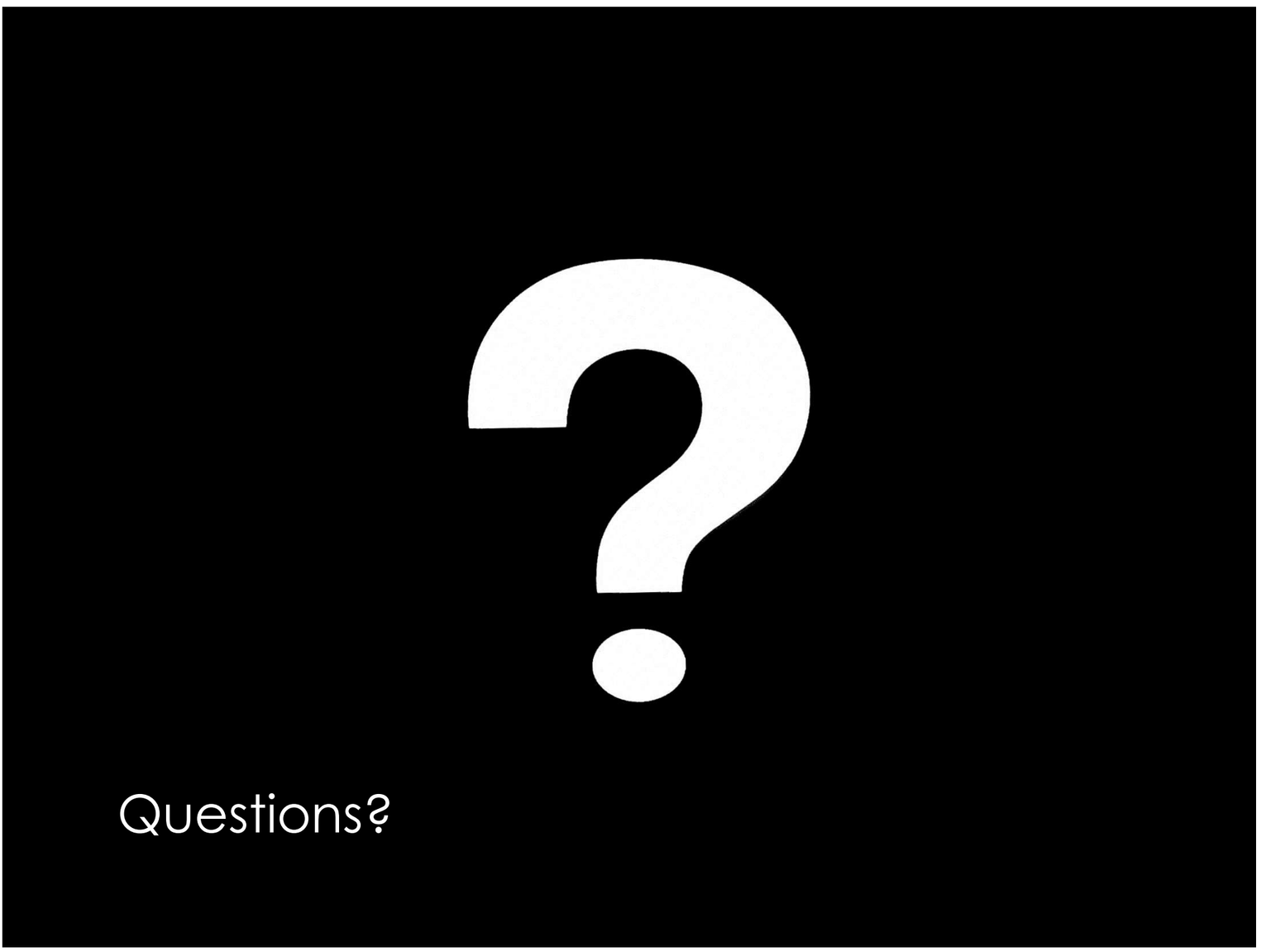
tel: 905-381-3227 (+0 collect)

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



CISS Displays

LITTLE CURRENT

SWING BRIDGE STUDY

Community Information Sharing Session 2

July 2019

Ontario

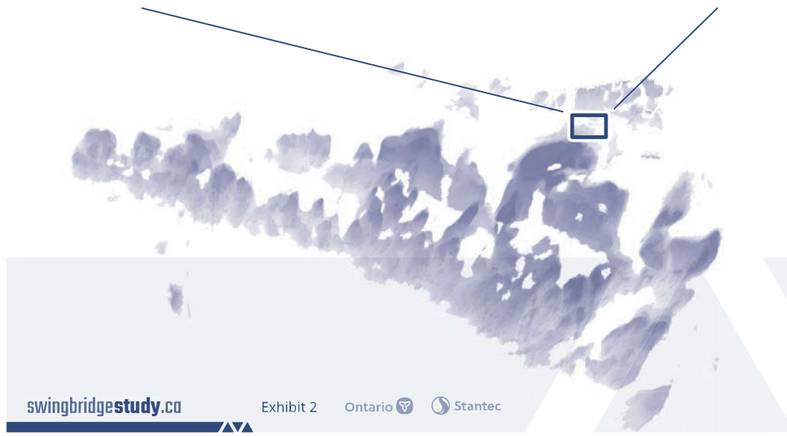
Stantec

Welcome

This is the second Community Information Sharing Session (CISS) for the
Highway 6 Little Current Swing Bridge
Planning, Preliminary Design, and Environmental Assessment Study

The bridge is located in the community of Little Current within the Town of Northeastern Manitoulin and the Islands, in Northeastern Ontario.





sign-in

chat
with the project team

accessibility
let us know how we can help

The purpose of this study is to identify a recommended plan

which will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

Objectives of this consultation event

- Present and seek input on the results of the Assessment of the Alternatives to the Undertaking
- Present and seek input on the planning alternatives
- Present and seek input on the Ontario Heritage Conservation Options
- Review the preliminary evaluation criteria and the evaluation process to be used to identify a preferred plan
- Answer questions about the study

Study Process

The Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study is being carried out under the requirements of the ***Class Environmental Assessment for Provincial Transportation Facilities*** (MTO, 2000), which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study.

A draft SDR was made available for public comments from November to December, 2018. ***A copy of the final SDR (with incorporated comments) is available for review at this Public Information Centre, and posted on the project website.***

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review at the end of the study.

Public, stakeholder and Indigenous community consultation will take place throughout the project and will include, but will not be limited to: Public Information Centres (PIC), Indigenous Community Information Sharing Sessions (CISS), meetings with stakeholders, meetings with business owners, and participation at community events.

Study Phases

Ongoing consultation

1 Transportation needs assessment phase
- a. Develop Problem and Opportunity Statements
- b. Identify Alternatives to the Undertaking (ie, "Alternatives to")
- c. Publish Study Design Report (SDR)

Public Information Centre 1 & Indigenous Community Information Sharing Sessions

SDR 30-day public review

2 Planning phase
- a. Assess "Alternatives to" (How well do they address the Problem and Opportunity Statements?)
- b. Select "Alternatives to" to carry forward for further development
- c. Confirm Class EA Process
- d. Develop Planning Alternatives ("Alternative Methods")
- e. Develop Evaluation Process
- f. Evaluate Planning Alternatives
- g. Select Preferred Alternative

we are here

Public Information Centre 2 & Indigenous Community Information Sharing Sessions

3 Preliminary design phase
- a. Develop Recommended Plan
- b. Identify Traffic Management and Staging Requirements
- c. Confirm Environmental Impacts and Mitigation
- d. Identify Property Requirements
- e. Refine and Finalize Recommended Plan

Public Information Centre 3 & Indigenous Community Information Sharing Sessions

4 Documentation and environmental clearance phase
- a. Publish Transportation Environmental Study Report (TESR)
- b. Obtain Environmental Clearance

TESR 30-day public review

Future phases...

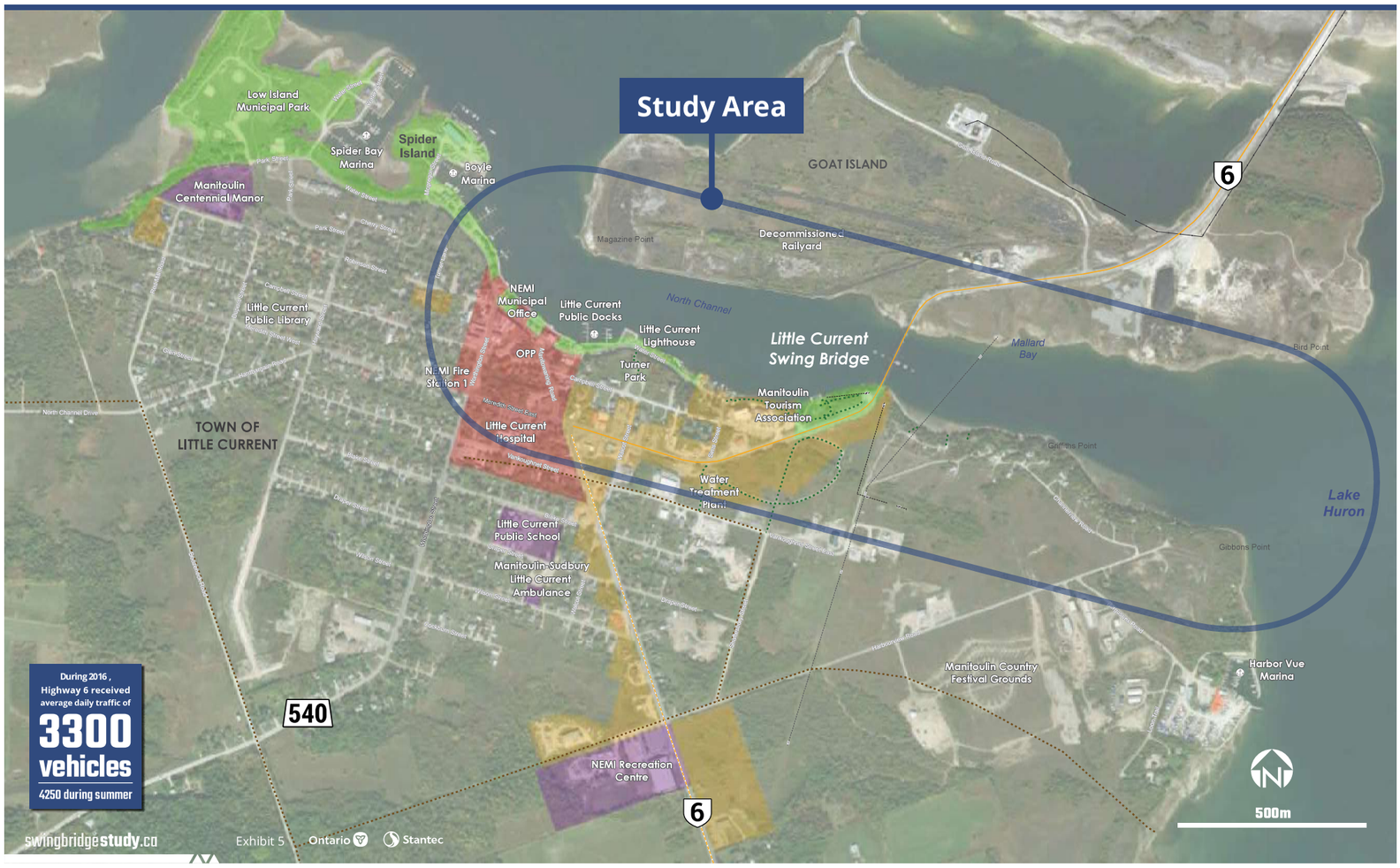
5 Detail Design of the Recommended Plan

Additional public consultation

6 Property Acquisition and Utility Relocation

7 Construction

Existing Conditions



Surrounding Communities



Problem and Opportunity

The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months, to provide boat access along the North Channel. Continuous road access is provided at night and during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transport facilities; and to reduce operating and maintenance costs.

Assessment

of Alternatives to the Undertaking

Following the development of the Alternatives to the Undertaking and feedback received from the public, stakeholders and Indigenous communities during consultation activities undertaken in 2018, an assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives (Alternative Methods).

For this study, the assessment has been designed to evaluate the Alternatives to the Undertaking and select only the most reasonable alternatives for more detailed study.

The assessment of the Alternatives to the Undertaking is provided in the table at right.

Alternatives to the Undertaking

Problem & Opportunity Statements	Do Nothing*	Replace with a Ferry	Replace with a 2-lane Tunnel	Replace with a 2-lane Movable Bridge	Replace with a 2-lane Fixed Bridge
	Maintain the existing single-lane structure and provide on-going maintenance and repairs to the structure, as required.	A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.	A tunnel that will provide year-round vehicular access via a two-lane tunnel.	A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.	A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.
Maintains a permanent fixed link.	⊖	⊖	⊖	⊖	⊖
Improves reliability of the crossing.	⊖ Risk of mechanical breakdown causing major disruption to the transportation system ⊖ Risk of structural failure due to non-redundant structure type	⊖ The new ferry would reduce the risk of mechanical breakdown ⊖ The operation of the ferry could be affected by adverse weather	⊕ Limited mechanical issues or breakdown on new tunnel	⊕ Modern movable bridge reduces risk of mechanical breakdown	⊕ No mechanical issues on new fixed bridge
Reduces ongoing maintenance and operating costs.	⊖ Requires extensive and ongoing operating and maintenance costs	⊖ Requires extensive and ongoing operating and maintenance costs	⊕ Lower maintenance costs when compared to existing bridge	⊕ Modern movable bridge reduces maintenance and operating costs	⊕ Minimal maintenance costs when compared to existing bridge, ferry, and movable bridge
Improves traffic operations.	⊖ Maintains existing traffic operations ⊖ Maintains single-lane bridge ⊖ Does not reduce closure times	⊖ The ferry has limited capacity for vehicles which does not improve traffic operations or reduce delays	⊕ Maintains permanent road access ⊕ Provides two lanes ⊕ Improves traffic operations and reduces delays ⊕ Eliminates need for bridge closure for boat access	⊕ Provides two lanes ⊕ Improves traffic operations and reduces delays ⊕ Improves timing of bridge closure for boat access (modern turning mechanism is faster)	⊕ Maintains permanent road access ⊕ Provides two lanes ⊕ Improves traffic operations and reduces delays ⊕ Eliminates need for bridge closure for boat access
Improves boat access.	⊖ Maintains 15-minute/hour boat access	⊕ Provides unrestricted boat traffic	⊕ Provides unrestricted boat traffic	⊕ Reduces wait times due to modern mechanics of movable bridges	⊕ Provides unrestricted boat traffic
Improves emergency services access.	⊖ Maintains intermittent road access for emergency services	⊖ Maintains intermittent road access for emergency services	⊕ Provides continuous emergency services access	⊕ Provides improved emergency services access/ reduces wait times due to modern movable bridge mechanics	⊕ Provides continuous emergency services access
Carried forward?	**Do not carry forward***	**Do not carry forward**	**Carry forward**	**Carry forward**	**Carry forward**
	*The "Do Nothing" alternative will be considered as part of a separate cultural heritage evaluation process. See *Heritage & Conservation* (exhibit #5)	The Ferry alternative will not be carried forward as it does not address all the identified problem and opportunity statements noted above.	Carried forward to the Planning Phase which will include the development of alignment and tunnel structure type alternatives.	Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.	Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

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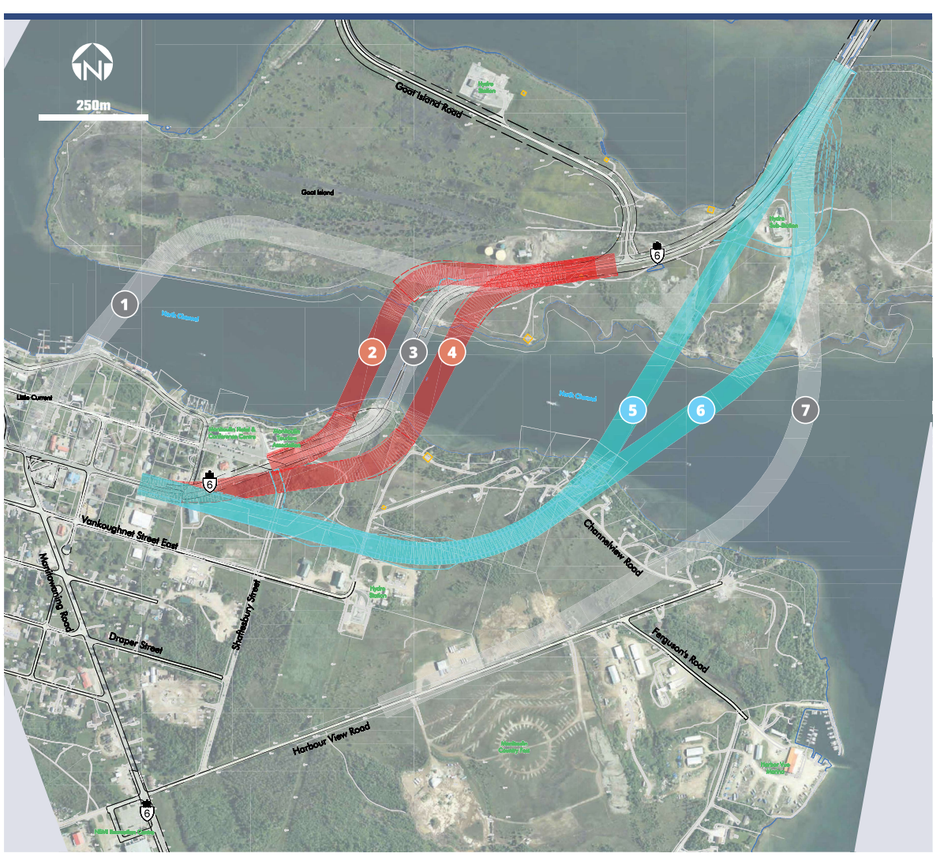
Corridor alternatives

Corridors

- Carried forward - Movable bridge
- Carried forward - Fixed bridge or tunnel
- Screened-out

Structure types

Swing bridge · Lift bridge · Bascule bridge · Fixed bridge · Tunnel



- ✕ **1** — Alternative 1 is screened out because:
  - significantly impacts existing marinas and boat facilities
  - significantly impacts the existing road network and traffic patterns
  - impacts several residential properties
  - the alignment is located in an area of potentially contaminated materials on Goat Island
- ✓ **2** — Alternative 2 is carried forward because:
  - does not impact existing marinas and boating facilities
  - does not impact existing road network and traffic patterns
- ✕ **3** — Alternative 3 is screened out because:
  - requires temporary detour and temporary movable bridge
  - significantly impacts fish habitat and river bed in the North Channel due to temporary bridge
  - cost is significantly higher when compared to other movable bridge alternatives due to temporary movable bridge
- ✓ **4** — Alternative 4 is carried forward because:
  - does not impact existing marinas and boating facilities
  - does not impact existing road network and traffic patterns
- ✓ **5** — Alternative 5 is carried forward because:
  - does not impact existing marinas and boating facilities
  - does not impact existing road network and traffic patterns
- ✓ **6** — Alternative 6 is carried forward because:
  - does not impact existing marinas and boating facilities
  - does not impact existing road network and traffic patterns
  - the alignment avoids areas of potentially contaminated materials on Goat Island
- ✕ **7** — Alternative 7 is screened out because:
  - it bypasses the Town of Little Current
  - significantly impacts the existing road network and traffic patterns

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Structure alternatives

Five different structure type alternatives have been developed alongside the alignment alternatives.

Each alignment is compatible with specific structure types and will be evaluated together.



Tunnel

- ⊖ Requires steeper roadway approach grades when compared to a movable bridge
- ⊕ Unlimited vertical clearance for boat traffic
- ⊕ Unlimited horizontal navigational clearance
- ⊖ Does not provide a comfortable environment for pedestrians in an enclosed space
- ⊕ A tunnel is more reliable than a movable bridge with mechanical components
- ⊕ The roadway within the tunnel is protected from winter weather and high winds
- ⊖ Malfunction of tunnel ventilation or electrical systems could require temporary tunnel closures
- ⊖ Roadway tunnels are not common in Ontario and require specialized construction techniques
- ⊖ Significantly higher construction risks when compared to the bridge alternatives
- ⊖ Significantly higher construction cost when compared to the bridge alternatives (~ $500 M range)
- ⊖ Requires operation costs for ventilation and electrical systems
- ⊕ Lower maintenance (snow plowing) costs compared to bridge alternatives
- ⊕ No impacts to existing viewscapes
- ⊖ No impact to boat access during construction



Fixed bridge

- ⊖ Requires steeper roadway approach grades when compared to a movable bridge
- ⊖ Limited vertical clearance (36 m) for boat traffic
- ⊕ Provides larger horizontal navigational clearance (55 m) compared to movable bridge alternatives
- ⊕ Provides multiple navigation channels
- ⊖ High level bridge elevation may be prone to high winds on bridge
- ⊕ A fixed bridge is significantly more reliable than a movable bridge with mechanical components
- ⊖ Severe winter weather or high winds could require temporary bridge closures
- ⊕ The structure type (slab on girder) is common in Ontario and requires relatively standard construction techniques
- ⊕ Similar construction cost when compared to the movable bridge alternatives (~ $150 M range)
- ⊕ No operating costs
- ⊕ Maintenance (snow plowing) costs are similar to other bridges in Ontario
- ⊖ Significant impacts to existing viewscapes
- ⊖ The bridge design is significantly different than the existing bridge, and is not sympathetic to the local heritage value of the existing bridge
- ⊖ Construction could temporarily disrupt or delay boat access



Lift bridge

- ⊕ Flatter roadway approach grades when compared to a fixed bridge or tunnel
- ⊖ Limited vertical clearance (36 m) for boat traffic in the open position
- ⊕ Maintains existing horizontal navigational clearance (48 m)
- ⊖ Provides one navigation channel
- ⊕ Typically more reliable than a swing bridge due to smaller movable span and smaller mechanical equipment
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Similar construction cost when compared to the fixed bridge or tunnel alternatives (~ $130 M range)
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives
- ⊕ Moderate impacts to existing viewscapes
- ⊖ The bridge type is not sympathetic to the local heritage value of the existing bridge
- ⊕ The movable feature provides some uniqueness and provides opportunities for enhanced aesthetics
- ⊖ Mechanical breakdown could require temporary bridge closures
- ⊖ Construction could temporarily disrupt or delay boat access



Swing bridge

- ⊕ Flatter roadway approach grades when compared to a fixed bridge or tunnel
- ⊕ Unlimited vertical clearance for boat traffic in the open position
- ⊕ Maintains existing horizontal navigational clearance (48 m)
- ⊕ Maintains two navigation channels
- ⊖ Can experience alignment problems over time due to wear at the pivot machinery
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Similar construction cost when compared to the fixed bridge or tunnel alternatives (~ $140 M range)
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives
- ⊕ Minimal impacts to existing viewscapes
- ⊕ The bridge type is sympathetic to the local heritage value of the existing bridge
- ⊖ Mechanical breakdown could require temporary bridge closures
- ⊖ Construction could temporarily disrupt or delay boat access



Bascule bridge

- ⊕ Flatter roadway approach grades when compared to a fixed bridge or tunnel
- ⊕ Unlimited vertical clearance for boat traffic in the open position
- ⊕ Maintains existing horizontal navigational clearance (48 m)
- ⊖ Provides one navigation channel
- ⊕ Typically more reliable than a swing bridge due to smaller movable span and smaller mechanical equipment
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Similar construction cost when compared to the fixed bridge or tunnel alternatives (~ $130 M range)
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives
- ⊕ Minimal impacts to existing viewscapes
- ⊖ The bridge type is not sympathetic to the local heritage value of the existing bridge
- ⊕ The movable feature provides some uniqueness and provides opportunities for enhanced aesthetics
- ⊖ Mechanical breakdown could require temporary bridge closures
- ⊖ Construction could temporarily disrupt or delay boat access

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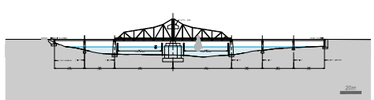
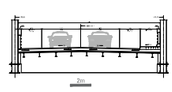
Structure alternative profiles

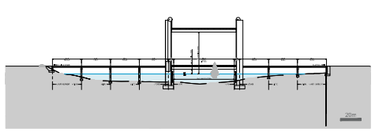
typical cross-sections

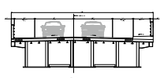
Swing bridge



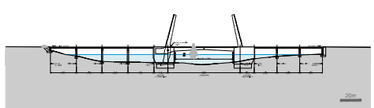


Lift bridge



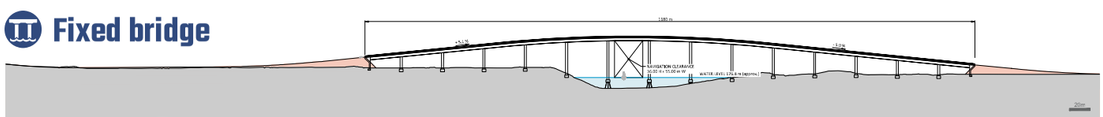


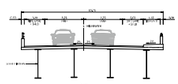
Bascule bridge



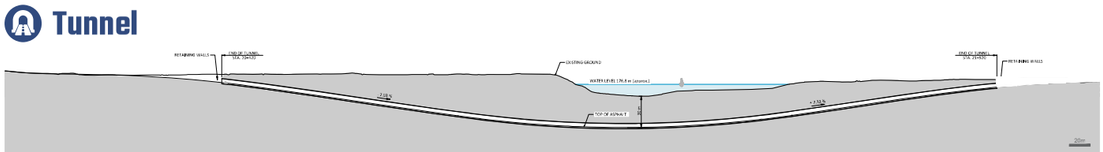


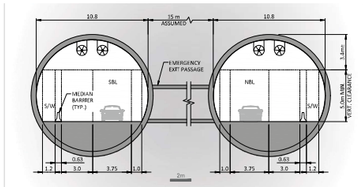
Fixed bridge





Tunnel





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Alternative 2

Any movable bridge type

New right-of-way
New roadway
New bridge extent



Engineering

- ⊕ The new bridge accommodates two lanes of traffic, which will improve traffic operations
- ⊖ Opening the bridge to accommodate boat traffic will result in traffic delays (similar to existing)
- ⊕ The new bridge accommodates pedestrian and cycling facilities
- ⊕ The roadway profile provides relatively flat grades for pedestrians and cyclists
- ⊕ Minimal impacts to the existing road network
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊕ Does not impact fiber optic facilities
- ⊕ Does not impact hydro facilities
- ⊕ Lower construction cost when compared to the fixed bridge or tunnel alternatives
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives

Environment

- ⊕ Smaller footprint when compared to fixed bridge alternative, and lower potential for impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

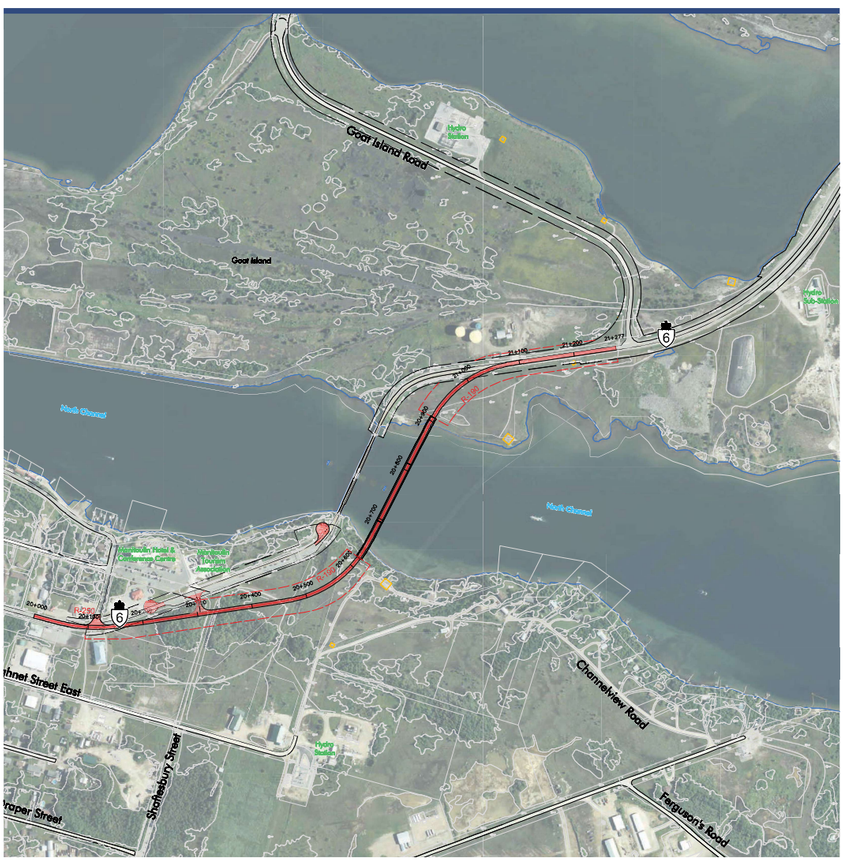
Community

- ⊕ Does not impact any existing residential dwellings
- ⊖ Requires acquisition of approximately 2 ha of land
- ⊖ Opening the bridge to accommodate boat traffic could impact emergency response and evacuation access (similar to existing)
- ⊖ Impacts existing walking trails and municipal park
- ⊕ No change to access to Little Current business areas
- ⊖ Potential impacts to potential contaminated lands on Goat Island
- ⊕ Provides an opportunity for replacement with a sympathetically designed structure
- ⊕ Provides an opportunity to relocate the existing bridge as a monument

Alternative 4

Any movable bridge type

New right-of-way
New roadway
New bridge extent



Engineering

- ⊕ The new bridge accommodates two lanes of traffic, which will improve traffic operations
- ⊖ Opening the bridge to accommodate boat traffic will result in traffic delays (similar to existing)
- ⊕ The new bridge accommodates pedestrian and cycling facilities
- ⊕ The roadway profile provides relatively flat grades for pedestrians and cyclists
- ⊖ Requires minor local road connections
- ⊖ The structure type (movable) is not common in Ontario and requires specialized fabrication and construction techniques
- ⊖ Impacts fiber optic facilities
- ⊕ Does not impact hydro facilities
- ⊕ Lower construction cost when compared to the fixed bridge or tunnel alternatives
- ⊖ Higher operating and maintenance costs when compared to the fixed bridge and tunnel alternatives

Environment

- ⊕ Smaller footprint when compared to fixed bridge alternative, and lower potential impacts to terrestrial ecosystems, potential species of conservation concern and environmentally sensitive areas

Community

- ⊕ Does not impact any existing residential dwellings
- ⊖ Requires acquisition of approximately 3.5 ha of land
- ⊖ Opening the bridge to accommodate boat traffic could impact emergency response and evacuation access (similar to existing)
- ⊕ No impacts to existing walking trails and municipal park
- ⊕ No change to access to Little Current business areas
- ⊖ Potential impacts to potential contaminated lands on Goat Island
- ⊕ Provides an opportunity for replacement with a sympathetically designed structure
- ⊕ Provides an opportunity to relocate the existing bridge as a monument

Alternative 5a

Fixed bridge



New right-of-way
New roadway
New bridge extent
Property impact

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



New right-of-way
New roadway
New tunnel extent
Property impact

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 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 due to unknown or unforeseen geotechnical conditions
- ⊖ Significantly higher construction risks when compared to the bridge alternatives
- ⊖ 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
- ⊕ Provides an opportunity to relocate the existing bridge as a monument

Alternative 6a

Fixed bridge

New right-of-way
New roadway
New bridge extent
Property impact


Goat Island Road
Goat Island
Hydro Station
Hydro Sub-Station
Channelview Road
Shrimsburg Street
Ferguson's Road
Hydro Road
Hydro Lands
Hydro Lands Trail
Hydro Road
Hydro Road
Hydro Road

What we heard from you

Comments received to date have focused on the following topics, and are being incorporated into the study.

Tourism/Heritage

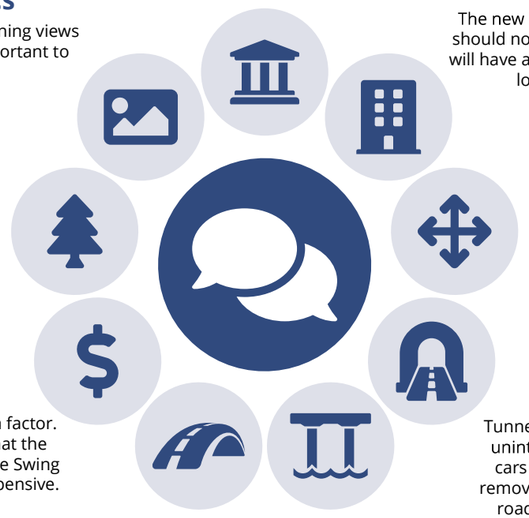
Swing Bridge should be maintained in some capacity as it is a symbol of Manitoulin Island/ tourist attraction/ historic meaning to the people.

Aesthetics

Preserving and maintaining views in Little Current is important to residents.

Businesses

The new bridge or tunnel traffic should not by-pass the town as it will have a negative impact on the local businesses.



Movable Bridge

Movable bridge preferred by some due to the lower initial cost, closeness to the existing bridge, and does not have a major impact on the viewscapes of the town.

Natural Environment

The natural environment around the existing bridge is important.

Cost

Cost of the alternative is a factor. Some residents noted that the tunnel and maintaining the Swing Bridge options are too expensive.

Tunnel

Tunnel preferred by some due to uninterrupted flow of traffic for cars and boats alike. No snow removal issues due to the covered road, no impact to viewscape.

Access

Two lanes across the channel are required for the new structure.

Fixed Bridge

Fixed bridge preferred by some due to uninterrupted flow of traffic for cars and boats alike. Fixed bridge will impact existing viewscapes.

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	• Regular maintenance will continue • Remaining 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	• Rehabilitation requiring strengthening of trusses, and reconstruction of pivot gear with original / similar parts • Remaining structure life, with restoration, is estimated to be 20 – 30 years
3 Retain existing bridge with sympathetic modifications	• Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts • Remaining structure life, with sympathetic modifications, is estimated to be 30 – 40 years
4 Retain existing bridge with sympathetically designed new structure in proximity	• Existing bridge will remain in place for single lane of traffic • Rehabilitation requiring strengthening of trusses, inclusion of redundant members and reconstruction of pivot gear with new parts • Remaining structure life of existing bridge is estimated to be 30 – 40 years • Structure life of new bridge is approximately 75 years
5 Retain existing bridge no longer in use for vehicular traffic but adapted for new use	• Existing structure rehabilitated for active transportation access • New 2-lane structure provided for vehicles on new alignment • Remaining structure life is estimated to be 50 years
6 Retain existing bridge as heritage monument for viewing purposes only	• Bridge will be left in place and in open position for boat traffic • New 2-lane structure provided for vehicles and active transportation on a new alignment • Remaining structure life is estimated to be 50 years
7 Relocation of existing bridge to new location for continued or adaptive use	• Bridge spans moved off-site for re-use (as bridge or monument) • 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 with a sympathetically designed structure	• New 2-lane structure provided for vehicles and active transportation on a new alignment • Structure life of a new bridge is approximately 75 years

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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 viewscapes 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

Ontario Stantec Exhibit 19 swingbridgestudy.ca

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
(when complete, place in the comment box or submit to the Band office)

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 30, 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.

Appendix C: Comments Received During Community Information Sharing Sessions 2

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
M'Chigeeng First Nation Community Complex
Thursday, July 18, 2019

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

fixed will work best.

2. What do you think about the bridge type alternatives?

plausable.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

fixed works best. without budget, under water second best.

4. Do you have any additional comments or questions?

when will final decision be made?

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Marlene Debassige at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(postal code)

Tel: Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
M'Chigeeng First Nation Community Complex
Thursday, July 18, 2019

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

I like the idea of a fixed bridge idea #6.

2. What do you think about the bridge type alternatives?

I don't like the lift bridge - too many moving parts.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

4. Do you have any additional comments or questions?

I would've liked to see #7 as an option to consider. It not only alleviates vehicle congestion concerns within business zones, but it also aligns with ALL CRITERIA especially those identified under "COMMUNITY" (40%).

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Marlene Debassige at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(postal code)

Tel: Email:

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
M'Chigeeng First Nation Community Complex
Thursday, July 18, 2019

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

My own concerns are IT could make or break L.C., people might start by passing L.C. or new business could spring up.

2. What do you think about the bridge type alternatives?

Something unique to Manitoulin could develop. through ideas.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

Everything will be weighed out through time.

4. Do you have any additional comments or questions?

I think its an excellent process which is really solving the traffic

Contributing to Manitoulin would benefit Hydro electricity into a bridge generating electricity year around, through the flow of the Channel, using currents to generate the POWER.

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Marlene Debassige at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Sheshegwaning First Nation Community Complex
Friday, July 19, 2019

Your comments will help us to understand what is important to you. Please provide your comments on the following questions. Visit the project website at www.swingbridgestudy.ca for project information and to submit additional comments. The CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

Excellent shows more choices to consider.

2. What do you think about the bridge type alternatives?

I like the long high over bridge

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

No

4. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Jessica Sampson at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Sheshegwaning First Nation Community Complex
Friday, July 19, 2019

Your comments will help us to understand what is important to you. Please provide your comments on the following questions. Visit the project website at www.swingbridgestudy.ca for project information and to submit additional comments. The CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

I like the fixed bridge

Easy flow of traffic.

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?

4. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Jessica Sampson at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(postal code)

Tel: Email:

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Whitefish River First Nation Community Centre
Tuesday, July 23, 2019

Your comments will help us to understand what is important to you. Please provide your comments on the following questions. Visit the project website at www.swingbridgestudy.ca for project information and to submit additional comments. The CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

n/a

2. What do you think about the bridge type alternatives?

The tunnel, however I like the suspension bridge as long as we don't go sailing into the north Channel.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

keep up the good work.

4. Do you have any additional comments or questions?

Not at this moment in this time.

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Stephen McGregor at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Whitefish River First Nation Community Centre
Tuesday, July 23, 2019

Your comments will help us to understand what is important to you. Please provide your comments on the following questions. Visit the project website at www.swingbridgestudy.ca for project information and to submit additional comments. The CISS 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?

My choice would be the one most close in design to the current one One that would provide safety to the users especially emergency vehicles or situations. Twice within the past several weeks, we have been stranded there due to emergency & mechanical difficulties. I'd be looking at an alternate situation in these cases also.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

4. Do you have any additional comments or questions?

I do see a structure that would not be an eyesore in such a beautiful location and that takes in the views of the people who live here.

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Stephen McGregor at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Whitefish River First Nation Community Centre
Tuesday, July 23, 2019

Your comments will help us to understand what is important to you. Please provide your comments on the following questions. Visit the project website at www.swingbridgestudy.ca for project information and to submit additional comments. The CISS 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?

I'd like to see a tunnel style Access to and from the Island.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

4. Do you have any additional comments or questions?

How long has the bridge been closed for when its broken down?

How often do Emergency Vehicles get caught in Line ups when bridge is closed?

Feasible study which stage is the most expensive to least expensive.

Who will be paying for the bridge & workers.

Contaminated Material is only a stock pile of Rip Rap Rock from highway projects Hwy 6

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Stephen McGregor at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Whitefish River First Nation Community Centre
Tuesday, July 23, 2019

Your comments will help us to understand what is important to you. Please provide your comments on the following questions. Visit the project website at www.swingbridgestudy.ca for project information and to submit additional comments. The CISS 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?

4. Do you have any additional comments or questions?

The current bridge has to be fixed or replaced. I really don't care what type or where the bridge will be located, as long as it's construction does not hamper my getting on island (Little Current) for emergency or general medical reasons or getting to the Bank of Montreal (nearest Bank is Sudbury). Nor should it hamper our police service (UCCM Police) from policing our community, as the UCCM Police office is located on M'Chigeeng.

Nor should the contraction, actually finished bridge) have we would have to pay a toll to cross either coming or going.

The bridge should be built in such a fashion for those that are scared of heights can cross with less anxiety.

Please leave your completed comment sheet in the drop box provided or submit **(by August 30, 2019)** to Stephen McGregor at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Wikwemikong Arena
Wednesday, July 24, 2019

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

I prefer fixed bridge or tunnel only concern with others would be importing loads that may be too high or heavy & how to operate safely in winter

2. What do you think about the bridge type alternatives?

The swing bridge option is cosmetically pleasing as a reflection of our current bridge.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

If bridge remains as heritage sight, does it still turn? (missed beginning)

4. Do you have any additional comments or questions?

I agree it is time for an update and safer options.

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Kayla Jackson at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(postal code)

Tel: Email:

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Wikwemikong Arena
Wednesday, July 24, 2019

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

I like the idea of either #2 or #4 bridge as it may have less environmental impacts, also it would still provide the same effects to experience the swing bridge for new and old visitors to Manitoulin Is.

2. What do you think about the bridge type alternatives?

They are all good ideas, I like the #2 and #4 alternative.

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

I feel criteria on the draft evaluation criteria is well thought of and many good ideas to consider.

4. Do you have any additional comments or questions?

It was very informative and well done on presentation.

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Kayla Jackson at the Band Office.

Name and Address (optional) PLEASE PRINT

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COMMENT FORM

Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study
(GWP 5268-14-00)

Community Information Sharing Session 2
Wikwemikong Arena
Wednesday, July 24, 2019

Your comments will help us to understand what is important to you. 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 CISS displays will also be available on the project website.

1. Do you have any comments on the alignment alternatives?

common sense should prevail
too many idealistic keep it simple

2. What do you think about the bridge type alternatives?

already existing 100+ 30-40 left } lasts 130-40 good steel

if new 75 yrs - (cost $ (how much) steel not as good?

closer scrutiny

3. Do you have any comments on the draft evaluation criteria? Are there any other criteria that should be considered?

more work steel strength
better evaluation
not just wishful thinking

4. Do you have any additional comments or questions?

more common sense
be more eco friendly
underground not healthy
could get held up if
accidents happened in
tunnel e.g. fire
winds + snow could be
very strong for hi rise bridge

Please leave your completed comment sheet in the drop box provided or submit (**by August 30, 2019**) to Kayla Jackson at the Band Office.

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(postal code)

Tel: Email:

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Appendix D: Question and Answer Session Summaries

Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session - Sheshegwaning First Nation Community Complex
Friday July 19, 11:00 am to 1:00 pm

Table 2: Summary of Comments/Questions and Responses, Sheshegwaning First Nation

Question/Comment	Response
What is the life expectancy of the bridge?	Under the current bridge code, bridges are designed to last 75 years; however, older bridges may have been 50 years. The existing bridge is over 100 years old.
If a new swing bridge structure is selected, then we are still stuck on the island if it breaks down.	Noted. However, note that it is challenging to repair the existing structure, given its age, and custom parts have to be developed. In the case of a new structure, it would be modular, and parts would be easier to replace.
Would a new swing bridge structure have 2 lanes?	Yes, each of the design options include 2 lanes of travel.
Could the existing bridge remain in place if a new bridge is developed beside it?	Possibly, yes. In the case of an additional/new swing bridge, the structure would have to be offset to allow the bridge to open/close on its centre pivot.
Would the fixed bridge alternative go over Highway 6?	No, in this case the alignment slopes down towards Highway 6.
Would a fixed bridge last longer than the other structure alternatives?	Each alternative would be designed to last 75 years and in accordance with the bridge code.
Based on your experience, is there less of a need for repairs for a tunnel?	There is some maintenance required for a tunnel, but the initial costs are very significant.
I don't see the point of another swing bridge. There would be still be traffic delays.	Agreed. That is something that will be considered during the evaluation of the alternatives.
How tall is a fixed bridge? This is something that needs to be considered, especially with the rising water levels.	Height requirements are being reviewed as part of this study, as the height for the new bridge will have to ensure that boat traffic can continue to travel through the channel. The height proposed as part of this study is also subject to review and approval by Transport Canada.
Have location options for the existing bridge been looked at yet? We are looking to draw tourism to this side of the island. What is the process for applying for the bridge to be located here?	We would note any suggestions as part of this process; however, it might be best to request through Chief and Council. Preparing a detailed submission, similar to a business plan, may help facilitate your request.
Where would that request be sent?	The MTO will review and consider all input/submissions.
Will there be a toll?	No, at this time a toll isn't being considered for the new crossing.
I prefer the fixed bridge, although these can sway.	Agreed, factors we would need to consider include wind, heights, freezing in winter, etc.

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session – Whitefish River First Nation Community Centre
Tuesday, July 23, 2019, 6:00 pm to 8:00 pm

Table 3: Summary of Comments/Questions and Responses, Whitefish River First Nation

Question/Comment	Response
Of the options presented, which ones are preferred based on the feedback you've received so far?	We have been receiving feedback since last week, and so far the swing bridge and fixed bridge structure alternatives appear to be preferred by some.
Will a moveable bridge be big enough to allow the large tourist boats to pass beneath it?	Yes, the height of the new bridge has to meet Transport Canada's requirements, which includes ensuring that vertical clearances are met.
How many years will it take to make a decision?	We intend to hold our next and final round of community information sessions next summer, at which time we will have a recommended plan.
How long will it take to build a new bridge?	At this time, we anticipate that this study will be completed in fall 2020. Once confirmed, the MTO will establish funding to complete the detailed design phase, which can take approximately 18 months to 2 years. Construction may last approximately 2 years for a moveable bridge, and approximately 3-4 years for a fixed bridge.
How deep would the tunnel have to go?	Based on our current understanding of the area geology, the tunnel would have to be constructed approximately 25 m below the bottom of the channel – this is roughly as deep as a fixed bridge would be high.
Who owns the lake bed?	It is understood that the Ministry of Natural Resources and Forestry typically manages the beds of water bodies.
The United Chiefs & Councils of Mnidoo Mnising (UCCMM) Tribal Council have a claim on lake beds and bottoms, including in and around Manitoulin Island.	Noted.
Would the bascule or swing bridge options require manpower during operation?	Yes, both of these options would require manpower to operate the moveable parts of the structures.
What about swaying during wind storms?	The new structure would be designed according to the bridge code. While there might be some sway experienced during more extreme weather events, the design will accommodate for this and should not be too noticeable to users.
When you are designing the new structure, keep in mind all of the waste that goes into the water during operation. Solar power could be incorporated to the design to reduce the need for applying sand or salt to the surface during winter conditions, thereby avoiding impacts to the water.	Noted, thank you for your suggestion.
If the current swing bridge is to be removed, will the piers be removed as well?	Yes, at this time I would assume that the piers would also be removed as part of the bridge removal.
Where in Ontario is there another tunnel?	There are precedent examples in Windsor (a truck tunnel), Welland (Welland Canal) and at the Detroit border.
Have there been any problems with these tunnels?	No, not that we are aware of. However, we should note that there can be maintenance issues with tunnels.

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session – Wikwemikong Arena
Wednesday, July 24, 2019, 6:00 pm to 8:00 pm

Table 4: Summary of Comments/Questions and Responses, Wiikwemkoong Unceded Territory

Question/Comment	Response
How wide is the channel?	The channel is approximately 300 m wide.
How long would the fixed bridge have to be?	The fixed bridge would have to be approximately 1.2 km to accommodate
At that length it seems like a city bridge for a small crossing? It would make it look like more a metropolitan area.	Noted. It would be approximately the same size as the fixed crossing in Hamilton, for example.
Some of the options appear to be across or near residential property. Are these property owners willing?	We have had discussions and held meetings with individual property owners, and we are continuing to communicate with them throughout the study.
What is under the channel?	We are aware of a high voltage crossing related to the substation on the north side, as well as the aerial hydro lines. There are also fibre optics beneath the channel.
Would there be a change to the current impact to emergency services?	Each alternative is designed to offer 2 lanes of traffic; however, a fixed bridge is the most preferred option to accommodate emergency services.
Regarding a moveable bridge, do they review winter conditions?	Yes, a moveable bridge would most likely be impacted by winter conditions as it is close to the water. However, a moveable bridge would offer uninterrupted service in the winter months. A fixed bridge may be exposed to higher winds, freezing.
The current bridge is a significant structure. Would you keep it there for historic purposes?	Yes, we are reviewing conservation options for the existing bridge as part of this study. Some of these options include keeping the bridge in place, or relocating it to a park as a monument.
How many people maintain the bridge?	The MTO retains contractors to maintain the bridge. Operation of the swing span is controlled by 1 individual for part of the year.
How much life is left in the existing bridge?	Bridges are typically designed for 75 years; however, the existing swing bridge was likely less than that. It is not known how much longer the existing bridge will be able to operate; however; the MTO continues to inspect and maintain the bridge. The ongoing maintenance is very costly, so it is time to develop a plan for a reliable crossing.

Little Current Swing Bridge Study (GWP 5268-14-00)
Community Information Sharing Session – Four Directions Community Centre
Thursday, July 25, 2019, 5:00 pm to 7:00 pm

Table 5: Summary of Comments/Questions and Responses, Aundeck-Omni-Kaning

Question/Comment	Response
What is planned for the existing bridge?	As part of this study, a separate heritage evaluation process is being undertaken to determine next steps for the existing bridge. Options range from retaining the bridge in place, re-use of the bridge for a different purpose/applying sympathetic modifications, or removing/relocating the bridge.
Who owns the bridge?	MTO owns the existing bridge.
Would a new lift bridge structure be designed with 2 lanes?	Yes, all design options include 2 lanes of travel.
How long would it take when the lift bridge is open to boat traffic/closed to vehicle traffic?	In general, all of the moveable bridge design options would have the same wait times.
If the existing bridge gets stuck, can it be opened manually?	Yes, the existing could be opened manually; however, the manual operation takes significantly longer.
In my opinion, I do not think that Little Current would suffer a great deal from a realignment of the roadway, with the exception of the gas station. People drive straight through. At times, traffic is backed up to the gas station. Not a lot of traffic comes off Highway 6 specifically to shop downtown.	Noted. As part of this assignment, we are conducting a Business Impact Assessment to identify the potential effects of the project to businesses within the community.

Appendix E: Surveys Received During Community Information Sharing Sessions 2

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

Introduction

The Little Current Swing Bridge study includes the development of various bridge types and alignments for a new crossing across the North Channel for access to Manitoulin Island on Highway 6.

As part of this study, the project team is completing a review of existing boat users in the North Channel. The purpose of this survey is to provide the project team with an understanding of existing and potential boating activity in the study area.

The answers and information that you provide will be held in confidence and will not be released to any other individuals or businesses. The information collected will be summarized without disclosing details of individual results. If you have any questions, please feel free to contact one of the Stantec or Ministry of Transportation contacts listed at the end of the survey.

Information is being collected and stored in accordance with the *Freedom of Information and Protection of Privacy Act*.

Contact Information (Optional)

Name (e.g., John Smith): _____

Mailing Address: _____

Email: _____

1. Do you utilize the North Channel for recreational or commercial boating purposes? If yes, please go to Question 2. If no, please go to Question 7.
2. Are you a boat/vessel owner or operator? If no, please go to Question 7.
3. What type of boat/ vessel do you operate? (please select all that apply)?
   - ☐ Recreational boat (motorized) (please go to Question stream A)
   - ☐ Commercial fishing boat/charter (please go to Question stream B)
   - ☐ Commercial Passenger Ship/Cruise Ship (please go to Question stream C)
   - ☐ Canoe/Kayak (please go to Question 7)
   - ☐ Other (please go to Question 7)
4. What is the width of your boat/ vessel (in feet)?

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

A6. If you do not pass through the North Channel, what is the reason?

- ☐ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/ vessel restriction (length/width)
- ☐ Boat/ vessel restriction (height)
- ☐ Other – please use comments at the end to describe

A7. Would you be more likely to use the North Channel crossing if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)? Yes

Question Stream B

B1. What is the name of your commercial fishing company?

B2. Where is your business located?

B3. What is your primary fishing catch (species), please list?

B4. Do you require the use of the Swing bridge for boating to reach your typical fishing areas?

B5. If yes to B4, when do you typically use the Swing Bridge for commercial fishing access (check all that apply)?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ I don't use the Swing bridge

B6. If yes to B4, how likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☑ Very likely
- ☐ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

LITTLE CURRENT SWING BRIDGE STUDY (GWP 5268-14-00)

BOAT SURVEY

C6. How likely is it that you will regularly continue to use the North Channel in the next 12 months?

- ☐ Very likely
- ☑ Somewhat likely
- ☐ Neither likely nor unlikely
- ☐ Somewhat unlikely
- ☐ Very unlikely

C7. Are there any current restrictions on using the Little Current Swing Bridge that impede your operations?

- ☑ Inadequate timing (time when the channel is open for boating)
- ☐ Location (not on my route of travel)
- ☐ Boat/vessel restriction (length/width)
- ☐ Boat/vessel restriction (height)
- ☐ Other – please use comments at the end to describe

C8. Would you be more likely to use the Little Current Swing Bridge area if you did not have to wait for the bridge to open (i.e. pass directly under the bridge)?

General Questions (for all respondents)

7. Are there periods of time when access to the Swing bridge can be challenging due to high boating volume? Please specify.

8. Is the existing bridge visibility/lighting/signage adequate for boat navigational purposes? If no, please explain.

9. Do you have any further comments about boating access in the study area?

Thank you for completing the survey. The information that you have provided will be compiled and considered during the study.

Please submit your completed survey in the drop box provided or submit 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

F.5 Online Public Information Centre 3

ONLINE PUBLIC INFORMATION CENTRE 3 INDIGENOUS CONSULTATION SUMMARY REPORT

Highway 6 Little Current Swing Bridge Study

GWP 5268-14-00

Prepared for:

Ministry of Transportation
Northeastern Region

Prepared by:

Stantec Consulting Ltd.

June 2021

Table of Contents

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LIST OF FIGURES

Figure 1: Key Plan 3

LIST OF APPENDICES

Appendix A: Notification, Cover Letters & Posters
Appendix B: Online Public Information Centre Materials

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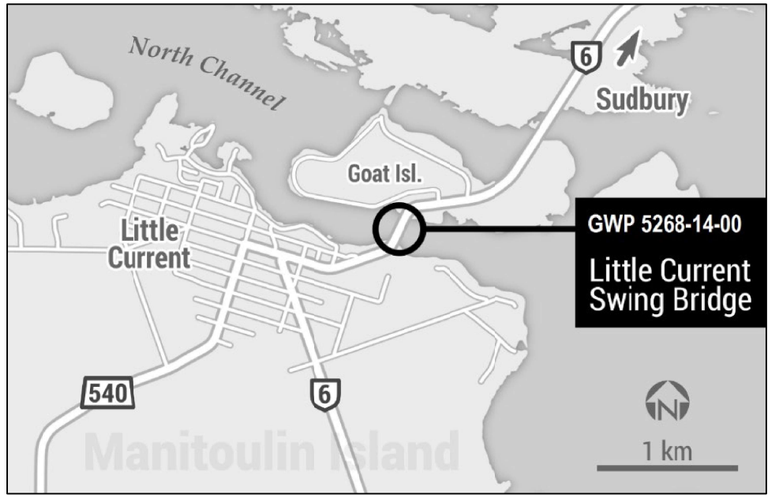
1.0 Introduction

An Online Public Information Centre (PIC) was held to present the Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario, the study area of which is shown in **Figure 1** below. This was the third PIC for this study.

Figure 1: Key Plan



In light of the COVID-19 pandemic and associated physical distancing requirements for the foreseeable future, PIC 3 was held in an online format. A recorded presentation and comment form were provided on the study website as part of the online PIC.

The following Indigenous communities/organizations were contacted as part of the Online PIC 3 consultation process:

- Aundeck-Omni Kaning First Nation
- M'Chigeeng First Nation
- Sheguiandah First Nation
- Sheshegwaning First Nation
- Whitefish River First Nation
- Wiikwemkoong Unceded Territory
- Zhiibaahaasing First Nation
- United Chiefs and Councils of Mnidoo Mnising

With the exception of the United Chiefs and Councils of Mnidoo Mnising, all Indigenous communities were contacted leading up to the Online PIC 3 within the months of February/March 2021 to confirm the best approach for notification and presentation format for each community. The feedback through this initial outreach indicated that while most community members would be comfortable accessing the presentation online, some would require hardcopy materials to be made available for viewing at their local community administrative office due to limited internet/computer access. Additionally, it was noted by the representative from the Wiikwemkoong Unceded Territory that some members would have difficulty reading/listening to the presentation in English, and highly recommended that a translated version be provided in the local Anishnaabemowin language.

2.0 Purpose

The purpose of Online PIC 3 was to provide the public, stakeholders and Indigenous Communities with an opportunity to review and gather feedback on the evaluation of alignment and structure alternatives, the Preliminary Preferred Plan and associated potential impacts and preliminary proposed mitigation measures.

3.0 Location, Date, and Time

As mentioned previously, PIC 3 was held online and consisted of a recorded presentation that was hosted on the study website (www.swingbridgestudy.ca) beginning on March 30, 2021 with a comment period running through until April 30, 2021. While the comment form has now closed, the Online PIC 3 presentation remains active on the study website for continued public review. For those unable to access the materials online, hardcopies of the presentation, transcript and comment forms were provided in both English and Anishnaabemowin via courier to the administrative office of each Indigenous community within the study area.

4.0 Notification

A formal cover letter and Notice of Online PIC 3 was issued to the Chief of each of the following Indigenous communities, along with informal coordination with a representative from each community/organization on Thursday, March 18, 2021 via mail and email:

- Aundeck-Omni Kaning First Nation
- M'Chigeeng First Nation
- Sheguiandah First Nation
- Sheshegwaning First Nation
- Whitefish River First Nation
- Wiikwemkoong Unceded Territory
- Zhiibaahaasing First Nation
- United Chiefs and Councils of Mnidoo Mnising

The cover letter and Notice of Online PIC 3 provided information about the PIC, including its purpose, the date and time that the presentation would become available on the study website, as well as a reminder that arrangements had been made to have a hardcopy presentation package couriered to each Indigenous community's administrative office in the coming weeks.

The United Chiefs and Councils of Mnidoo Mnising received a slightly altered cover letter including information about the PIC such as its purpose, date and time the presentation would become available on the website, as well as offering to provide hardcopy materials of the Online PIC 3 presentation, if requested.

The hardcopy package was couriered to each of the Indigenous communities on April 1, 2021 and included the following:

- Five (5) Hardcopies of the Online PIC 3 Presentation Slides (in English)
- Five (5) Hardcopies of the Online PIC 3 Transcript (in both English and Anishnaabemowin)
- Twenty (20) Hardcopies of the Online PIC 3 Comment Form (in both English and Anishnaabemowin)
- Five (5) Hardcopies of an Online PIC 3 Poster tailored to each Indigenous community (in English)

To ensure that community members were aware of the upcoming online PIC, the tailored posters were also provided electronically on March 26, 2021 to each Indigenous community representative. Arrangements were made in advance with each of the community representatives to post the notification of the PIC within their respective community newsletters, websites, social media pages and to be posted locally in high traffic areas within the community. The posters also noted that hardcopy materials would be available at the administrative office should anyone not have access to view the presentation online and included the contact information of the community representative.

Comments regarding the Online PIC presentation, including those made on the provided hardcopies of the comment form, were requested to be submitted by April 30, 2021.

Copies of the cover letters, notification and posters are provided in **Appendix A**.

5.0 Reference Materials and Handouts

The following displays were presented at the PIC:

- Title Slide
- How to use this presentation
- Welcome
- Study Purpose
- Study Process
- Study Phases
- Study Area Location Plan

- Study Background: Phase 1 – Transportation Needs Assessment
- Study Background: Phase 2 – Planning Phase
- What have we heard?
- Cultural Heritage – The Little Current Swing Bridge
- Heritage Bridge Conservation Options Assessment
- Existing Environment
- Evaluation Process
- Preliminary Evaluation of Alternatives
- Evaluation Summary
- Value Engineering Study
- Preferred Plan (two slides)
- Heritage Impact Assessment
- Environmental Impacts and Mitigation
- Next Steps

The PIC displays are included in **Appendix B**.

6.0 Format

As noted, due to the COVID-19 pandemic, the PIC was hosted online via the study website www.swingbridgestudy.ca. Online PIC 3 was provided as a recorded presentation with presentation slides in English. However, to ensure all community members were provided with equal accessibility to the presentation, viewers were given the option to select versions of the presentation's audio and transcript in both English and Anishnaabemowin.

To solicit and gather feedback on the presentation and study, community members were encouraged to complete the online comment form, which was available in both English and Anishnaabemowin, through a link to Survey Monkey or provided PDF copy, or directly to the project team via email or telephone. Online PIC 3 participants were encouraged to submit their comments by April 30, 2021.

As mentioned previously, hardcopies of the transcript, displays and comment forms were also delivered to each Indigenous community via courier for those unable to access the online format, in both English and Anishnaabemowin.

The information available as part of the online PIC, including a copy of the online presentation, transcripts and comment form are provided in **Appendix B**.

7.0 Comments Received

Each Indigenous community was contacted multiple times via telephone and/or email to ensure that they received the couriered hardcopy presentation package, as well as to confirm if any comments had been submitted through the hardcopy comment forms. At the time of issuing this summary report, each of the

community representatives reported that they had not received any comments concerning the study during the Online PIC 3 review period, with the exception of Sheshegwaning and Zhiibaahaasing First Nations, who had not responded to the follow up outreach activities.

8.0 Next Steps

Following this Online Public Information Centre 3, the project team will continue to review and consider all feedback received and respond to any questions, as necessary. The project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures.

This was the third and final PIC for this study. A Transportation Environmental Study Report (TESR) will be prepared to document the study and the Recommended Plan following which, the Notice of Study Completion will be issued and the TESR will be available for a 30-day public review period.

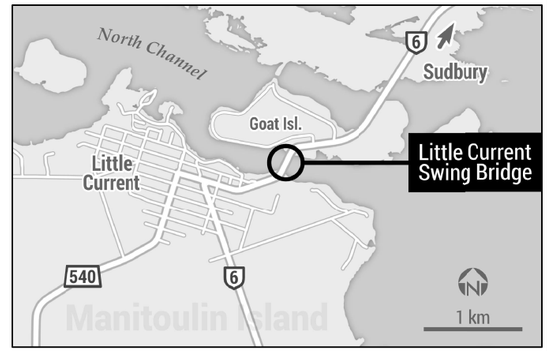
Any concerns brought to the attention of the project team will be responded to and an attempt to reach a resolution will be made.

Appendix A: Notification, Cover Letters & Posters

Ontario

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE 3
PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 6 Little Current Swing Bridge Study, GWP 5268-14-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The bridge provides year-round highway access between the community of Little Current and Manitoulin Island and mainland areas of Northern Ontario. The existing bridge is nearing the end of its service life. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing.



THE PROCESS

This study is a "Group A" project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. Upon completion of preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review period.

ONLINE PUBLIC INFORMATION CENTRE 3

Two Public Information Centres (PICs) have been held to date to present and gather feedback at key points in this Study. PIC 1 was held in August 2018 to present the transportation needs assessment, existing study area conditions, and alternatives to the undertaking. PIC 2 was held in July 2019 to present alignment and structure type alternatives, the evaluation process and preliminary assessment of the heritage conservation options for the existing bridge.

The third and final PIC has been scheduled to provide an opportunity for you to review the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. **The PIC will be available for your review on the study website at www.swingbridgestudy.ca on Tuesday, March 30, 2021**. A recorded presentation will be available as part of the online PIC until April 30, 2021.

COMMENTS

You are encouraged to participate in the study and to provide comments to the study team. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 3 materials provided on the study website, please contact one of the following study team members:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
Tel: (905) 381-3227
Call Collect: (905) 385-3234
ProjectTeam@swingbridgestudy.ca

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
Tel: (705) 497-6807 or (705) 491-7756
Toll-free: 1-800-461-9547
ProjectTeam@swingbridgestudy.ca

Please visit the project website, **www.swingbridgestudy.ca**, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:12 PM
To: corbierep@aokfn.com
Cc: Peter Nahwegahbow; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_AOK_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

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Stantec

Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Patsy Corbiere
Aundeck-Omni-Kaning First Nation
Administrative Office
13 Hill Street, R.R. #1, Comp 21
Little Current, ON P0P 1K0

Dear Chief Corbiere,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media platforms, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hardcopies of the presentation, transcript and comment form will be couriered to the band office to the attention of Peter Nahwegahbow.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. P. Nahwegahbow – Aundeck-Omni-Kaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 10:50 AM
To: Peter Nahwegahbow
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_AOK_poster_20210315.docx; 1086_PIC3_AOK_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 9, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Peter Nahwegahbow
Aundeck Omni Kaning First Nation, Administrative Office
13 Hill Street, R.R. 1, Comp 21
Little Current, ON P0P 1K0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

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ONLINE PUBLIC INFORMATION CENTRE 3

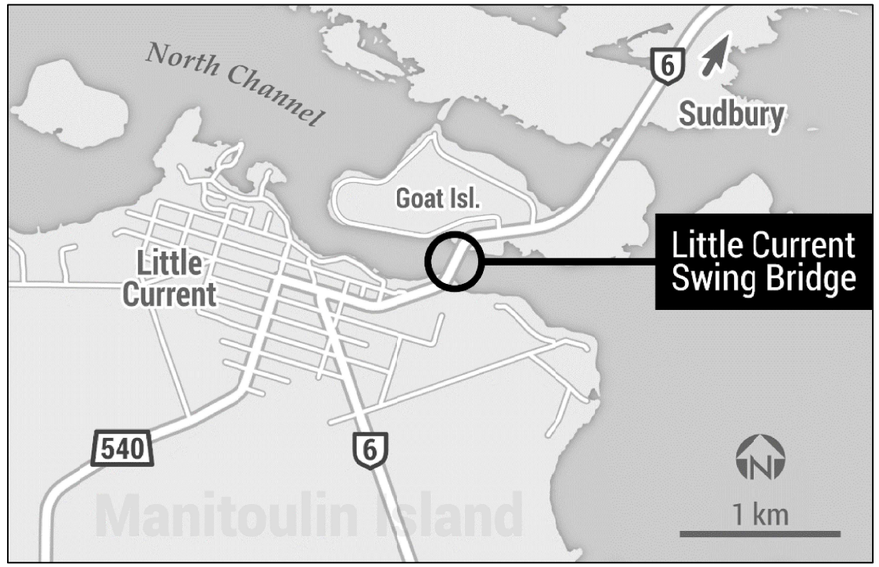
Aundeck Omni Kaning First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Peter Nahwegahbow (705-368-2228) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Stantec

Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Peter Nahwegahbow	From:	Jenn Robinson
Company:	Aundeck Omni Kaning First Nation, Administrative Office	☐	For Your Information
Address:	13 Hill Street, R.R.1, Comp 21 Little Current, ON P0P 1K0	☐	For Your Approval
		☐	For Your Review
Phone:	705-368-2228	☑	As Requested
Date:	April 1, 2021		
Delivery:	Courier		

Reference: **Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3 Hardcopy Materials**

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our phone conversation on February 9, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:09 PM
To: chief@mchigeeng.ca
Cc: Marlene Debassige; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_MChigeeng_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Stantec

Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Ogimaa Kwe (Chief) Linda Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation, ON P0P 1G0

Dear Ogimaa Kwe (Chief) Debassige,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hardcopies of the presentation, transcript and comment form will be couriered to the administration office to the attention of Marlene Debassige.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. M. Debassige – M'Chigeeng First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 10:55 AM
To: marlened@mchigeeng.ca
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_MChigeeng_poster_20210315.docx; 1086_PIC3_MChigeeng_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 9, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Marlene Debassige
M'Chigeeng First Nation
53 Highway 551, P.O. Box 333
M'Chigeeng First Nation, ON P0P 1G0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

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ONLINE PUBLIC INFORMATION CENTRE 3

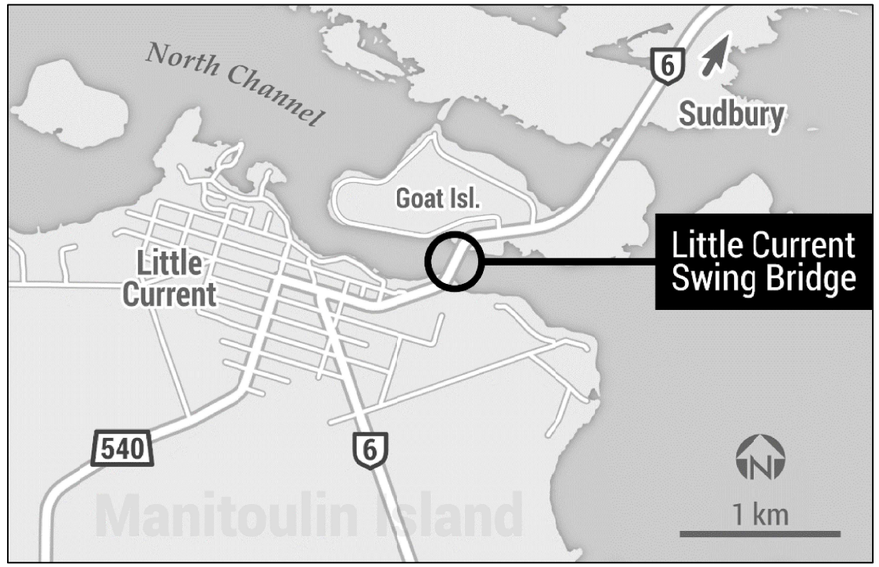
M'Chigeeng First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: **Tuesday, March 30 to Friday, April 30, 2021**

If you have difficulty accessing the PIC 3 materials online, please contact Marlene Debassige (705-377-5362) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Stantec

Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Marlene Debassige	From:	Jenn Robinson
Company:	M'Chigeeng First Nation	☐	For Your Information
Address:	53 Highway 551, P.O. Box 333 M'Chigeeng First Nation, ON P0P 1G0	☐	For Your Approval
		☐	For Your Review
Phone:	705-377-5362	☑	As Requested
Date:	April 1, 2021		
Delivery:	Courier		

Reference: **Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3 Hardcopy Materials**

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our phone conversation on February 9, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:06 PM
To: andrew.aguonie@sheguiandahfn.ca
Cc: crystal.madahbee@sheguiandahfn.ca; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Sheguiandah_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Stantec

Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Andrew Aguonie
Sheguiandah First Nation
142 Ogemah Miikan, P.O. Box 101
Sheguiandah, ON P0P 1W0

Dear Chief Aguonie,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website and social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, a hardcopy of the presentation, transcript and comment form will be couriered to the band office to the attention of Crystal Madahbee.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. C. Madahbee - Sheguiandah First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 10:59 AM
To: community.engagement@sheguiandahfn.ca
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_Sheguiandah_poster_20210315.docx; 1086_PIC3_Sheguiandah_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 8, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Crystal Madahbee
Sheguiandah First Nation
142 Ogemah Miikan Road, P.O. Box 101
Sheguiandah, ON P0P 1W0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

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ONLINE PUBLIC INFORMATION CENTRE 3

Sheguiandah First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

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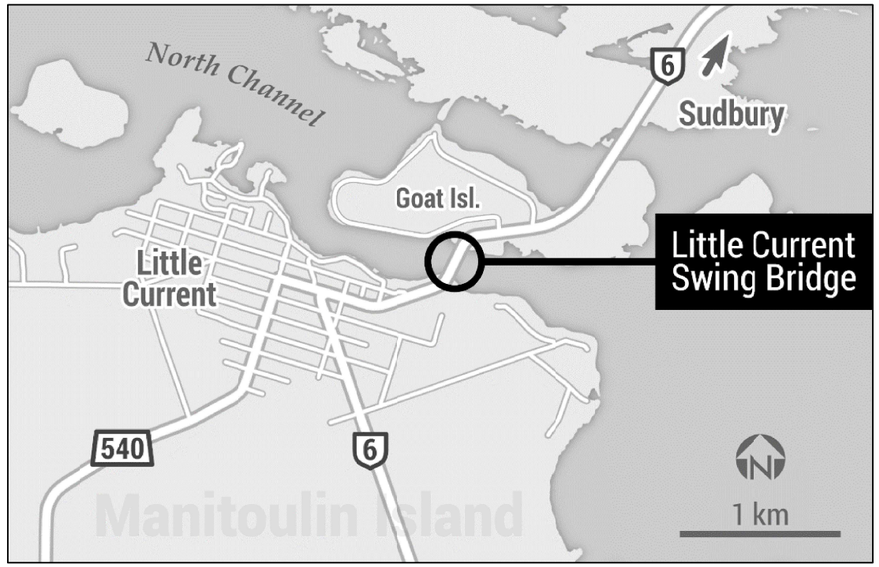
The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: **Tuesday, March 30 to Friday, April 30, 2021**

If you have difficulty accessing the PIC 3 materials online, please contact Crystal Madahbee (705-368-2781) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Stantec

Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Crystal Madahbee	From:	Jenn Robinson
Company:	Sheguiandah First Nation	☐	For Your Information
Address:	142 Ogemah Miikan Road, P.O. Box 101 Sheguiandah, ON P0P 1W0	☐	For Your Approval
		☐	For Your Review
Phone:	705-368-2781	☑	As Requested
Date:	April 1, 2021		
Delivery:	Courier		

Reference: **Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3 Hardcopy Materials**

Attachment:

Copies	Description
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5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
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As discussed previously via our phone conversation on February 8, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:03 PM
To: dean@sheshegwaning.org
Cc: jessica@sheshegwaning.org; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Sheshegwaning_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

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Stantec

Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road, P.O. Box 1
Sheshegwaning, ON P0P 1X0

Dear Chief Roy,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

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The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. J. Sampson - Sheshegwaning First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 11:05 AM
To: jessica@sheshegwaning.org
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_Sheshegwaning_poster_20210315.docx; 1086_PIC3_Sheshegwaning_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

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Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Jessica Sampson
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning, ON P0P 1X0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

Stantec

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ONLINE PUBLIC INFORMATION CENTRE 3

Sheshegwaning First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

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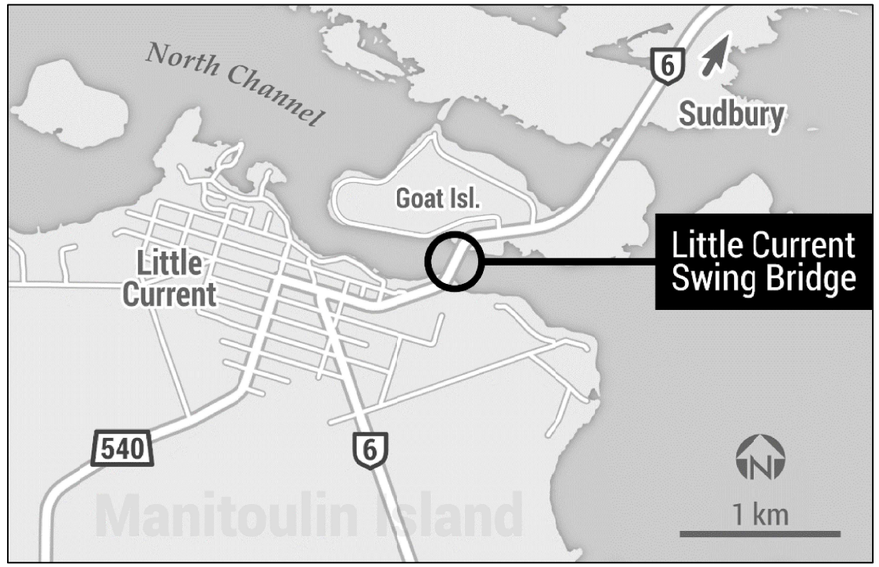

Where: www.swingbridgestudy.ca

When: **Tuesday, March 30 to Friday, April 30, 2021**

If you have difficulty accessing the PIC 3 materials online, please contact Jessica Sampson (705-283-3292) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Stantec

Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Jessica Sampson	From:	Jenn Robinson
Company:	Sheshegwaning First Nation	☐	For Your Information
Address:	1079A Sheshegwaning Road, Sheshegwaning, ON P0P 1X0	☐	For Your Approval
		☐	For Your Review
Phone:	705-283-3292	☑	As Requested
Date:	April 1, 2021		
Delivery:	Courier		

Reference: **Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3 Hardcopy Materials**

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Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 8:59 PM
To: chief@whitefishriver.ca
Cc: gforrest@whitefishriver.ca; stephenm@whitefishriver.ca; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Whitefish_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

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Kind regards,

Diana Addley
Senior Environmental Planner
Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

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Stantec

Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Franklin Paibomsai (Shining Turtle)
Whitefish River First Nation
46 Bay of Islands Road, P.O. Box A
Birch Island, ON P0P 1A0

Dear Chief Shining Turtle,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

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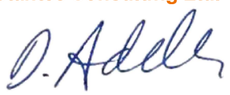
The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. G.Forrest, S. McGregor – Whitefish River First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Thursday, March 18, 2021 10:00 AM
To: Sandy Jacko; Stephen McGregor
Cc: Addley, Diana
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach
Attachments: 1086_PIC3_Whitefish_poster_20210315.docx; 1086_PIC3_Whitefish_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sandy,

As discussed, attached is the Highway 6 Little Current Swing Bridge EA Study Public Information Centre (PIC) 3 poster.

Please feel free to use this poster and the information within to notify your community members through your social media pages. Hard copies of the poster, along with hard copies of the PIC presentation itself, will be couriered to the band office within the coming week.

Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

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From: Sandy Jacko <sandyj@whitefishriver.ca>
Sent: Thursday, February 18, 2021 6:44 PM
To: Robinson, Jennifer <Jennifer.Robinson@stantec.com>; Stephen McGregor <stephenm@whitefishriver.ca>
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hi Jenn,

Our community newsletter is on hiatus at the moment. However, the poster can be posted at various public locations in the community (ie. post office, band office, health centre). And WRFN has a social media page for upcoming events, activities and information sessions. For the social media, all posts have to be approved, so it should be submitted 2 weeks prior the information session in order to get it posted the week of the event.

I hope that answers your question.

Sandy Jacko
Manager
Whitefish River First Nation

(705) 507-2296/(705)285-0001

From: Robinson, Jennifer [mailto:Jennifer.Robinson@stantec.com]
Sent: February-18-21 3:53 PM
To: Stephen McGregor
Cc: Sandy Jacko
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hi Stephen,

Just wanted to confirm, does your community have a monthly newsletter that the poster or PIC info could be included in as well?

If so, when would you require inputs by for it to appear in your April newsletter?

Thank you!

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

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From: Robinson, Jennifer
Sent: Wednesday, February 10, 2021 1:35 PM
To: Stephen McGregor <stephenm@whitefishriver.ca>
Cc: Addley, Diana <Diana.Addley@stantec.com>; Sandy Jacko <sandyj@whitefishriver.ca>
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hi Stephen,

Thanks so much for your quick reply, this information is greatly appreciated!

We'll take these inputs into consideration when planning for PIC 3 and provide you with our final approach within the coming weeks.

Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

From: Stephen McGregor <stephenm@whitefishriver.ca>
Sent: Monday, February 8, 2021 10:54 AM
To: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Cc: Addley, Diana <Diana.Addley@stantec.com>; Sandy Jacko <sandyj@whitefishriver.ca>
Subject: RE: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Good morning Jennifer, I'm encouraged to see correspondence from your team as this project is of interest to our community. I see our community members that have displayed an interest in this study are more receptive to hard copy information as opposed to social media. Having said that I think that it would be best if I post notifications on the few public places where notifications are displayed and community members frequent on how they can access information along with my contact information. Regarding Notification Distribution I think that providing links on our community social media page is helpful but the Poster option with the relevant media information included so that we can at least notify community members when this PIC is more applicable to us.
Option #1 is an ideal option for community members, but I'm also interested in Option #2 in my role as Consultation Coordinator for the community. Whenever you are ready to send information posters you can send them to me and I will post them up as soon as possible.

Thanks for reaching out to our community.

Regards,

Stephen McGregor
Consultation Coordinator
WHITEFISH RIVER FIRST NATION

From: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Sent: Thursday, February 4, 2021 8:24 PM
To: Stephen McGregor <stephenm@whitefishriver.ca>
Cc: Addley, Diana <Diana.Addley@stantec.com>
Subject: HWY 6 Little Current Swing Bridge EA Study - PIC 3 Approach

Hello,

The Ministry of Transportation Ontario (MTO) is currently planning for the third Public Information Centre (PIC) for the Highway 6 Little Current Swing Bridge Class Environmental Assessment study, which is tentatively scheduled for the end of March 2021.

In light of COVID-19 and associated physical distancing requirements, PIC 3 will be held online via the study website (http://swingbridgestudy.ca/) for a 1 month period and include a pre-recorded presentation and an online survey through which to provide feedback. The presentation platform to be used will encourage interaction throughout the presentation, allowing users to pause the presentation, fast forward to sections of the presentation that interests them most and/or rewind to review information in more detail. The text of each narrated presentation slide will be offered as part of the online PIC to provide both a visual and audio experience, and to help to ensure that accessibility needs are accommodated.

Prior to moving forward with the notification process, we would like to confirm the most effective approach to notify and present information about this study to your community and would appreciate your input on the following:

Notification Distribution
Could you please suggest the best method(s) for notification distribution to ensure that the Notice of PIC 3 is spread efficiently amongst your community members? For example:

- Providing text/links to post on your community website or social media pages

- Providing the notice/PIC information to include within your local monthly newsletter that is delivered to members
- Providing you with posters that may be posted around your community, informing members of the study and how to access the PIC 3 presentation
- Other, etc.

Alternative Viewing Methods
The following are two options that could be used to help accommodate community members that may not have access to the internet, but would like to review the information presented at PIC 3. Please let us know if your community wishes to participate in one or more of the following alternative viewing methods:

- Option #1 – Hard copies of the following can be couriered to the Band office for community members to review and submit comments through:
  - A copy of the online PIC 3 presentation (including a copy of both the displays and the narrative script)
  - Copies of comment forms, which we would request to be scanned and emailed back to us for recording

- Option #2 – A follow-up online Q&A session could be hosted by MTO/Stantec, in which members would visit the Band office to post questions in a live/virtual format

We appreciate you taking the time to provide your suggestions. Please do not hesitate to contact us should you have any questions or wish to discuss further over the phone.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

Stantec

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ONLINE PUBLIC INFORMATION CENTRE 3

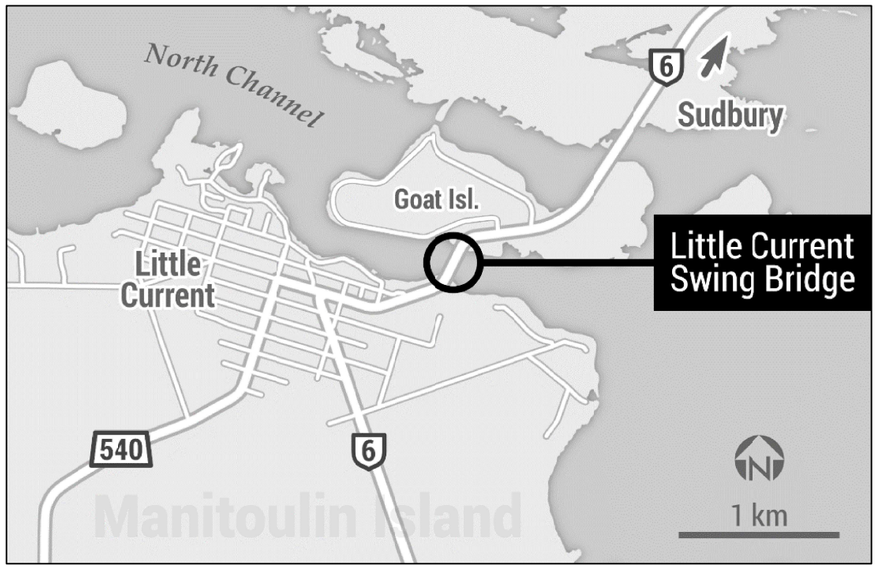
Whitefish River First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Stephen McGregor (705-285-4335) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Stantec

Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Stephen McGregor	From:	Jenn Robinson
Company:	Whitefish River First Nation	☐	For Your Information
Address:	46 Bay of Islands Road, P.O. Box A Birch Island, ON P0P 1A0	☐	For Your Approval
		☐	For Your Review
Phone:	705-285-4335	☑	As Requested
Date:	April 1, 2021		
Delivery:	Courier		

Reference: **Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3 Hardcopy Materials**

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our email correspondence on February 8, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Design with community in mind

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 8:53 PM
To: dukepeltier@wiikwemkoong.ca
Cc: sandrawabegijig@wiikwemkoong.ca; kevin.wassegijig@wiikwemkoong.ca; Kayla Jackson; mandyrichard@wiikwemkoong.ca; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Wiikwemkoong_20210308.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner

Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong, ON P0P 2J0

Dear Chief Peltier,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community newsletter, website, social media pages, and also through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hardcopies of the presentation, transcript and comment form will be couriered to the band office to the attention of Kayla Jackson and Mandy Richard.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. S. Wabegijig, K. Wassegijig, K. Jackson, M. Richard – Wiikwemkoong Unceded Territory
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Design with community in mind

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Friday, March 26, 2021 11:12 AM
To: Mandy Richard
Cc: Addley, Diana
Subject: Highway 6 Little Current Swing Bridge Online PIC 3 Poster
Attachments: 1086_PIC3_Wiikwemkoong_poster_20210315.docx; 1086_PIC3_Wiikwemkoong_poster_20210315.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our phone call on February 18, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Mandy Richard
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wiikwemikong, ON P0P 2J0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

Stantec

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ONLINE PUBLIC INFORMATION CENTRE 3

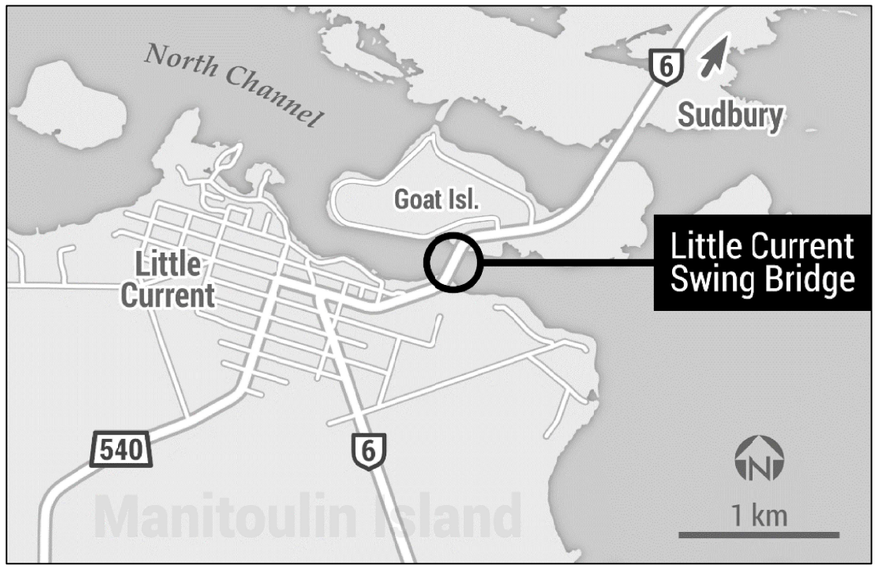
Wiikwemkoong Unceded Territory

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

The purpose of online PIC 3 is to provide an opportunity to review and provide feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and proposed mitigation measures.



Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Kayla Jackson (705-859-3122) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Stantec

Transmittal

Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

165001086.

To:	Mandy Richard	From:	Jenn Robinson
Company:	Wiikwemkoong Unceded Territory	☐	For Your Information
Address:	19A Complex Drive, P.O. Box 112 Wiikwemikong, ON P0P 2J0	☐	For Your Approval
		☐	For Your Review
Phone:	705-859-3122	☑	As Requested
Date:	April 1, 2021		
Delivery:	Courier		

Reference: **Highway 6 Little Current Swing Bridge Study, Online Public Information Centre 3 Hardcopy Materials**

Attachment:

Copies	Description
5	Online Public Information Centre 3 Poster
5	Online Public Information Centre 3 Presentation / Transcript (English)
5	Online Public Information Centre 3 Presentation / Transcript (Anishinaabemowin)
20	Online Public Information Centre 3 Comment Form (English)
20	Online Public Information Centre 3 Comment Form (Anishinaabemowin)

As discussed previously via our phone conversation on February 18, 2021, please find the enclosed hardcopy materials for the Little Current Swing Bridge Study's Online Public Information Centre (PIC) 3. Please feel free to use the hardcopies of the poster to advertise Online PIC 3 within high trafficked areas in your community. The remaining PIC 3 materials are intended to serve as an alternative viewing method for community members who are unable to view the PIC presentation online.

Kind Regards,

Stantec Consulting Ltd.

Jenn Robinson
Environmental Planner
Phone: 905-441-3609
Email: Jennifer.Robinson@stantec.com

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:13 PM
To: bobbisue@zhiibaahaasing.org
Subject: FW: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_Zhiibaahaasing_20210318.pdf

From: Addley, Diana
Sent: Thursday, March 18, 2021 8:50 PM
To: chiefkells50@gmail.com
Cc: Bobbi Sue Kells-Riberdy <bobbisue.kells.riberdy.zfn@gmail.com>; ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner

Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road, P.O. Box 1
Zhiibaahaasing, ON P0P 1X0

Dear Chief Sagon Kells,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

To help to ensure that community members are aware of the upcoming online PIC, arrangements have been made to provide notification via the community website, social media platforms, and through hard copy posters displayed within high traffic areas of the community. In addition, to accommodate community members that may not have access to the internet but would like to review the information presented as part of the online PIC 3, hardcopies of the presentation, transcript and comment form will be couriered to the band office to the attention of Bobbisue Kells-Riberdy.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. B. Kells-Riberdy – Zhiibaahaasing First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Design with community in mind

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Monday, March 29, 2021 4:07 PM
To: Bobbisue Kells-Riberdy
Cc: Addley, Diana
Subject: RE: Highway 6 Little Current Swing Bridge Online PIC 3 Poster

Good Afternoon,

The Online PIC 3 presentation will be hosted on the study website (www.swingbridgestudy.ca) for a month long period (March 30th to April 30th). Participants have the option to submit their comments through the following three methods:

- Online through the comment forms on the study website;
- By emailing their questions/comments directly to the study team (ProjectTeam@swingbridgestudy.ca);
- Using the hardcopy comment forms that will be couriered to your office later this week. We ask that any hardcopy comment forms be scanned and emailed back to the study team for review.

Thank you!

Jenn Robinson
Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

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From: Bobbisue Kells-Riberdy <bobbisue@zhiibaahaasing.org>
Sent: Monday, March 29, 2021 10:22 AM
To: Robinson, Jennifer <Jennifer.Robinson@stantec.com>
Cc: Addley, Diana <Diana.Addley@stantec.com>
Subject: Re: Highway 6 Little Current Swing Bridge Online PIC 3 Poster

Received, thank you.

Address is correct.

So my community members will go online during that week and complete the forms. Is that correct?

Bobbisue Kells-Riberdy
Band Manager

On Fri, 26 Mar 2021 at 11:15, Robinson, Jennifer <Jennifer.Robinson@stantec.com> wrote:

> Hello,

Please find the attached electronic version of the Online Public Information Centre (PIC) 3 poster regarding the Highway 6 Little Current Swing Bridge study. As previously discussed during our email correspondence on March 3, 2021 this poster is intended to be used to advertise the upcoming PIC within your next monthly newsletter and/or on your community Facebook page.

Hardcopies of the poster, along with presentation materials, will be couriered to your office next week to the following address:

Attention: Bobbisue Kells-Riberdy

Zhiibaahaasing First Nation

36 Sagon Road, P.O. Box 1

Zhiibaahaasing, ON P0P 1Y0

Please notify us as soon as possible if there are any errors in the above address.

Should you have any comments, questions and/or require additional information, please reach out to us.

Kind Regards,

Jenn Robinson

Environmental Planner, Transportation GTA

OSEC, Markham Office

Jennifer.Robinson@stantec.com

Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

ONLINE PUBLIC INFORMATION CENTRE 3

Zhiibaahaasing First Nation

HIGHWAY 6 LITTLE CURRENT SWING BRIDGE STUDY

PLANNING, PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT (G.W.P. 5268-14-00)

The Ministry of Transportation Ontario (MTO) along with their consultant, Stantec Consulting Ltd., is planning to hold **Public Information Centre (PIC) 3** for the Highway 6 Little Current Swing Bridge Class Environmental Assessment Study.

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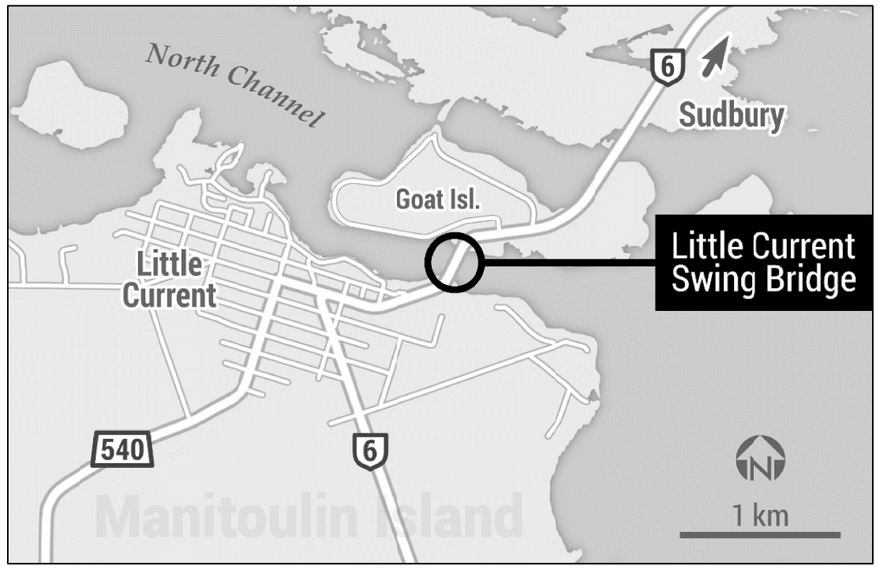

Where: www.swingbridgestudy.ca

When: Tuesday, March 30 to Friday, April 30, 2021

If you have difficulty accessing the PIC 3 materials online, please contact Bobbisue Kells-Riberdy (705-283-3963) at the administration office to view a hardcopy of the materials and to complete a comment form.

More information about the study is provided on the project website (www.swingbridgestudy.ca), where you can find project team contact information, provide comments and/or request to be added to the study mailing list.

Stantec

LITTLE CURRENT SWING BRIDGE STUDY

Ontario

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, March 18, 2021 9:01 PM
To: Hazel Recollet
Cc: ProjectTeam@swingbridgestudy.ca
Subject: Notice of Online Public Information Centre 3 - Hwy 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Attachments: let_1086_PIC3_UCCMM_20210318.pdf

Hello,

Please find a copy of the Notice of Online Public Information Centre (PIC) 3 attached in relation to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands. In light of the COVID-19 pandemic and associated physical distancing requirements, PIC 3 will be hosted online. The PIC will be available for your review on the study website at www.swingbridgestudy.ca on **Tuesday, March 30, 2021.** A recorded presentation will be available as part of the online PIC until April 30, 2021.

Should you have any questions, comments and/or require any additional information, please do not hesitate to contact the project team at ProjectTeam@swingbridgestudy.ca. A hard copy of this letter and notice will follow by mail.

Kind regards,

Diana Addley
Senior Environmental Planner

Direct: 905 415-6401
Direct: 647 588-7112
Diana.Addley@stantec.com

Stantec

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Stantec Consulting Ltd.
1555 Wentworth Street #150, Whitby, ON L1N 9T6

March 18, 2021

Attention: Ms. Hazel Recollect, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551, P.O. Box 275
M'Chigeeng, ON P0P 1G0

Dear Ms. Recollect,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00)
Notice of Online Public Information Centre 3

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge, located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

The purpose of this letter is to notify you that the third Public Information Centre (PIC) has been planned to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for review on Tuesday, March 30, 2021 on the project website (www.swingbridgestudy.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey, until April 30, 2021.

A hardcopy of the presentation, narrative script and comment form can be couriered to your office, if desired. Please note that letter notification of online PIC 3 has also been provided to the Chiefs of the United Chiefs and Councils of Mnidoo Mnising member First Nations.

Should you have any comments, questions, or concerns, or wish to schedule a virtual meeting with the study team discuss anything in more detail, please do not hesitate to contact me.

Reference: **Planning, Preliminary Design and Class Environmental Assessment Highway 6 Little Current Swing Bridge Study (G.W.P. 5268-14-00) Notice of Online Public Information Centre 3**

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Notice of Online Public Information Centre 3

c. M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.

Design with community in mind

Appendix B: Online Public Information Centre Materials

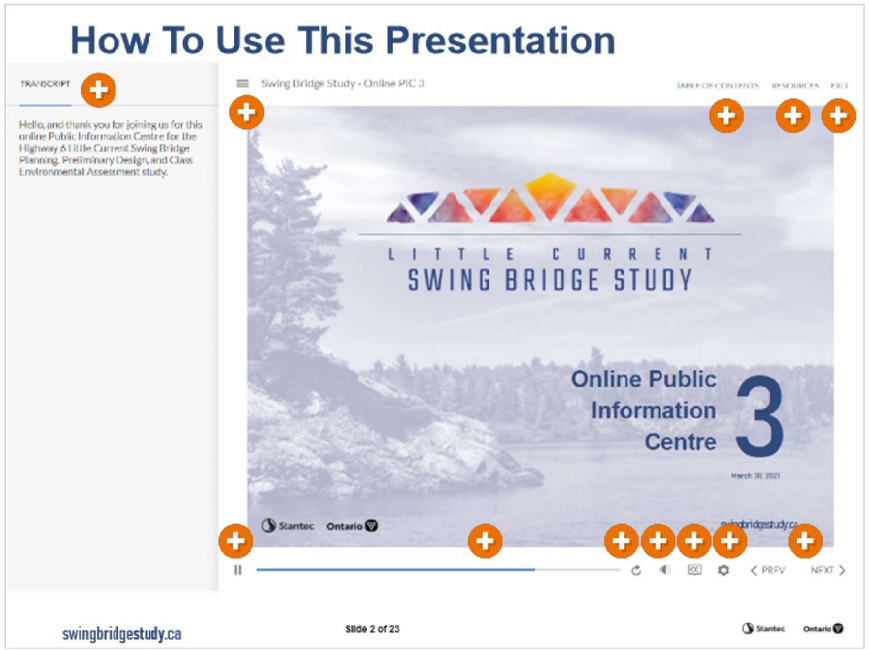
Swing Bridge Study - Online PIC 3

1.1 Dagoobizowin Mazinchigan PIC 3



Aanii kinowiiya, miigwech bi-wiijiigeyin maanda wii-skooniwitameng Wewebijiwang Dakamii-aazhigan; weweni-anii-miiyaa-waazhi-minoseg, miinwaa aapichi-gezhinaakiba, memdige gwa gaataayiing.

1.2 Waawzhi nokaazoyin maanda mazinaatesijigewin



Bagadoonsag waa-nokaazoyin wii-maachtaayin, “Shift” maagabish. Miinwaa “?” manjigwapii. Giishpin giigido nokaazowaans nokaazoyin, zhooshkibijigen wii-waabimad mazinchigan. Giishpin mazinaazowaans nokaazoyin, bagadoonh nokaazan wii-waabimadwaa aankoonsijigaansag.

Mazinaatesijigewin waanaagidoogaadeg debaajimo-aankinoosijigaansan:

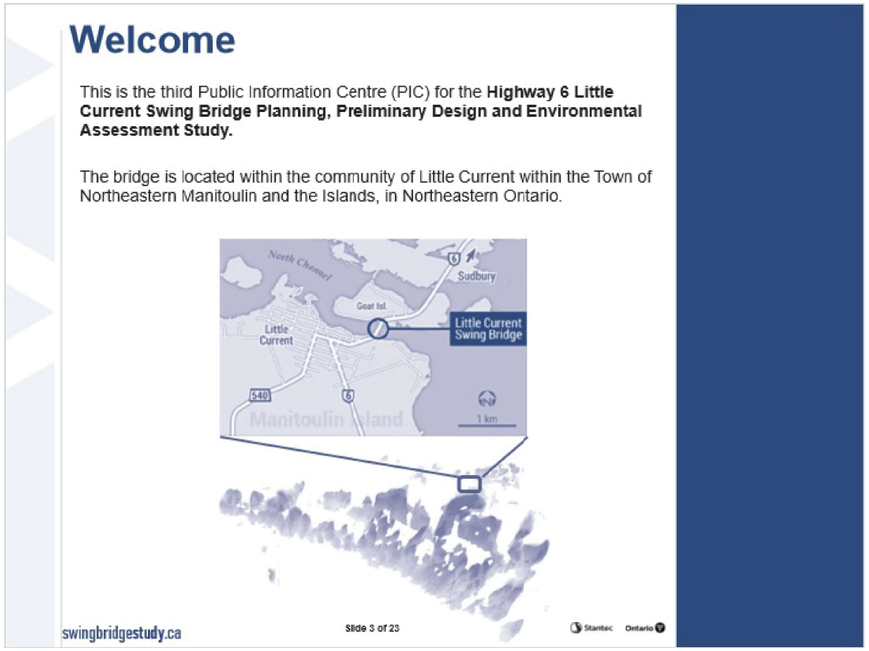
- **Aakinooschigan:** Waanoondaman temigad mazinaatesijigewning. Giishpin waa-noondaman yaanswan, mazinaatesijigewin naagidoon, debaajimowin bagadoonh nokaazong. Giishpin wii-nsaakonaman maage wii-gibaakoman aakinooschigan, nswi maagibichiganag nokaazo shpiming mezinaazojig.
- **Mazinaatesijigewining Etemigag:** Njidowaansan maamwin mazinaatesijigewining etemigag. Gdaa - nookaazon maanda wii-baskaabiiyin.
- **Menobidag nokaazowinan:** Maampii temigadoon mazinaatesijigewin nokaazowinan.
- **Zaagijiing:** Maaba bagadoonh wda-shkwanaan epiiskaayin miinwaa wii-gibaakwaman mazinaatesijigewin.
- **Waa-piitawe’eg:** Mazinaatesijigewning ge-noondaman. Nisakobidoon bazinshewnan miinwaa nokaazon bagadoonh wii-mino-piitawe’eg waa-

noondaman.

- **Wdaminon/Nigaabidoon-kesh:** Nokaazo maaba bagadoonh wii-daminoyin maage kesh wii - nigaabidooyin mezinaateseg.
- **Ezhinkaadegaansag:** Maaba bagadoonh nokaazon wii-nisakonaman Ezhinikaadegaansan.
- **Epiiskaayin maagabijigan:** Wii-waabidaman epiiskaayin waabimadwaa mazinchigaansag.
- **Aanji- wekwaaj:** Wii-aanji maachtaayin aapichi niigan aanji-wekwaaj.
- **Maagabijiganag kino-biwaad:** Miizhinda ji-nisaakobinad kino maagabiijiganag waa- nokaazoyin weweni-wii-daakeyin waa-nizhaayin.
- **W’gii-miyaayin miinwaa waa-zhaayin:** Gwanda bagadoonsag nokaazan wii-maajiiyin maage wii-baskaabiiyin mazinaatesijiganing.

Niibina maampii biwaag aanke maagibijiganag wii-waabimadiwaa k’chi-mazinchiganag miinwaa ekinoomaageng nokaazowinan. G’da-gibaakwaanan wii-baskaabiiyin mazinaatesijiganing maagobinad zheshkaa-bagadoonh. Zhiitaayin maagabiish miinwaa bagadoonh, maagabish wii-aabijitaayin; maage gwanda bagadoonsag (Ctrl Alt Period).

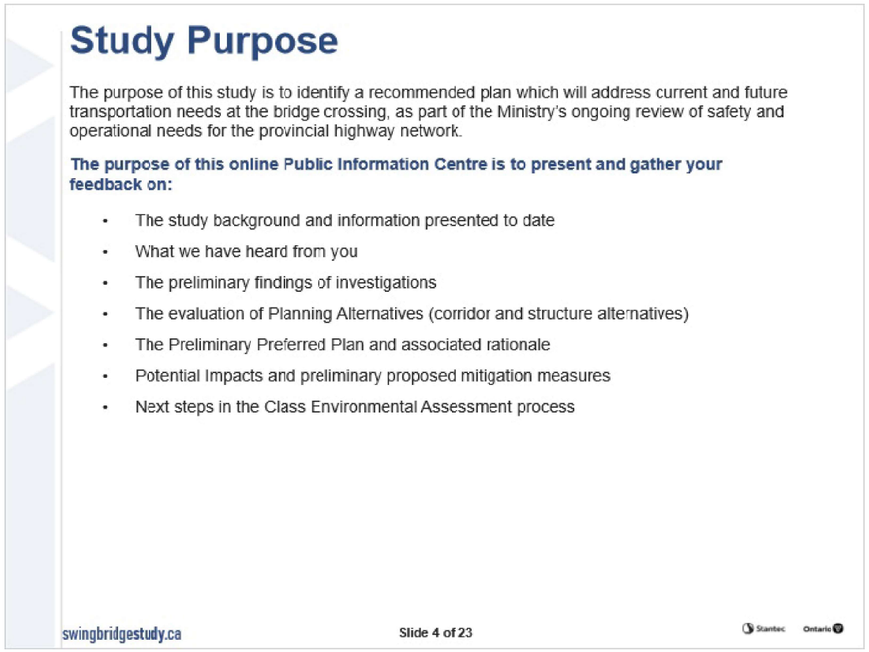
1.3 Wiikigewin



Maanda mazinaatesijigewin ga-miinigwan kino-dibaamdazowin gaataayeng waa-zhinaagwag, (Class EA) ezhinikaadeg. Kino-gegoo maampii ezhinaagwag wda-temigag pii miinwaa wii-ginwaabidaman mazinaatesijigewining. www.swingbridgestudy.ca

Mii maanda zhaazhi nsing miinwaa shkwaach msiwe-kendimaawziwin maanda skooniwi-njindowin wii-miigiweng. Nji-gwa COVID-19 miinwaa meyaapii wii-yaayeng wiindimaageganan maanda PIC da-waabijigaade mazinaatesijigewining.

1.4 Waanaabidag skooniwi-njindowin



Wewebijiwang temigad weweb-dakamiigan maage aazhigan, naangwa oodenaans Giiwedinong-shi-waase'aabang Manidooning miinwaa minisensan, Giiwedinong-shi-wasse'aabang Ontario.

Maanda Skooniwi-njiindowin wii-nda-nsidwaabidaan mkotaagosiwin aniish maanda dakamii-aazhigan miiyaa ge-zhinaakiba, mendige gwa waa-zhi-aangwamzhing miinwaa gezhi-nokiimigag megwe kchi-miikanaang.

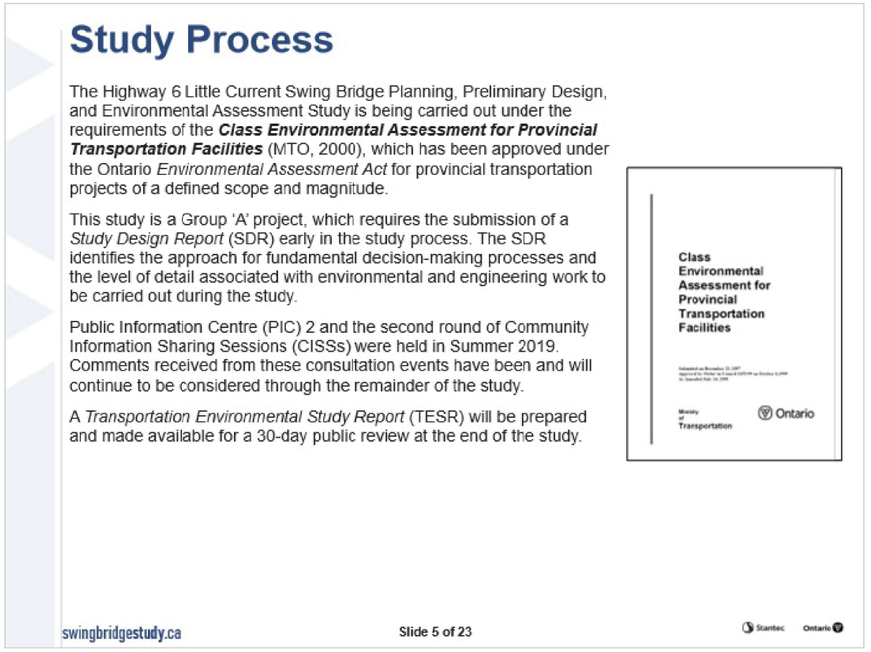
Wii-mooshiginmeng kendimaawziwin miinwaa waa-naabidag maanda mazinaatesigijigewin. megwe kendimaawziwin meneziyeng:

- Zhaazhi gaa-skooniwichigaadeg miinwaa kino waa-kendomeng.

- Kino zhaazhi gaa-wiindimaageng.
- Ekenjigaadeg shkwaa- nda-kenjigeng.
- Kino-gegoo naakonigewin wgii-dabaadiishkoode. (waa-mizhaang miinwaa naakimachigewin).
- Washme nakonigewin menwenjigaadeg miinwaa megwaadiziwin temigad.
- Ginimaa kino-gezhiimigag miinwaa nshkintam ga-naakonigeng.
- Waashi-makwechigeng dabaabiishkoodeg gaataayeng waashinaagwag, Class Enviromental Assessment ezhinakaadeg.

Geyaabi nokaazowinan tatenoon wii-shkwanman mazinaatesijiganing wii-giwaabidaman washme. Naabidoogan temigag giishpin gegoo wii-kidoyin. Miinwaa, takwebiigan temigag maampii enkiitameng mazinaatesijiganing.

1.5 Njindowin-eskooniwidomeng



Kino-gegoo maampii endawenjigaadeg miinwaa eskooniwidomeng (Class Environment Assessment for Provincial Transportation Facilities (2000) ezhinikaade, miinwaa Ontario Environmental Assessment Act ezhinikaadeg wgii-bagidinigaade wenenh-waa-aadoowiimigag naakimachigenan, miinwaa aaniish aapichi-waa-nikowaagwenh.

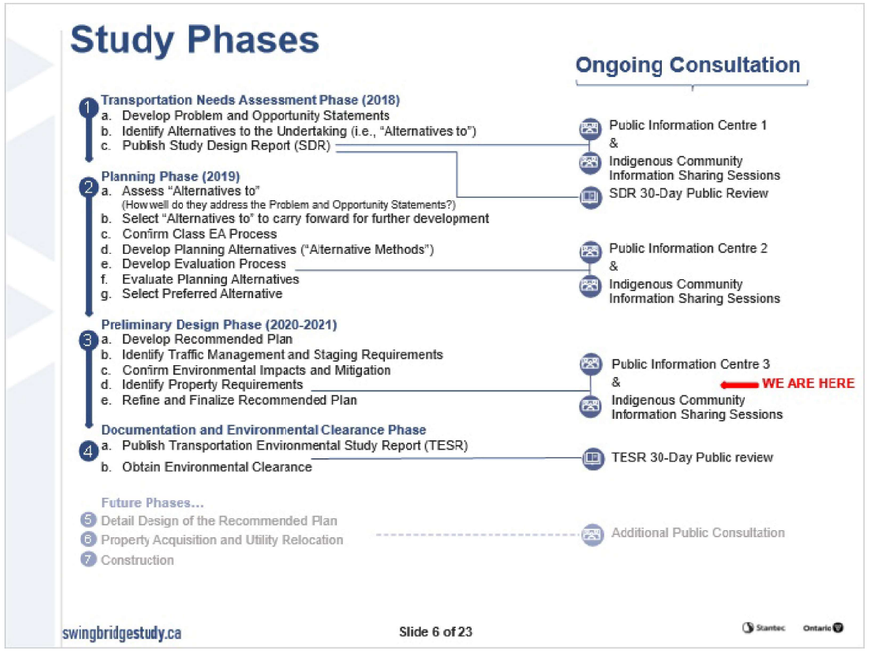
MTO Class Environmental Assessment (or Class) process ezhinakaadeg, wii-

bagidinigaade wii-k'chi-miikanaakeng naakonigewin, miinwaa naakimachige nokiitagewin. Eskooniwichigaade naagidoon Group 'A' process, ezhinikaadeg mooshkinebiigan aabideg Study Design Report da-zhinkaade wiiba skooniwichigeng wii-waabijigaadeg waa-zhinaagwag naakonigewin miinwaa wendigo-aapichi-miiyaa gaataayeng waa-zhinaagwag; miiwaa naakimachige nokiiwin waa-zhinaagwag. The Study Design Report ezhinakaadeg wgii-giishchigaande Baashkaakodin Giizis 2018 jitemigag wii-waabidameng mazinaatesijiganing.

Mangwa, zhaazhi niizhing wgii-waabijigaade miinwaa megwe oodenaang kino-gwaji wgii- miigwem kendomaawzowin. Epiichi niibing miinwaa edagwaagig 2018, miinwaa eko-niizhing eniibing 2019. Wenda-enendamonenh ninda-nji mkotaagoziichiganan etemigag miinwaa waa-bi-kendimong geyaabi naanaagidenmoowin wda-daapinigaade.

Wi Transportation Environmental Study Report (or TESR) ezhinikaadeg w'da-zhiitaachigaade miinwaa w'da-miigwem ngo-giizis wii-aanji-waabijigaadeg jibwaa-shkwaa-skooniwichigaade maanda kendamaawziwin.

1.6 Skooniwi-Njindowin Waazhinaagwag



Wi Class EA ezhikaadeg kino-gegoo wii-waamdatoon waa-shi-miikanaakeng jibwaa-binaachigaadeg gaataayeng ezhinaagwag. Wi Class EA piichtaawin ezhinikaadeg,

niiwin temigadoon waazhinaagwag: Naakonigewin, Mazinbiigan, Waazhinagwag Mazinbiigan, miinwaa Naakimachigewin. Wi Class EA piichtaawin ezhinikaadeg da-noopinadaan ezhinikaadeg Transportation Needs Assessment piiskaawin miiyaa wii-kenjigaadeg menezing.

Maanda Transportation Needs Assessment ezhinikaadeg wgii-nokaazigaade wii-mkigaadeg wenda ge-maanaadsegiba miinwaa genishingba, miinwaa wenda bkan gegoo ji-waambijigaadegiba. Niwe shkintam Public Information Centre miinwaa Indigenous Community Information Sharing Sessions ezhinikaadegin wgii-mino-senoon maanda pii. Miidash miinwaa Ekinoomage-njindowin mazinigan wii-zhibiigaadeg; Study Design Report wgii-zhinkaade. Miidash maanda wgii-daakaadang Transportation Needs Assessment ezhinikaadeg, wenda miiyaa waa-skooniwichigaadeg, wii-waamjigaadeg wenesh ginimaa bkaan gezhichigengwaba, miinwaa wi Class EA piichtaawin waa-shi-minoseg, mkotaagosiwin giwe. Wi Study Design Report ezhinikaadeg temigad wii-waabidaman mazinaatesijiganing.

Maanda Naakonigwin piichtaawin miiyaa wii-ginwaabidaan nokiiwin waa-zhi-giizhiitaang. Miinwaa wda-ke-dibaamjigaade wenenh bikaan gezhichigengwaba nsidwaabijigaadeg gegoo maanaadseg miinwaa wenjishing daapanigaadeg wii-maajiishkaang miinwaa wii-ke-dibaamda kweng. Gaataayeng waa-zhinaagwag miinwaa naakamachige nda-kenjigewin wda-tenoon maampii skooniwi-njindowining wii-aasigaabowiitang dibaamjigewin, miinwaa wii-kendimong megwaa ezhinaagwag miinwaa ginimaa gezhinaagdagiba. Aanin maanda skooniwi-njindowin, nenh niish wgii-maajiishkaam waabimizhaang miinwaa naakimachigewin waa-zhinaagwag. Ekwa niishing maanda wgii-waabijigaade, Public Information Centre miinwaa Indigenous Community Information Sharing Sessions wgii-tenoon, wii-nsidowaabijigaadeg wenenh bkaan naakonigewin gezhinaakiba miinwaa wenenh dabaabiishkoojigan genookaazong. Mkotaagoziwin gaa-bagamshkaamigad wi pii miinwaa eshkwaa maamiwi giigidong gii-aanji-waabijigaade miinwaa wgii-ke-maanaagidedimam epiichi skooniwichigaade ekinoomaage-njindowin.

Eshkwaa bigamshkaag mkotaagoziwin miinwaa dibaamdizowin, menwaabijigade naakonigwin maage naakimachigewin miiyaa mookidaaskaade, wii-nsidowaabimijigaade waa-zhiwebag gaataayeng miiwaa aaniish gezhichigengwaba. Maanda nsing miinwaa shkwaach wiindimaagewin Public Information Centre ezhinikaadeg wii-temigad wii-mino-naakamachigewag, naakonige beshigenjigaandeg, miinwa wenda gezhichigengwaba.

Shkwaa-temigag Public Information Centre ezhinikaadeg, Beshigenjigaadeg Naakonigewin wda-mino-giishichigaade. Wi Transportation Environmental Study Report (TESR) ezhinikaadeg, wda-maawndoo-biiwaan mazinigan miinwaa, wda-maziniganikaade kino-wiiya wii-waabidang ngo-giizis wda-zhisem. Pii TESR giishi-biigaadeg kendomaawzowin wda-temigad mazinaatesijiganing, miinwaa Manitoulin Expositor, Manitoulin Recorder, Sudbury Star geye, miinwaa wda-dagwa-te Email Mailor Mail ezhinikaade memdige gewek aapichi wii-waabidamwaad maanda kchi-

nokii-naakonigewin.

Skwaa-mazinigankaadeg TESR ezhinikaadeg miinwaa mkotaagoziwin biskaabiimigag, wda-zhiitaamigad kchi-nokii-naakonigewin wii-mino-daapanigaadeg gaataayeng. Gaataayeng wda-mino-waabidaan MTO wii-nokaazod pii EA minezing jibwaa miikwanaakeng miinwaa naakamachigeng.

Enso-maajishkaamigag maanda skooniwi-njindowin enso-tkookiing epiichtaang mino-naakonigewin miinwaa mino-wiindimaagewin kino-gegoo-weweni-ni-minose.

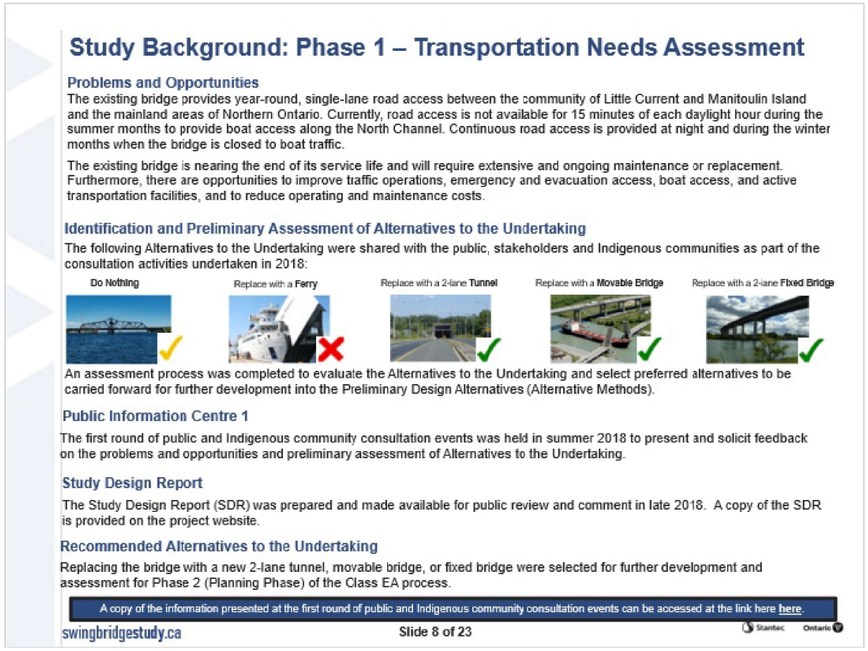
Ninda miiyaa mazinbiiganan miinwaa nakimachigewin wda-temigadoon waaso-naagach ngoding pii. Geyaabi megwe-giidowin wda-temigad pii miiyaa waa-zhinaagwag mazinbiigan, aniish waa-piiskaang gaawii-mshi wgii-bezhaakibiigaadesino.

1.7 Wii-temigad Skooniniwi-ngindowin Naakonigewin



Maanda skooniwi-njindowin wewebijiwang wii-temigad. Kchi-miikan Ngowaasowi shiibaamigad wewebijiwang, miiwetigo maanda bezhigog miikan wiizhaang Maanidooning. Nshwaasok shi nswaak megwaaj daabaanag wgii-zhiibaashkaawag maanpii aazhiganing 2016 pii, washme niibing. Mii-maanda naakonigewin weweni genwaabijigaadeg. Mbe maagabish bagadoonh wii-waabimad k'chi-mazinchigan.

1.8 Skooniwi-ngindowin gaa-njiimigag-Aadoowaang Menezing Dabagan



Miiwetigo bezhig miikan bekimok wewebijiwang miinwaa Manidooning giiwedinong nikeyeng wii-zhaang. Niibing mdaasowi-shi-naano-dabagaans-ke-gibaakoogaade enso-ngod-dabaganeg, jiimaanan ke'esh wiike-dakambideg. Baamaa bidoong daabaanag wetigo zhiibaashkaawag.

Miizhigo wii-shkwaabideg kchi aazhigan. Miigo wiiba-aabideg wiji-naachigaadeg maage wda-aanjiimigad. Miinwaa washme, zhisemigad wii-mino-maajiishkaamigag aadawaawin, geget-wewiib-maajaawin, jiimaanan wii-mino-bidegin, kchi-aadawaanyig wii-mino-aabijitaa'aad; miinwaa mena wii-nagideg nokaazong maage wii-naachigaadeg meyaa-pii.

Megwe dibaajimataadowin wgii-temigag 2018, mii ninda ginimaa gezhichigengwaba wgii-kidowag bimaadizijig gaa-bi-giigidojig:

- Gaawiin gegoo
- Dakaamii-jiimaan
- Naamkaming Miikan
- Bedangii-kaadeg aazhigan
- Kchi-miikanaa aazhigan

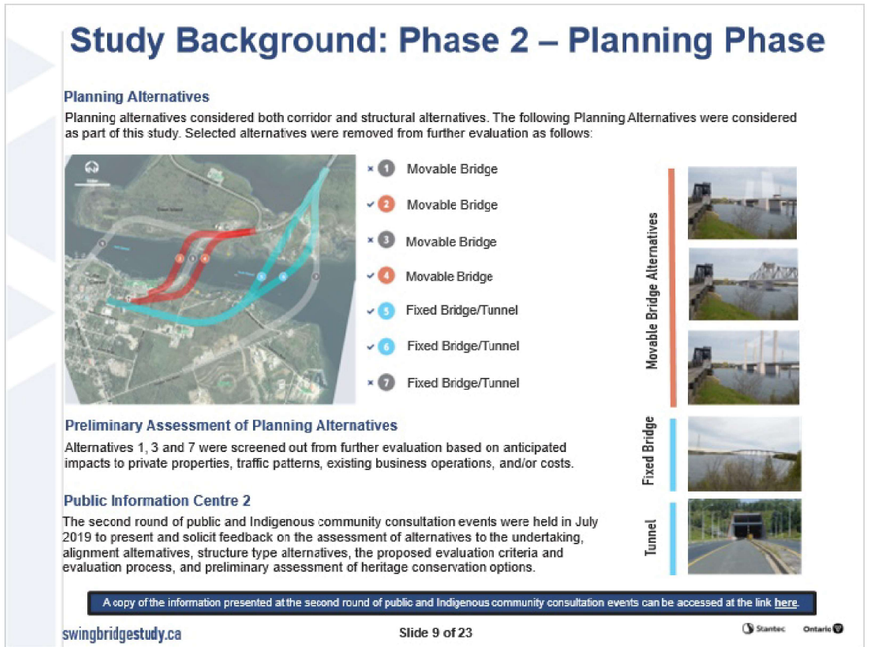
Debaamjigewin wgii-nokaazogaade wii-dabaabiishkodegin nooji-naakonigenan wii-

daapinamwaad beshigendaagwag, wii-naagidoong niigaan miiyaa wi kchi mazinbiigan.

Pii wgii-giigidokeng megweng miinwaa Anishinaabe akiing shkintam eniibing 2018 piinash naangwa mkotaagosiwin niibina wgii-naanaagidenjigaade epichi naabiigaade Study Design Report ezhinikaadeg. Mii maanda gaa-zhiitaamigag miinwaa wii-waabijigaadeg 2018. Naagadoobiigaade maanda kchi-naakonige nokiiwin mazinaatesijiganing.

Wene-ndaach waa-zhichigeng wgii-mino-daapinigaade wii-maajiishkaang eko-niizhing Phase 2 ezhinikaadeg, maanda Class EA piiskaawin wii-daapinaan wewebidangii-kaadeg aazhigan, ge-kchi-miikanaakaade aazigan, maage naamkaming miikan. Gaawii-geyaabi gegoo wgii-paamenjigaadesino.

1.9 Skooniwi-njindowin Ekendimeng 2 - Naakonigeng Eko-niizhing



Maanda naakonigewin wgii-maajiishkaamigag eshkwaa-geshichigaade Tansportation Needs Assessment Phase - Wenda meneziyeng miiyaa aadawaakeyeng. Waa-mizhaang miinwaa waa-zhi-naakamachigeng wgii-maamwi naakonigem.

Maampii maziniganing, niizhwaaswi naakonigesan wgii-tenoon. Naakonigesan

bezhig, nswi, miinwaa niizhwaaswi wgii-bagidnigaadenoon zaam besho oodenaang miinwaa waa-nangdeg. Niish miinwaa niiwin wgii-bagidnigaadenoon, naanan miinwaa ngodwaasowi wgii-shkwanigaadenoon wii-shki-aazhigankem maage naamkamig. Mazinchiganag shweyeng babid ga-waabidaan nooch aazhigan naakimachiganan shki-aazhigan miinwaa naamkamig wii-mizhaang.

Eko-niizhing megweying miinwaa Anishinaabe akiing wgii-bibaandakenjigeng miin-giizis 2019, niibina mkotaagosiwin, naabidoogewin, naakimachigewin naakonigewin wgii-ginwaabijigaade kino-gegoo gezhi-shkwanigaadegiba wi gete-aazhigan.

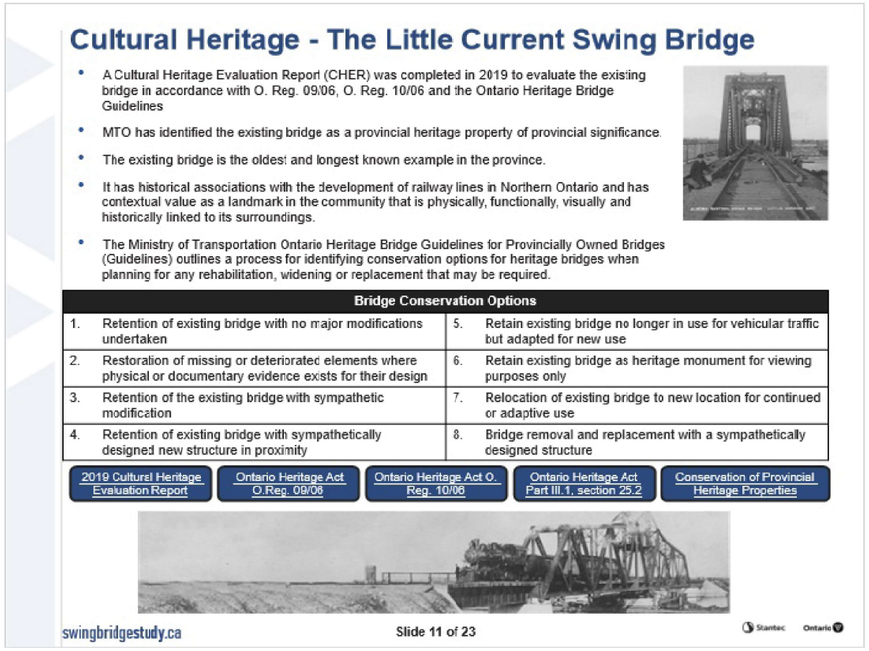
1.10 Bemi-noodimaang?



Kino-wiiya maampii kchi-minising, megweying miinwaa anishinaabeg zhaazhi wgii-wiidookaazog. Eko-niizhing wgii-giigidong, waa-maajiimigag aazhigan wgii-mino-nenjigaade; aanwe go aanin noonj bkaan wgii-kidowag.

Mkotaagoziwinan: Wii-niisho-bizowaad daabaanag, miinwaa jiimaanan wii-mino-badegin; miiyaa-aazhiweyeng miikan wii-banaachtoon obomsewin oodenaang. Miinwaa Anishinaabe zhaazhi kina wgii-bi-nakaazon nibiish bimi-zhigiwang-wewebijiwang. Niibina mkotaagoziwin temigad waazhi-aangwaamzing gaataayeng waa-zhi-naagwag kino-mkotaagoziwin minomjigaade maampii skooniwi-njidowining niigan zhaadaa.

1.11 Bimaadizowin gaa-miingoyeng-wewebijiwang Aazhigan



Miigweta maanda bezhig aazhigan temigag Ontario miinwaa emoonji-geteyiiwang.

Wi Cultural Heritage Evaluation Report (CHER) ezhinikaadeg wgii-dabage; mnido-giizis 2019 wgii-giishchigaande. Miinwaa bekish MTO wgii-nsidwaabidaan gaazhigan aapichi-ezhi-k'chi-twaa-endaagwag maanpii Ontario.

K'chi-zhoozhigo shkwade-daabaang wgii-dikamiiwag. Kino-gwa waazhi-ginwaabidaman kino-giiwenh gdibendaanaa.

Wi Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges mazinigan zhibiigaade waa-zhi-nsidwaabijigaade gegoo waa-zhi-shkwanigaade miinwaa naakonigewin niigaan wiizhaang.

Ninda aanin shkwanigeng naakonigenan:

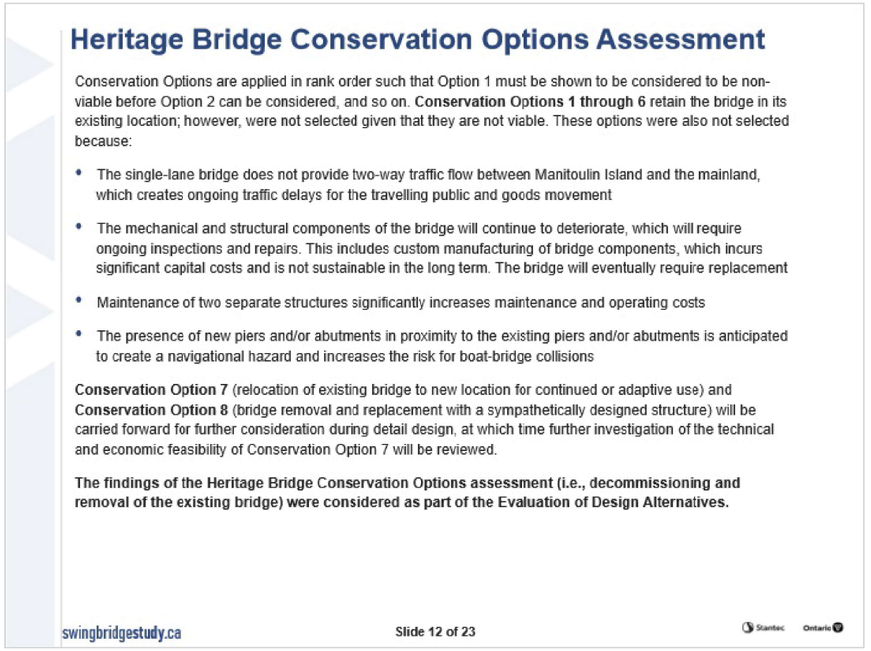
1. Maanoo wda-temigag aazhigan.
2. Weweni aanji-naatoong aazhigan.
3. Maanoo wda-temigad-wda-naachigaade.
4. Maanoo wda-temigad bekish shkayii.
5. Maanoo wda-temigad gibaako daabaanag.
6. Maanoo wda-temigad wii-minodameng wetigo.

7. Ga-aanjiwidoonaa aazhigan.
8. Bekaanag aazhigan ga-zhitoonaa naasaab wii-zhinaagwag.

Kino-maampii Ontario kchi-gimaakewin gwii-naagidoonaa waa'aach gwa MTO. Wi Standards and Guidelines for Conservation of Provincial Heritage Properties, miinwaa Ontario Heritage Act ezhinikaadegin aabideg gwii-naagidoonaa. Wi Standards and Guidelines yaawang, gegoo Ontario debendang, aabideg weweni gegoo shkwaa-bideg negaaj-da-migaade kidowag.

Miinwaa ngoding, aabideg Ministry of Heritage, Sport, Tourism miinwaa Cultural Industries, wii-zhaam. Mii-zhinda wii-gwedeng gegoo wii-migaadeg maage wii-biigibijigaadeg. Bagadoonh nokaazon niiseyeng wii-zhaayin: 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 miinwaa 10/06 miinwaa Part 111.1, section 25.2 Ontario Heritage Act, miinwaa ge Standards and Guidelines for Conservation of Provincial Heritage Properties ezhinikaadegin gdaa-ginwaabidaan.

1.12 Gaamiinigoyeng Aazhigan



Shkwanigewin Naagidedamowin mii ninda naakonigewaansan gaa-dapinigaadesinog waa-zhinaagwag aazhigan:

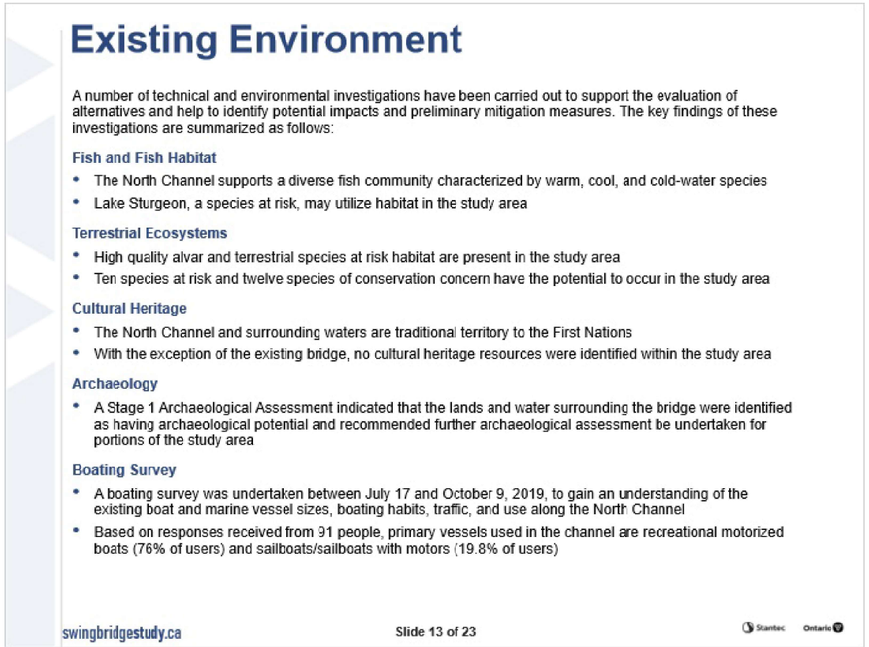
- Ngoding maabiichigaade miikan gaawin ndawenjigadesino.

- Wenda-binaadad aazhigan miinwaa kino-gegoo wii-shpangide naachigaadeg. Goding gwa aabideg shkayii. Ginipse zhooniyaa.
- Wii-miikigaadeg niish aazhiganan aapichi pane da-mbangidenoon.
- Wenda shki-aazhigaansan besho wda-niiskaangidenoon.

Shkwanigeng niizhwaasog, aanjiwidoong gaazhigan wii-nokaazong miinwaa, miinwaa Shkwanigeng nshwaasog, migaadeg gete aazhigan, shkayii wda-zhichigaadeg miiyaa-ezhinaagwag, baamaa miinwaa ginimaa wda-da-kenjiaade miiyaa ge-zhi-mazin biiggaadegiba; baamaapii miinwaa wda-nda-kenjigaade epiichi ginomdameng shkwanigewin niizhwaasowi.

Miinwaa ngoding, zhaazhi Heritage Bridge Conservation Options Assessment wgii-mkaanaa'aa waa-zhi-moowaad aazhigan.

1.13 Gaataayeng megwaa Etemigad

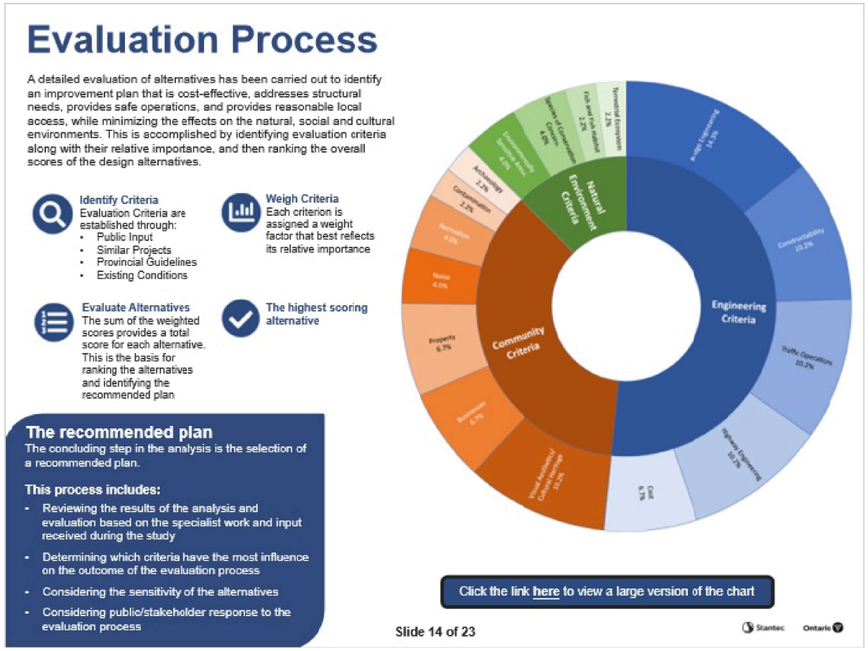


Niibina gaataayeng etemigad weweni wgii-nda-kenjigaade. Ninda aanin aabideg waa-aamgwaatooyeng:

- Niibina maampii giigoonig gibwaashkwag.
- Nime, aabideg wii-aangwaamchigaazo.
- Niibina mshkwade wesiinsag gewii mshinewag wii-nigwashkaawaad, miinwaa

ezaakiig.
- Washme mdaaswi ezaakiig miinwaa wesiinsag wiinigoshkaawag.
- Niibina geh maanda aki Anishinaabe wda-akiimiwaa.
- Mii wetigo aazhigan etemigad gaa-miinigoyeng.
- K'chi me'oozha nda-kendimowin Archaelogical Assessment ezhinikaadeg wgii-nsidiwaabijigaade miinwaa wii-skooniwichigaade.
- Wii-kendameng minig miinwaa ekwaagin jiimaanan; miinwaa aanish minig.
- Niibina jiimaanensan washme nokaazom piinash k'chi-jiimanan.

1.14 Waazhi-dabaabiishkoojigeng



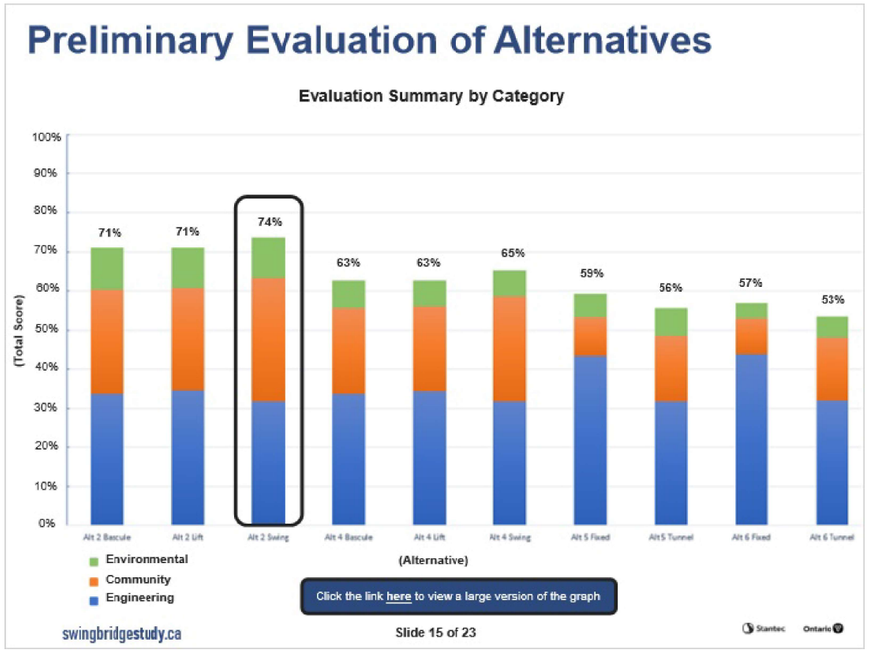
Niibina gegoo wgii-ginwaabijigaade wii-minoseg naakonigewin:

Waazhi-nokaazong zhooniyaa naakimchigewin, gaataayeng wii-ginaajiwang, wii-mino-tkamiing; miinwaa weweni wii-skooniwitameng maanda k'chi-zhigewin. Zhaazhi-gaabi-zhichigeng wgii-waabijigaade, niibinaching wgii-giigidom. Niishing mkotaagoziikewin wgii-ndanjigaade. Maanda wgii-kidowag: Aaniish miiyaa waazhi-naakimachigeng miinwaa aniish waa-nangideg; aniish minig daabaanaa, jiimaaman, miinwaa waazhi-ginaajiwang; aniish minig obomesiwin miinwaa zhoonyaa waa-minezing miinwaa; wda-temigad na aki wii-nakamigazing; miinwa aniish gaataayenh waazhi-binaadag maage maanaadseg; kino gego edigong-zhaakiig miinwaa

wesiinag.

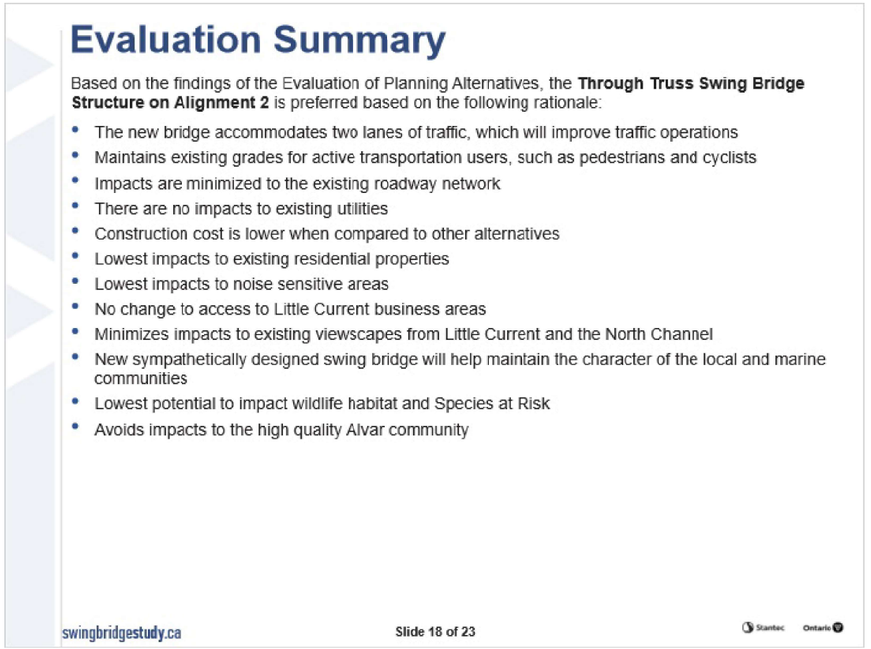
Kino-gegoo waazhi-minoseg gaataayeng wgii-ginwaabijigaade, niibina mkotaagoziwin wgii-miigwem.

1.15 Ntami-Debaabiishkoode aanin Naakonigewaansan



Maaba bazinbiigan maampii mazinchiganing waabidowen epiitendaagweg naakonigewaansan. Wenda endagwenh wii-aabiji-taang wii-nakimachigeng megwe oodenaang, miinwaa waa-zhinaagwag gaataayeng-niigan naabing k'chi naakonigewin beshigenjigaadeg. Maagabiish bagadoonh niisaayeng mazinbiiganing wii-mdidod mazinchigan.

1.16 Maampii Waazhinaagwag Maami-Waabidameng

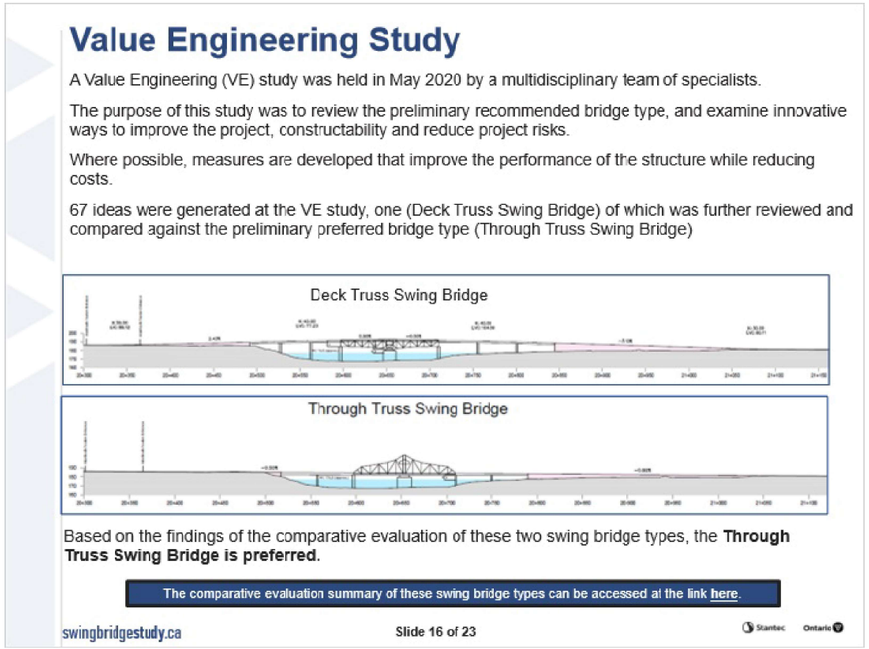


Kino-gegoo zhaazhi wgii-dibaa biishkode ship-naakamachigan aazhigan washme pshikenjigaade, Through Truss Swing Bridge ezhinikaadeg. Maanda naanaagidendamowin wgii-nokaazigaade:

- Wda-niisho-biziwag daadaanag.
- Kino-wiiyaa wda-tkamii.
- Miikaneteg wda-naagidoom.
- Kino-gegoo bemaanbiig wda-temigad.
- Naakimachigan washme wii-beniginde.
- Gaawiin besho wiiyaa wdaasii.
- Gaawiin gegoo waa-gizhiiyeg.
- Oodenaang wda-mzhaam.
- Miigwa naasaab waa-zhi-mino waabing.
- Jiimaanke daa'iigamigoon wda-mino-senoon.
- Miinwaa, waa-nigwaashkaajig wesiinyag wda-zhaabwiiwag, miinwaa we-zhaakiig.

Kinogwa aazhigan naakimachigan, miikanan, aazhigaansan, gaataaayeng waazhinaagwa waamdowem maampii mazinchiganing.

1.17 Epiitendaagwag Naakimachigewin Skooniwi-Njindowin



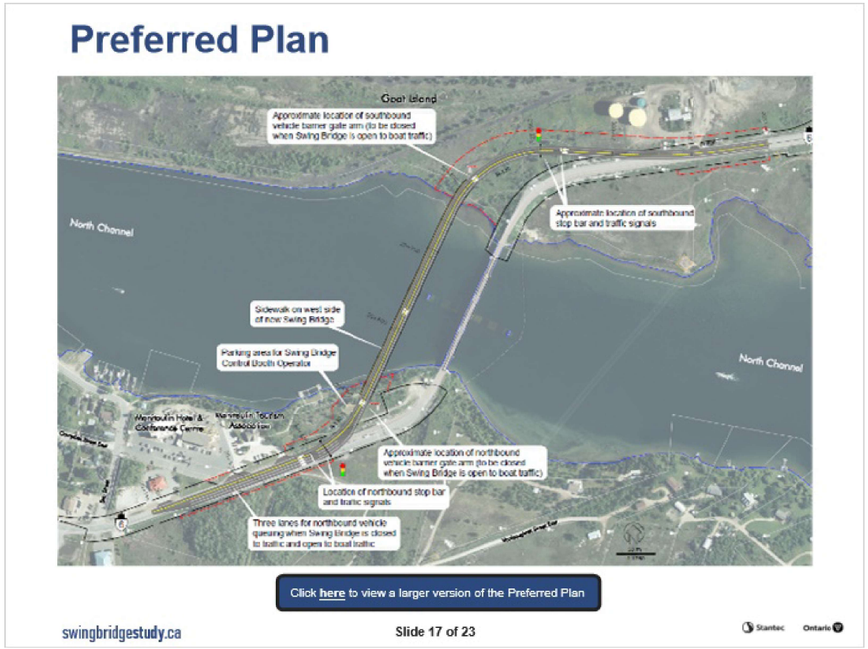
Nimebine-Giizis 2020, e k'chi-twaa-ezhigejig wgii waa-naakimachigaadeg waabdaanaa'aa, wii-naadimaagewaad, wenenh washme genizhingda miinwaa genangdegda. Niibina gegoo wgii-naanaagidenjigaade, jibwaa-maashiing.

Ngodwaasom-dano nendimonan wgii-biji-gaadenoon-naakimachigewin njiwaansan, Value Engineering Study ezhinikaadeg. Bezhig, Deck Truss Swing Bridge ezhinikaadeg wgii-minom-jigaade.

Shkintam, Through Truss Swing Bridge ezhinikaadeg wgii-mino-minaagwad. Zhibiiganag maampii mazintesjigaansing ga-waabdaanan gaazhigan.

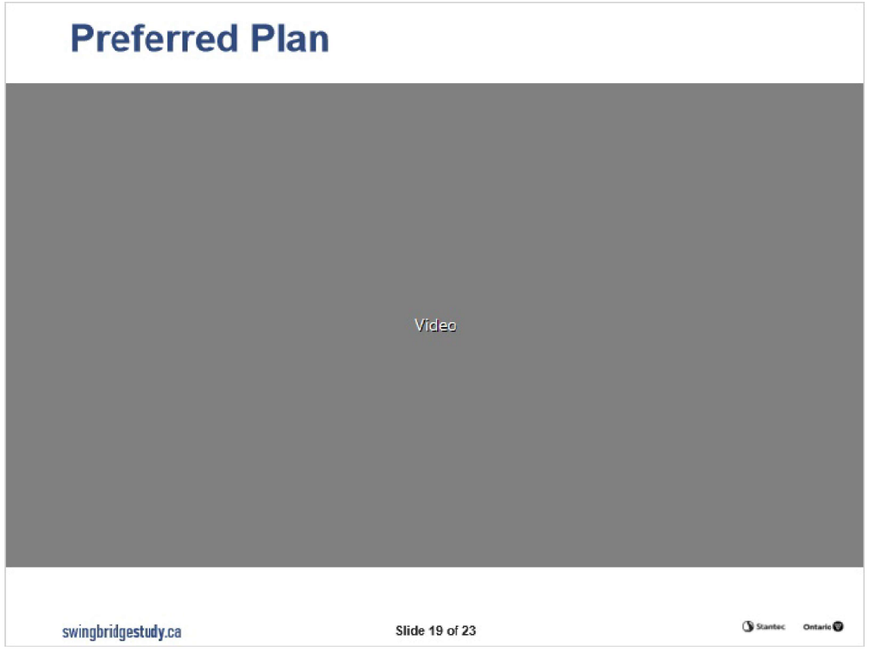
Kino-gegoo shkwaa-dibaamjigaadeg, Through Truss Swing Bridge menwaabjigaade. Gaazhi-maandoobiigeng gdaa-waabidaanan aazhiganan mampii mazinaatesijigaansing.

1.18 Menwedaagwng Naakonigewin



Naa konigewin menwendaagwag waabdaan maampii mazinaazowining, Through Truss Swing Bridge ezhinikaadeg. Epigishmod nikeyeng, Corridor Alignment 2 yaawang, zhaazhoowach gwa ngodwaaswi k'chi-miikan enaabiig.

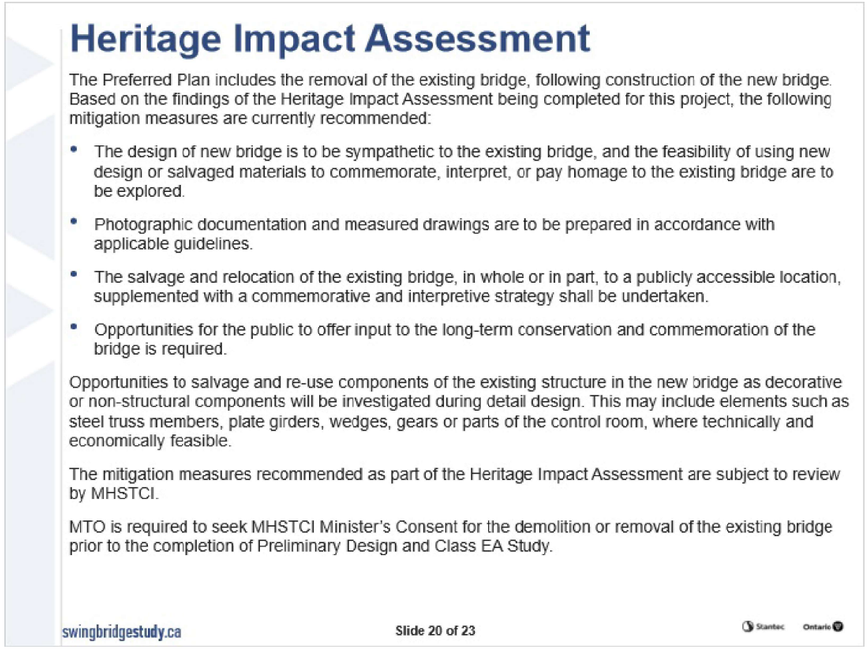
1.19 Menwedaagwng Naakonigewin



Zhaazhoownch waa-zhinaawag aazhigan maanda mazinchiganing nooj nikeyeng waa-naabiimigag. Shipming mzaamjigaadeg kino-wiiya weweni wda-mino-nokaazon aazhigan. Wii-magadeyaa-nenh niish daabaanag miinwaa jiimaanan wda-miiksenoo.

Giishpin zhiseg, gete aazhigan biiwaabig wda-nokaazom; miiwaan Miinwaan Heritage Impact Assessment ezhinikaade miiwaa wda-ndakenjigaade mena wii-piitiginded aazhigan . Miiniwaa ngoding, egimaakegig aabideg weweni wii-gwejimaa wii-niisakibijigeng miinwaa wii-niisaakibijigeng miinwaa wii-zhigeng; MTO gewii aabideg weweni-wii-wiidookaazo.

1.20 Gaamiigoyeng Waadoodaagemigag Debaamdizowin

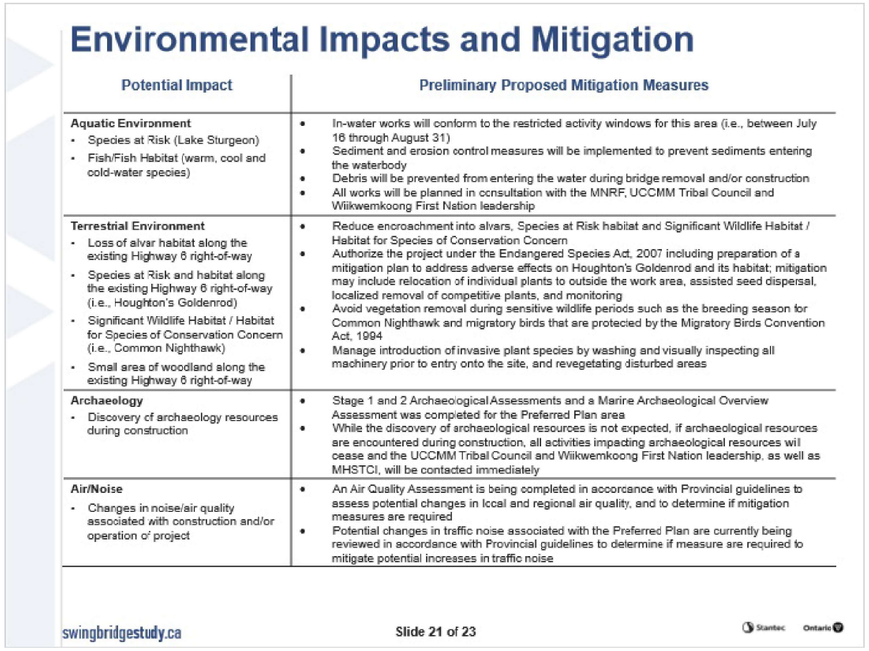


Skooniwi-njindowin wgii-mkaan Provinical Property giwenh maanda aawan; miinwaa aaniish aki waa-piitendaagwag naagach maanda gaamiigoyeng.

Maanda wgii-kidowag

- Naasaab eshinaagwag aazhigan.
- Weweni giwendandaa biiwaabig, miinwaa mazinaazowinag.
- Zagaknandaa gete aazhigan.
- Weweni zagaknandaa gwaji-mino-waabijigaadeg.

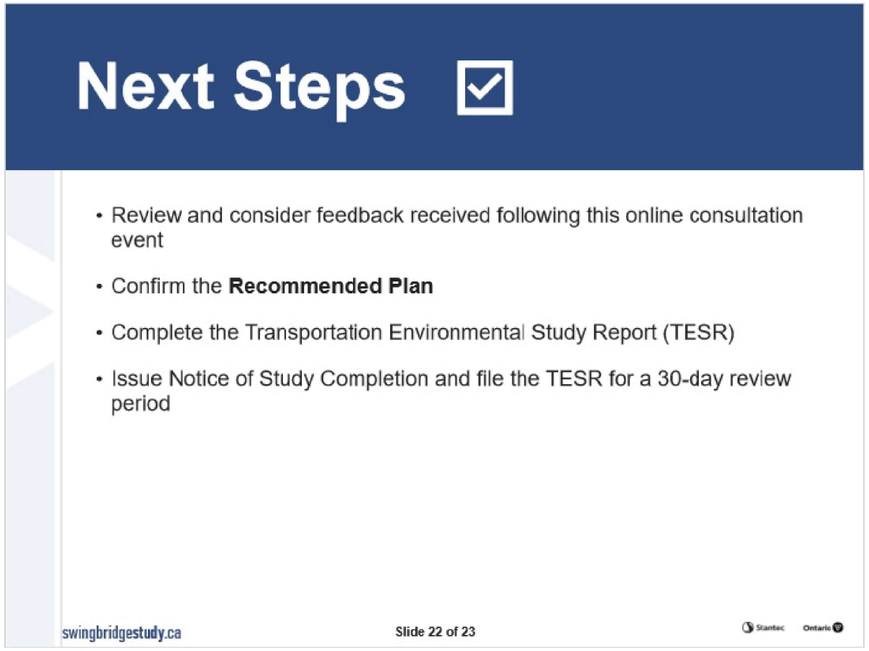
1.21 Gaataayeng Waazhinaagwag miinwaa Wii-miikigaadeg



Gaataayeng waazhinaagwag zhigeng aabideg wii-ginaajiwan. Aabideg giishpin ga-aanji-nda-kenjigemii waa-zhichigeng; miinwaa maziniganan gwii-yaameng maachtaawin.

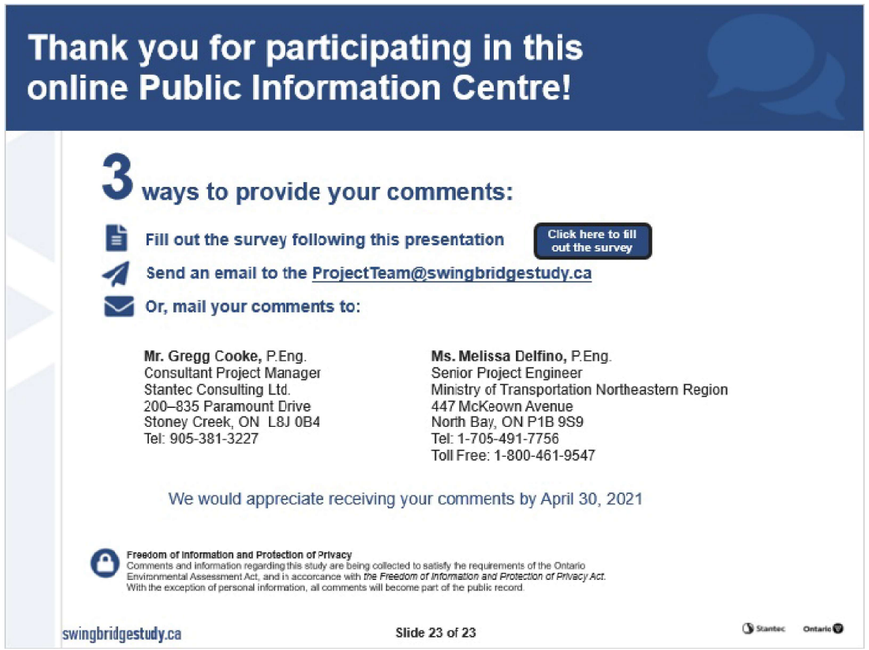
Weweni waabam maaba mazinaazowin, giishpin giigoo wii-gwedeyin maage giigoo wii-kidoyin, wii-dimoo bezhig maanda enkiitang.

1.22 Niigaan Tookiiyeng



Kino-gegoo waa-kidoyin miinwaa gwedewin, nwii-ginwaabidaanaa. Nga-nda-zhichigemi wii-naatoo'aan gegoo benaadag. TESR wda-zhiitaawag; ngo-giizis wii-temigad maanda megwe-masinaatesijigewning.

1.23 Miigwech



Kchi-miigwech kidowag Ontario Ministry of Transportation MTO wgii-bi-wiidokaazoyin. Giwiikomigoo wii-waabidaman PIC nakaazowinan maampii kchi-nokiiwin masinaatesijigan website ezhinikaade; miinwaa survey wiida-kaagen shkwaaseg maanda mesinaadeg.

Giishpin gegoo wii-giidoyin maage wii-gwedeyin maampii ndabijigan Email yaawang: ProjectTeam@SwingBridgeStudy.ca maage bi-giigidokan, ninda nooziwinan.

Bi-zhibiigen jibwaashkwaa-gizod Boopoogame-Giizis, April 30, 2021.

Miigwech; miiwaa

Was - Kidoyin

Nakanigeng, Mazinbiigaan, miinwa Aataayeng, Dibaamjigewin.
Kchi miikan Ngodwaaswi Wewebijiwang Aazhigan Skooniwi - njindowin

(GWP 5268-14-00)

Online Public Information Centre 3 – March 30 through April 30, 2021

Waa-kidoyin nga-naadimaaginaa. Wenesh ezaaktooyin. Maampii tkwe-biigen:

1. Gegoo na wii-kid maandag menweji-gaade naakonigwein? (Truss Swing Bridge Structure on alignment 2?)

2. Aniish enendiman kinda mkotaakoziichiganag miigaadeg gete aazhigan, shkwaa - naakmachigaadeg shki-aazhigan?

Was - Kidoyin

Nakanigeng, Mazinbiigaan, miinwa Aataayeng, Dibaamjigewin.
Kchi miikan Ngodwaaswi Wewebijiwang Aazhigan Skooniwi - njindowin

(GWP 5268-14-00)

Online Public Information Centre 3 – March 30 through April 30, 2021

3. Gegoonagwii - kidmaage gwii-gwede?

Dkwe-biiganjibwa - shkwaa - gizod Boopoogame Giizis (**by April 30, 2021**) to:
Diana Addley
Senior Environmental Planner
Stantec Consulting Ltd.
Email: projectteam@swingbridgestudy.ca

Nooziwin Miinwaa enjibaayin (Giinogi)

Nooziwin: (Name)	
Enjibaayin: (Mailing Address)	
(please include postal code)	
Tel:	Email:

F.6 Meetings

Wiikwemkoong Unceded Territory Meetings

Stantec

Meeting Notes

Wiikwemkoong Unceded Territory – Meeting 1

Little Current Swing Bridge Study

Planning, Preliminary Design & Class Environmental Assessment

GWP 5268-14-00, Assignment Number 5016-E-0033, Stantec File 1650.01086

Date/Time:	August 8, 2018 / 1:30 PM	
Place:	Wiikwemkoong Unceded Territory Administration Building 19A Complex Drive Council Chambers	
Next Meeting:	TBD	
Attendees:	Ogimaa Duke Peltier	Wiikwemkoong Ogiimaa
	Kevin Wassegijig	Wiikwemkoong Director of Operations
	Sandra Wabegijig	Wiikwemkoong Senior Policy Analyst/Communications
	Melissa Delfino	MTO Project Manager
	Marlo Johnson	MTO Environment
	Jason Ranger	MTO Planning and Design
	Gregg Cooke	Stantec Project Manager
	Diana Addley	Stantec Senior Environmental Planner
Absentees:	None	
Distribution:	All Attendees	

Item:	Action:
SWING BRIDGE	
1. Stantec presented an overview of the project background, including the preliminary problem and opportunities. It was noted that the existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance and replacement.	
2. Wiikwemenkoong represents the largest population on the island (i.e., 3,000 community members) and the bridge is the main means of transporting goods to its members. Wiikwemkoong would like to ensure that there is a plan in place should the bridge fail in the interim.	
3. MTO indicated that there is no Emergency Detour Plan in place at this time; however, this will be considered. Wiikwemkoong advised that Wiikwemkoong would like to be involved in coordinating an Emergency Detour Plan.	MTO
4. It was noted that a bridge condition assessment was recently completed in summer 2018. It was noted that MTO owns the swing bridge; however, contractors are retained to carry out maintenance activities.	
5. Wiikwemkoong asked if a copy of the bridge assessment report could be provided. MTO indicated that these types of reports are used for internal purposes; however, MTO will investigate the potential to provide a summary of the report once it has been completed.	MTO
6. It was noted that this study is intended to develop a long-range plan for the swing bridge, and that there was no imminent need to repair/replace the bridge at this time. It was further noted that MTO currently has funding approval to carry out this study; however, detail design and construction is not in the current plan.	

Item:	Action:
ONTARIO HERITAGE BRIDGE LIST	
7. Wiikwemkoong asked if the current designation of the bridge will present complications for project planning.	Info
8. It was noted that the Ministry of Tourism, Culture and Sport requires proponents to investigate a series of conservation options to ensure appropriate mitigation is considered. It was further noted that a Cultural Heritage Evaluation Report is being completed for the swing bridge as part of this study.	
COMMUNITY ENGAGEMENT	
9. It was noted that Wiikwemkoong leadership is currently under election and is expected to take place August 18, 2018. It is expected that a presentation to Council would be appropriate following the election.	
10. It was noted that Wiikwemkoong Council holds biweekly meetings on Monday evenings. Meetings typically commence at 6:30 pm, and occasionally 4:30 pm, depending on meeting agenda. September 10, 2018 was noted to be a potential date to meet with Council and discuss the project. Further meetings should be coordinated through Sandra Wabegijig.	Stantec
11. It was noted that it is likely that one of the outcomes of the meeting with Council will be a recommendation to offer a Community Information Sharing Session (CISS) to the broader community.	
12. Wiikwemkoong advised that it has a long history in the area, and that they have never relinquished rights to their lands. There is an outstanding claim against the Federal and Provincial government. Further information will be included as part of a formal letter response to MTO in follow up to today's meeting and for consideration in planning this project.	Wiikwemkoong
13. Wiikwemkoong advised that direct engagement with the community is being sought for this project. Wiikwemkoong suggested opportunities for Wiikwemkoong to participate in this project, including the potential for Wiikwemkoong to build a new bridge as part of a P3 undertaking.	
14. It was further noted that several community members have expertise in different areas of interest and could be retained to participate or carry out certain studies or surveys. Wiikwemkoong community members have extensive experience in Species at Risk identification in the area and have worked with government agencies and several other consultants and contractors on other projects. Other areas of expertise were noted to include but not be limited to: terrestrial, aquatics, and land surveying.	
15. It was noted that John Manitowabi, Lands Director for the Lands and Resources Department, coordinates project work. In the interim, an outline of the type of work that may be required as part of this project could be provided to KW, who would advise what services/areas of expertise are available.	
16. MTO advised that Stantec was retained to undertake the project work, including specialist studies, but opportunities for participation will be reviewed and discussed amongst the project team. It was acknowledged that Wiikwemkoong's knowledge of and proximity to the study area would be a benefit to this study.	Stantec and MTO
17. Wiikwemkoong indicated that the Wiikwemkoong webage is currently being updated and communications are under review. There is potential to provide project links and/or postings on the community's website in the future.	

Stantec

August 8, 2018

Wiikwemkoong Unceded Territory – Meeting 1

The meeting adjourned at approximately 3:00 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner

Phone: 905-415-6401
diana.addley@stantec.com

Design with community in mind

LITTLE CURRENT SWING BRIDGE STUDY

Wiikwemikoong Unceded Territory Meeting

August 8, 2018

Ontario

Stantec

Meeting Purpose

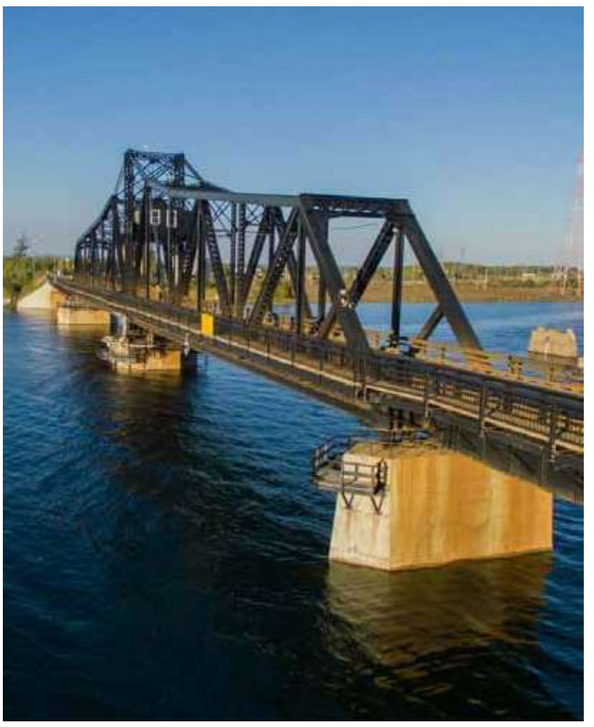
- To introduce the study and project team
- To provide an overview of the study process
- To review and discuss the problems and opportunities
- To present and seek your input on the alternatives to the undertaking
- To review and seek your input on the study area environments
- To respond to your questions, and to discuss any issues, comments or concerns you may have
- To discuss ways to participate in the study

Study Purpose

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge

- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life

- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Study Process

This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)

This study falls within the scope of a Group “A" project, which includes major realignments of existing provincial highways; and new provincial ferryboat connections, docks and terminals

Study Phases

Transportation Needs Assessment Phase

- Develop Problem and Opportunity Statements
- Identify Alternatives to the Undertaking (“Alternatives to”) ← PIC 1 & CISS 1

Planning Phase

- Publish Study Design Report (SDR) ← 30-day Public Review
- Develop Planning Alternatives (“Alternative Methods”) ← PIC 2 & CISS 2
- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan ← PIC 3 & CISS 3
- Confirm Environmental Impacts and Mitigation

Study Phases

Documentation and Environmental Clearance

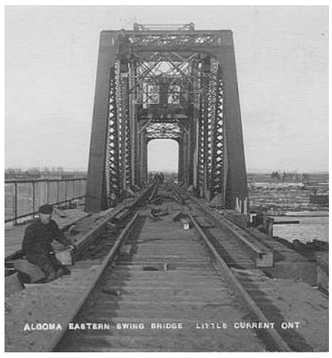
- Publish Transportation Environmental Study Report (TESR) ← 30-day Public Review
- Obtain Environmental Clearance

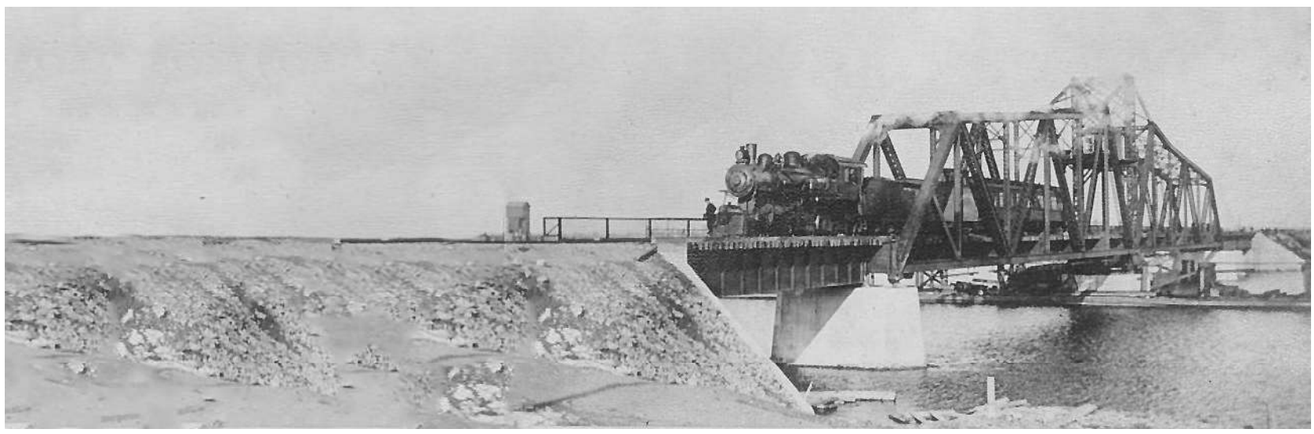
Future Phases

- Detail Design of the Recommended Plan
- Property Acquisition and Utility Relocation
- Construction

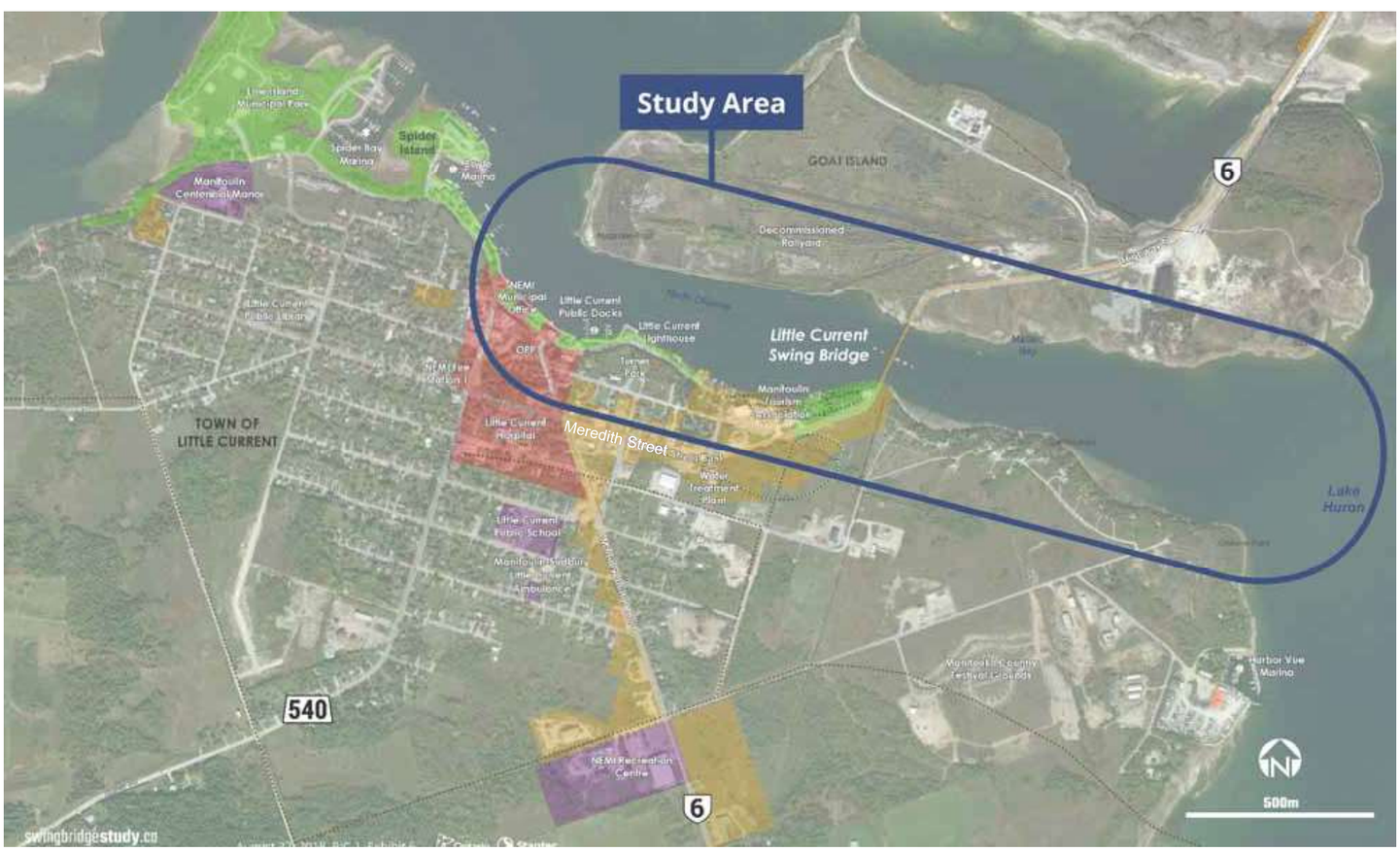
Background

- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
- Swing bridge includes two 56 m spans
- Modified in 1946 to allow motor vehicles
- Railway track removed in 1980
- Existing sidewalk on west side of bridge
- Listed on the Ontario Heritage Bridge List





Study Area



Problems and Opportunities

- The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland
- Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel
- The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement



There are opportunities to improve traffic operations and access for all users, reduce operating and maintenance costs, and improve reliability of the crossing.

Alternatives to the Undertaking

The Class EA process requires that all ‘reasonable alternatives’ be considered to address the identified problems.

This involves two levels of analysis:

1. **Alternatives to the Undertaking** considers a broad range of alternatives that could address the project needs

2. **Alternative Methods of Carrying Out the Undertaking** are studied once the best Alternative to the Undertaking is selected

Alternatives to the Undertaking

Do Nothing



Maintain the existing single-lane structure and provide ongoing maintenance and repairs to the structure, as required.

Replace with a **Ferry**



A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.

Replace with a 2-lane **Tunnel**



The tunnel will provide year-round vehicular access via a two-lane tunnel.

Replace with a **Moveable Bridge**



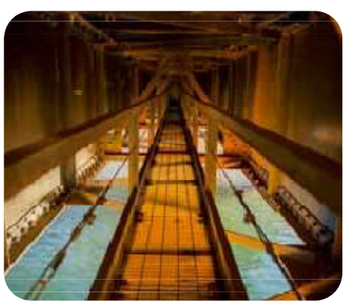
A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.

Replace with a 2-lane **Fixed Bridge**



A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.

Investigations







Engineering

- Traffic and safety
- Bridge
- Foundations
- Drainage & Hydrology
- Highway
- Electrical

Natural Environment

- Terrestrial Ecosystems
- Aquatic (Fish and Fish Habitat)
- Species at Risk

Socio-economic

- Heritage
- Archaeology
- Business Impact Assessment
- Noise
- Air Quality and Greenhouse Gas

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018
SDR 30-day Review	Fall 2018
PIC and CISS 2	July 2019
PIC and CISS 3	July 2020
TESR 30-day Review	September 2020

You are encouraged to share information and knowledge about the study area at this CISS, and at any time throughout the study.



Questions?

Little Current Swing Bridge Study (GWP 5268-14-00)
Presentation to Chief and Council — Wiikwemkoong Unceded Territory, ON Council Chambers, Administration Building, 19A Complex Drive
Monday, September 10, 2018, 6:30 pm

Project Team Members in Attendance	**MTO** Melissa Delfino Jane Haddow **Stantec** Gregg Cooke Diana Addley
Wiikwemkoong Unceded Territory Representatives in Attendance	Ogimaa Duke Peltier Kevin Wassegijig, Director of Operations Marilyn Jacko, Executive Administrative Assistant to Chief and Council **Councillors** Amy A Assinewai Bernadine A. Francis Brian Peltier Gladys Wakegijig John Dube Lawrence Enosse Lorraine A. Fox Marcia Trudeau-Bomberry Margret (Tish) Manitowabi Rachel Manitowabi Sylvia Recollet Tim Ominika
Displays	Attached.
Next Steps/Action items	**MTO** • Issue current Emergency Response Plan to Wiikwemkoong (Kevin Wassegijig) • Engage Wiikwekoong in updated Emergency Response Plan development **Stantec** • Coordinate Community Information Sharing Session at Wiikwemkoong (September or October 2018)

Summary of Comments/Questions and Responses:

Question/Comment	Response
How are the opinions of the public and community being considered as part of this study	All comments and feedback received during the course of the study are reviewed and considered by members of the project team.
Has there been any consideration for costs associated with each of the alternatives?	Yes, these estimates were presented at a high level at the Public Information Centre and Community Information Sharing Sessions. It takes time and further investigation to determine costs, but based on a preliminary estimate, a moveable bridge is anticipated to cost approximately $25M, a fixed bridge could be approximately $50M to $100 M, and the tunnel option could cost approximately $250M to $300M.
Is the appearance of the bridge being looked at as part of this study?	Yes, all feasible options are being evaluated as part of this initial phase, and the preliminary design is considered as part of the next phase.
I feel that the 'Do Nothing' alternative is not feasible, as the bridge is too old.	Agreed and noted.
However, what will happen to the bridge if it is removed? It is a key marketing tool for the island.	We will be exploring the next steps for the existing bridge as part of this study.
Have you reviewed other similar connections (i.e., between a mainland and island) worldwide?	At this early stage of the study, we haven't investigated examples on a worldwide scale; however, that is a good suggestion.
The design of the new connection should be wide enough to accommodate large vehicles. Mobile homes are often transported on/off the island, so this should be considered.	The new connection will be a minimum of 2 lanes; however, that is something we will need to consider as we proceed with this study.
The ferry does not seem like a very good option. Traffic is very busy in this area.	Agreed and noted.
The schedule allows for a reasonable amount of time for consultation. What is the schedule for the bridge/project? This is our only means of travelling on and off the island.	The first stage of the project is to develop the recommended plan through this EA process. At this time, funding to implement a preferred option has not been approved.
What does the approval process for the bridge look like? Does it capture community processes?	Through the EA process, we are required to consider input from all members of the public, agencies, First Nations and stakeholders, etc., and respond to/address any issues and/or concerns. If there are any outstanding concerns at the time of the public review period (at the conclusion of the study), they can be 'bumped up', which is generally a process for elevating issues/concerns to the Minister of Environment, Conservation and Parks. The consultation plan for this study will be documented in the Study Design Report and available for review this fall (2018).
Is there a cost to islanders? Will there be tolls?	These are not being considered as part of this study; however, we are assuming that the recommended plan will not incur additional costs to users.
What is the difference between the PICs and CISSs? How do these events occur? Is it open to everyone?	Yes, these events are open to everyone. A PIC was held in Little Current on August 22, 2018, and CISSs were held in AOK and Sheshegwaning on August 23 and 24, 2018. The same information is shared at these events, and we are open to holding a CISS in this community.
There may be an opportunity to hold the CISS in our community at the same time as upcoming events we have planned. There is a ball tournament at the end of this month as well as the Whitefish Festival.	Noted. We will explore dates/times to hold a CISS event here. We understand in speaking with Kevin Wassegijig that there may be opportunities to advertise on Wiikwemkoong's website, including embedding a link to the project website.

Little Current Swing Bridge Study (GWP 5268-14-00)
Presentation to Chief and Council — Wiikwemkoong Unceded Territory, ON Council Chambers, Administration Building, 19A Complex Drive
Monday, September 10, 2018, 6:30 pm

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Presentation to Chief and Council — Wiikwemkoong Unceded Territory, ON Council Chambers, Administration Building, 19A Complex Drive
Monday, September 10, 2018, 6:30 pm

Question/Comment	Response
I'm interested in the feedback you received at the CISSs you've held to date?	We've received a broad range of feedback/interest in this project. So far, there seems to be an interest in the tunnel option.
How is the current bridge maintained?	Bridge inspections are undertaken by the MTO every 2 years as part of the maintenance program. An inspection was recently undertaken in summer 2018. It should be noted that there is no imminent need to repair the bridge.
If the bridge was replaced, would it be in the same location? How deep would a tunnel have to go?	If a tunnel or fixed bridge were selected, the new connection would have to be moved a fair distance to the east of its existing location. These options would require significant approaches and a larger area of land would be required to accommodate these structures. For this reason, it would be too challenging to construct a tunnel or fixed bridge in the same location. However, based on the information we have gathered to date, a tunnel would have to be constructed approximately 10 m below the bottom of the channel. Additional engineering work is required to confirm this estimate.
At our August 8, 2018 meeting, we asked if the MTO has a contingency plan in place if the bridge fails before it is replaced.	The MTO has a plan in place to continue movement of goods and services on and off the island. The roles and responsibilities of emergency services are also outlined in this plan. There is a specific group within MTO which maintains this plan, and they are in the process of updating this plan. A copy of the existing plan is available at NEMI Town Hall.
Note that Wiikwemkoong Unceded Territory have its own police service, emergency services, etc., and we want to be involved in the development of this plan, including consideration of communication channels. Can we receive a copy of the current Emergency Response Plan?	Noted. We will ensure to include you in the plan development. A copy of the current plan will also be provided to you.
The Chief reiterated that community members offer expertise in areas of natural environment, geology, and mapping, as well as the community's interest in bidding on contracts for this project, as they become available.	These areas of expertise and expression of interest was noted by the project team.

LITTLE CURRENT
SWING BRIDGE STUDY
Wiikwemkoong Unceded Territory
Chief and Council Meeting
September 10, 2018

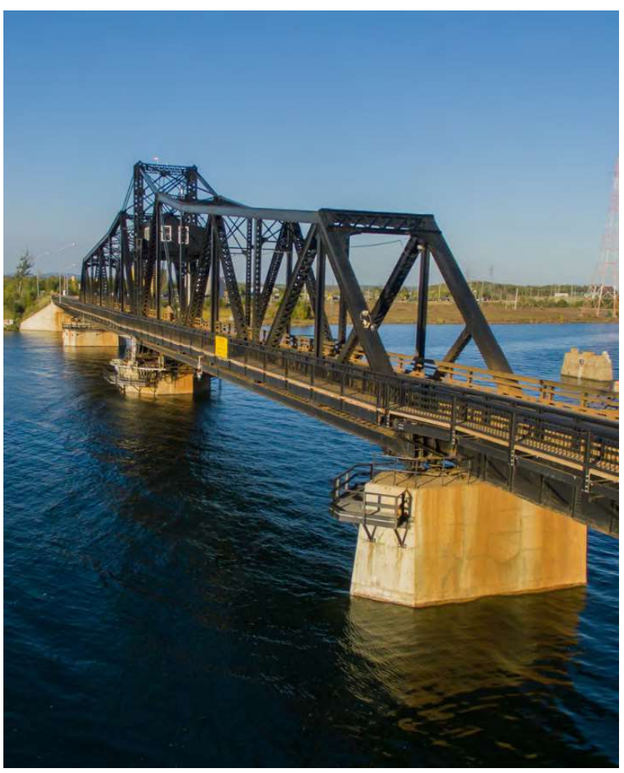
Ontario

Purpose of Presentation

- To introduce the study and project team
- To provide an overview of the study process
- To review and discuss the problems and opportunities
- To present and seek your input on the alternatives to the undertaking
- To review and seek your input on the study area environments
- To respond to your questions, and to discuss any issues, comments or concerns you may have
- To discuss ways to participate in the study

Study Purpose

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge
- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life
- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Study Process

This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)

This study falls within the scope of a Group “A" project, which includes major realignments of existing provincial highways; and new provincial ferryboat connections, docks and terminals

Study Phases

Transportation Needs Assessment Phase

- Develop Problem and Opportunity Statements
- Identify Alternatives to the Undertaking (“Alternatives to”)

← PIC 1 & CISS 1

Planning Phase

- Publish Study Design Report (SDR)

← 30-day Public Review

- Develop Planning Alternatives (“Alternative Methods”)

← PIC 2 & CISS 2

- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan
- Confirm Environmental Impacts and Mitigation

← PIC 3 & CISS 3

Study Phases

Documentation and Environmental Clearance

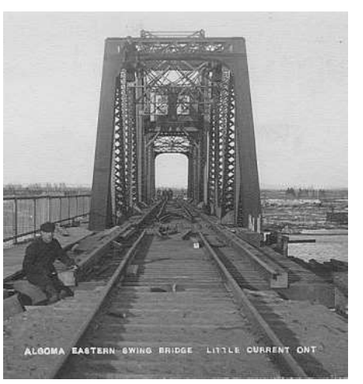
- Publish Transportation Environmental Study Report (TESR) ← 30-day Public Review
- Obtain Environmental Clearance

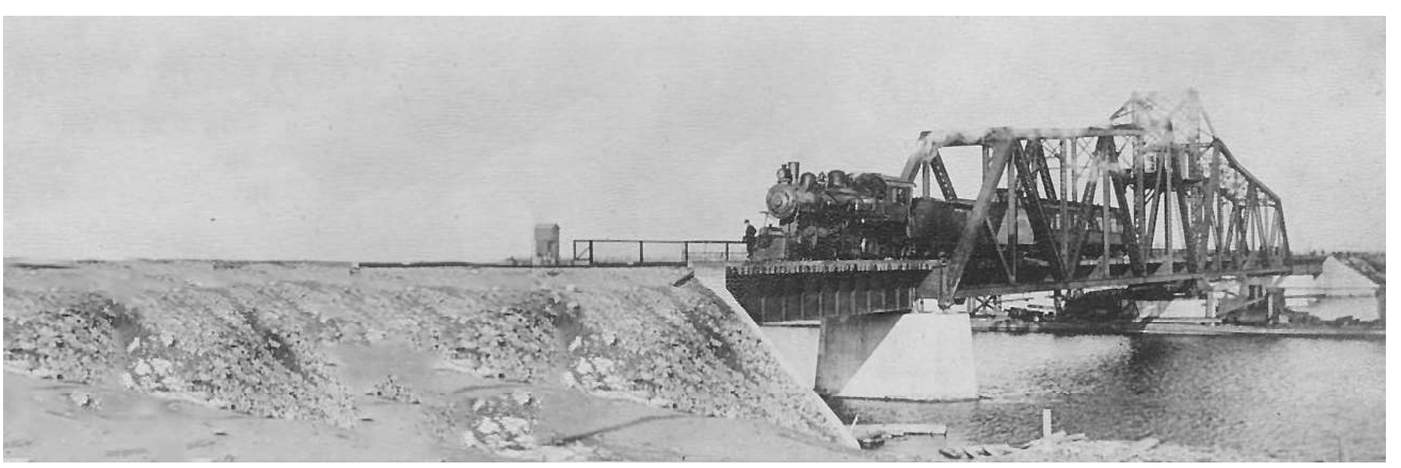
Future Phases

- Detail Design of the Recommended Plan
- Property Acquisition and Utility Relocation
- Construction

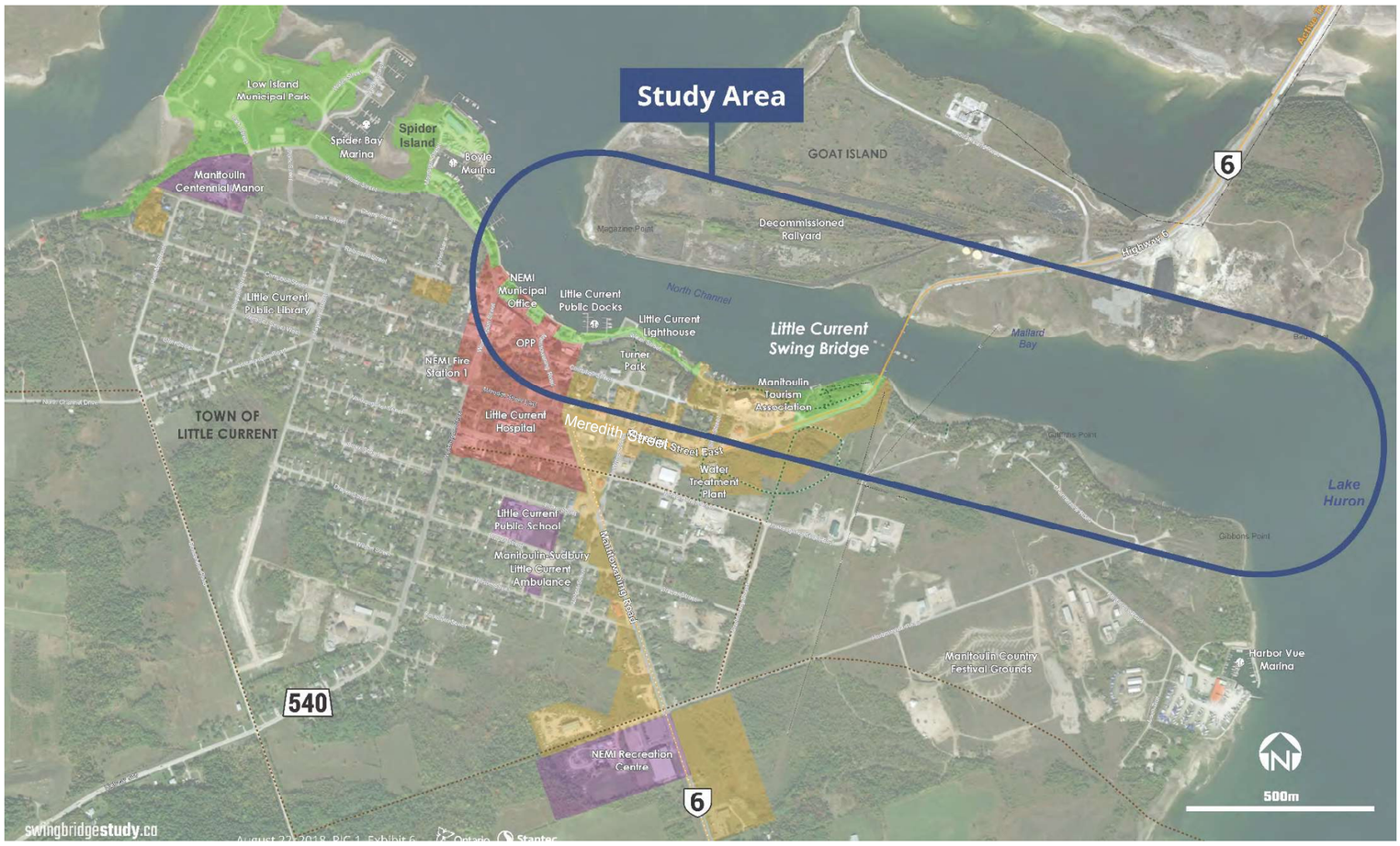
Background

- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
- Swing bridge includes two 56 m spans
- Modified in 1946 to allow motor vehicles
- Railway track removed in 1980
- Existing sidewalk on west side of bridge
- Listed on the Ontario Heritage Bridge List





Study Area



Problems and Opportunities

- The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland
- Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel
- The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement



There are opportunities to improve traffic operations and access for all users, reduce operating and maintenance costs, and improve reliability of the crossing.

Alternatives to the Undertaking

The Class EA process requires that all ‘reasonable alternatives’ be considered to address the identified problems.

This involves two levels of analysis:

1. **Alternatives to the Undertaking** considers a broad range of alternatives that could address the project needs

2. **Alternative Methods of Carrying Out the Undertaking** are studied once the best Alternative to the Undertaking is selected

Alternatives to the Undertaking

Do Nothing		Maintain the existing single-lane structure and provide ongoing maintenance and repairs to the structure, as required.
Replace with a **Ferry**		A ferry that will carry traffic from Goat Island to Little Current; will require docking terminals on both sides of the shore, and loading and queuing areas for vehicles.
Replace with a 2-lane **Tunnel**		The tunnel will provide year-round vehicular access via a two-lane tunnel.
Replace with a **Moveable Bridge**		A two-lane structure with pedestrian and vehicular facilities that could be a lift bridge, a swing bridge, or a bascule bridge.
Replace with a 2-lane **Fixed Bridge**		A fixed structure with a higher vertical clearance to provide clearance for boat navigation and will require long approaches to meet safety and geometric standards.

Investigations



Engineering

- Traffic and safety
- Bridge
- Foundations
- Drainage & Hydrology
- Highway
- Electrical



Natural Environment

- Terrestrial Ecosystems
- Aquatic (Fish and Fish Habitat)
- Species at Risk



Socio-economic

- Heritage
- Archaeology
- Business Impact Assessment
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- Air Quality and Greenhouse Gas

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018
SDR 30-day Review	Fall 2018
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TESR 30-day Review	September 2020

You are encouraged to share information and knowledge about the study area at any time throughout the study.

Information Sharing



- Project Website (www.swingbridgestudy.ca)
- Online survey and comment sheet
- Email account ProjectTeam@swingbridgestudy.ca
- Contact the project team:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200–835 Paramount Drive
Stoney Creek ON L8J 0B4
tel: 905-381-3227 (+0 collect)

Ms. Melissa Delfino, P.Eng.
Senior Project Engineer
Ministry of Transportation Northeastern Region
447 McKeown Avenue
North Bay ON P1B 9S9
tel: 705-497-6807
toll-free: 1-800-461-9547



Questions?

Highway 6 Little Current Swing Bridge Study
Transportation Environmental Study Report

Whitefish River First Nation Meeting

Little Current Swing Bridge Study (GWP 5268-14-00)
Initial Meeting – Whitefish River First Nation
Council Chambers, Administration Building, 17A Rainbow Ridge Road, Birch Island, ON
Wednesday, October 24, 2018, 10:00 am

Project Team Members in Attendance	**MTO** Melissa Delfino **Stantec** Gregg Cooke Diana Addley
Whitefish River First Nation Representatives in Attendance	Art Jacko, Band Manage Stephen McGregor, Consultation Coordinator Keith Nahwegahbow, Economic Development Officer
Displays	Attached.
Next Steps/Action items	**MTO** • Review policies for financial support to First Nation involvement in project planning **Stantec** • Send electronic copy of presentation to Art Jacko for further review and internal discussion with Chief and Council

Summary of Comments/Questions and Responses:

Question/Comment	Response
Please send electronic copy of presentation for further review and consideration.	D.Addley will email the meeting presentation following this meeting. *Note – 2 hard copies of the presentation were provided at the meeting, and a digital copy of the presentation was subsequently email to attendees, including a link to the project website.
This initial meeting is introductory and should not be considered consultation with Whitefish River First Nation regarding this project. Once we have reviewed project information with Chief and Council, we will determine the extent of our First Nation's involvement moving forward.	Noted.
Chief and Council may issue a formal request for support to be involved in this project. This may include a request for resources to be provide for the community in relation to consultation.	Noted.
The next Chief and Council meeting is scheduled for November 6, 2018. It is recommended that follow up with Stephen McGregor be carried out to discuss the meeting and associated Chief and Council response.	Noted. D.Addley will contact S.McGregor via telephone after the November 6 Chief and Council meeting.

LITTLE CURRENT SWING BRIDGE STUDY

Whitefish River First Nation

October 24, 2018

Ontario

Stantec

What is the purpose of this meeting?

- To introduce the study and project team
- To provide an overview of the study process
- To review and discuss the problems and opportunities
- To present and seek your input on the alternatives to the undertaking
- To review and seek your input on the study area environments
- To respond to your questions, and to discuss any issues, comments or concerns you may have
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- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life

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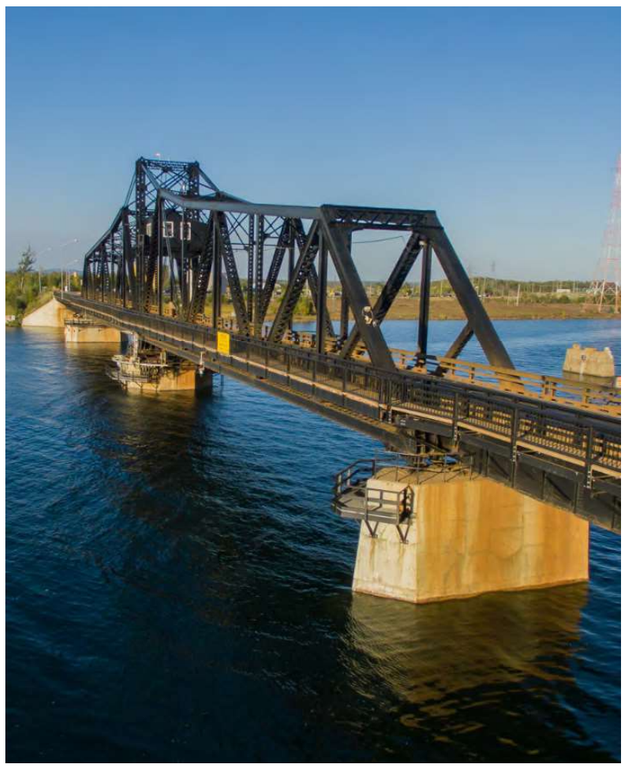

Study Process

This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)

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- Evaluate Planning Alternatives
- Select Preferred Alternative

Preliminary Design Phase

- Develop Recommended Plan ← PIC 3 & CISS 3
- Confirm Environmental Impacts and Mitigation

Study Phases

Documentation and Environmental Clearance

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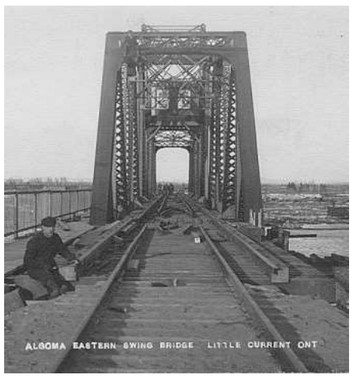
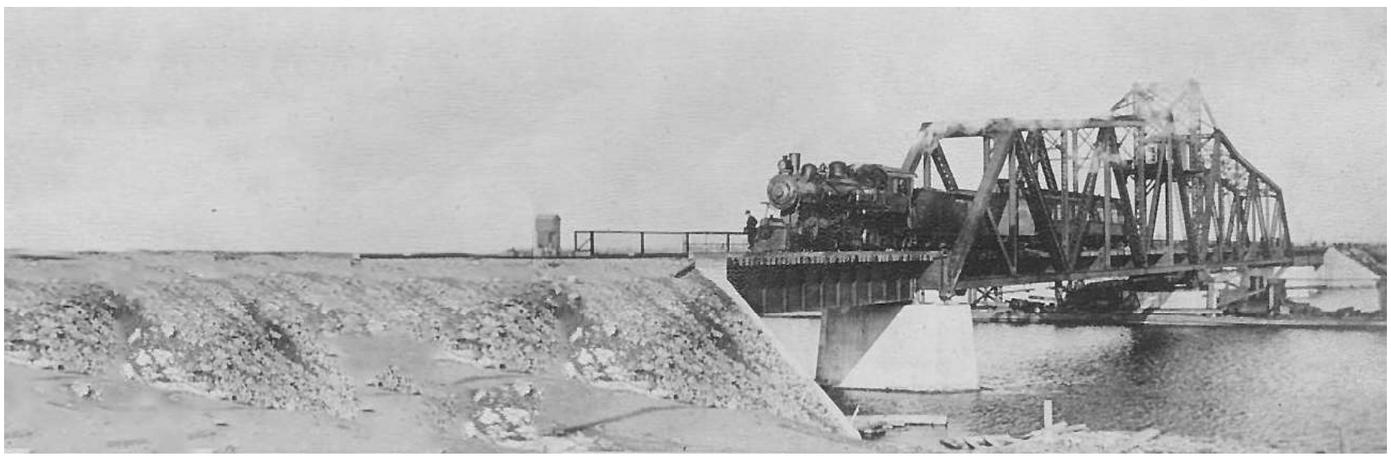
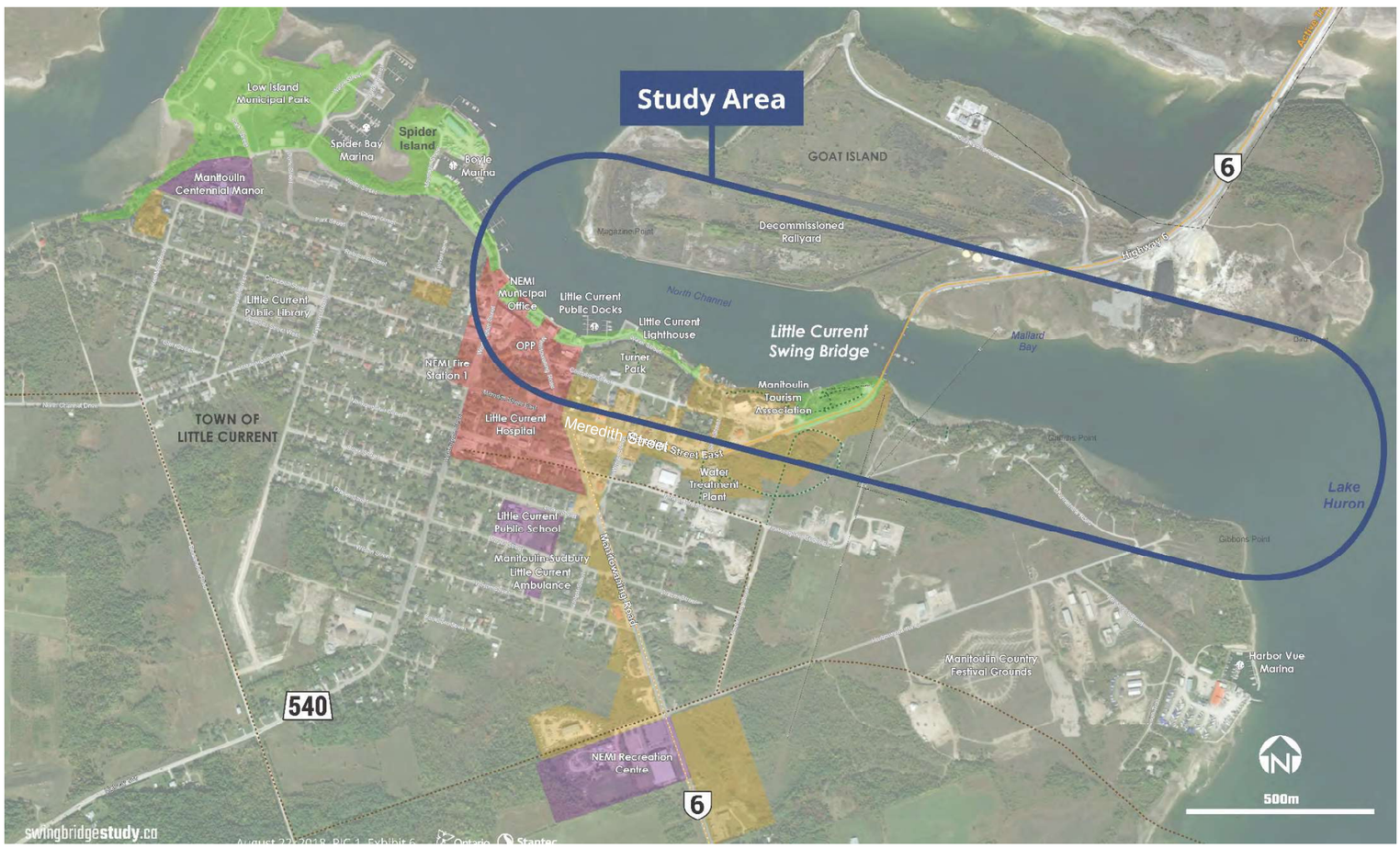




Study Area



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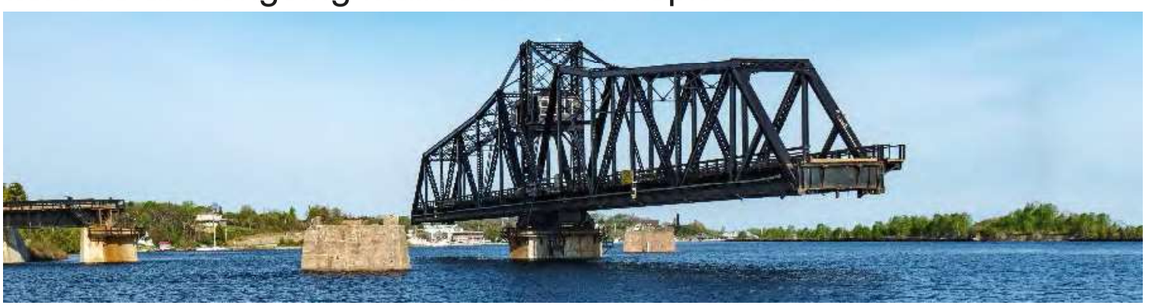

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- Traffic and safety
- Bridge
- Foundations
- Drainage & Hydrology
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Questions?

UCCMM Meeting

Little Current Swing Bridge Study (GWP 5268-14-00)
Presentation to United Chiefs and Councils of Mnidoo Mnising
Board of Directors Meeting - Monday, February 24, 2020, 10:15 am

Project Team Members in Attendance (via teleconference)	Melissa Delfino, Project Manager, MTO Jane Haddow, Senior Environmental Planner, Stantec Gregg Cooke, Project Manager, Stantec Diana Addley, Senior Environmental Planner, Stantec
Representatives in Attendance	Hazel Recollet, CEO, UCCMM Zoe Corbiere, Community Consultation Technician, UCCMM Chief Patsy Corbiere, Aundeck Omni Kaning First Nation Chief Linda Debassige, M'Chigeeng First Nation Chief Dean Roy, Sheshegwaning First Nation Chief Andrew Aguonie, Sheguiandah First Nation Chief Irene Kells, Zhiibaahaasing First Nation Kevin Mossip, Councillor, Zhiibaahaasing First Nation
Displays	Attached.
Next Steps/Action items	• Incorporate the key feedback received from the First Nations in the presentation materials/PIC 3 displays, particularly with respect to Traditional Territory and significance of the water way/North channel

Summary of Comments/Questions and Responses:

Question/Comment	Response
Who makes the final decision on the preferred plan? So the final decision is not made by NEMI?	The Class Environmental Assessment (EA) is a public process, and all comments and feedback received during the course of the study are reviewed and considered by the project team. While the ultimate decision on the Recommended Plan is determined by MTO, the feedback received throughout the planning and decision-making process is considered.
There doesn't seem to be any recognition of the feedback received from the First Nations in this presentation. You've visited our communities, and you have heard about our treaty rights and how we value the waterway, but there is no mention of that here. It doesn't look like this feedback is taken seriously. There needs to be recognition of the feedback you've received from our communities.	Please be assured that these comments have been heard and are being considered. We recognize that those specific comments are not noted in the presentation, although the comments presented here are very general in nature. We will be sure to make it clear what we have heard from the First Nations.
When will the construction of the new bridge be completed?	The purpose of this study is to have a plan in place for when replacement of the bridge is needed. There is no imminent need to replace the bridge. As such, the project isn't currently in the MTO's capital funding program.
The United Chiefs & Councils of Mnidoo Mnising (UCCMM) Tribal Council have a claim on lake bed. This will impact your project.	Noted.
You will be receiving a follow up letter from us following this meeting.	Noted.

Little Current Swing Bridge Study (GWP 5268-14-00)
Presentation to United Chiefs and Councils of Mnidoo Mnising
Board of Directors Meeting - Monday, February 24, 2020, 10:15 am

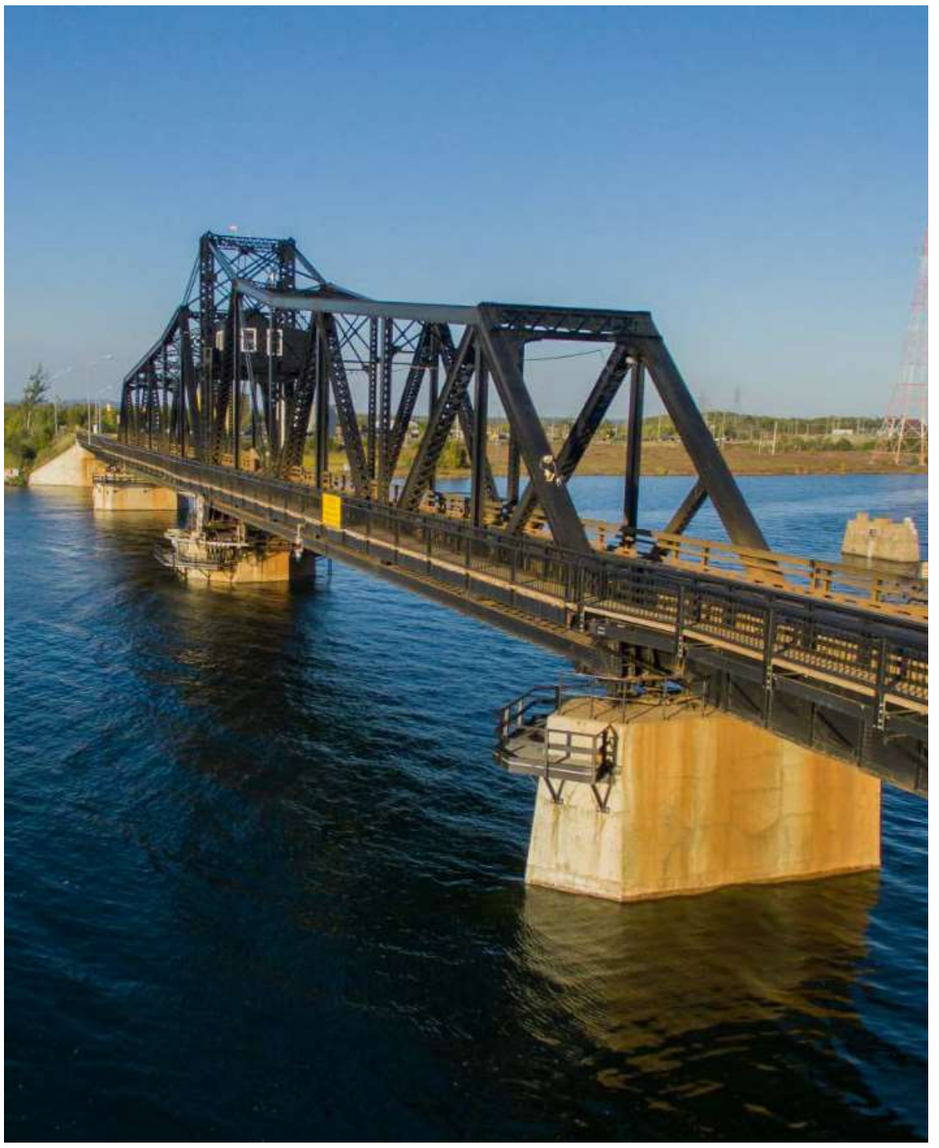
Question/Comment	Response
If the bridge was replaced, would it be in the same location? How deep would a tunnel have to go?	If a tunnel or fixed bridge is selected, the new connection would have to be moved a fair distance to the east of its existing location. These options would require significant approaches and a larger area of land would be required to accommodate these structures. For this reason, it would be too challenging to construct a tunnel or fixed bridge in the same location. However, based on the information we have gathered to date, a tunnel would have to be constructed approximately 10 m below the bottom of the channel. Additional engineering work is required to confirm this assumption.



LITTLE CURRENT
SWING BRIDGE STUDY

February 24, 2020
UCCMM Board of Directors Meeting

Ontario



Agenda

1. Study Process
2. Transportation Needs Assessment
3. Planning Alternatives
4. Evaluation Process
5. Heritage and Conservation
6. Next Steps
7. Questions

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- Constructed in 1913 as a rail bridge
- 5-span bridge with centre pivot
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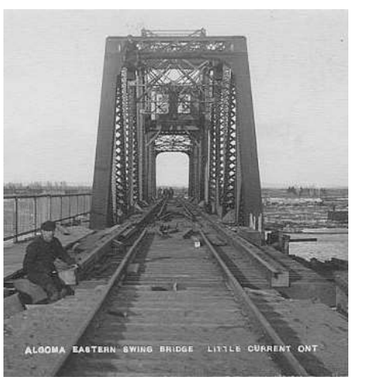
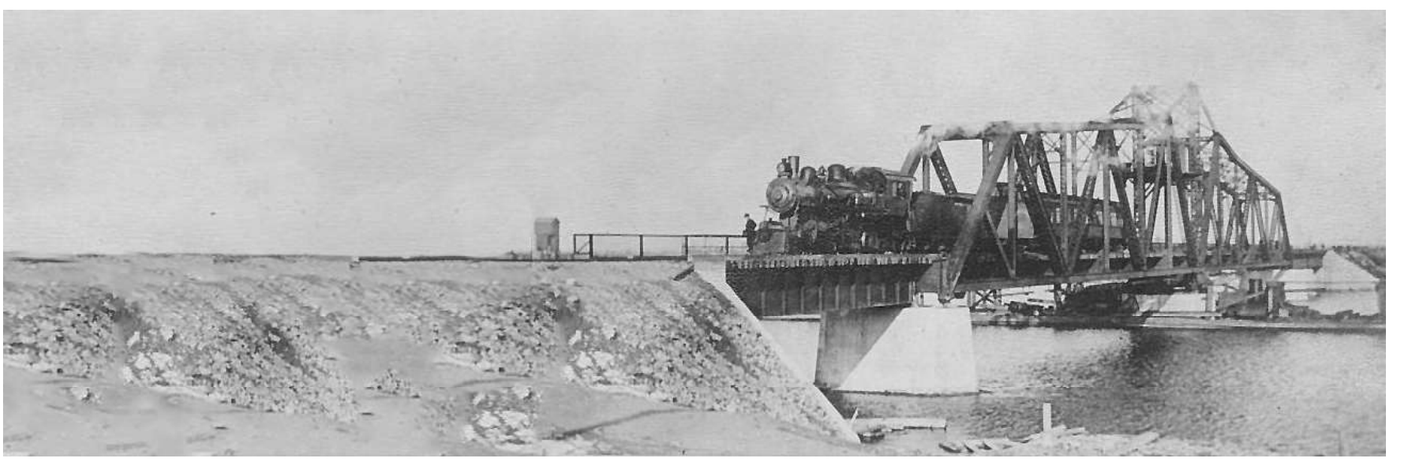
- Listed on the Ontario Heritage Bridge List and is a property of local and provincial significance

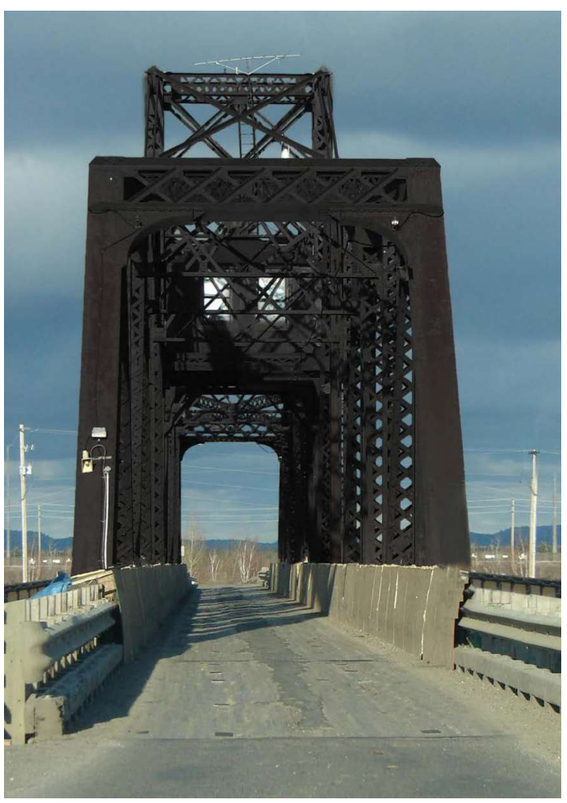




Study Process

Study Purpose

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge
- The existing bridge requires extensive and ongoing maintenance and is nearing the end of its service life
- The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing



Study Phases

Phase	Activities	
Transportation Needs Assessment	• Develop Problem and Opportunity Statements • Identify Alternatives to the Undertaking (“Alternatives to”)	PIC1 and CISS1
Planning	• Publish Study Design Report (SDR) • Develop Planning Alternatives (“Alternative Methods”) • Evaluate Planning Alternatives • Select Preferred Alternative	30-day Review PIC2 and CISS2
Preliminary Design	• Develop Recommended Plan • Confirm Environmental Impacts and Mitigation	PIC3 and CISS3
Documentation and Environmental Clearance	• Publish Transportation Environmental Study Report • Obtain Environmental Clearance	30-day Review
Future Phases	• Detail Design of the Recommended Plan • Property Acquisition and Utility Relocation • Construction	

Transportation Needs Assessment Phase

Alternatives to the Undertaking

Do Nothing



The ‘Do Nothing’ alternative will be considered as part of a separate cultural heritage evaluation process.

Replace with a **Ferry**



The Ferry alternative will not be carried forward as it does not address all the identified problem and opportunity statements.

Replace with a 2-lane **Tunnel**



Carried forward to the Planning Phase which will include the development of alignment and tunnel structure type alternatives.

Replace with a **Moveable Bridge**



Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Replace with a 2-lane **Fixed Bridge**



Carried forward to the Planning Phase which will include the development of alignment and bridge structure type alternatives.

Planning Alternatives

Corridor Alternatives

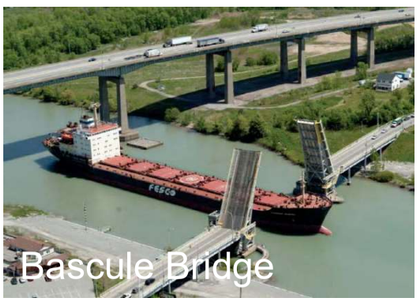


- ✕ 1 Movable Bridge
- ✓ 2 Movable Bridge
- ✕ 3 Movable Bridge
- ✓ 4 Movable Bridge
- ✓ 5 Fixed Bridge/Tunnel
- ✓ 6 Fixed Bridge/Tunnel
- ✕ 7 Fixed Bridge/Tunnel

Alternative 2





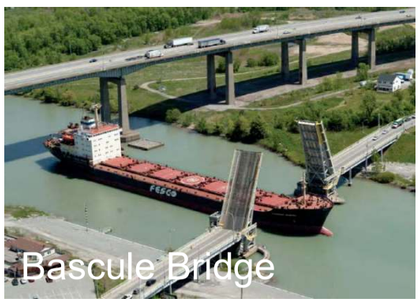




Alternative 4



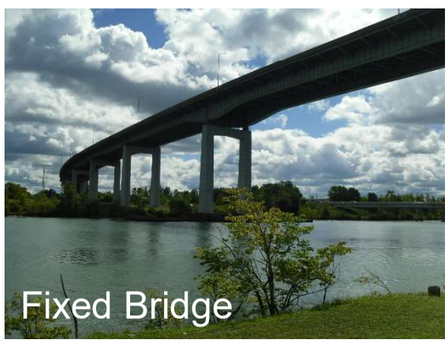






Alternative 5a/5b

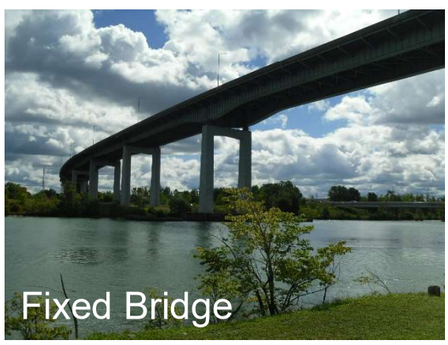






Alternative 6a/6b







Structure Alternatives









What Have We Heard?



Evaluation of Alternatives

Evaluation Criteria

Engineering	Environment	Community
• Traffic Operations • Geometrics & Safety • Constructability • Utilities • Cost	• Terrestrial • Fish & Fish Habitat • Species of Conservation Concern • Environmentally Sensitive Areas • Designated Areas	• Property • Emergency Services • Recreation & Tourism • Access to Businesses • Visual Aesthetics • Contamination • Built & Cultural Heritage • Archaeology

Heritage and Conservation

Heritage & Conservation

Heritage & Conservation

The Little Current Swing Bridge was built in 1913 and operated as a rail bridge until 1946, when the bridge was modified to allow motor vehicles to cross. Train service to Manitoulin Island was ended in the 1980s and the railway track was removed from the bridge decking. The bridge is a five-span bridge with a centre pivot swing bridge consisting of two 56 m spans. There is a sidewalk on the west side of the bridge. The bridge is listed on the Ontario Heritage Bridge List and MTO recognizes that the bridge has heritage value.





Ontario Heritage Bridge Guidelines

The Ministry of Transportation Ontario *Heritage Bridge Guidelines for Provincially Owned Bridges* provides a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required. The Guidelines provide a process for conservation options that will be considered as part of this study.

The project team has completed a *Cultural Heritage Evaluation Report* (CHER) for the bridge. As part of the CHER, the bridge was evaluated using the Ontario Heritage Bridge Guidelines (OHBG) and *Ontario Heritage Act* regulations and it was determined to be of historical and provincial significance. The bridge is a rare remaining example of the movable swing bridge type within the province. It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually and historically linked to its surroundings.

Following the determination that the bridge has provincial significance and is confirmed on the Ontario Heritage Bridge Guidelines, the project must follow the Ontario Heritage Bridge Guidelines Conservation Options as part of the evaluation process for the existing bridge. The conservation options that must be considered are shown at right.

The project team will undertake the following tasks as part of the cultural heritage scope of work:

- Active and ongoing consultation with the Ministry of Tourism, Culture and Sport and other stakeholders on the existing bridge and other potential heritage resources
- Complete a Heritage Impact Assessment (HIA) to identify potential impacts to the existing bridge and other potential heritage resources as a result of a Preferred Plan and proposed protection measures
- Complete a Strategic Conservation Plan (SCP) to complete a conditions assessment, and develop conservation strategies and an implementation and monitoring framework
- Complete the Ontario Heritage Bridge Conservation Options evaluation and selection of option

The results of the conservation options evaluation will be documented in the *Transportation Environmental Study Report* (TESR).

Heritage & Conservation

Bridge Conservation Options	
1. Retention of existing bridge with no major modifications undertaken	5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design	6. Retain existing bridge as heritage monument for viewing purposes only
3. Retention of the existing bridge with sympathetic modification	7. Relocation of existing bridge to new location for continued or adaptive use
4. Retention of existing bridge with sympathetically designed new structure in proximity	8. Bridge removal and replacement with a sympathetically designed structure

Next Steps

Consultation Schedule

Event/Activity	Approximate Date
PIC and CISS 1	August 2018 ✓
SDR 30-day Review	Fall 2018 ✓
PIC and CISS 2	July 2019 ✓
PIC and CISS 3	August 2020
TESR 30-day Review	November 2020



Questions?

F.7 Letter Notices of Study Updates

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2020
File: 165001086

Attention: Hazel Recollet, CEO
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551
P.O Box 275
M'Chigeeng ON P0P 1G0

Dear Ms. Recollet,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. This letter has been prepared to provide you with an update on this study.

To date, two Public Information Centres and two rounds of Community Information Sharing Sessions (CISSs) have been held for this study. The second round of CISSs was held in July 2019, and provided community members with an opportunity to review and provide input to the assessment of Alternatives to the Undertaking, the preliminary design alternatives, the proposed evaluation criteria and evaluation process, and to address questions or concerns directly with representatives of the project team.

Following PIC 2 and our presentation to United Chiefs and Councils of Mnidoo Mnising (UCCMM) Board of Directors Meeting, held on Monday, February 24, 2020, the project team has been reviewing input from stakeholders, Indigenous communities, agencies and the public, and is in the process of evaluating alternative design concepts. To support the evaluation process, archaeological and geotechnical field investigations are being planned in late summer. This will include a Stage 1 marine desktop archaeological assessment (AA) for the portion of the north channel located on the north side of the existing bridge, a Stage 2 land AA at the north and south sides of the channel and in-water and on-land geotechnical testing to determine the conditions of the subsurface and bedrock materials at the site. The

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update

findings of the archaeological assessments will be documented within draft Stage 1 Marine Archaeological Assessment and draft Stage 2 Archaeological Assessment reports, and shared with UCCMM for review and approval as soon as they are available.

Due to the COVID-19 pandemic, the third and final round of consultation events has been delayed; however, it is anticipated that a preliminary preferred plan will be presented publicly in fall/winter 2020. The project team has been and will continue to evaluate the feasibility of in-person presentations for PIC 3; however, the team may seek to present the materials online depending on physical distancing requirements at that time. Additional information regarding PIC 3 will be provided as it becomes available. Notification of project updates and/or consultation events will be provided via letters, email, telephone, and the project website will continue throughout the study and the project website**, www.swingbridgestudy.ca,** will continue to provide project information and updates.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at **diana.addley@stantec.com**.

Regards,

Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

c. Zoe Corbiere, Community Consultation Technician, UCCMM
Chief Patsy Corbiere, Aundeck Omni Kaning First Nation
Chief Linda Debassige, M'Chigeeng First Nation
Chief Dean Roy, Sheshegwaning First Nation
Chief Andrew Aguonie, Sheguiandah First Nation
Chief Irene Kells, Zhiibaahaasing First Nation
Chief Dean Roy, Sheshegwaning First Nation
Chief Shining Turtle, Whitefish River First Nation
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Stantec Consulting Ltd.
200 – 835 Paramount Drive, Stoney Creek ON L8J 0B4

August 14, 2020
File: 165001086

Attention: Chief Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive, P.O. Box 112
Wikwemikong ON P0P 2J0

Dear Chief Peltier,

Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 6 Little Current Swing Bridge located in the Town of Northeastern Manitoulin and the Islands in Northeastern Ontario. The purpose of this study is to identify a Recommended Plan that addresses current and future transportation needs at the bridge crossing. This letter has been prepared to provide you with an update on this study.

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Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 6 Little Current Swing Bridge Study (GWP 5268-14-00)
Study Update

Stage 2 Archaeological Assessment reports, and shared with Wiikwemkoong for review and approval as soon as they are available.

Due to the COVID-19 pandemic, the third and final round of consultation events has been delayed; however, it is anticipated that a preliminary preferred plan will be presented publicly in fall/winter 2020. The project team has been and will continue to evaluate the feasibility of in-person presentations for PIC 3; however, the team may seek to present the materials online depending on physical distancing requirements at that time. Additional information regarding PIC 3 will be provided as it becomes available. Notification of project updates and/or consultation events will be provided via letters, email, telephone, and the project website will continue throughout the study and the project website, www.swingbridgestudy.ca, will continue to provide project information and updates.

Should you have any comments, questions and/or concerns, or if you would like to schedule a meeting with ministry staff, please do not hesitate to contact me by telephone at (905) 415-6401, or by email at diana.addley@stantec.com.

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
diana.addley@stantec.com

c. K. Wassegijig, S. Wabegijig – Wiikwemkoong Unceded Territory
M. Delfino, J. Haddow – Ministry of Transportation
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Elvis J. Mishibinijima
Sheguiandah First Nation
1472 Ogemah Miikan Road
P.O. Box 101
Sheguiandah, ON P0P 1W0

Dear Chief Mishibinijima,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

The Highway 6 Little Current Swing Bridge Study was initiated on July 4, 2018. Since commencement of this study, Community Information Sharing Sessions (CISSs) and Public Information Centres (PICs) were held in person within various communities in August and October 2018 (CISS/PIC 1) and July 2019 (CISS/PIC 2). The purpose of these events was to present and gather feedback on the transportation problems and opportunities, existing study area conditions, the alternatives to the undertaking, alternative alignment and structure type alternatives, proposed evaluation criteria and evaluation process, and heritage conservation options for the existing bridge.

Due to the COVID-19 pandemic and associated physical distancing requirements, an online Public Information Centre (PIC) was shared on the study website (swingbridgestudy.ca) in lieu of in person community sessions. Online PIC 3 was held between March 30 and April 30, 2021, and included a recorded presentation offered in both English and Anishinaabemowin. A hard copy of the online PIC materials (community posters, presentation displays, transcript and comment form) was also delivered to the administration offices of each community in March 2021. The purpose of Online PIC 3 was to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. A copy of the Online PIC 3 presentation is attached to this letter.

Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the detail design stage will need to be completed for the Recommended Plan, including further consultation, before any construction activities are started.

Reference: Highway 6 Little Current Swing Bridge Update

The existing bridge is the oldest and longest known example of a swing bridge within the province and has been identified by MTO as a Provincial Heritage Property of Provincial Significance (PHPPS) under the Ontario Heritage Act (OHA). Under the 2010 Standards and Guidelines for Conservation of Provincial Heritage Properties, (Standards and Guidelines) and the MTO's Ontario Heritage Bridge Guidelines (Interim 2008) (OHBG), consent of the Minister of Citizenship and Multiculturalism must be obtained prior to the demolition or removal of any building or structure located on a PHPPS. In addition, a Heritage Impact Assessment (HIA) was prepared. A copy of the HIA report, including a cover letter requesting any feedback regarding the findings and recommendations documented in the HIA, was mailed and emailed to the United Chiefs and Councils of Mnidoo Mnising (UCCMM) and its member First Nations, Wiikwemkoong First Nation, stakeholders and other Interested persons in January 2022. Notification of the HIA was also posted on the study website to indicate that the HIA report was available for a 30-day review period from January 7, 2022 to February 7, 2022. In consideration of feedback received, the HIA was updated and submitted to support MTO's Request for the Minister of Citizenship and Multiculturalism consent.

On November 2, 2022, the Minister of Citizenship and Multiculturalism provided consent for the removal of the existing swing bridge. The MTO is now preparing a Transportation Environmental Study Report (TESR) to document the entire Class EA study process for this project. A Notice of TESR Completion will be mailed and emailed to UCCMM and its member First Nations, Wiikwemkoong First Nation, agencies, stakeholders, and other Interested persons, to indicate that the TESR has been completed and is available for review and comment. This notice will also be posted in the Manitoulin Expositor, Sudbury Star, and Manitoulin West Recorder newspapers, and will indicate that the TESR is available for a 30-day public comment period.

A digital copy of the TESR will be posted on the study website. In addition, we would like to arrange for a hard copy of the TESR to be couriered to your administration office. A member of the study team will contact the administration office in the coming weeks to help coordinate distribution of the Notice of TESR Completion to your community members, and any other methods of notification that would be suitable for your community, to let them know that a copy of the TESR is available for review online or at the administration office.

While the Class EA for this project is nearing completion, the timing of the detail design and construction will be future stages in this project, and further consultation and design is required before any construction activities are planned. Additional community engagement will be undertaken during the detail design stage to:

- Develop and confirm the community engagement plan for the subsequent design stages of this project
- Develop an Interpretation and Commemoration Plan for the existing Little Current Swing Bridge
- Discuss items of importance to your community

Reference: **Highway 6 Little Current Swing Bridge Update**

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments or concerns, and/or wish to meet with members of the study team to discuss this study in more detail, please contact **Kristin Franks, Manager, Regional Services and Relationships (MTO) at Kristin.Franks@ontario.ca** or (705) 497-5264, or myself at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Crystal Madahbee, Sheguiandah First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec

Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Patsy Corbiere
Aundeck-Omni-Kaning First Nation
13 Hill Street, Administration Office
R.R.#1, Comp 21
Little Current, ON P0P 1K0

Dear Chief Corbiere,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

The Highway 6 Little Current Swing Bridge Study was initiated on July 4, 2018. Since commencement of this study, Community Information Sharing Sessions (CISSs) and Public Information Centres (PICs) were held in person within various communities in August and October 2018 (CISS/PIC 1) and July 2019 (CISS/PIC 2). The purpose of these events was to present and gather feedback on the transportation problems and opportunities, existing study area conditions, the alternatives to the undertaking, alternative alignment and structure type alternatives, proposed evaluation criteria and evaluation process, and heritage conservation options for the existing bridge.

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The existing bridge is the oldest and longest known example of a swing bridge within the province and has been identified by MTO as a Provincial Heritage Property of Provincial Significance (PHPPS) under the Ontario Heritage Act (OHA). Under the 2010 Standards and Guidelines for Conservation of Provincial Heritage Properties, (Standards and Guidelines) and the MTO's Ontario Heritage Bridge Guidelines (Interim 2008) (OHBG), consent of the Minister of Citizenship and Multiculturalism must be obtained prior to the demolition or removal of any building or structure located on a PHPPS. In addition, a Heritage Impact Assessment (HIA) was prepared. A copy of the HIA report, including a cover letter requesting any feedback regarding the findings and recommendations documented in the HIA, was mailed and emailed to the United Chiefs and Councils of Mnidoo Mnising (UCCMM) and its member First Nations, Wiikwemkoong First Nation, stakeholders and other Interested persons in January 2022. Notification of the HIA was also posted on the study website to indicate that the HIA report was available for a 30-day review period from January 7, 2022 to February 7, 2022. In consideration of feedback received, the HIA was updated and submitted to support MTO's Request for the Minister of Citizenship and Multiculturalism consent.

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- Develop and confirm the community engagement plan for the subsequent design stages of this project
- Develop an Interpretation and Commemoration Plan for the existing Little Current Swing Bridge
- Discuss items of importance to your community

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments or concerns, and/or wish to meet with members of the study team to discuss this study in more detail, please contact **Kristin Franks, Manager, Regional Services and Relationships (MTO) at Kristin.Franks@ontario.ca** or (705) 497-5264, or myself at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Peter Nahwegahbow, Aundeck-Omni-Kaning First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Linda Debassige
M'Chigeeng First Nation
53 Highway 551
P.O. Box 333
M'Chigeeng First Nation, ON P0P 1G0

Dear Chief Debassige,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

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Reference: Highway 6 Little Current Swing Bridge Update

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Reference: **Highway 6 Little Current Swing Bridge Update**

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments or concerns, and/or wish to meet with members of the study team to discuss this study in more detail, please contact **Kristin Franks, Manager, Regional Services and Relationships (MTO) at Kristin.Franks@ontario.ca** or (705) 497-5264, or myself at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Marlene Debassige, M'Chigeeng First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec
Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Elvis J. Mishibinijima
Sheguiandah First Nation
1472 Ogemah Miikan Road
P.O. Box 101
Sheguiandah, ON P0P 1W0

Dear Chief Mishibinijima,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

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Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Crystal Madahbee, Sheguiandah First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Dean Roy
Sheshegwaning First Nation
1079A Sheshegwaning Road
Sheshegwaning, ON P0P 1X0

Dear Chief Roy,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

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Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Jessica Sampson, Sheshegwaning First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
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Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec
Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Ms. Hazel Recollet, Chief Executive Officer
United Chiefs and Councils of Mnidoo Mnising
1110 Highway 551,
P.O. Box 275
M'Chigeeng ON P0P 1G0

Dear Ms. Recollet,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

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Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
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Attachment: Online Public Information Centre 3

c. Melissa Delfino, Ministry of Transportation Ontario
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Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Shining Turtle
Whitefish River First Nation
17A Rainbow Ridge Road
P.O. Box 188
Birch Island, ON P0P 1A0

Dear Chief Shining Turtle,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

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Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Glen Forrest, Whitefish River First Nation
Stephen McGregor, Whitefish River First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
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Stantec
Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Duke Peltier
Wiikwemkoong Unceded Territory
19A Complex Drive
P.O. Box 112
Wikwemikong, ON P0P 2J0

Dear Chief Peltier,

Reference: Highway 6 Little Current Swing Bridge Update

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On November 2, 2022, the Minister of Citizenship and Multiculturalism provided consent for the removal of the existing swing bridge. The MTO is now preparing a Transportation Environmental Study Report (TESR) to document the entire Class EA study process for this project. A Notice of TESR Completion will be mailed and emailed to UCCMM and its member First Nations, Wiikwemkoong First Nation, agencies, stakeholders, and other Interested persons, to indicate that the TESR has been completed and is available for review and comment. This notice will also be posted in the Manitoulin Expositor, Sudbury Star, and Manitoulin West Recorder newspapers, and will indicate that the TESR is available for a 30-day public comment period.

A digital copy of the TESR will be posted on the study website. In addition, we would like to arrange for a hard copy of the TESR to be couriered to your administration office. A member of the study team will contact the administration office in the coming weeks to help coordinate distribution of the Notice of TESR Completion to your community members, and any other methods of notification that would be suitable for your community, to let them know that a copy of the TESR is available for review online or at the administration office.

While the Class EA for this project is nearing completion, the timing of the detail design and construction will be future stages in this project, and further consultation and design is required before any construction activities are planned. Additional community engagement will be undertaken during the detail design stage to:

- Develop and confirm the community engagement plan for the subsequent design stages of this project
- Develop an Interpretation and Commemoration Plan for the existing Little Current Swing Bridge
- Discuss items of importance to your community

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments or concerns, and/or wish to meet with members of the study team to discuss this study in more detail, please contact **Kristin Franks, Manager, Regional Services and Relationships (MTO) at Kristin.Franks@ontario.ca** or (705) 497-5264, or myself at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Sandra Wabegijig, Wiikwemkoong Unceded Territory
Kevin Wassegijig, Wiikwemkoong Unceded Territory
Kayla Jackson, Wiikwemkoong Unceded Territory
Mandy Richard, Wiikwemkoong Unceded Territory
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Chief Irene Sagon Kells
Zhiibaahaasing First Nation
36 Sagon Road
P.O. Box 1
Zhiibaahaasing, ON P0P 1Y0

Dear Chief Sagon Kells,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

The Highway 6 Little Current Swing Bridge Study was initiated on July 4, 2018. Since commencement of this study, Community Information Sharing Sessions (CISSs) and Public Information Centres (PICs) were held in person within various communities in August and October 2018 (CISS/PIC 1) and July 2019 (CISS/PIC 2). The purpose of these events was to present and gather feedback on the transportation problems and opportunities, existing study area conditions, the alternatives to the undertaking, alternative alignment and structure type alternatives, proposed evaluation criteria and evaluation process, and heritage conservation options for the existing bridge.

Due to the COVID-19 pandemic and associated physical distancing requirements, an online Public Information Centre (PIC) was shared on the study website (swingbridgestudy.ca) in lieu of in person community sessions. Online PIC 3 was held between March 30 and April 30, 2021, and included a recorded presentation offered in both English and Anishinaabemowin. A hard copy of the online PIC materials (community posters, presentation displays, transcript and comment form) was also delivered to the administration offices of each community in March 2021. The purpose of Online PIC 3 was to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. A copy of the Online PIC 3 presentation is attached to this letter.

Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the detail design stage will need to be completed for the Recommended Plan, including further consultation, before any construction activities are started.

Reference: Highway 6 Little Current Swing Bridge Update

The existing bridge is the oldest and longest known example of a swing bridge within the province and has been identified by MTO as a Provincial Heritage Property of Provincial Significance (PHPPS) under the Ontario Heritage Act (OHA). Under the 2010 Standards and Guidelines for Conservation of Provincial Heritage Properties, (Standards and Guidelines) and the MTO's Ontario Heritage Bridge Guidelines (Interim 2008) (OHBG), consent of the Minister of Citizenship and Multiculturalism must be obtained prior to the demolition or removal of any building or structure located on a PHPPS. In addition, a Heritage Impact Assessment (HIA) was prepared. A copy of the HIA report, including a cover letter requesting any feedback regarding the findings and recommendations documented in the HIA, was mailed and emailed to the United Chiefs and Councils of Mnidoo Mnising (UCCMM) and its member First Nations, Wiikwemkoong First Nation, stakeholders and other Interested persons in January 2022. Notification of the HIA was also posted on the study website to indicate that the HIA report was available for a 30-day review period from January 7, 2022 to February 7, 2022. In consideration of feedback received, the HIA was updated and submitted to support MTO's Request for the Minister of Citizenship and Multiculturalism consent.

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- Develop and confirm the community engagement plan for the subsequent design stages of this project
- Develop an Interpretation and Commemoration Plan for the existing Little Current Swing Bridge
- Discuss items of importance to your community

Reference: **Highway 6 Little Current Swing Bridge Update**

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments or concerns, and/or wish to meet with members of the study team to discuss this study in more detail, please contact **Kristin Franks, Manager, Regional Services and Relationships (MTO) at Kristin.Franks@ontario.ca** or (705) 497-5264, or myself at 905-415-5401 or Diana.Addley@stantec.com.

Regards,

Stantec Consulting Ltd.

Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3

c. Bobbisue Kells-Riberdy, Zhiibaahaasing First Nation
Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Terri Rogers, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

Swing Bridge Study - Online PIC 3

1.1 Online PIC 3



Hello, and thank you for joining us for this online Public Information Centre for the Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Class Environmental Assessment study.

1.2 How To Use This Presentation



To access a list of keyboard shortcuts, press “Shift” and “?” at any time. If you are using a mobile device, you can also swipe to go to the next slide. If you are using a screen reader, you can use the Tab key to tab through the elements on the screen.

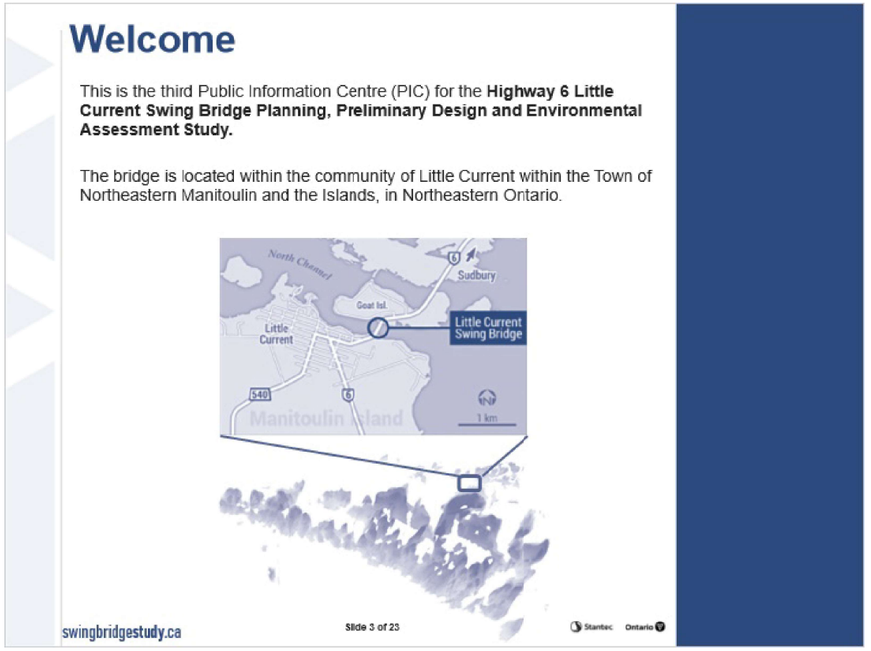
The following is a list of the features of this presentation:

- **Transcript**: This presentation contains audio. If you do not have access to audio, you can follow along with the presentation using the Transcript tab. If you would like to open or close the transcript during the presentation, please select the 3 bars at the top of the page.
- **Table of Contents**: This is a summary of the topics covered in this presentation. You can use this menu to return to a previous slide.
- **Resources**: The presentation resources are available here.
- **Exit**: This button saves your progress and closes the presentation.
- **Volume**: This presentation contains audio. Turn on your speakers or headphones and use this button to control the volume of the presentation's audio.
- **Play/Pause**: You can use this button to play or pause the presentation.
- **Captions**: Use this button to turn on closed captions.

- **Progress Bar**: This shows your progress through each slide.
- **Refresh**: This will restart the content of the slide from the beginning.
- **Accessibility Controls**: This will open the built-in accessibility controls menu.
- **Previous and Next**: Use these buttons to advance in the presentation and to return to the previous slide.

This video presentation includes clickable links to allow you to view larger images and other study materials. You can close these links and return to the presentation by selecting the back button. When you are ready to proceed, click the Next button, or use the accessible keyboard shortcut (Ctrl Alt Period).

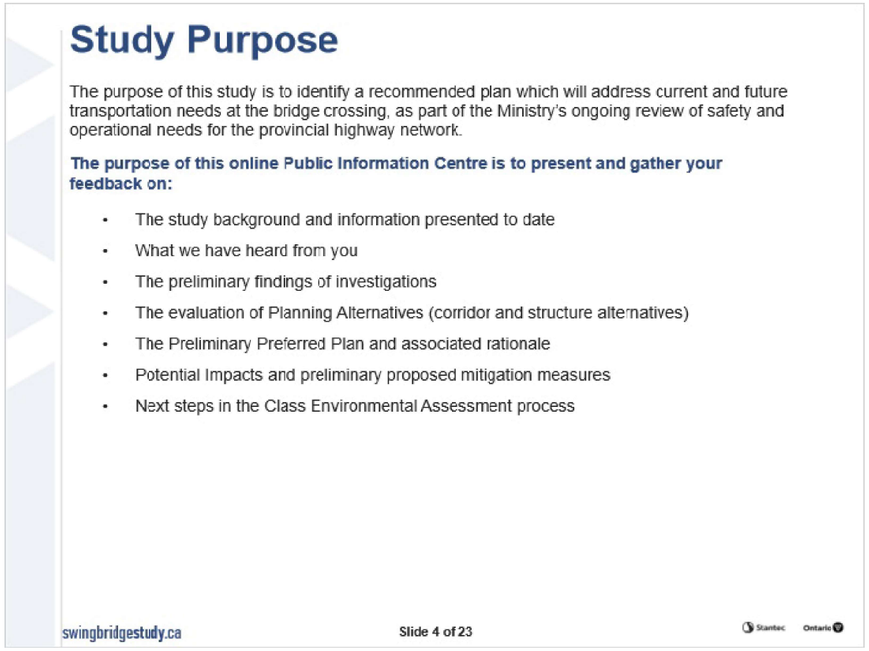
1.3 Welcome



This video presentation will provide you with an overview of this Class Environmental Assessment (or Class EA) study. A copy of the information presented in this online Public Information Centre will be available for your review on the project website, www.swingbridgestudy.ca.

This is the third and final Public Information Centre for this study. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC is being hosted online.

1.4 Study Purpose



The Little Current Swing Bridge is located in the community of Little Current, within the Town of Northeastern Manitoulin and the Islands, in Northeastern Ontario.

The purpose of this study is to identify a recommended plan that will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

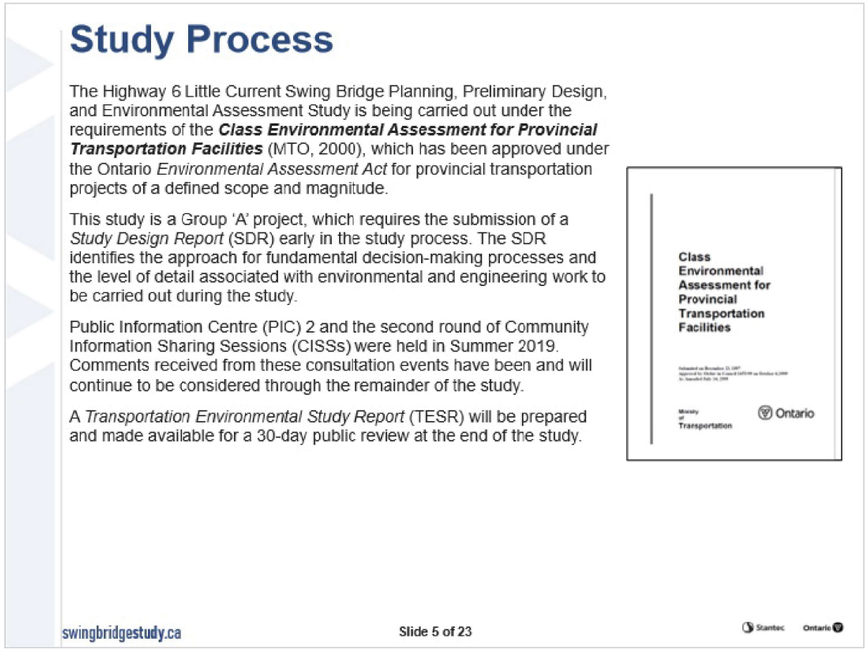
The purpose of this online Public Information Centre is to present and gather your feedback on:

- The study background and information presented to date
- What we have heard from you
- The preliminary findings of investigations
- The evaluation of Planning Alternatives (corridor and structure alternatives)
- The Preferred Plan and associated rationale
- Potential Impacts and preliminary proposed mitigation measures
- Next steps in the Class Environmental Assessment process

Additional resources are available for you to download on the project website so that you can take the time to review the information in more detail. A link to a

comment form is available on the last slide of this presentation for you to share your thoughts with the project team. A copy of this form is also available on the project website.

1.5 Study Process



This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

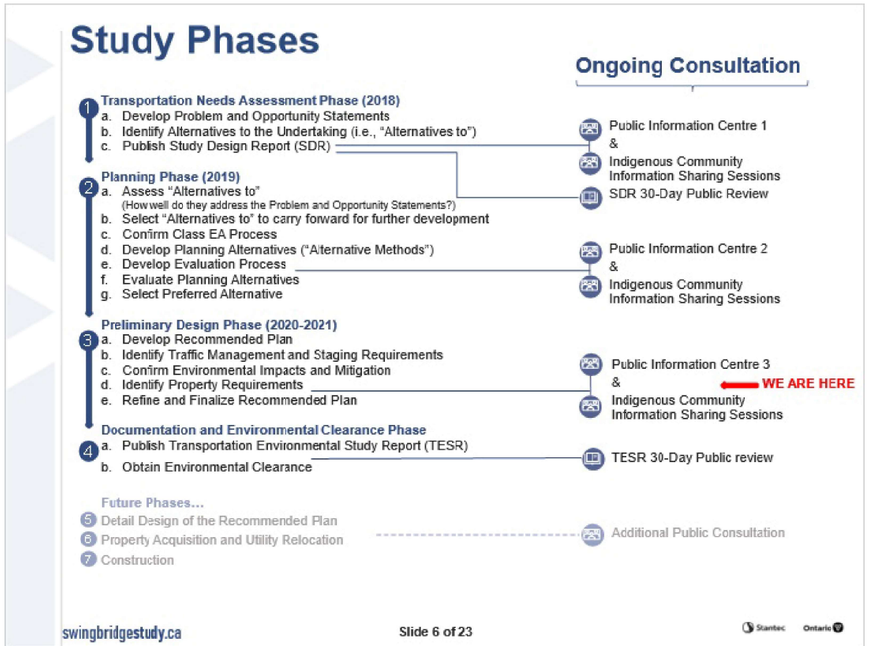
The MTO Class Environmental Assessment (or Class EA) process is an approved process for highway planning, design, and construction projects. The study is following the Group 'A' process, which requires the submission of a Study Design Report early in the study process to outline the approach for fundamental decision-making processes and the level of detail associated with the environmental and engineering work to be carried out during the study. The Study Design Report for this study was completed in November 2018 and is available for your review on the project website.

To date, two rounds of Public Information Centres and Community Information Sharing Sessions have been held as part of this study. The first round was held in

summer and fall of 2018, and the second round was held in summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A Transportation Environmental Study Report (or TESR) will be prepared and made available for a 30-day public review period at the end of the study.

1.6 Study Phases



The goal of projects or activities covered under the Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. The Class EA process consists of four main stages: Planning, Preliminary Design, Detail Design, and Construction. The Planning stage of a Class EA process may be preceded by a Transportation Needs Assessment stage, which focuses on determining what is needed.

A Transportation Needs Assessment was undertaken as part of this study to help to confirm the problems and opportunities, and to identify Alternatives to the Undertaking for the project. The first Public Information Centre and Indigenous Community Information Sharing Sessions were held at this stage of the study. A Study Design Report was then developed to document the Transportation Needs Assessment, define the study area, describe the Alternatives to the Undertaking, as

well as the Class EA process commitments for the balance of the study, including consultation. A copy of the Study Design Report is available for your review on the project website.

The Planning stage focuses on developing a plan for how the project should be done. This includes assessing how well the Alternatives to the Undertaking address the identified problems and opportunities and selecting alternatives to be carried forward for further development and evaluation. Environmental and engineering investigations are undertaken as part of this study process to support the evaluation process, and to determine existing conditions and potential impacts of each alternative. As part of this study, both corridor and structure alternatives were developed. A second Public Information Centre and Indigenous Community Information Sharing Sessions were held at this phase to present these alternatives and evaluation criteria. Feedback received at and following these consultation events was gathered and reviewed for consideration during the next phase of the study.

The Preliminary Design stage focuses on 'roughing out' a design or Preferred Plan in consideration of the feedback received and the findings of the evaluation, and to identify the potential environmental impacts and preliminary mitigation measures. This third and final Public Information Centre is being held to present the evaluation of alignment and structure alternatives, the Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures.

Following this Public Information Centre, the Preferred Plan will be refined and finalized. A Transportation Environmental Study Report, or TESR, will then be prepared to document the entire study process. The TESR will be published and made available for a 30-day public review period. Notification of the TESR Completion will be posted on the project website, within the Manitoulin Expositor, Manitoulin West Recorder, and Sudbury Star newspapers, and delivered via email or mail to those who have expressed an interest in the project.

Following the publishing of the TESR and review of the comments received, the project will be ready for Environmental Clearance. Environmental Clearance is an internal process that the MTO uses to help to ensure that the EA requirements have been met before construction begins.

Each stage or step in the process allows for structured decision-making and consultation as the study progresses.

The Detail Design and Construction stages will be future stages in this project. Additional public consultation will be undertaken during the Detail Design phase, the timing of which has not been scheduled.

1.7 Study Area Location Plan



The study area for the project is located within the Town of Northeastern Manitoulin and the Islands in Northern Ontario. The Little Current Swing Bridge is located on Highway 6 in the community of Little Current, and serves as the only roadway access to and from Manitoulin Island. In 2016, an average of 3,300 vehicles were recorded crossing this bridge, and an increase in traffic was noted during the summer months. This location plan identifies land use areas and features within the study area. Please click the button located below the plan on this slide to view a larger, high-resolution version of this image.

1.8 Study Background: Phase 1 – Transportation Needs Assessment



The existing swing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island, and the mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months so that boat access is available along the North Channel. Continuous road access is provided during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transport facilities; and to reduce operating and maintenance costs.

As part of the consultation activities undertaken in 2018, the following Alternatives to the Undertaking were shared with the public, stakeholders, and Indigenous Communities:

- Do nothing
- Replace with a ferry
- Replace with a 2-lane tunnel
- Replace with a moveable bridge

- Replace with a 2-lane fixed bridge

An assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives.

The first round of public and Indigenous community consultation events were held in summer 2018 to present and solicit feedback on the problems and preliminary assessment of Alternatives to the Undertaking. Feedback received during this consultation period was considered while preparing the Study Design Report for the project. The Study Design Report was prepared and made available for public review and comment in late 2018. A copy of the report is provided on the project website.

The Alternatives to the Undertaking that were selected for further development and assessment for Phase 2 (the Planning Phase) of the Class EA process included replacing the bridge with a new 2-lane moveable bridge, fixed bridge, or tunnel. The Do Nothing and Ferry Alternatives did not address the problems identified in the study area and were not carried forward for further consideration.

1.9 Study Background: Phase 2 – Planning Phase

The Planning Phase was initiated following the Transportation Needs Assessment phase. Planning alternatives considered both corridor and structural alternatives.

As shown on the map presented on this slide, seven corridor alternatives were considered. Alternatives 1, 3, and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs. Corridor alternatives 2 and 4 for moveable structures, and corridor alternatives 5 and 6 for fixed structures, were carried forward as viable alternatives.

The images on the right show the structure alternatives that were considered. Moveable bridge alternatives included: a bascule bridge, a swing bridge, and a lift bridge. Fixed structure alternatives included a fixed bridge and tunnel.

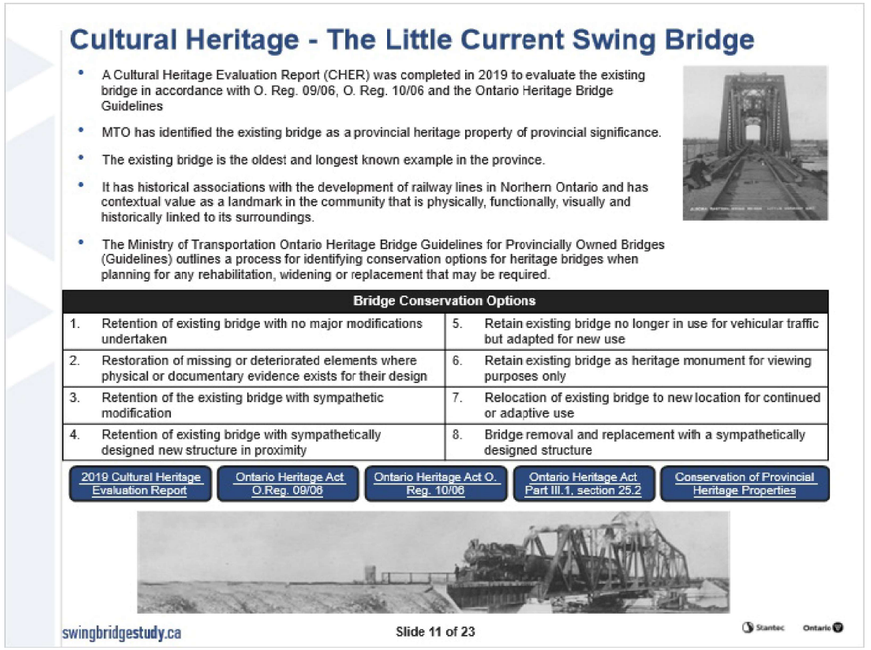
The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of Alternatives to the Undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and the preliminary assessment of heritage conservation options for the existing bridge.

1.10 What Have We Heard?

Throughout the study, members of the public, external agencies, and Indigenous community members, including those from Wiikwemkoong Unceded Territory and the member nations of UCCMM Tribal Council, have provided input on various aspects of the project. Following the second Public Information Centre, the majority of respondents preferred Corridor Alternative 2 and a movable bridge option. While the fixed structure alternatives were preferred by some respondents, concerns regarding significant property impacts, the cost of fixed structures, and impacts to existing viewscapes were noted. Suggestions to improve access for vehicles by providing a two-lane structure were received, and the need to maintain a safe passage for boats in the North Channel was noted. Concerns regarding a by-pass of the town were noted, as this could have a negative impact on local business operations. In addition, it is understood that the waterway is traditional to First Nations, and protection of the water during construction is critically important. Many concerns regarding impacts to the natural environment and cultural heritage significance of the existing bridge were noted by respondents, and the importance of these features has been recognized by the project team.

Throughout the study, the project team has solicited and considered feedback received, and you are encouraged to continue to share your thoughts as we continue to move forward with project planning.

1.11 Cultural Heritage - The Little Current Swing Bridge



The existing bridge is a rare remaining example of the movable swing bridge type in Ontario and is the oldest known example in the province.

A Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to evaluate the bridge in accordance with Ontario Regulations 9/06 and 10/06 and the Ontario Heritage Bridge Guidelines.

Based on its review of the CHER, the MTO identified the Little Current Swing Bridge as a provincial heritage property of provincial significance.

The existing bridge is the oldest and longest known example in the province.

It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually, and historically linked to its surroundings.

The Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening, or replacement that may be required.

The following bridge conservation options were considered for the existing structure:

1. Retention of the existing bridge with no major modifications undertaken
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design
3. Retention of the existing bridge with sympathetic modification
4. Retention of the existing bridge with a sympathetically designed new structure in proximity
5. Retention of the existing bridge but close it to vehicular traffic and adapt it for a new use
6. Retention of the existing bridge as a heritage monument for viewing purposes only
7. Relocation of the existing bridge to a new location of continued or adaptive use
8. Removal and replacement of the existing bridge with a sympathetically designed new structure

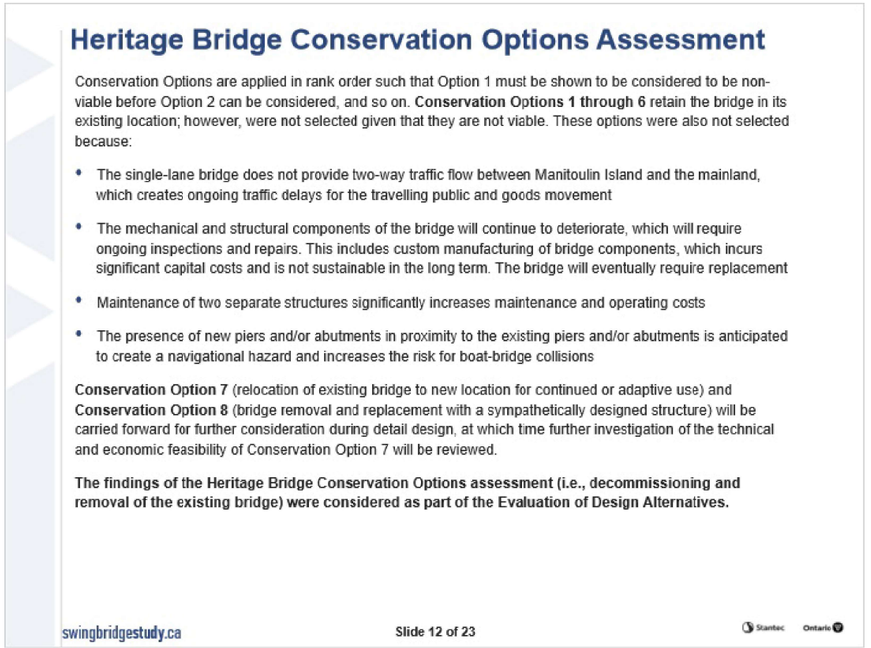
All provincial ministries and prescribed public bodies, including the Ministry of Transportation, must comply with the Standards and Guidelines for Conservation of Provincial Heritage Properties, pursuant to Part III.1, section 25.2 of the Ontario Heritage Act in the management of properties under its ownership or control.

Under provision F.4. of the Standards and Guidelines, removal or demolition of all or part of a provincial heritage property should be considered a last resort, subject to heritage impact assessment and community engagement.

Under provision F.5 of the S&Gs, the consent of the Minister of Heritage, Sport, Tourism and Culture Industries must be obtained prior the demolition or removal of any building or structure located on a provincial heritage property of provincial significance, or transfer from provincial property, in whole or in part.

Please use the links provided on the bottom of this slide to access: the 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 and 10/06 and Part III.1, section 25.2 of the Ontario Heritage Act, as well as the Standards and Guidelines for Conservation of Provincial Heritage Properties.

1.12 Heritage Bridge Conservation Options Assessment



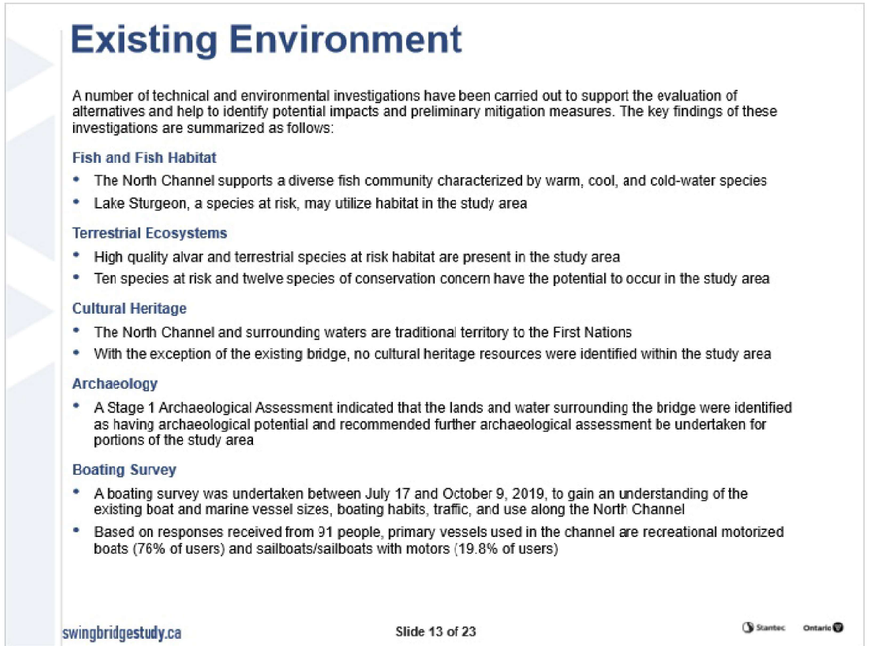
Conservation Options are applied in rank order such that Option 1 must be shown to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:

- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the movement of people and goods
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections, maintenance and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement.
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7, relocation of the existing bridge to a new location for continued or adaptive use, and Conservation Option 8, removal and replacement of the existing bridge with a sympathetically designed structure, will be carried forward for further consideration during Detail Design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.

1.13 Existing Environment

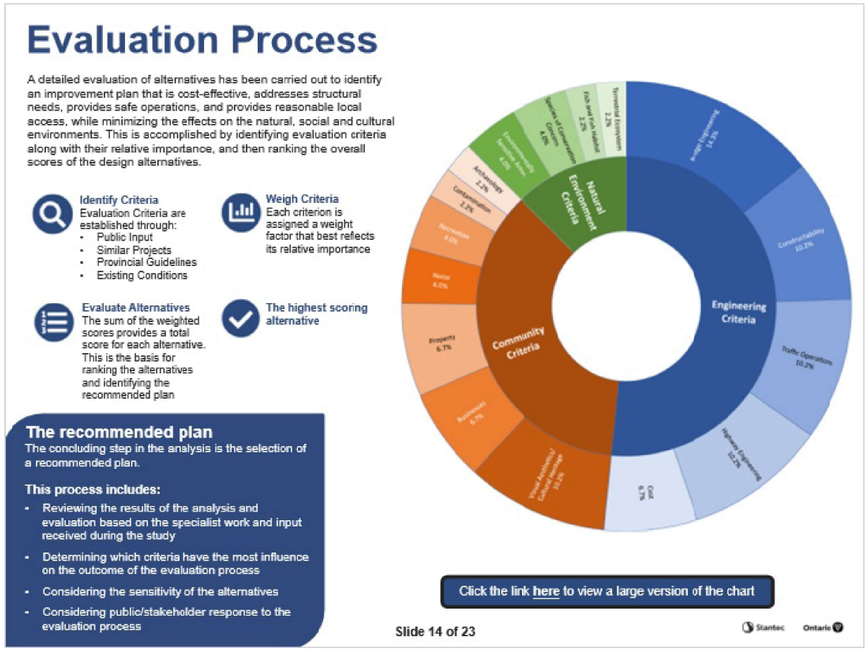


A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and to help to identify potential impacts and preliminary mitigation measures. In general, some of the key findings of these investigations indicated that:

- The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
- Lake Sturgeon, a species at risk, may utilize habitat in the study area
- High quality alvar and terrestrial species at risk habitat is present in the study area

- 10 species at risk and 12 species of conservation concern have the potential to occur in the study area
- The North Channel and surrounding land and waters are traditional territory to the First Nations
- With the exception of the existing bridge, no cultural heritage resources were identified within the study area
- A Stage 1 Archaeological Assessment indicated that lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area
- A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
- Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (which is 76% of users) and sailboats/sailboats with motors (which is 19.8% of users)

1.14 Evaluation Process



A detailed evaluation of alternatives has been carried out to identify an

improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social, and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

This process includes identifying evaluation criteria through: the input received through the consultation process, the project team's experience on similar projects, provincial guidelines, and existing study area conditions. Draft evaluation criteria and associated weight factors were presented for public review and comment at the second Public Information Centre. Following the second Public Information Centre, the evaluation criteria and weightings were confirmed. Engineering criteria included bridge and highway engineering factors, traffic operations, constructability, and cost. Community criteria included considerations for visual aesthetics and cultural heritage, noise, businesses, recreation, property, contamination, and archaeology. Natural environment criteria included considerations for environmentally sensitive areas, species of conservation concern, fish and fish habitat, and terrestrial ecosystems.

A weight percentage was applied to each factor, which was based on project team and stakeholder assessment of the importance of the factor. The level of importance of each factor is relative to the other factors considered. As such, the higher the relative level of importance a factor has, the higher the associated weight value it was assigned.

The next step in the process included evaluating the alternatives. A comparative analysis of transportation and environmental effects associated with each alternative is undertaken based on the criteria, weightings, and measures. A reasoned argument approach was also applied to the evaluation which considered the net environmental effects of each alternative. The preferred plan is selected as the aggregate of Preliminary Design alternatives that achieve the best overall balance of transportation engineering, individual environmental factor impacts, and overall environmental impact, taking into consideration the net environmental effects by applying conceptual mitigation measures.

In the final step of the evaluation process, the alternative designs are evaluated based on the total calculated scores by adding their weighted values. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the overall Recommended Plan for the project.

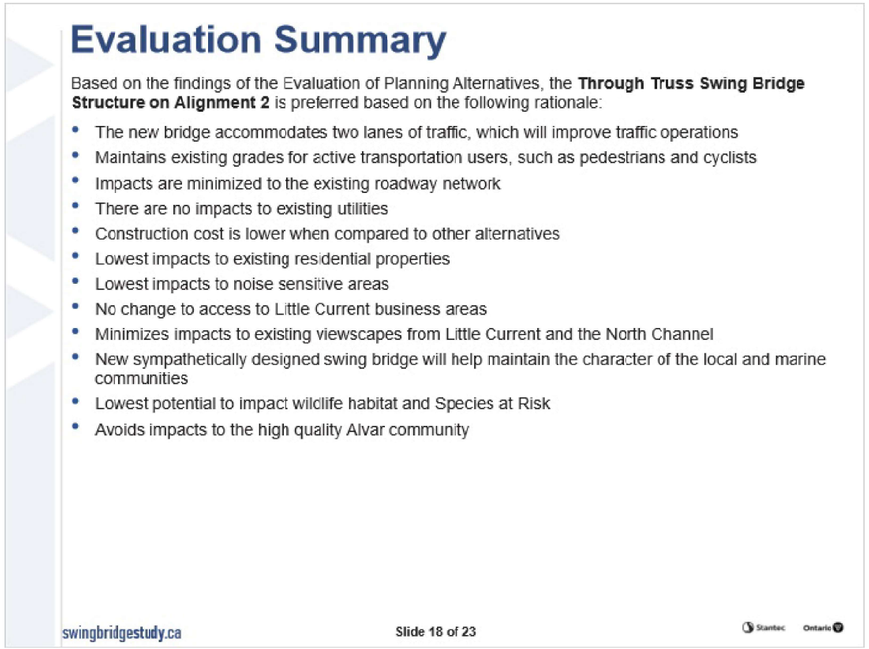
Please click the button below the nested pie chart to view a larger, high-resolution version of the chart on this slide.

1.15 Preliminary Evaluation of Alternatives

The bar chart shown on this slide summarizes the total scores assigned to each alternative and the breakdown of scores by grouped criteria, including Engineering, Community, and Environmental scores. Based on the evaluation, a swing bridge on Corridor Alternative 2 has been identified as the Preferred Alternative and will be carried forward to future phases of the project.

Please click the button below the bar graph to view a larger, high-resolution version of the graph on this slide.

1.16 Evaluation Summary

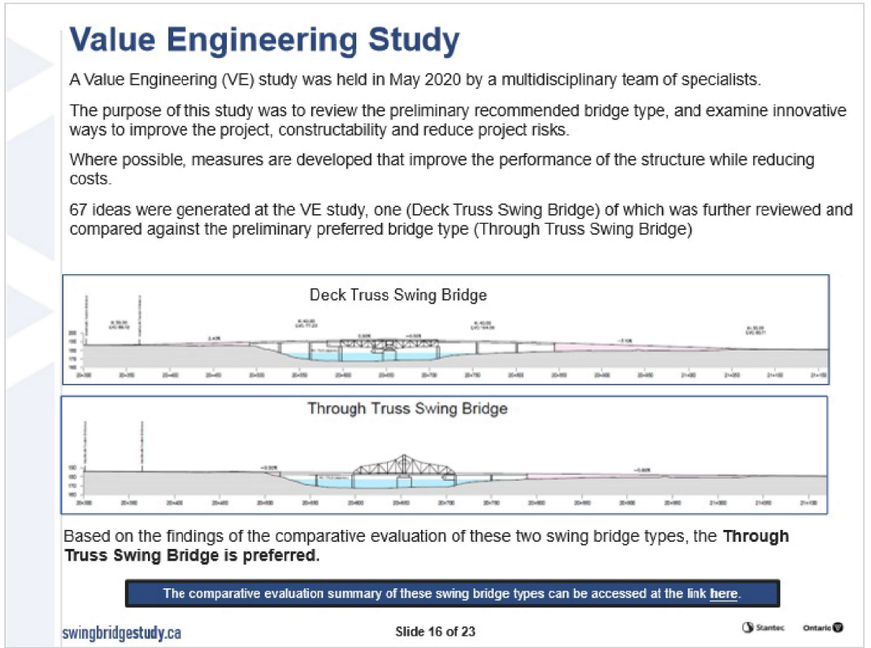


Based on the findings of the Evaluation of Planning Alternatives, the Through Truss Swing Bridge Structure on Corridor Alignment 2 is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- It maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- The construction cost is lower when compared to other alternatives
- It has the least impacts to existing residential properties
- It is anticipated to have the lowest impact to noise sensitive areas
- There are no changes in access to Little Current business areas
- It introduces the smallest change to existing viewscapes from Little Current and the North Channel, when compared to the other alternatives
- The new sympathetically designed swing bridge will help maintain the character of the local and marine communities; and
- It has the lowest potential to impact wildlife and species at risk

The proposed bridge structure, including the proposed abutments, piers, and bridge spans, is shown on this slide.

1.17 Value Engineering Study



A Value Engineering Study was held in May 2020 by an independent multidisciplinary team of specialists. The purpose of this study was to review the preliminary recommended bridge type, and to examine innovative ways to improve the project and constructability, while potentially reducing project risks. Where possible, measures are developed that improve the performance of the structure while reducing costs.

Sixty-seven ideas were generated at the Value Engineering Study, one of which, a Deck Truss Swing Bridge, was further reviewed and compared against the preliminary preferred bridge type - a Through Truss Swing Bridge. The figures on this slide show the different types of swing bridges that were reviewed.

Based on the findings of the comparative evaluation of these two swing bridge types, the Through Truss Swing Bridge is preferred. The comparative evaluation summary of these two swing bridge types can be accessed at the link provided on this slide.

1.18 Preferred Plan



The Preferred Plan for the study is shown on this slide, which includes a new Through Truss Swing Bridge Structure on Corridor Alignment 2, west of the existing Little Current Swing Bridge.

New connections from the bridge to Highway 6 will be required as part of the plan. Similar to the existing bridge, traffic queuing areas will be required for when the structure is closed to vehicles.

1.19 Preferred Plan

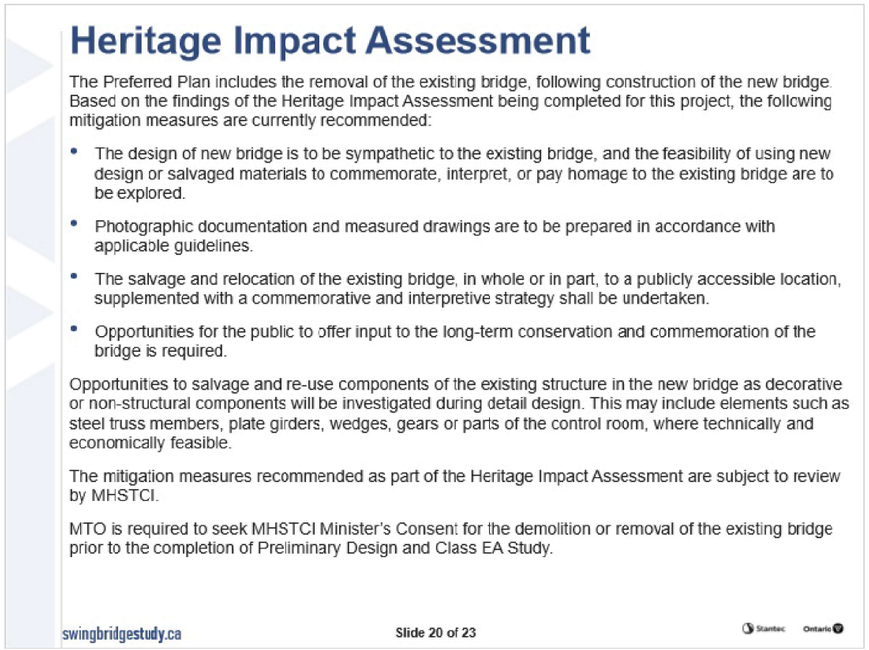


The computer-generated model shown on this slide provides a visual representation of the local and general conceptual design of the proposed swing bridge on its new alignment.

Flyover Description: The abutments and piers for the new bridge to the west of the existing swing bridge appear, adjacent to the existing bridge resting piers. A new alignment for Highway 6 is shown, and the new approaches and through truss swing bridge structure appear. A translucent image of the existing swing bridge remains, and grass, trees and shrubs appear in place of the existing Highway 6 alignment. An inset image shows a new conceptual parking lot for the control bridge operator southwest of the new bridge.

The new through truss bridge swings open and provides two channels for the passage of boats through the North Channel. When the new bridge returns to the closed position, the 360-degree view shows vehicles passing over the new, two-lane bridge with a sidewalk along the west side.

1.20 Heritage Impact Assessment



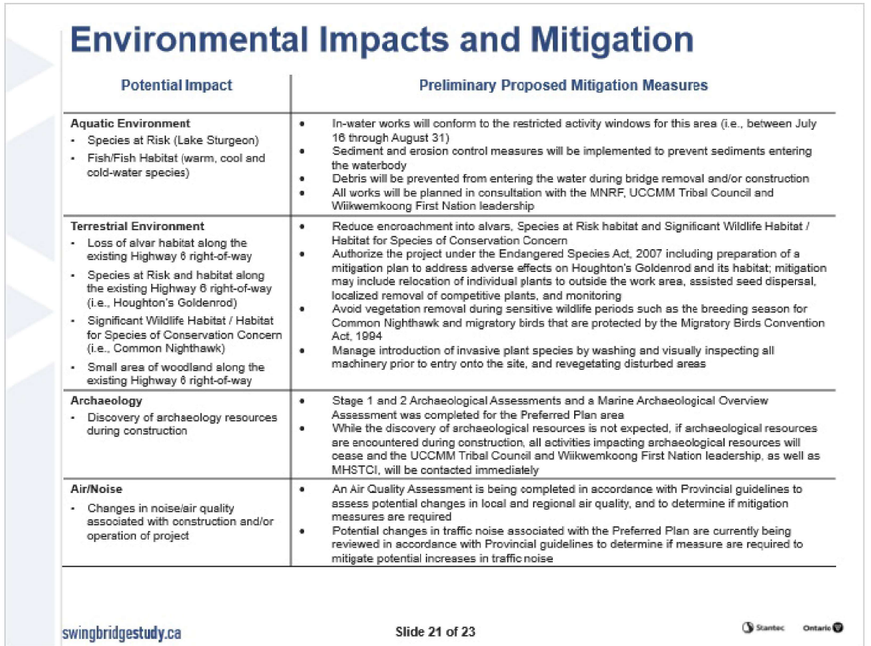
A Heritage Impact Assessment is an independent study to determine the impacts of a project on a provincial heritage property, and outlines recommended options and mitigation measures in order to reduce negative impacts and conserve its cultural heritage value or interest. The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.

Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible. It should be noted that the Heritage Impact Assessment will be made available for public review as part of the Transportation Environmental Study Report.

The Ministry of Heritage, Sport, Tourism and Culture Industries (or MHSTCI) is an approval authority under the Standards and Guidelines, and as such the mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI. Further, MTO is required to seek Minister's Consent for the demolition or removal of the existing bridge, prior to the completion of this Preliminary Design and Class EA study.

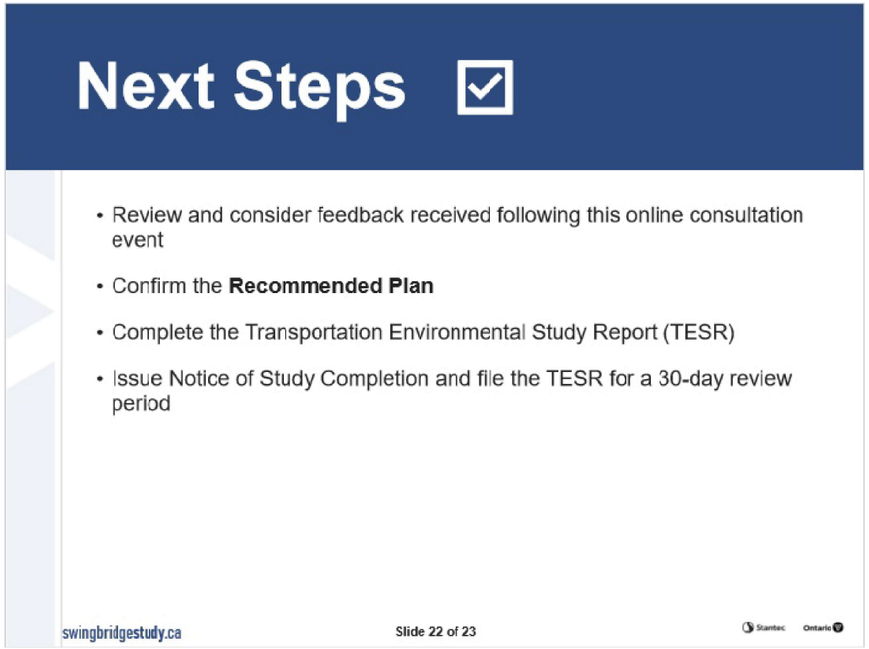
1.21 Environmental Impacts and Mitigation



Impacts to the environment as a result of this project will be minimized to the extent possible. Additional investigations will be carried out during Detail Design to help to confirm environmental impacts, refine mitigation measures, and support obtaining relevant permits and approvals.

Please review the environmental factors that may be affected by this project, along with some of the preliminary proposed mitigation measures shown on this slide, and if you have any comments, questions or concerns, please do not hesitate to contact a member of the project team.

1.22 Next Steps



Following this online Public Information Centre, the project team will review and consider the feedback received, and will respond to any questions you may have. In consideration of the comments received, the project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures. The Transportation Environmental Study Report (or TESR) will be prepared, and a Notice of Study Completion will be issued, at which time the TESR will be available for public review on the project website for a 30-day review period.

1.23 Thank you for participating in this online Public Information Centre!



On behalf of the Ontario Ministry of Transportation, we would like to thank you for your interest in this study and for taking the time to participate in this online Public Information Centre. Your input is very important to us, and there are several ways for you to provide your comments.

We encourage you to review all PIC materials available on the project website, as well as to participate in the survey offered at the end of this presentation.

If you have any comments or questions, please do not hesitate to contact the project team via email at: ProjectTeam@SwingBridgeStudy.ca, or by contacting one of the project team members listed on this slide by telephone or email.
We would appreciate receiving any comments or questions that you may have by April 30, 2021.

Thank you again for taking the time to participate in this online Public Information Centre.

Swing Bridge Study - Online PIC 3

1.1 Dagoobizowin Mazinchigan PIC 3



Aanii kinowiiya, miigwech bi-wiijiigeyin maanda wii-skooniwitameng Wewebijiwang Dakamii-aazhigan; weweni-anii-miiyaa-waazhi-minoseg, miinwaa aapichi-gezhinaakiba, memdige gwa gaataayiing.

1.2 Waawzhi nokaazoyin maanda mazinaatesijigewin



Bagadoonsag waa-nokaazoyin wii-maachtaayin, “Shift” maagabish. Miinwaa “?” manjigwapii. Giishpin giigido nokaazowaans nokaazoyin, zhooshkibijigen wii-waabimad mazinchigan. Giishpin mazinaazowaans nokaazoyin, bagadoonh nokaazan wii-waabimadwaa aankoonsijigaansag.

Mazinaatesijigewin waanaagidoogaadeg debaajimo-aankinoosijigaansan:

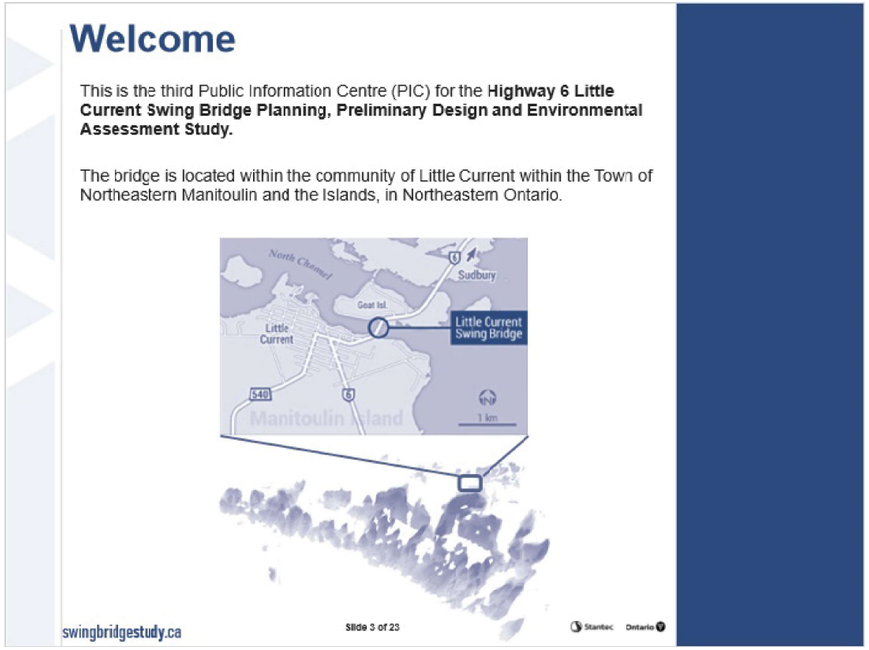
- **Aakinooschigan:** Waanoondaman temigad mazinaatesijigewning. Giishpin waa-noondaman yaanswan, mazinaatesijigewin naagidoon, debaajimowin bagadoonh nokaazong. Giishpin wii-nsaakonaman maage wii-gibaakoman aakinooschigan, nswi maagibichiganag nokaazo shpiming mezinaazojig.
- **Mazinaatesijigewining Etemigag:** Njidowaansan maamwin mazinaatesijigewining etemigag. Gdaa - nookaazon maanda wii-baskaabiiyin.
- **Menobidag nokaazowinan:** Maampii temigadoon mazinaatesijigewin nokaazowinan.
- **Zaagijiing:** Maaba bagadoonh wda-shkwanaan epiiskaayin miinwaa wii-gibaakwaman mazinaatesijigewin.
- **Waa-piitawe’eg:** Mazinaatesijigewning ge-noondaman. Nisakobidoon bazinshewnan miinwaa nokaazon bagadoonh wii-mino-piitawe’eg waa-

noondaman.

- **Wdaminon/Nigaabidoon-kesh:** Nokaazo maaba bagadoonh wii-daminoyin maage kesh wii - nigaabidooyin mezinaateseg.
- **Ezhinkaadegaansag:** Maaba bagadoonh nokaazon wii-nisakonaman Ezhinikaadegaansan.
- **Epiiskaayin maagabijigan:** Wii-waabidaman epiiskaayin waabimadwaa mazinchigaansag.
- **Aanji- wekwaaj:** Wii-aanji maachtaayin aapichi niigan aanji-wekwaaj.
- **Maagabijiganag kino-biwaad:** Miizhinda ji-nisaakobinad kino maagabiijiganag waa- nokaazoyin weweni-wii-daakeyin waa-nizhaayin.
- **W'gii-miyaayin miinwaa waa-zhaayin:** Gwanda bagadoonsag nokaazan wii-maajiiyin maage wii-baskaabiiyin mazinaatesijiganing.

Niibina maampii biwaag aanke maagibijiganag wii-waabimadiwaa k'chi-mazinchiganag miinwaa ekinoomaageng nokaazowinan. G'da-gibaakwaanan wii-baskaabiiyin mazinaatesijiganing maagobinad zheshkaa-bagadoonh. Zhiitaayin maagabiish miinwaa bagadoonh, maagabish wii-aabijitaayin; maage gwanda bagadoonsag (Ctrl Alt Period).

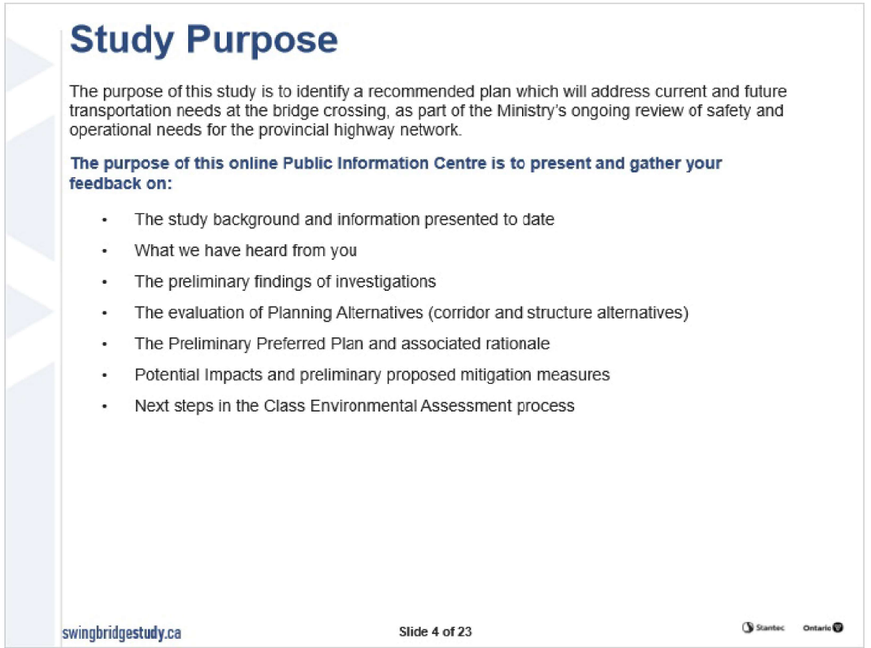
1.3 Wiikigewin



Maanda mazinaatesijigewin ga-miinigwan kino-dibaamdazowin gaataayeng waa-zhinaagwag, (Class EA) ezhinikaadeg. Kino-gegoo maampii ezhinaagwag wda-temigag pii miinwaa wii-ginwaabidaman mazinaatesijigewining. www.swingbridgestudy.ca

Mii maanda zhaazhi nsing miinwaa shkwaach msiwe-kendimaawziwin maanda skooniwi-njindowin wii-miigiweng. Nji-gwa COVID-19 miinwaa meyaapii wii-yaayeng wiindimaageganan maanda PIC da-waabijigaade mazinaatesijigewining.

1.4 Waanaabidag skooniwi-njindowin



Wewebijiwang temigad weweb-dakamiigan maage aazhigan, naangwa oodenaans Giiwedinong-shi-waase'aabang Manidooning miinwaa minisensan, Giiwedinong-shi-wasse'aabang Ontario.

Maanda Skooniwi-njiindowin wii-nda-nsidwaabidaan mkotaagosiwin aniish maanda dakamii-aazhigan miiyaa ge-zhinaakiba, mendige gwa waa-zhi-aangwamzhing miinwaa gezhi-nokiimigag megwe kchi-miikanaang.

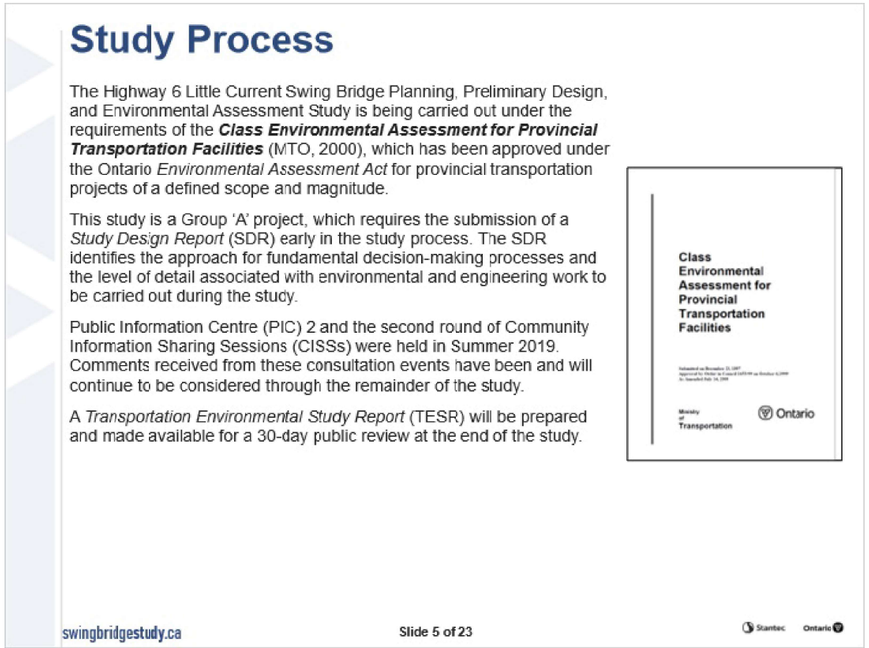
Wii-mooshiginmeng kendimaawziwin miinwaa waa-naabidag maanda mazinaatesigijigewin. megwe kendimaawziwin meneziyeng:

- Zhaazhi gaa-skooniwichigaadeg miinwaa kino waa-kendomeng.

- Kino zhaazhi gaa-wiindimaageng.
- Ekenjigaadeg shkwaa- nda-kenjigeng.
- Kino-gegoo naakonigewin wgii-dabaadiishkoode. (waa-mizhaang miinwaa naakimachigewin).
- Washme nakonigewin menwenjigaadeg miinwaa megwaadiziwin temigad.
- Ginimaa kino-gezhiimigag miinwaa nshkintam ga-naakonigeng.
- Waashi-makwechigeng dabaabiishkoodeg gaataayeng waashinaagwag, Class Envirommental Assessment ezhinakaadeg.

Geyaabi nokaazowinan tatenoon wii-shkwanman mazinaatesijiganing wii-giwaabidaman washme. Naabidoogan temigag giishpin gegoo wii-kidoyin. Miinwaa, takwebiigan temigag maampii enkiitameng mazinaatesijiganing.

1.5 Njindowin-eskooniwidomeng



Kino-gegoo maampii endawenjigaadeg miinwaa eskooniwidomeng (Class Environment Assessment for Provincial Transportation Facilities (2000) ezhinikaade, miinwaa Ontario Environmental Assessment Act ezhinikaadeg wgii-bagidinigaade wenenh-waa-aadoowiimigag naakimachigenan, miinwaa aaniish aapichi-waa-nikowaagwenh.

MTO Class Environmental Assessment (or Class) process ezhinakaadeg, wii-

bagidinigaade wii-k'chi-miikanaakeng naakonigewin, miinwaa naakimachige nokiitagewin. Eskooniwichigaade naagidoon Group 'A' process, ezhinikaadeg mooshkinebiigan aabideg Study Design Report da-zhinkaade wiiba skooniwichigeng wii-waabijigaadeg waa-zhinaagwag naakonigewin miinwaa wendigo-aapichi-miiyaa gaataayeng waa-zhinaagwag; miiwaa naakimachige nokiiwin waa-zhinaagwag. The Study Design Report ezhinakaadeg wgii-giishchigaande Baashkaakodin Giizis 2018 jitemigag wii-waabidameng mazinaatesijiganing.

Mangwa, zhaazhi niizhing wgii-waabijigaade miinwaa megwe oodenaang kino-gwaji wgii- miigwem kendomaawzowin. Epiichi niibing miinwaa edagwaagig 2018, miinwaa eko-niizhing eniibing 2019. Wenda-enendamonenh ninda-nji mkotaagoziichiganan etemigag miinwaa waa-bi-kendimong geyaabi naanaagidenmoowin wda-daapinigaade.

Wi Transportation Environmental Study Report (or TESR) ezhinikaadeg w'da-zhiitaachigaade miinwaa w'da-miigwem ngo-giizis wii-aanji-waabijigaadeg jibwaa-shkwaa-skooniwichigaade maanda kendamaawziwin.

1.6 Skooniwi-Njindowin Waazhinaagwag

Wi Class EA ezhikaadeg kino-gegoo wii-waamdatoon waa-shi-miikanaakeng jibwaa-binaachigaadeg gaataayeng ezhinaagwag. Wi Class EA piichtaawin ezhinikaadeg,

niiwin temigadoon waazhinaagwag: Naakonigewin, Mazinbiigan, Waazhinagwag Mazinbiigan, miinwaa Naakimachigewin. Wi Class EA piichtaawin ezhinikaadeg da-noopinadaan ezhinikaadeg Transportation Needs Assessment piiskaawin miiyaa wii-kenjigaadeg menezing.

Maanda Transportation Needs Assessment ezhinikaadeg wgii-nokaazigaade wii-mkigaadeg wenda ge-maanaadsegiba miinwaa genishingba, miinwaa wenda bkan gegoo ji-waambijigaadegiba. Niwe shkintam Public Information Centre miinwaa Indigenous Community Information Sharing Sessions ezhinikaadegin wgii-mino-senoon maanda pii. Miidash miinwaa Ekinoomage-njindowin mazinigan wii-zhibiigaadeg; Study Design Report wgii-zhinkaade. Miidash maanda wgii-daakaadang Transportation Needs Assessment ezhinikaadeg, wenda miiyaa waa-skooniwichigaadeg, wii-waamjigaadeg wenesh ginimaa bkaan gezhichigengwaba, miinwaa wi Class EA piichtaawin waa-shi-minoseg, mkotaagosiwin giwe. Wi Study Design Report ezhinikaadeg temigad wii-waabidaman mazinaatesijiganing.

Maanda Naakonigwin piichtaawin miiyaa wii-ginwaabidaan nokiiwin waa-zhi-giizhiitaang. Miinwaa wda-ke-dibaamjigaade wenenh bikaan gezhichigengwaba nsidwaabijigaadeg gegoo maanaadseg miinwaa wenjishing daapanigaadeg wii-maajiishkaang miinwaa wii-ke-dibaamda kweng. Gaataayeng waa-zhinaagwag miinwaa naakamachige nda-kenjigewin wda-tenoon maampii skooniwi-njindowining wii-aasigaabowiitang dibaamjigewin, miinwaa wii-kendimong megwaa ezhinaagwag miinwaa ginimaa gezhinaagdagiba. Aanin maanda skooniwi-njindowin, nenh niish wgii-maajiishkaam waabimizhaang miinwaa naakimachigewin waa-zhinaagwag. Ekwa niishing maanda wgii-waabijigaade, Public Information Centre miinwaa Indigenous Community Information Sharing Sessions wgii-tenoon, wii-nsidowaabijigaadeg wenenh bkaan naakonigewin gezhinaakiba miinwaa wenenh dabaabiishkoojigan genookaazong. Mkotaagoziwin gaa-bagamshkaamigad wi pii miinwaa eshkwaa maamiwi giigidong gii-aanji-waabijigaade miinwaa wgii-ke-maanaagidedimam epiichi skooniwichigaade ekinoomaage-njindowin.

Eshkwaa bigamshkaag mkotaagoziwin miinwaa dibaamdizowin, menwaabijigade naakonigwin maage naakimachigewin miiyaa mookidaaskaade, wii-nsidowaabimijigaade waa-zhiwebag gaataayeng miiwaa aaniish gezhichigengwaba. Maanda nsing miinwaa shkwaach wiindimaagewin Public Information Centre ezhinikaadeg wii-temigad wii-mino-naakamachigewag, naakonige beshigenjigaandeg, miinwa wenda gezhichigengwaba.

Shkwaa-temigag Public Information Centre ezhinikaadeg, Beshigenjigaadeg Naakonigewin wda-mino-giishichigaade. Wi Transportation Environmental Study Report (TESR) ezhinikaadeg, wda-maawndoo-biiwaan mazinigan miinwaa, wda-maziniganikaade kino-wiiya wii-waabidang ngo-giizis wda-zhisem. Pii TESR giishi-biigaadeg kendomaawzowin wda-temigad mazinaatesijiganing, miinwaa Manitoulin Expositor, Manitoulin Recorder, Sudbury Star geye, miinwaa wda-dagwa-te Email Mailor Mail ezhinikaade memdige gewek aapichi wii-waabidamwaad maanda kchi-

nokii-naakonigewin.

Skwaa-mazinigankaadeg TESR ezhinikaadeg miinwaa mkotaagoziwin biskaabiimigag, wda-zhiitaamigad kchi-nokii-naakonigewin wii-mino-daapanigaadeg gaataayeng. Gaataayeng wda-mino-waabidaan MTO wii-nokaazod pii EA minezing jibwaa miikwanaakeng miinwaa naakamachigeng.

Enso-maajishkaamigag maanda skooniwi-njindowin enso-tkookiing epiichtaang mino-naakonigewin miinwaa mino-wiindimaagewin kino-gegoo-weweni-ni-minose.

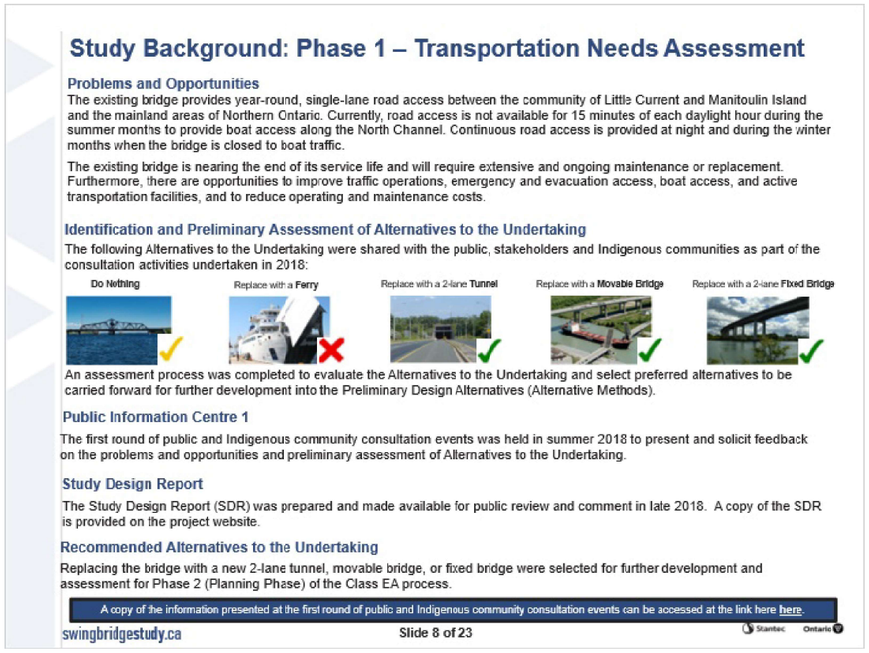
Ninda miiyaa mazinbiiganan miinwaa nakimachigewin wda-temigadoon waaso-naagach ngoding pii. Geyaabi megwe-giidowin wda-temigad pii miiyaa waa-zhinaagwag mazinbiigan, aniish waa-piiskaang gaawii-mshi wgii-bezhaakibiigaadesino.

1.7 Wii-temigad Skooniniwi-ngindowin Naakonigewin



Maanda skooniwi-njindowin wewebijiwang wii-temigad. Kchi-miikan Ngowaasowi shiibaamigad wewebijiwang, miiwetigo maanda bezhigog miikan wiizhaang Maanidooning. Nshwaasok shi nswaak megwaaj daabaanag wgii-zhiibaashkaawag maanpii aazhiganing 2016 pii, washme niibing. Mii-maanda naakonigewin weweni genwaabijigaadeg. Mbe maagabish bagadoonh wii-waabimad k'chi-mazinchigan.

1.8 Skooniwi-ngindowin gaa-njiimigag-Aadoowaang Menezing Dabagan



Miiwetigo bezhig miikan bekimok wewebijiwang miinwaa Manidooning giiwedinong nikeyeng wii-zhaang. Niibing mdaasowi-shi-naano-dabagaans-ke-gibaakoogaade enso-ngod-dabaganeg, jiimaanan ke'esh wiike-dakambideg. Baamaa bidoong daabaanag wetigo zhiibaashkaawag.

Miizhigo wii-shkwaabideg kchi aazhigan. Miigo wiiba-aabideg wiji-naachigaadeg maage wda-aanjiimigad. Miinwaa washme, zhisemigad wii-mino-maajiishkaamigag aadawaawin, geget-wewiib-maajaawin, jiimaanan wii-mino-bidegin, kchi-aadawaanyig wii-mino-aabijitaa'aad; miinwaa mena wii-nagideg nokaazong maage wii-naachigaadeg meyaa-pii.

Megwe dibaajimataadowin wgii-temigag 2018, mii ninda ginimaa gezhichigengwaba wgii-kidowag bimaadizijig gaa-bi-giigidojig:

- Gaawiin gegoo
- Dakaamii-jiimaan
- Naamkaming Miikan
- Bedangii-kaadeg aazhigan
- Kchi-miikanaa aazhigan

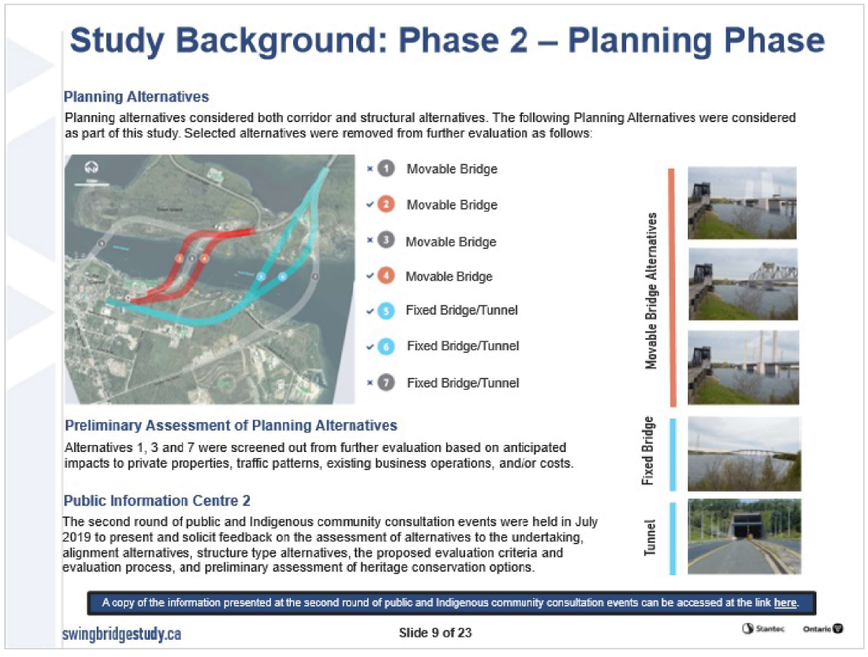
Debaamjigewin wgii-nokaazogaade wii-dabaabiishkodegin nooji-naakonigenan wii-

daapinamwaad beshigendaagwag, wii-naagidoong niigaan miiyaa wi kchi mazinbiigan.

Pii wgii-giigidokeng megweng miinwaa Anishinaabe akiing shkintam eniibing 2018 piinash naangwa mkotaagosiwin niibina wgii-naanaagidenjigaade epichi naabiigaade Study Design Report ezhinikaadeg. Mii maanda gaa-zhiitaamigag miinwaa wii-waabijigaadeg 2018. Naagadoobiigaade maanda kchi-naakonige nokiiwin mazinaatesijiganing.

Wene-ndaach waa-zhichigeng wgii-mino-daapinigaade wii-maajiishkaang eko-niizhing Phase 2 ezhinikaadeg, maanda Class EA piiskaawin wii-daapinaan wewebidangii-kaadeg aazhigan, ge-kchi-miikanaakaade aazigan, maage naamkaming miikan. Gaawii-geyaabi gegoo wgii-paamenjigaadesino.

1.9 Skooniwi-njindowin Ekendimeng 2 - Naakonigeng Eko-niizhing



Maanda naakonigewin wgii-maajiishkaamigag eshkwaa-geshichigaade Tansportation Needs Assessment Phase - Wenda meneziyeng miiyaa aadawaakeyeng. Waa-mizhaang miinwaa waa-zhi-naakamachigeng wgii-maamwi naakonigem.

Maampii maziniganing, niizhwaaswi naakonigesan wgii-tenoon. Naakonigesan

bezhig, nswi, miinwaa niizhwaaswi wgii-bagidnigaadenoon zaam besho oodenaang miinwaa waa-nangdeg. Niish miinwaa niiwin wgii-bagidnigaadenoon, naanan miinwaa ngodwaasowi wgii-shkwanigaadenoon wii-shki-aazhigankem maage naamkamig. Mazinchiganag shweyeng babid ga-waabidaan nooch aazhigan naakimachiganan shki-aazhigan miinwaa naamkamig wii-mizhaang.

Eko-niizhing megweying miinwaa Anishinaabe akiing wgii-bibaandakenjigeng miin-giizis 2019, niibina mkotaagosiwin, naabidoogewin, naakimachigewin naakonigewin wgii-ginwaabijigaade kino-gegoo gezhi-shkwanigaadegiba wi gete-aazhigan.

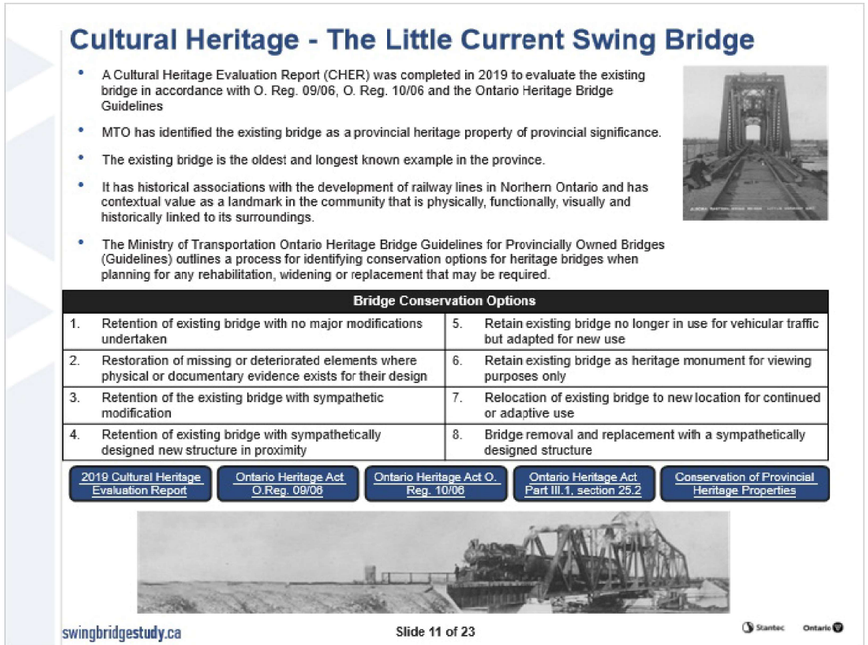
1.10 Bemi-noodimaang?



Kino-wiiya maampii kchi-minising, megweying miinwaa anishinaabeg zhaazhi wgii-wiidookaazog. Eko-niizhing wgii-giigidong, waa-maajiimigag aazhigan wgii-mino-nenjigaade; aanwe go aanin noonj bkaan wgii-kidowag.

Mkotaagoziwinan: Wii-niisho-bizowaad daabaanag, miinwaa jiimaanan wii-mino-badegin; miiyaa-aazhiweyeng miikan wii-banaachtoon obomsewin oodenaang. Miinwaa Anishinaabe zhaazhi kina wgii-bi-nakaazon nibiish bimi-zhigiwang-wewebijiwang. Niibina mkotaagoziwin temigad waazhi-aangwaamzing gaataayeng waa-zhi-naagwag kino-mkotaagoziwin minomjigaade maampii skooniwi-njidowining niigan zhaadaa.

1.11 Bimaadizowin gaa-miingoyeng-wewebijiwang Aazhigan



Miigweta maanda bezhig aazhigan temigag Ontario miinwaa emoonji-geteyiiwang.

Wi Cultural Heritage Evaluation Report (CHER) ezhinikaadeg wgii-dabage; mnido-giizis 2019 wgii-giishchigaande. Miinwaa bekish MTO wgii-nsidwaabidaan gaazhigan aapichi-ezhi-k'chi-twaa-endaagwag maanpii Ontario.

K'chi-zhoozhigo shkwade-daabaang wgii-dikamiiwag. Kino-gwa waazhi-ginwaabidaman kino-giiwenh gdibendaanaa.

Wi Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges mazinigan zhibiigaade waa-zhi-nsidwaabijigaade gegoo waa-zhi-shkwanigaade miinwaa naakonigewin niigaan wiizhaang.

Ninda aanin shkwanigeng naakonigenan:

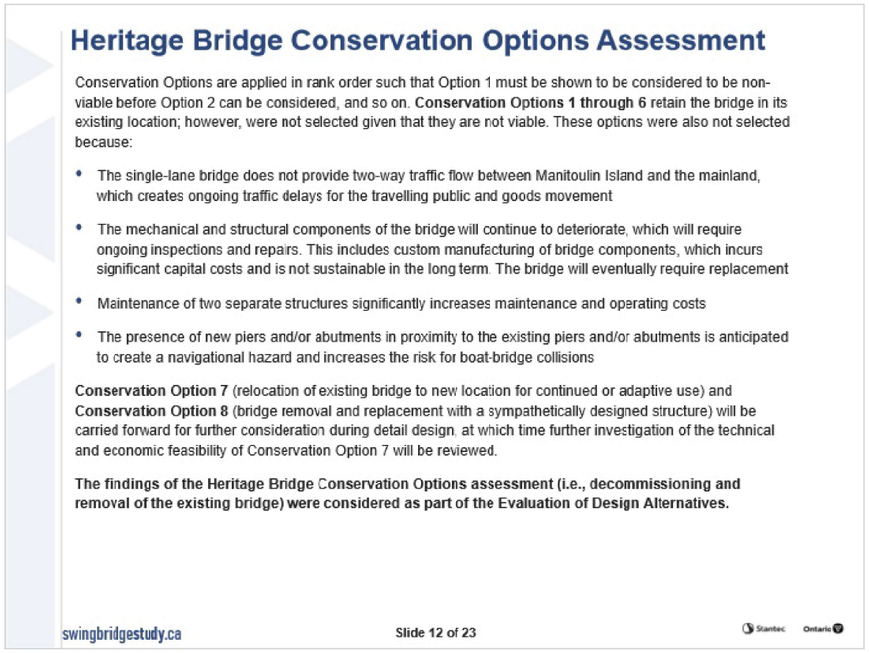
1. Maanoo wda-temigag aazhigan.
2. Weweni aanji-naatoong aazhigan.
3. Maanoo wda-temigad-wda-naachigaade.
4. Maanoo wda-temigad bekish shkayii.
5. Maanoo wda-temigad gibaako daabaanag.
6. Maanoo wda-temigad wii-minodameng wetigo.

7. Ga-aanjiwidoonaa aazhigan.
8. Bekaanag aazhigan ga-zhitoonaa naasaab wii-zhinaagwag.

Kino-maampii Ontario kchi-gimaakewin gwii-naagidoonaa waa'aach gwa MTO. Wi Standards and Guidelines for Conservation of Provincial Heritage Properties, miinwaa Ontario Heritage Act ezhinikaadegin aabideg gwii-naagidoonaa. Wi Standards and Guidelines yaawang, gegoo Ontario debendang, aabideg weweni gegoo shkwaa-bideg negaaj-da-migaade kidowag.

Miinwaa ngoding, aabideg Ministry of Heritage, Sport, Tourism miinwaa Cultural Industries, wii-zhaam. Mii-zhinda wii-gwedeng gegoo wii-migaadeg maage wii-biigibijigaadeg. Bagadoonh nokaazon niiseyeng wii-zhaayin: 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 miinwaa 10/06 miinwaa Part 111.1, section 25.2 Ontario Heritage Act, miinwaa ge Standards and Guidelines for Conservation of Provincial Heritage Properties ezhinikaadegin gdaa-ginwaabidaan.

1.12 Gaamiinigoyeng Aazhigan



Shkwanigewin Naagidedamowin mii ninda naakonigewaansan gaa-dapinigaadesinog waa-zhinaagwag aazhigan:

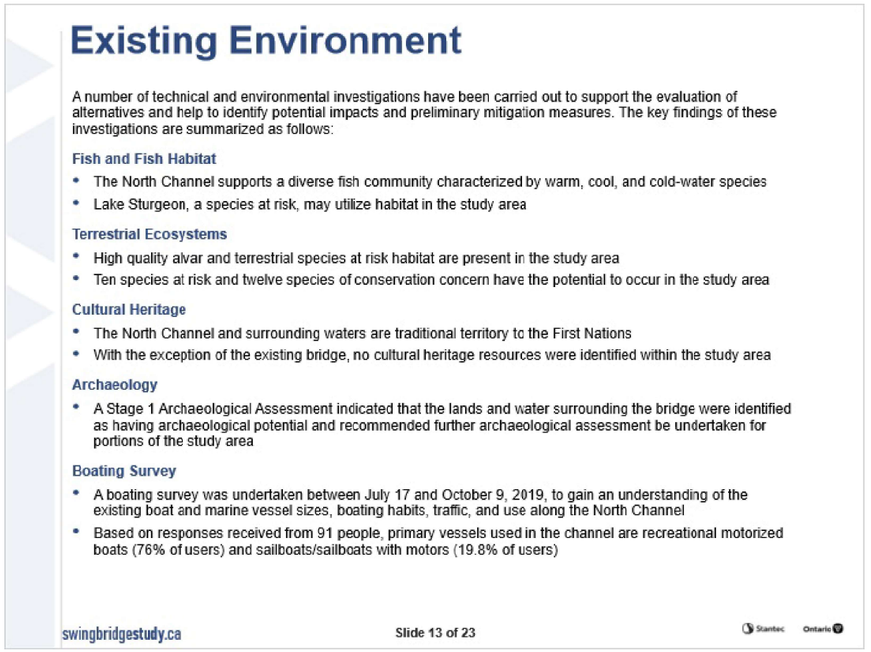
- Ngoding maabiichigaade miikan gaawin ndawenjigadesino.

- Wenda-binaadad aazhigan miinwaa kino-gegoo wii-shpangide naachigaadeg. Goding gwa aabideg shkayii. Ginipse zhooniyaa.
- Wii-miikigaadeg niish aazhiganan aapichi pane da-mbangidenoon.
- Wenda shki-aazhigaansan besho wda-niiskaangidenoon.

Shkwanigeng niizhwaasog, aanjiwidoong gaazhigan wii-nokaazong miinwaa, miinwaa Shkwanigeng nshwaasog, migaadeg gete aazhigan, shkayii wda-zhichigaadeg miiyaa-ezhinaagwag, baamaa miinwaa ginimaa wda-da-kenjiaade miiyaa ge-zhi-mazin biiggaadegiba; baamaapii miinwaa wda-nda-kenjigaade epiichi ginomdameng shkwanigewin niizhwaasowi.

Miinwaa ngoding, zhaazhi Heritage Bridge Conservation Options Assessment wgii-mkaanaa'aa waa-zhi-moowaad aazhigan.

1.13 Gaataayeng megwaa Etemigad



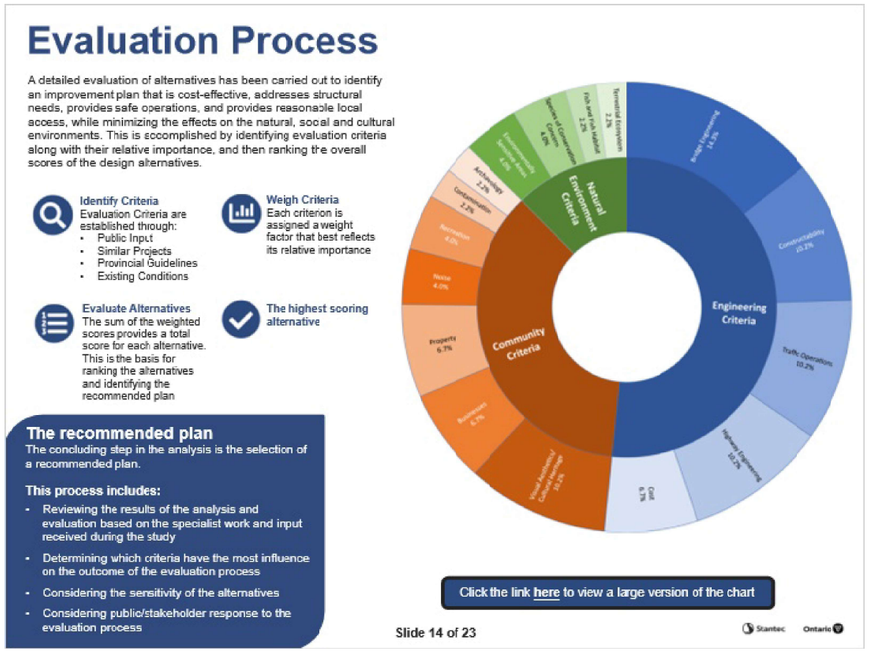
Niibina gaataayeng etemigad weweni wgii-nda-kenjigaade. Ninda aanin aabideg waa-aamgwaatooyeng:

- Niibina maampii giigoonig gibwaashkwag.
- Nime, aabideg wii-aangwaamchigaazo.
- Niibina mshkwade wesiinsag gewii mshinewag wii-nigwashkaawaad, miinwaa

ezaakiig.

- Washme mdaaswi ezaakiig miinwaa wesiinsag wiinigoshkaawag.
- Niibina geh maanda aki Anishinaabe wda-akiimiwaa.
- Mii wetigo aazhigan etemigad gaa-miinigoyeng.
- K'chi me'oozha nda-kendimowin Archaelogical Assessment ezhinikaadeg wgii-nsidiwaabijigaade miinwaa wii-skooniwichigaade.
- Wii-kendameng minig miinwaa ekwaagin jiimaanan; miinwaa aanish minig.
- Niibina jiimaanensan washme nokaazom piinash k'chi-jiimanan.

1.14 Waazhi-dabaabiishkoojigeng



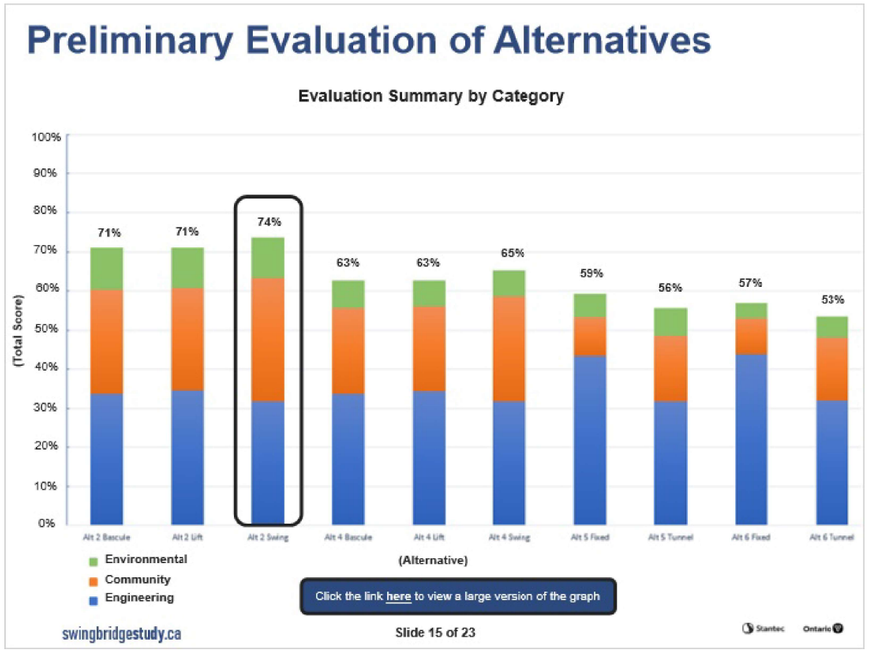
Niibina gegoo wgii-ginwaabijigaade wii-minoseg naakonigewin:

Waazhi-nokaazong zhooniyaa naakimchigewin, gaataayeng wii-ginaajiwang, wii-mino-tkamiing; miinwaa weweni wii-skooniwitameng maanda k'chi-zhigewin. Zhaazhi-gaabi-zhichigeng wgii-waabijigaade, niibinaching wgii-giigidom. Niishing mkotaagoziikewin wgii-ndanjigaade. Maanda wgii-kidowag: Aaniish miiyaa waazhi-naakimachigeng miinwaa aniish waa-nangideg; aniish minig daabaanaa, jiimaaman, miinwaa waazhi-ginaajiwang; aniish minig obomesiwin miinwaa zhoonyaa waa-minezing miinwaa; wda-temigad na aki wii-nakamigazing; miinwa aniish gaataayenh waazhi-binaadag maage maanaadseg; kino gego edigong-zhaakiig miinwaa

wesiinag.

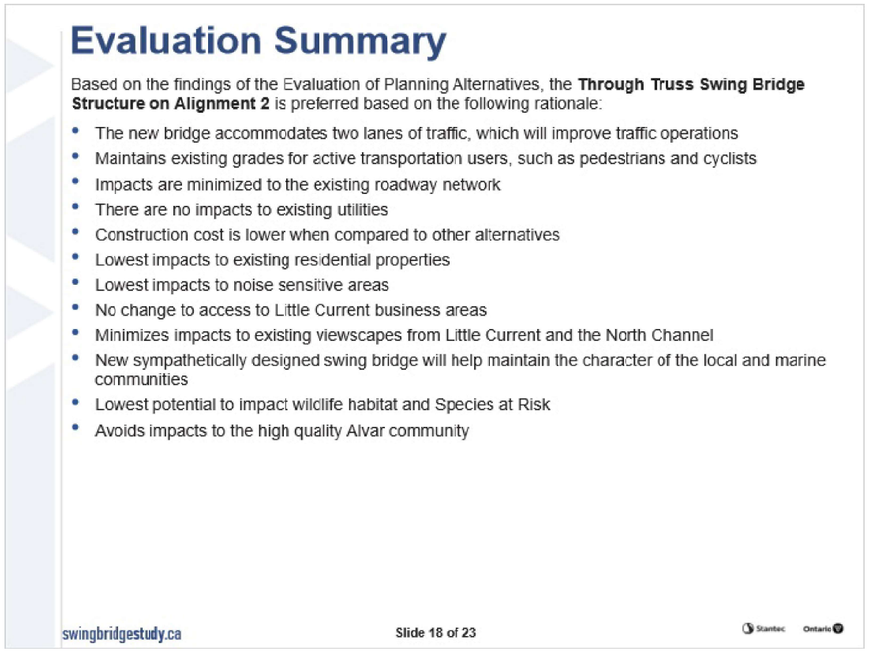
Kino-gegoo waazhi-minoseg gaataayeng wgii-ginwaabijigaade, niibina mkotaagoziwin wgii-miigwem.

1.15 Ntami-Debaabiishkoode aanin Naakonigewaansan



Maaba bazinbiigan maampii mazinchiganing waabidowen epiitendaagweg naakonigewaansan. Wenda endagwenh wii-aabiji-taang wii-nakimachigeng megwe oodenaang, miinwaa waa-zhinaagwag gaataayeng-niigan naabing k'chi naakonigewin beshigenjigaadeg. Maagabiish bagadoonh niisaayeng mazinbiiganing wii-mdidod mazinchigan.

1.16 Maampii Waazhinaagwag Maami-Waabidameng

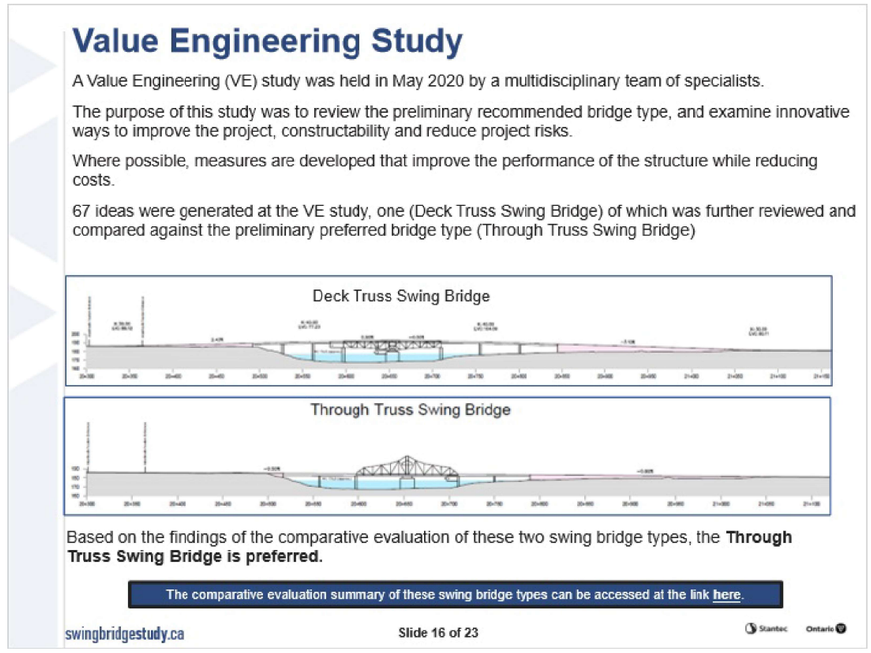


Kino-gegoo zhaazhi wgii-dibaa biishkode ship-naakamachigan aazhigan washme pshikenjigaade, Through Truss Swing Bridge ezhinikaadeg. Maanda naanaagidendamowin wgii-nokaazigaade:

- Wda-niisho-biziwag daadaanag.
- Kino-wiiyaa wda-tkamii.
- Miikaneteg wda-naagidoom.
- Kino-gegoo bemaanbiig wda-temigad.
- Naakimachigan washme wii-beniginde.
- Gaawiin besho wiiyaa wdaasii.
- Gaawiin gegoo waa-gizhiiyeg.
- Oodenaang wda-mzhaam.
- Miigwa naasaab waa-zhi-mino waabing.
- Jiimaanke daa'iigamigoon wda-mino-senoon.
- Miinwaa, waa-nigwaashkaajig wesiinyag wda-zhaabwiiwag, miinwaa we-zhaakiig.

Kinogwa aazhigan naakimachigan, miikanan, aazhigaansan, gaataaayeng waazhinaagwa waamdowem maampii mazinchiganing.

1.17 Epiitendaagwag Naakimachigewin Skooniwi-Njindowin



Nimebine-Giizis 2020, e k'chi-twaa-ezhigejig wgii waa-naakimachigaadeg waabdaanaa'aa, wii-naadimaagewaad, wenenh washme genizhingda miinwaa genangdegda. Niibina gegoo wgii-naanaagidenjigaade, jibwaa-maashiing.

Ngodwaasom-dano nendimonan wgii-biji-gaadenoon-naakimachigewin njiwaansan, Value Engineering Study ezhinikaadeg. Bezhig, Deck Truss Swing Bridge ezhinikaadeg wgii-minom-jigaade.

Shkintam, Through Truss Swing Bridge ezhinikaadeg wgii-mino-minaagwad. Zhibiiganag maampii mazintesjigaansing ga-waabdaanan gaazhigan.

Kino-gegoo shkwaa-dibaamjigaadeg, Through Truss Swing Bridge menwaabjigaade. Gaazhi-maandoobiigeng gdaa-waabidaanan aazhiganan mampii mazinaatesijigaansing.

1.18 Menwedaagwng Naakonigewin



Naa konigewin menwendaagwag waabdaan maampii mazinaazowining, Through Truss Swing Bridge ezhinikaadeg. Epigishmod nikeyeng, Corridor Alignment 2 yaawang, zhaazhoowach gwa ngodwaaswi k'chi-miikan enaabiig.

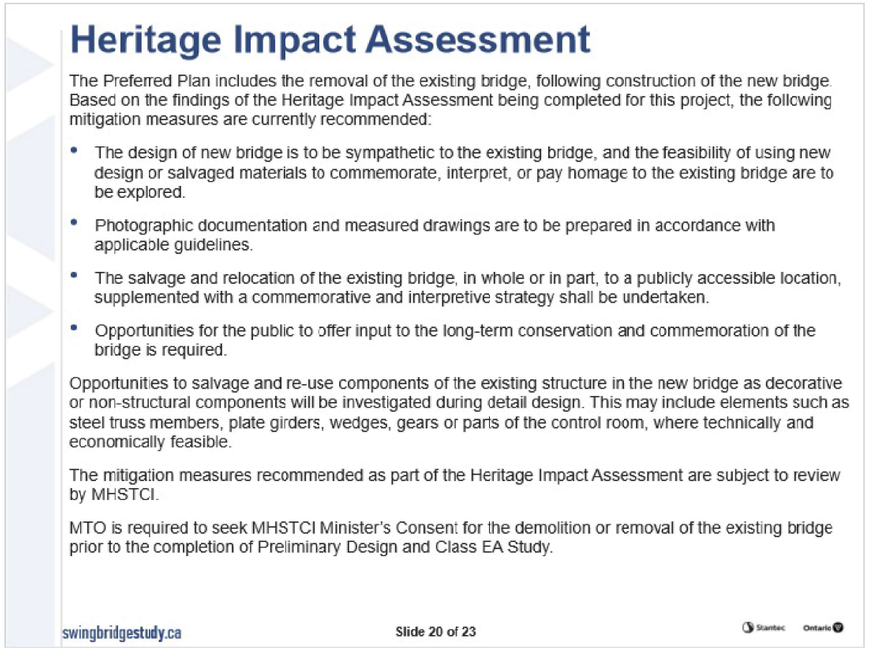
1.19 Menwedaagwng Naakonigewin



Zhaazhoownch waa-zhinaawag aazhigan maanda mazinchiganing nooj nikeyeng waa-naabiimigag. Shipming mzaamjigaadeg kino-wiiya weweni wda-mino-nokaazon aazhigan. Wii-magadeyaa-nenh niish daabaanag miinwaa jiimaanan wda-miiksenoo.

Giishpin zhiseg, gete aazhigan biiwaabig wda-nokaazom; miiwaan Miinwaan Heritage Impact Assessment ezhinikaade miiwaa wda-ndakenjigaade mena wii-piitiginded aazhigan . Miiniwaa ngoding, egimaakegig aabideg weweni wii-gwejimaa wii-niisakibijigeng miinwaa wii-niisaakibijigeng miinwaa wii-zhigeng; MTO gewii aabideg weweni-wii-wiidookaazo.

1.20 Gaamiigoyeng Waadoodaagemigag Debaamdizowin

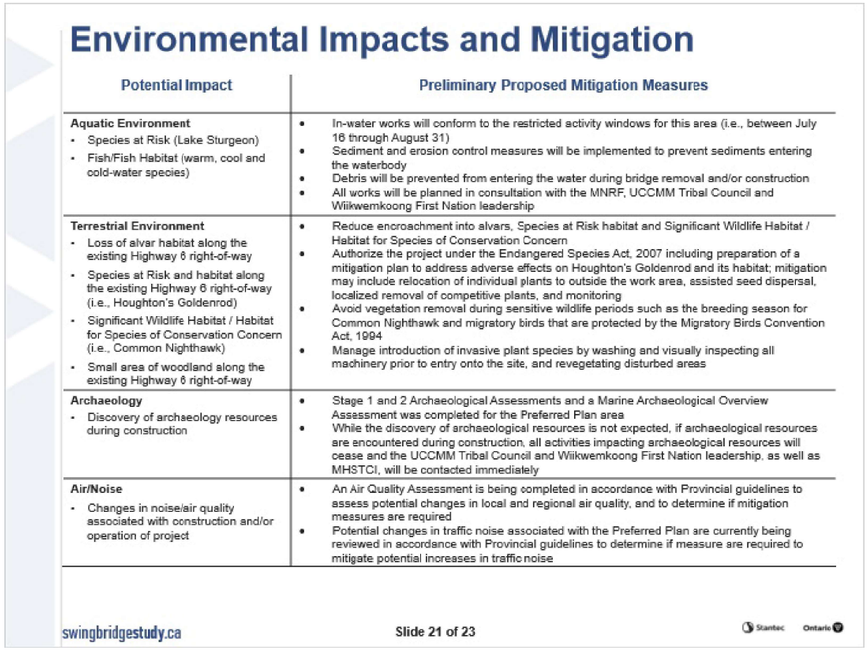


Skooniwi-njindowin wgii-mkaan Provinical Property giwenh maanda aawan; miinwaa aaniish aki waa-piitendaagwag naagach maanda gaamiigoyeng.

Maanda wgii-kidowag

- Naasaab eshinaagwag aazhigan.
- Weweni giwendandaa biiwaabig, miinwaa mazinaazowinag.
- Zagaknandaa gete aazhigan.
- Weweni zagaknandaa gwaji-mino-waabijigaadeg.

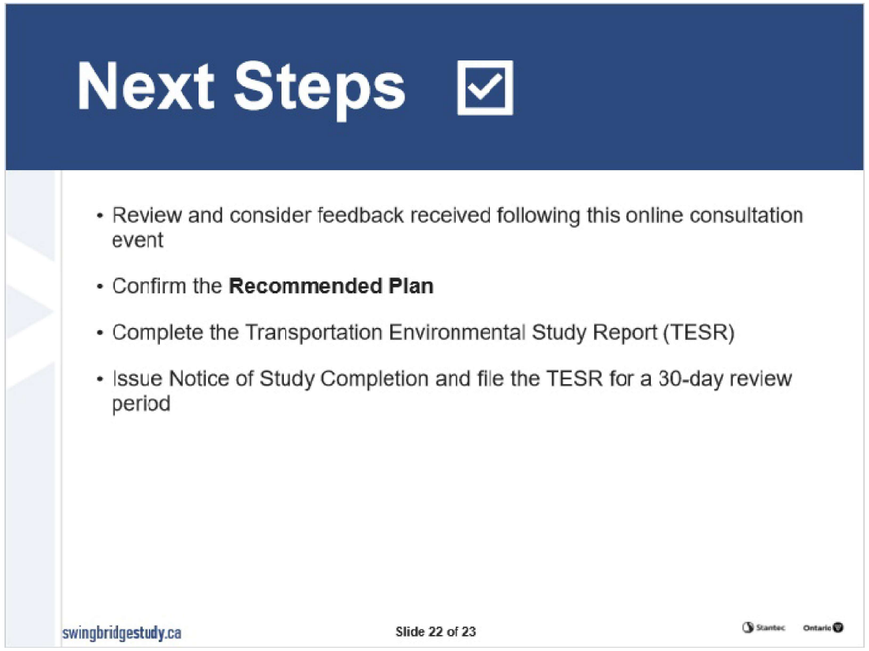
1.21 Gaataayeng Waazhinaagwag miinwaa Wii-miikigaadeg



Gaataayeng waazhinaagwag zhigeng aabideg wii-ginaajiwan. Aabideg giishpin ga-aanji-nda-kenjigemii waa-zhichigeng; miinwaa maziniganan gwii-yaameng maachtaawin.

Weweni waabam maaba mazinaazowin, giishpin giigoo wii-gwedeyin maage giigoo wii-kidoyin, wii-dimoo bezhig maanda enkiitang.

1.22 Niigaan Tookiiyeng



Kino-gegoo waa-kidoyin miinwaa gwedewin, nwii-ginwaabidaanaa. Nga-nda-zhichigemi wii-naatoo'aan gegoo benaadag. TESR wda-zhiitaawag; ngo-giizis wii-temigad maanda megwe-masinaatesijigewning.

1.23 Miigwech



Kchi-miigwech kidowag Ontario Ministry of Transportation MTO wgii-bi-wiidokaazoyin. Giwiikomigoo wii-waabidaman PIC nakaazowinan maampii kchi-nokiiwin masinaatesijigan website ezhinikaade; miinwaa survey wiida-kaagen shkwaaseg maanda mesinaadeg.

Giishpin gegoo wii-giidoyin maage wii-gwedeyin maampii ndabijigan Email yaawang: ProjectTeam@SwingBridgeStudy.ca maage bi-giigidokan, ninda nooziwinan.

Bi-zhibiigen jibwaashkwaa-gizod Boopoogame-Giizis, April 30, 2021.

Miigwech; miiwaa