

## ... Short Story of a Bridge with a Long History cont'd

cont'd from page 1

town Engineer Robert McDowall. It was a reinforced concrete arch bridge with sidewalls and wingwalls.

McDowall was also involved with changing Owen Sound's street names to a numerical system and was the engineer when the city's electricity and water plants were established.

Around 1933 a concrete slab was laid over the structure and sidewalks were added. Around 1950 the surface concrete of many of Owen Sound's bridges

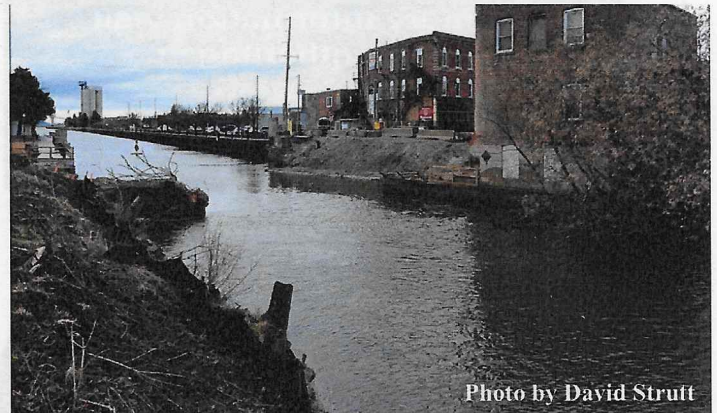


Photo by David Strutt

The Sydenham River at 10th St. - waiting for the new bridge.

end of this walkway to improve pedestrian and vehicular traffic to 1<sup>st</sup> Avenue West.

Recent inspections determined the underwater foundation of the old bridge was showing signs of severe erosion and that other structural elements were deteriorating as well. Studies determined that rehabilitation would extend the life of the bridge for 10 to 15 years, whereas a new bridge would have an expected service life of 100 years. The City decided that the bridge should be replaced.

Before demolition the old bridge had a span of 27.4 metres and an overall length of 31.3 metres. The deck width, from the south-side curb to the north side, was 16.59 metres and could carry five lanes of traffic. The whole structure rested on a foundation consisting of timber piles.

The new bridge will look much like the 9th Street Bridge. It will be considerably wider as there will be five full width driving lanes with a wider accessible south sidewalk. A much wider north sidewalk will be an accessible multi-purpose "pathway" for pedestrians, cyclists and persons with mobility assistive devices. The new bridge is expected to be open to traffic in December 2020.

Robert McDowall's bridge is gone, but it wasn't his only claim to fame. In 1910 he designed an aircraft that was built at Owen Sound. It never really flew but rather hopped. Restored to its original condition, it is now one of the first airplanes to greet you at Canada's National Aviation Museum.

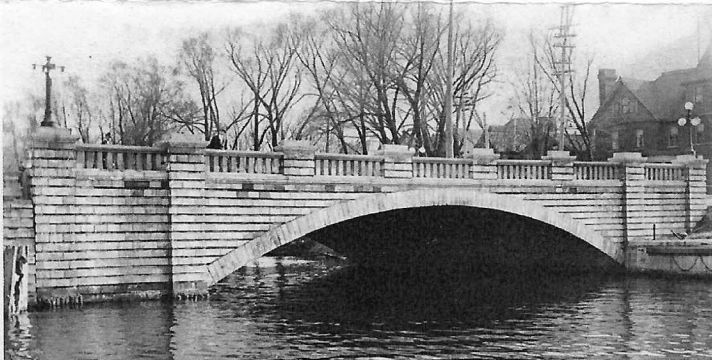


Photo courtesy of Grey Roots Archival Collection

had deteriorated to the point that resurfacing with pre-placed aggregate concrete was required. The underside of the arches was also repaired using this method.

In 1974 another traffic lane was added by removing the north sidewalk. That sidewalk was replaced with a concrete walkway constructed off the northside of the bridge. A retaining wall was placed at the west



Photo by David Strutt

A view of the 10th St. Bridge as demolition begins.