

Heritage Structure Assessment

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1. Introduction:

This assessment is the resulting product of a heritage study on bridge structures in the City of Hamilton. The study and the assessment were conducted from May to August 2002. The aim was to establish a heritage record for all bridge structures over the age of 35 years. The assessment is a required component of the Class Environmental Assessment that will be conducted on the city's bridge structures later in 2002. The Environmental Assessment Act mandates the heritage data will be considered in any final decisions that may impact the nature of a structure.

The study includes 160 structures that generate a very broad definition of 'bridge'. The special circumstances of some structures loosen the context of 'bridge' for the purposes of this assessment. It is important to note that the definition of bridge varies, but generally includes any structure that provides for the passage of a mode of transportation across and obstruction or gap that is greater than 3m in span. This definition was expanded in the case of this study to prevent the exclusion of less apparent, yet equally relevant structures to this study. Generally culverts were not studied. Existing information from the City of Hamilton was used to determine which culverts were relevant to the heritage context of this assessment. Culverts that were deemed necessary of assessment have been included.

The information from this assessment and the resulting Environmental Assessment will be used to develop a Bridge Master Plan. The Bridge Master Plan will be used to help the City of Hamilton manage its bridge structures with regards to both the physical adequacy and the heritage value of each structure.

2. Physiography of Hamilton

The physiographic features of an area will have an immediate impact on the characteristics of structures that carry transportation through the area. An understanding of the physiographic features of the City of Hamilton is directly related to the explanation for the existence, and non-existence, of specific types of structure design and orientation. Similarly, the drainage patterns that are produced by physiographic features will produce further crossing challenges for transportation.

The City of Hamilton is situated amongst distinct physical geographical features. Dominated by the Niagara Escarpment, the city has been, is, and will always be a product of the environment that surrounds it. The physical features of this area have been instrumental in the economic, social, and operational developments of the City of Hamilton, and all its

former municipalities. The following is a summary of the characteristics and consequences of the 3 physiographic regions that are present within the boundaries of the City of Hamilton. The 3 regions, the Niagara Escarpment, Lake-level Plain, and Escarpment Plain, contribute a variety of crossing challenges to the continually developing network system in and around the Hamilton Area.

a. Physiographic Regions

i. Niagara Escarpment

The Niagara Escarpment is the most prominent and significant physical feature in or around the City of Hamilton. As the product of glacial and prehistoric lakes, it dominates the southern skyline when viewed from the harbor front. The Niagara Escarpment passes through the city on its route to the northern tip of the Bruce Peninsula from the Niagara River from New York State--stretching over 700 kilometers. There are few, yet noteworthy, breaks in the massive construct of dolostone and red shale. A handful of creeks such as the Red Hill, Twenty Mile, and Forty Mile Creeks descend the escarpment through small precipitous valleys. The Dundas Valley, which cuts 8 miles into the escarpment west of the head of the Lake Ontario, is the most prominent break in the Niagara Escarpment.

The physical characteristics of the Escarpment have been instrumental in the development of the surrounding communities. They have provided both great hardship and great prosperity to those who have depended on its presence for survival.

The earliest settlers to the area found the steep slopes and rocky soils of the area intimidating, if not inhibiting, for agriculture. Ascension of the rocky mass was impractical for early settlers, which resulted in much settlement near the lake. The lack of an early southbound travel route restricted transportation to and from the area via Lake Ontario. As settlement grew so did the intricacies of water travel. The cutting of the Desjardins canal allowed harbor traffic to move farther inland towards Dundas. Thus the residents of early settlements adapted to the area that restrained their growth until new generations arrived with new technologies.

The rich minerals, notably dolostone-which is significant to many steel making technologies--found within the escarpment helped create a thriving industrial economy for the city. Numerous quarrying operations on and just above the escarpment enjoyed significant wealth during the arrival of the Industrial Revolution to this area, some of which continues today. The escarpment, and its few waterfalls, also provided an early source of power for mills and other such establishments.

The Niagara Escarpment is one of the most significant geographical features in Ontario. A significance that has been felt dramatically by the tiny communities that first settled on and around its base.

ii. Lake-level Plain

Below the Escarpment lies a large sand plain that was formed by glacier recession and prehistoric Lake Iroquois. This plain encompasses the most northwestern areas of the City of Hamilton and extends around Lake Ontario though Stoney Creek. The heavy textured soils lie upon clay and provide adequate; however, sometimes challenging, agricultural opportunities. The portion of this plain that extends east towards Niagara has taken advantage of the physiography and created the “Fruit belt” in which numerous orchards and vineyards have thrived.

The western portion of this plain is accented by broad gravel ridges (eskers) that have developed into well-drained loams. These terraces are preferred building sites and encourage travel routes. As a result, Hamilton eventually became a central hub for transportation. Upon the arrival of railways, the sand plain encouraged routes to travel through the area because of the flat even plain that followed the shoreline so closely.

The plain is cut by several creeks in the southeastern region as Stoney, Redhill, and Twenty-Mile Creeks flow into Lake Ontario. However, water crossings in this area are limited solely to these instances. These do not demand large span crossings. An exception to this generalization occurs at the Queen Elizabeth Way Skyway Bridge, located at the northern tip of Hamilton Beach.

Similarly, water crossings in the western portion of this region are isolated to the few cuts in the sand plain by creeks and rivers near the shoreline. The most significant cut being the Desjardins canal and the formidable T.B. McQuesten High-Level Bridge.

iii. Escarpment Plain

The plain contains a variety of physiographic features that have had a significant impact on land use and settlement. The communities of Glanbrook, Stoney Creek Mountain, Hamilton Mountain, and eastern portions of Ancaster reside on an intermixture of stratified clay and till. The modest till moraines in this region provide a well-drained land.

Tributaries of Twenty Mile Creek drain predominately south towards the Welland River. However, some smaller streams have been captured by the ridges of the escarpment and are sent northeast towards Lake Ontario via Red Hill Creek and Albion Falls.

The topography of this region is characterized by relatively flat grassy fields in which grazing livestock thrive. The shallow creeks and streams do not pose major crossing challenges and are met with small slab or beam bridges usually with spans no longer than 5 meters. However, in the southeast area of Glanbrook, tributaries of several creeks begin to merge and form slightly larger crossing challenges. Larger, and more sophisticated structures, i.e. rigid frame arches, can be found here.

Overlooking the Dundas Valley, is a small kame moraine. This moraine infiltrates the western portion of the valley but is predominantly located atop the escarpment. It is comprised of hard, knobby hills formed from irregularly stratified sand and gravel. The terrain does not allow for deep streams or creeks and possess a problem for settlers. The rocky soil and hilly topography do not accommodate agriculture and is better suited for grazing livestock.

Further west of the clay plain and kame moraine exists a sand plain that stretches beyond the boundaries of the City of Hamilton down to Lake Erie. West Ancaster, and southwestern parts of Flamborough are situated on this plain. The sand and silts of this area were originally deposited as a delta in glacial lakes. The most favorable attribute of this physiographic region is the abundance of well water that exists.

Settlement of the sand plain began early, and townships began to open in this area as early as 1792. However, at first the light-textured soils did not stand up to regular cropping and were susceptible to wind erosion. Technology has since improved agriculture in this area and the ease of excavation of the sandy soil coupled with the abundant well water has provided a good area for settlement. Drainage in this area occurs through many small tributaries to the Grand River, most notably Big and Otter Creeks. This area of the Escarpment Plain is also relatively flat. The small streams and creeks pose small crossing challenges. However, they present themselves more frequently than in the clay plain. However, this is more reflective of road patterns than physiography.

Lastly, a limestone plain is situated on the Escarpment Plain, north of the sand plain. The former municipality of Flamborough and the town of Waterdown are situated here, atop the wet, stony, shallow soil. The area is drained primarily by Spencer Creek and flows both towards Beverly Swamp and the Dundas Valley. Drumlins are scattered throughout the plain and have provided a unique challenge to development. The hilly

areas that are occupied by drumlins limit the number possible routes for a roadway. Furthermore, frequent structures appear in this area with the presence of the small creeks that drain the area at the bases of the drumlins. Still, the crossing challenges are minimal and do not result in large dynamic crossings. Similar to many other regions within the city of Hamilton, during the times of early settlement the soil conditions of the limestone plain proved challenging. However, much like the settlers in other regions, the settlers of this area have thrived on perseverance and technological development over the years and transformed this region in to a habitable environment for themselves.

b. Drainage Patterns

The physical features of the environment directly impact the characteristics of drainage patterns. The Hamilton Area is drained in two prominent directions. It is drained both towards and away from Lake Ontario. The drainage patterns of the area are directly related to the types and frequency of structure construction that will be present in the area.

Drainage towards Lake Ontario occurs more frequently. From atop the escarpment several creeks flow through preglacial notches that form depressions around the various moraines and drumlins in the different areas of the city. Twenty Mile, Forty Mile, Stoney and Red Hill Creeks produce the most significant drainage for the Escarpment in the eastern area of the city.

To the west, Spencer Creek helps drain the escarpment through Beverly Swamp over the escarpment at Webster's Falls. There are several other streams and small creeks that drain the escarpment as little more than a sluggish ditch, most of which will culminate in one of the major Creeks mentioned above. It is important to note that all of these streams predominantly drain surface water and thus significantly decrease in flow, or even dry up, in the summer.

The Niagara Escarpment is also drained away from Lake Ontario. The Welland River drains the southern most areas of the City of Hamilton. Tributaries of this river can be traced as far west as Ancaster and carry surface water southeast towards the larger branches of the Welland River. In the same regions can be found some small creeks that drain directly south towards Lake Erie. Like the smaller creeks mentioned before, these to are little more than shallow, sluggish ditches.

c. Impact of Physiographic Features on Structure Design

The various unique physiographic features of the Hamilton area produce an equally unique family of structures.

The physical features of the Niagara Escarpment and the Escarpment Plain, result in the numerous small creeks present on the Escarpment Plain to converge into a few larger creeks that descend the Escarpment and drain quickly across the Lake-level Plain into lake Ontario. As a result, there are far more crossing challenges presented by drainage on the Escarpment Plain than there is on the Lake-level Plain. Furthermore, the characteristics of the various drains, small and shallow, dictates the types of structures that are present at these crossing challenges.

The most significant crossing challenges are posed when the various drains have merged into a much deeper and wider creek. The Mountain Brow blvd.(292-1516), Westbrook Rd.(433-0009) and Mineral Springs Rd. (111-0018) structures are examples of this.

The alteration of some of these physiographic features, such as the construction of Escarpment Access and the cutting of the Desjardins Canal, have also led to the creation of crossing challenges. Although the physiographic impact of these challenges may be less direct than the impact of drainage crossing, as these challenges are not naturally occurring, the challenges posed are no less significant.

However, to better understand the impact of physiographic features on structure design and construction, an understanding of the development of the road and rail networks must be held.

3. History of Road and Rail Development in Hamilton

a. Road Network Development and Settlement

The settlement of the Hamilton area began as distribution of land to United Empire Loyalists after the outbreak of revolution in the United States. The survey patterns of the areas that are now part of the City of Hamilton can be used to understand how the relationship between the natural environment and settlement has impacted the layout of the road network and thus characteristics of structures found in the area.

i. Hamilton and Barton township

Barton township was first surveyed in 1791. It was surveyed using the front-rear system that was popular in the late 1700's. The system divided the land into 100 acre lots that were bordered by road on 3 sides, and an adjacent lot on the other. The area developed largely into a port community. The main roads were expanded aboriginal trails. Later roads such as King Street and Bay Street were developed. Being situated on the Lake-level plain, these roads were not impacted by many, if any, drains that flowed into Lake Ontario. These roads would however be presented crossing challenges by the rail lines that would soon dissect the city not long after its incorporation as the City of Hamilton in 1846. By the early 1900's railroad and automobile traffic would increase drastically, demanding a grade separation that would be responsible for most of the presently existing structures in the present day Hamilton core.

ii. Ancaster

Ancaster as first surveyed in 1796 using a different system than Barton. The single front system is believed to have been utilized for areas of land that have planned agricultural interests. The area was divided into 200 acre rectangular lots. Six of these lots would make up a concession, with the two exterior lots being border by road on 3 sides. The remaining lots would only be bordered by road on the two shorter sides of the lot. The longer lots also helped limit the number of crossings that would be demanded by the drainage patterns. However, this is only successful when the stream or creek passes parallel to the longer side of the rectangular lots. In cases where the stream bisects the longer side, an increase in crossing challenges emerges. Ancaster has benefited from having the majority of its drainage patters flow parallel to the longer side of the lots. At first, the sandy soils of Ancaster did not help the agricultural development of the area. Instead, it was the small quarrying operations, and the mills that harnessed Tiffany Falls, that allowed for economic growth in the area. Ancaster became incorporated as a township in 1905, even though settlement had occurred some time earlier.

iii. Dundas

Dundas became a township in 1848, but was first surveyed in 1799. It was also surveyed in the single front system, although it was never a dominant agricultural community. The town was not hindered by its survey pattern, as only a handful of drains pass through the Dundas Valley. Significant crossing challenges were posed where the towns main roads, (Osler, Governor's, and Ogilvie) crossed the Spencer Creek, which flowed into Cootes' Paradise on the town's eastern edge. The early establishment as a port, thanks to the cutting of the Desjardins canal in 1837, allowed for the

town to prosper economically. The creation of this canal led to the construction of several structures, most notably the T.B. McQuesten High Level Bridge.

iv. Flamborough and Waterdown

The Flamborough area was first surveyed in 1793-1799 and Waterdown became incorporated as village in 1879. It was also surveyed using the single front system. Although Flamborough suffers from frequent small crossing challenges, which results in numerous concrete slab structures, it is hard to attribute fault to the surveyors of the area. The drumlins of this area of the Escarpment Plain produce numerous small, shallow creeks that, although drain towards lake Ontario, do so in a scattering fashion. Furthermore, the situation of large reservoirs, man-made or otherwise, creates an influx of surface water that flows through the shallow streams on the plain.

The Flamborough area exists now as a collection of small milling towns that have roots in the original settlement of the area after the American Revolution. It is also the home of extensive quarry operations. However, the early establishment of mills did not sustain an environment suitable for widespread economic growth and as a result Flamborough and her communities have existed largely undeveloped even until today.

v. Glanbrook

Glanbrook's history is similar to Flamborough's in that it too is a community of smaller farming villages that had their own degrees of economic prosperity after their settlement. The area was first surveyed using the single front system 1794. Like Flamborough it too suffers from the numerous crossing challenges that are presented by the shallow creeks that flow along the bases of the various moraines, which are most prominent in the southwestern area of this region. Still, in this area the variation in the drainage direction is much more defined. In the central area of Glanbrook, drainage flows towards Lake Ontario, whereas in the southern areas it flows away from the lake. It is possible that these drainage patterns were not taken into close consideration at the time of the original survey.

vi. Stoney Creek

Stoney creek was first surveyed in 1791 and used the same survey method as Barton township. Similarly, the front-rear system worked well in this community as drains did not appear frequently and thus did not result in abundant crossing challenges.

i. Rail Development

Railway development in the Hamilton area has produced numerous structures. These include massive steel and timber spans, as well as finely tooled stone arches. This history of rail development in Hamilton is as unique as every other characteristic of the community. Over the years, this City has seen railway companies thrive and decline as the arrival of the industrial age brought great opportunity, while the arrival of the automobile and road networks withdrew those very same opportunities. Although the railway phenomenon arrived in Southern Ontario much later than it did in the neighboring United States, the impact was no less significant.

In 1854 the Great Western Railway Company constructed the first rail line in Southern Ontario. The Niagara Falls- Windsor line was to be used to divert some of the congestion that had already begun to build along the U.S. routes that freighted goods from the New England States to the Mid-West. It is very unlikely that this line, and any subsequent lines, would have been constructed in the area had it not been for southern Ontario's proximity to both the Mid-West, and the congested routes below Lake Erie. Already a point on the G.W.R. line, Hamilton was used as a transfer hub to the Niagara- Toronto line that was constructed in 1855. Thus Hamilton's existence as a focal point in the rail development of Southern Ontario began. As a result of this, the City was able to attract other business involved with the rail industry such as car and locomotive shops. However, Hamilton would attract many more rail companies in the coming years to add to its growing significance in the southern Ontario rail industry.

In the 1870's the Toronto, Hamilton & Buffalo Railway was organized as an attempt to break the stranglehold that the Great Western Railway, (soon to amalgamate with the Grand Trunk Railway), had taken on Southern Ontario—specifically the network they had established in and around Hamilton and Lake Ontario. The T.H.&B.'s first line stretched south from Hamilton to Port Dover, where it linked with other American lines and was able to successfully divert traffic and business away from G.W.R./G.T.R. The T.H.& B. also created a line that headed north across Burlington Beach with a final destination of Collingwood. T.H. & B. continued to strike alliances with other companies such as Canadian Pacific. These alliances allowed the smaller rail line to construct and operate sections of a much larger line owned by a much larger company. By the late 1890's, the Grand Trunk monopoly on Southern Ontario had been shattered. Competition began to spring up all over the area. Smaller, independent companies followed the example set by T.H. & B. and made agreements with larger American companies. The result was a highly

competitive market that allowed the Hamilton area to prosper from being at the center of most of this business.

As the rail industry peaked in the early 1900's, Canadian Pacific constructed the last line in the Hamilton Area in 1911-12. It was a junction between Guelph and Hamilton that passed through the small community of Waterdown—a line that is still in use today. Over the next decades the advent of the automobile and the development of automotive freight transportation led to a sharp decline in both freight and passenger traffic along railways. This led to an over-saturated industry and bankruptcy ran rampant among the smaller rail companies. It was only through amalgamation and government intervention that the rail industry and the major rail companies survived. By the late 1920's the Grand Trunk, Canadian Northern, and many other smaller subsidiaries of these companies were amalgamated into the Canadian National Railway's. Canadian Pacific survived due to its success in Western Canada. The Toronto, Hamilton and Buffalo Railway was divided between both The Canadian Pacific and the New York Central Rail companies. Many of the lines that permeated the City of Hamilton have been removed from service and have been replaced by a recreational trail system. Still others like the C.P. junction are still used. The prominence of Hamilton's rail industry may have dimmed, but it still exists as a profitable industry within the city.

The resulting impact of the rail industry has been the construction of bridge structures throughout the city. These structures have taken on various designs and been composed of various materials. Of all the structures surveyed and evaluated during this study, it was the rail bridges that were consistently the most fascinating. However, ownership and responsibility of rail bridges has proved very challenging. In many instances, the owner of structures that spanned tracks, or tracks that spanned roads were unidentifiable given the information available. It is expected that as this information becomes available, and before work is committed to a structure the City of Hamilton will determine the appropriate owner of each structure.

c. Impact of Settlement, Road, and Rail Development on Structures

There are many factors that have impacted the construction of bridges throughout the City of Hamilton. The histories of individual communities provide a variety of explanations for the need of bridge structures. Many of the structures have associations directly to the road or rail development in their community. However, some of the structures have individual histories and associations to prominent people, groups, events, or themes from our past.

Quite simply, the expansion of this area as a economic center has resulted in an influx of population, wealth, and transportation. The structures that have been constructed to serve the development of the City were necessary to ensure the continued influx in prosperity.

4. Survey Methodology and Results

The survey consisted of field and research data collection for all bridges that met the 35-year age qualifier. As many resources as could be located were consulted for each individual structure. A simple, formulaic approach was adopted to insure the quality of research was as consistent as possible. The data from each bridge was recorded on a survey form that organized the characteristics of each structure into relevant categories of heritage significance. David Cuming created the survey form, it is reflective of survey forms that have been used to collect similar data for other organizations in different regions province wide.

a. Outline of Survey Procedures

i. Expectations

Before conducting this study it was expected that not only would a diverse collection of structures be found, but also that some information would not appear as complete as would be preferred in the final assessment. Difficulty in locating some information was an expected consequence of the recent amalgamation. Of the 160 structures that were to initially be surveyed, it was believed that several more would appear as locations were visited and unused roads were explored.

ii. Methodology

A list was generated from City of Hamilton databases that identified all structures over 35 years of age. The list was then divided into smaller groups of structures located in close proximity to each other, but sites were visited in no particular order. At each site the survey data was collected and recorded to satisfy the outline of the survey form. After a written record of the bridge characteristics was completed, photographs were taken to provide a visual companion to the written heritage record. It was intended to create a visual record that would contain images of every

detail described in the written record. However, some environments made this impossible.

Beyond the physical characteristics of each structure, (materials, design, etc.) the immediate environment and integrity of the environment and structure were observed and recorded. Remnants of previous structures, unsympathetic modifications, signs of deterioration, decoration or ornamentation, and date imprints were recorded and photographed. These characteristics have a significant impact on the heritage value of a structure but this information is not usually present within construction records. A detailed explanation of the heritage survey form follows.

UTM reference: E:	N:	Asset/Bridge ID:
Street and crossing:		
Former Municipality(ies):		Date of survey(s):
Built heritage inventory file no:		
Sketch and Photo plan		
Bridge type: beam/deck/slab [] Arch [] Pony/Through Truss [] Cantilever [] Bailey [] Other: No. of spans: Single span [] Continuous span [] Multi-span [] No. of spans [] No. of lanes: Construction period: Pre-1867 [] 1868-1900 [] 1901-1939 [] 1940-55 [] Post 1955 [] Date if known_____ Builder/Engineer if known_____ Abutment construction material(s): Stone [] Concrete [] Timber [] Other_____ Pier construction material: Stone [] Concrete [] Timber [] Other_____ Superstructure construction material: Stone [] Wrought Iron [] Steel [] Concrete [] Timber [] Integrity: Little Altered [] Altered [] Adversely Altered [] Previous bridges/bridge site: Historical associations (If known): Person/group Event Activity or use Documentation: Group and/or landmark value: Notes.		

The top section of the survey form contains identification information. The **built heritage inventory file number**, **asset ID**, and **bridge ID** are pre-existing numbers that are used to document bridge information in databases owned by the Transportation, Operations, and Environment Department and the Heritage and Urban Design Section of the City of Hamilton. The bridge ID number is the old identification numbers that were used by former municipalities before amalgamation. The asset ID number is the number currently used by the City of Hamilton to manage bridge structures.

The **UTM reference number**, is a way of geographically representing the location of a structure. Northing and easting coordinates are used primarily on topographic maps to identify position. The **street name and crossing** is similarly another way of identifying the location of structures.

Finally, the identification of **former municipalities**, allows for future reference to the ownership and responsibility of a structure should it be necessary. It should be noted that this category does not differentiate between structures that the city is responsible for and ones they are not.

The second section of the survey form makes space available for a hand drawn sketch of the structure. The purpose of this is to create a record that identifies where each photograph was taken.

The third section of the survey form contains all the characteristics that are relevant to heritage value.

Bridge type: The popular design styles are listed here. An other option is included for unusual bridge design types. On most occasions a subtype was recorded in this spot. The City of Hamilton's records dictate the subtypes. This was done to make as much information from city records present on the survey form to ensure consistency.

Number of Spans: This is reflective of the design characteristics of a structure.

Number of Lanes: This characteristic is reflective of the volume capacity of a structure.

Construction Period: 5 significant eras in the evolution of bridge design were included in this category. They identify important times when design philosophies and material usage changed or progressed. A deeper explanation of these eras is present within the evaluation criteria section of this document.

Date: A construction date was not recorded unless it could be verified either by an imprint or plaque on the structure, or a written record that existed beyond the database records. This was done because there were a few structures that had inaccurate construction dates recorded. In some cases, dates when a bridge was repaired or refurbished had replaced the original date of construction. However, the actual date of construction is not as significant as the construction period. Using other physical characteristics and other recorded information construction periods could be hypothesized.

Builder/Engineer: This information, as expected was very hard to come by. As this data was never consistently recorded. Instead an engineer list was constructed which identified as many senior ranking engineers as possible and their dates of employment. The aim of this to provide even minimal information on the individuals responsible for the construction of these structures.

Abutment, Pier, and Superstructure Materials: The most popular materials in bridge design were identified and appropriately recorded with respect to the given structure. In some instances notes were made when unusual or significant combinations of materials were found.

Integrity: Observations were made regarding the historical integrity of the structure. Signs of unsympathetic modifications were looked for that would have negatively impacted the heritage value of the structure. Sympathetic or non-adverse alterations were not counted against the structure. This characteristic was difficult to gauge and thus had to be interpreted on a case-by-case basis. To avoid a deeply subjective process, any alterations were judged on whether they proved to be detrimental to the structures overall value.

Previous Bridges/bridge site: If evidence of previous bridges was available it was recorded here. Evidence included: former abutments and reused materials such as decks in the construction of new bridge structures on site. Investigation of written records was also attempted to discover information on previous sites. However, unless the immediate area or structure was well documented and available, this toll failed to yield consistent results.

Historical Associations: Any information that provided a link between the structure and a person, event, or activity was recorded and contributed to the heritage value of the structure. In some cases this information was abundant whereas with others it was non-existent. Furthermore some structures had apparent ties to the immediate history of an area but it was

not officially recorded. In these cases themes were developed so as to identify the potential heritage of a structure. For example: a reoccurring theme was present amongst many of the bridges that spanned railways. This noted their obvious connection with rail development in Hamilton.

Documentation: Some of the city's structures possessed well-organized records that contained construction details, historical associations, newspaper articles and photographs. However, there are many others that possessed no documentation at all. This characteristic is reflective of not only the level of organization of present at local heritage archives but also the amount of public interest tied to individual structures.

Group and/or landmark value: For many structures, similar designs existed throughout the city. Any unique and unusual distinctions were recorded here. As well the landmark or gateway characteristics, explained in detail in the aesthetics portion of the evaluation criteria, were recorded.

Notes: General notes on the condition of the structure were taken. Notes were also taken on anything other interesting characteristics or environmental instances that were noteworthy.

iii. Limitations

As expected there were specific obstacles that hindered the survey and assessment process. Many of these obstacles were the products of recent amalgamation by the municipality of Hamilton-Wentworth and the neighboring townships. The most obvious was the inability to confirm the exact construction dates of many structures. The absence of historical records contributed to the necessity of hypothesizing some construction periods. Although it isn't believed to have negatively impacted the integrity of the evaluations, the absence of this data unfortunate.

Amalgamation has resulted in the loss, or misplacement of some records that are integral to the historic records of these structures. The absence or misplacement of old photographs, detailed maintenance reports, and personnel records has made the work necessary for an optimal heritage survey and assessment difficult. Thankfully, the City of Hamilton is taking great strides to resolve this obstacle. This is evident with not only the creation of this project, but also others that the City is developing.

Another consequence of amalgamation has been the fragmentation of community history. Although there is some area history that has been collected and archived, most notably in the public library, there is no obvious indication of an attempt to link the histories of the former municipalities that now make up the City of Hamilton. This has resulted in information being scattered throughout the 6 major communities that

exist within the city limits. It can be suggested that the amalgamation of municipal histories would nicely compliment the amalgamation of government structures.

However, the obstacles that have appeared during the course of this study have been met, and in most cases overcome. Still others have been confronted and managed as best as possible. It is hoped that this study can provide insight into future obstacles for other heritage assessments.

b. Summarized Results of Survey

The survey did not produce the diverse variety of structures that was expected. Although many interesting and culturally significant structures were found, it was hoped that others would accompany them. Still, the study has recorded the heritage characteristics of all the structures that were involved. The study also brought to attention structures that were absent from records, or were in need of updated records. Included in the appendix is an inventory tally of all bridge design types surveyed within the City of Hamilton.

5. Heritage Assessment

a. Outline of Assessment

The Heritage Assessment is intended to identify the heritage value of the structures under the Environmental Assessment Act. Upon the designation of a Heritage Grade, which was reflective of the heritage value of a structure, the information was presented to the Transportation, Operations and Environment Department for use in the upcoming Environment Assessments.

i. Criteria

City staff, based on in-house expertise and previous work undertaken by the Province developed the criteria for the Heritage Assessment. The Provincial criteria served as the primary outline for the assessment criteria that was used in this assessment. However, the intricacies of the criteria have been manipulated to suit the focus of Hamilton's Structure Assessment. It was determined that the criteria used by the Province was outdated, as over the last 20 years more structures have become eligible for heritage assessment, and too restrictive to meet the specific focus of the City of Hamilton's assessment.

A Heritage Bridge Assessment conducted by the State of Virginia was used to provide an alternative approach to structure evaluation.. Although

the Virginia Assessment was consistent in the types of criteria used for evaluation, it was far more specific, as it dealt primarily with steel trusses, than was necessary for the City of Hamilton's heritage evaluation.

Heritage criteria developed by the State of Oregon was also used to gain direction in developing criteria that was suitable for Hamilton's structures. The State of Oregon has one of the most developed heritage bridge preservation programs in the United States, and although its procedures helped to shed light on the topic they too were far restrictive to satisfy the needs of the City of Hamilton's heritage assessment. Both the Oregon and Ontario heritage criteria have assisted in developing a set of criteria suitable to the scope of this assessment.

The overall aim of deriving evaluation criteria was to keep the process and criteria as simple and objective as possible. This allowed shared comprehension of the heritage value of each structure. It also ensured the process was quick and consistent. With over 160 structures to be evaluated, it was necessary that each structure received a similar evaluation. The criteria is set up so that anyone can take the information present in this assessment and evaluate any given structure and produce the same results. This was felt to be the fairest and most practical approach. The criteria that were included in the evaluation form closely mirrored the criteria used in both the Oregon and Ontario criteria with concessions made to accommodate the unique nature of the Hamilton study. An explanation of the specific criterion and a copy of the evaluation form follows.

Heritage Evaluation

Bridge & ID Final Score

<u>Criterion</u>	<u>Points</u>		
Age 20%		Integrity 15%	
Pre 1867	20	No known material modifications	15
1868-1900	16	Sympathetic modifications	10
1901-1939	12	Aesthetics and Environment 10% (Cumulative)	
1940-1955	8	Ornamentation/Decoration	3
1956-1967	4	Remnants of Previous Bridge Site	3
Materials 20%		Landmark	2
Stone	20	Gateway	2
Timber	15	Historical Association 18% (Cumulative)	
Concrete	8	Person/Group	5
Steel	8	Event	5
Design 15%		Theme	5
Unique	15	Known/Prolific Builder	3
Unusual	10	Documentation/Public Interest 2%	
Rare as survivor	10	Archived Information	2
70+	Class A-Exceptional Heritage Value		
55-69	Class B-High Heritage Value		
40-54	Class C-Moderate Heritage Value		
39-less	Class D Low Heritage Value		

Age:

Age comprises 20% of the total score, the age criterion was kept quite straightforward. Five benchmarks were established that reflected significance in the evolution of bridge design and construction. There are the same five benchmarks that were used in the survey process. Using the date recorded in the survey, points were assigned to the structure. The point scale increased parallel to the age of the structure, this also supports the claim that the structure's worth will increase as it ages. All structures in the assessment were guaranteed at least 4 points since they were all of at least 35 years of age.

Materials:

This criterion comprised 20% of the total. Four common materials found within the structures surveyed were included in this criterion. The four materials were allocated points based on historical significance. Concrete and steel, by far the most common materials, were given equal values. While stone was scored higher, due to the intricate crafting that accompanies these structures, followed by timber. Both of these two latter materials are not often seen in structures constructed after the turn of the twentieth century. The material used as the superstructure material was defined as the relevant scoring characteristic. Instances where unique combinations of materials existed, were noted. Unique combinations were noted under the design criterion and scored appropriately.

Design:

This criterion accounted for 15% of the total score. It was the most subjective criteria in the entire assessment. Complications arose in determining what could be defined as a unique, unusual or rare structure. Uniqueness was determined with regards to other structures in the immediate area, as well as the collective history of bridge design. As a result, few structures scored points within this criterion. Only those undeniably unique, unusual, or rare scored points in this criterion. Structures that were of large scale or unusual material combinations were of the types of structures that scored points under this criterion. Unfortunately, the ratio of structures that scored in this criterion to those that didn't was greatly unbalanced. However, structures that did score in this criterion demonstrated fantastic designs and solidified their presence amongst the most culturally significant structures in our community. Although the classification of these structures was complicated, the

scoring system was not. Equal points were scored for structures that were deemed either unusual or rare, while more points were given to those that were truly unique.

Integrity

This criterion was weighted at 15% of the total score. A structure that showed no signs of adverse material modifications scored 15 points under this criterion, while structures that showed signs of sympathetic modifications scored 10 points. Characteristics such as balustrades or signs were not considered adverse material modifications. However, signs or balustrades that were removed or replaced were considered adverse for the original pieces were likely disposed of. In situations where the road over the structure was paved, and not part of the design, a sympathetic modification was scored because the original deck still existed below the pavement.

Aesthetics and Environment:

This criterion was weighted at 10% of the total score. The points that could be awarded in this criterion were cumulative providing the structure could meet any of the 4 characteristics noted. Each characteristic was valued equally. Satisfaction of any of the characteristics could not outrank any other satisfaction, whereas one satisfaction would be valued more than another would. The 4 characteristics were as follows.

Ornamentation/Decoration: Any decorative cuts, markings, plates, fixtures, plaques, or symbols, etc., were regarded as satisfaction of this characteristic.

Remnants of Previous Bridge Site: Any sign of former materials, old abutments, etc., on or in the proximity of the structure were regarded as satisfaction of this characteristic.

Landmark: Any structure that could possibly be identified, locally or formally, as a tourist or navigational landmark was regarded as satisfying this characteristic.

Gateway: Any structure that served as a gateway or entrance to a community or point of interest was regarded as satisfying this characteristic.

Historical Association:

This characteristic was weighted at 18% of the total score. There were four characteristics that could be satisfied to produce a cumulative score for this criterion. Similar to the aesthetics criterion, no satisfaction of any characteristic was valued as more or less satisfying for any given characteristic. The characteristics of this criterion were scored equally except for the Builder characteristic. The associations were deemed more significant than the builder unless the builder was of great prominence and significance. The builder could score as both a Person/Group and a Prolific Builder for a total of 8 points. Points were given out for only one satisfaction of each characteristic. For example being associated with 2 people did not score the structure 10 points. The 4 characteristics are as follows:

Person/Group: Any person, place, or thing the structure was dedicated to, or funded by, or otherwise tied to, was regarded as satisfaction of the characteristic.

Event: Any time, event, or moment the structure was commemorated for, or otherwise tied to was regarded as satisfaction of this characteristic.

Theme: Any specific or common theme that relates to the construction or usage of the structure was regarded as satisfaction of this characteristic. Themes are identified on the evaluation sheet of the specific structure. Specific themes explained on the summary sheet for that structure.

Known Builder (Prolific Builder): If the person responsible for the construction of the structure can be clearly identified it is regarded as satisfying this characteristic. However, if the builder was of known prominence and significance to the history of bridge design and construction, this characteristic was coupled with the Person/Group characteristic to maximize the points it could be awarded.

Documentation/Public Interest:

This criterion was weighted as 2% of the total score. 2 points were given to structures that possessed any kind of written record outside of the Transportation, Operations, and Environment Department of the City of Hamilton. This was to attribute heritage value to structures whose presence is felt in the community. Any information that could be obtained reflected more than just a functional purpose that was served by the structure.

Class:

Following is a description of the classes that were assigned to a structure after its total score was determined by the evaluation process. It is important to note that the scores that resulted in these classes are changeable if more or updated information becomes available about the structure. The benchmarks for the classes were determined by several preliminary evaluations. These evaluations allowed for re-tooling of the criteria to take place in order to ensure that few discrepancies in the final scores occurred.

Class A: Structures with a score of 70 or higher were classified as having exception heritage value. These structures represented the most historically significant and unique structures that were present in the City of Hamilton.

Class B: Structures with a score between 55-69 were classified as having high heritage value. These structures were also very historically relevant, but perhaps lacked the integrity and uniqueness of the Class A structures.

Class C: Structures with a score between 40-54 were classified as having moderate heritage value. These structures possessed some notable characteristics but perhaps lacked the associations and integrity that was necessary to deem them as having a higher heritage value.

Class D: Structures that scored less than 39 were classed as having a low heritage value. These structures had no significant characteristics and were likely evaluated only because they met the 35 year age qualifier.

ii. Methodology

Each structure was evaluated individually with no other structure having any bearing on the heritage value of the structure being evaluated. The student who conducted the survey conducted preliminary evaluations. An “approval process” was later conducted by a group of several individuals that represented many perspectives. It was the aim of the assessment to include the perspectives of as many relevant individuals as possible before affirming the heritage value of a structure. Any issues that arose during the “approval process” were dealt with on a case-by-case basis. There were no major conflicting perspectives on the heritage value that was attributed to the structures.

The assessment results were recorded on the summary forms that are included in this report. They identify the score and grade of heritage value that it is believed each structure possess. It is understood that as information becomes available the results of the assessment can be updated or re-evaluated.

Upon receiving the results of this heritage assessment the City of Hamilton will use the results as part of the upcoming environmental assessments that will occur on all of these structures that the City deems necessary for repair/refurbishing. The results will also be used in the development of the Bridge Master Plan. It will be used to monitor the conditions, and characteristics of each structure. When future situations arise where a structure is in need of repair/refurbishing, the Bridge Master Plan will contain the heritage information necessary to make decisions regarding the structure's future. As bridges begin to reach the 35 year age qualifier over the coming year the City of Hamilton will conduct a similar survey and assessment; however smaller in scale, and the heritage information of those structures will be added to the then existing Bridge Master Plan.

b. Individual Survey and Assessment Summary

Found in the appendix are copies of all the assessment information that was collected over the course of this study. It will be noted that some structures have much more information present than others do. As mentioned before this is the result of both the lack of information available and the time available to access information that was present. When conducting a study of over 160 structures, time does not permit the amount of focus on one particular structure, or one particular characteristic of a structure that would be ideal. As it is hoped that the information in this study will be revisited, it is hoped that as heritage study and assessment continues, new information will be added to already evaluated structures, as well as information of newly evaluated structures. The summary forms are sorted into groups of similar structure types and further sorted in those groups by age.

6. Conservation Strategies

Following are eight popular conservation options that were originally dictated in the Ontario Heritage Bridge Program in 1983. They are presented in a descending order from the most preferable.

- a. retention of existing structure with no major modifications undertaken;
- b. retention of existing structure with sympathetic modification;
- c. retention of existing bridge with sympathetically designed structure in proximity;
- d. retention of existing bridge no longer in use for vehicle purposes but adapted for pedestrian walkways, cycle paths, etc.;
- e. relocation of bridge to appropriate new site for continued use or adaptive re-use

- f. retention of bridge as heritage monument for viewing purposes only;
- g. salvage of elements/members of bridge for incorporation into new structure or for future conservation work or displays;
- h. full recording and documentation of structure if it is to be demolished.

Although it is important that all these strategies are all considered for each structure in question, it is especially important that they are diligently reviewed when the future of a structure that has scored high (class A or B), is being question. As these structures are few in number, their loss would impact the overall heritage value of structures in Hamilton and the integrity of the Heritage Assessment that has been conducted.

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Appendix A- Individual Assessment Information Forms

A-I Arches

Asset/Bridge ID: 372-1-2204
Street and crossing: Wilson Street – Tiffany Creek
Former Municipality(ies): Ancaster
UTM reference: E: 584490
N:4788090
Date of survey: 15/7/02
Built heritage inventory file no: 601372
Heritage Evaluation Score and Grade: 70,A



Bridge type: Arch

Bride Management System Subtype: Arch

No. of spans: single

Construction period: Pre-1867

Date if known:

Builder/engineer if known:

Construction material(s) and Details: The abutments and superstructure are composed of finely tooled, rock-faced stone. The keystone at the center of the arch has no date imprint, but is bordered by finely detailed voussoirs. The north face of the structure is radically different in design. It is of a slab design.

Integrity: It is believed that the original north face of the structure is still intact behind the newer structure that meets it. There is some minor, sympathetic, patchwork that is present in some areas of the abutment walls.

Historical associations: Little is know about this structure. The design and craftsmanship point to a pre-confederation construction date. Some vague information is available on the immediate environment but none confirms the construction date of the structure. It is known that a toll road traveled this route as early as 1860. It is also known that the stone for this structure came from a small hollow a few kilometers north of the site. It is suspected that when Wilson street was developed and widened the northern part of the structure was added to accommodate the widened roadway.

Notes: This structure scored exceptionally well on the heritage evaluation. The age, materials, and design characteristics of the structure contributed greatly to the heritage value of the structure. This structure was recorded as a culvert in the City's files. Its unique nature demanded the survey and assessment of this structure. It was the only culvert that was included in this assessment.

Documentation: A written record for the structure was not located.

Photos: 1) South face

2) North face

3) Voussoir – south face

Asset/Bridge ID: 36/200
Street and crossing: Binkley - CNR
Former Municipality(ies): Flamborough
UTM reference: E: 578960
N:4789415
Date of survey: 5/8/02
Built heritage inventory file no: 60236
Heritage Evaluation Score and Grade: 75,A



Bridge type: Arch

Bride Management System Subtype: Arch Slab

No. of spans: single

Construction period: Pre-1867

Date if known:

Builder/engineer if known:

Construction material(s) and Details: The abutments and superstructure are composed of finely tooled, rock-faced stone. The keystone at the center of the arch has no date imprint, but is bordered by finely detailed voussoirs.

Integrity: The southeast face of the structure is an extension of the original structure. The voussoirs and keystone on this side are of a different pattern than the ones on the northwest face. The extension is also evident from the underside of the structure. There is some minor but sympathetic patchwork to the underside of the structure. None of the modifications are detrimental to the heritage value of the structure.

Historical associations: Although no exact construction date could be located, it is known that this structure was built as part of Niagara-Windsor line of the Great Western Railway in the latter half of the 1850's. The expansion of this structure would have taken place when the rail line was widened to accommodate a 2-track system; a consequence of increased rail traffic at the beginning of the twentieth century.

Notes: This structure has a local landmark value. Although it is not perhaps a unique structure, it is one of only a handful of arch structures in the City of Hamilton. It is the only stone arch structure used by the rail lines in Hamilton. As a result the structure scored high on the design criterion in the evaluation. It also consistently scored high in the other criterion due to its age, stone materials, integrity and historical significance.

Documentation: A written record for the structure was not located.

Photos: 1) Southeast face

2) Northwest face-close

3) Southeast face-close

Asset/Bridge ID: 292-1516

Street and crossing: Mud Street/Mountain Brow Blvd.- Red Hill Creek

Former Municipality(ies): Hamilton

UTM reference: E:595870
N:4783760

Date of survey: 5/8/02

Built heritage inventory file no: 601292

Heritage Evaluation Score and Grade: 48,C



1.



2.



3.

Bridge type: Arch

Bride Management System Subtype: Arch Slab

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete arch has a simple, decorative balustrade and stepped wing walls. The date the wing walls were refurbished is stamped on the northeast side. The structure is in very poor condition. There are large cracks in the structure and sections of the balustrade are seriously damaged.

Integrity: The wing walls of the structure were refurbished or replaced entirely in 1984. This date is stamped on the existing wing walls. Temporary measures have been erected to ensure safety on the structure. Temporary fencing and barriers prevent access to the balustrade. There is no obvious evidence of alteration, but it is assumed that some sympathetic modifications have occurred.

Historical associations: No associations could be affirmed. Still the site of this structure and the roadway likely played a role in the milling community that existed here. The pond to the southwest of the structure is believed to have served as a millpond. The surrounding community was known as Albion Mills. This area produce a significant amount of wealth during the early days of settlement thanks to the power of Albion Falls, and other creeks as they cascaded down the escarpment, which allowed milling to prosper.

Notes: This structure did not score as well as expected in its heritage evaluation. It is believed that it could have scored higher had more information been located about its historical associations. As with all the structures in this assessment, if more information can be found the score for this structure can be revised.

Documentation: A written record for the structure was not located.

Photos: 1) Northeast face

2) Southwest face

3) Deck surface facing north

A-II Trestles

Asset/Bridge ID: 173-1112
Street and crossing: Ray Street-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:590760
N:4789900
Date of survey: 11/07/02
Built heritage inventory file no: 602173
Heritage Evaluation Score and Grade: 53,C



1.



2.



3.

Bridge type: trestle
Bride Management System Subtype: trestle
No. of spans: 3
Construction period: 1968-1900
Date if known:
Builder/engineer if known:

Construction material(s) and Details: This wooden trestle has been closed to vehicle traffic and shows signs of much deterioration. The deck is fenced in, except for a small pedestrian walkway.

Integrity: The surface of the deck has been patched with steel plates.

Historical associations: Wooden trestles are noted for their scarcity and are threatened by proposed dismantling – as they are viewed as obsolete. This trestle is one of only a handful that still exist in the Hamilton area. It was constructed to serve the T.H.B. line. This structure was closed to road traffic in 1988 after it was deemed unsafe by the city of Hamilton. It was never replaced due to complications that arose upon determining the responsibility for the structure.

Notes: This structure was scored as having moderate heritage value. The structure's age, design characteristics, and materials contributed to its heritage value.

Documentation: News paper articles can be found in the Hamilton Public Library's Special Collections that record the closing of the bridge.

Photos: 1) West face
2) Deck surface
3) Closed Deck

Asset/Bridge ID: 174-1108
Street and crossing: Pearl Street-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:590630
N:4789940
Date of survey: 11/07/02
Built heritage inventory file no: 602174
Heritage Evaluation Score and Grade: 53,C



1.



2.



3.

Bridge type: trestle

Bride Management System Subtype: trestle

No. of spans: 3

Construction period: 1968-1900

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This wooden trestle has been closed to vehicle traffic and shows signs of much deterioration.

Integrity: The surface of the deck has been patched with steel plates.

Historical associations: Wooden trestles are noted for their scarcity and are threatened by proposed dismantling – as they are viewed as obsolete. This trestle is one of only a handful that still exist in the Hamilton area. It was constructed to serve the T.H.B. line. This structure was closed to road traffic in 1956 after it was deemed unsafe by the city of Hamilton. It was never replaced due to complications that arose upon determining the responsibility for the structure.

Notes: This structure was scored as having moderate heritage value. The structure's age, design characteristics, and materials contributed to its heritage value.

Documentation: News paper articles can be found in the Hamilton Public Library's Special Collections that record the closing of the bridge.

Photos: 1) West face

2) Deck surface

3) Deck surface - close

Asset/Bridge ID: 79-300
Street and crossing: Snake Road—C.P. Rail
Former Municipality(ies): Flamborough
UTM reference: E:590040
N:4797570
Date of survey: 23/05/02
Built heritage inventory file no: 60279
Heritage Evaluation Score and Grade: 57,B



1.



2.



3.

Bridge type: trestle

Bride Management System Subtype: trestle

No. of spans: 6

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This wooden trestle shows little sign of deterioration in its piers, balustrade, or deck.

Integrity: The surface of the deck has been paved, but there are no adverse alterations.

Historical associations: Wooden trestles are noted for their scarcity and are threatened by proposed dismantling – as they are viewed as obsolete. This trestle is one of only a handful that still exist in the Hamilton area. This trestle was constructed when the Canadian Pacific line was installed here between 1911-12. It is believed that this structure has been targeted for replacement by C.P.

Notes: This structure was scored as having high heritage value. The structure's age, design characteristics, and materials contributed to its heritage value. It is suspected that the City of Burlington is also responsible for this structure. Still, it was surveyed and assessed since data regarding the structure exists in City of Hamilton databases.

Documentation: There was no written record found for this structure.

Photos: 1) West face

2) Deck- underside

3) Pier

A-III Cantilevered Arches

Asset/Bridge ID: 310-1148
Street and crossing: York Blvd. – Desjardins Canal
Former Municipality(ies): Hamilton
UTM reference: E: 589995
N:4792460
Date of survey: 25/7/02
Built heritage inventory file no: 601310
Heritage Evaluation Score and Grade: 77,A



Bridge type: Cantilever

Bride Management System Subtype: Spandrel Arch

No. of spans: single

Construction period: 1901-1939

Date if known:1932

Builder/engineer if known: Hamilton Bridge Works, E.P. Muntz

Construction material(s) and Details: This steel and concrete structure is heavily decorated and shows few signs of deterioration. The massive pylons at both end of the structure are decorated with the City's coat of arms.

Integrity: The structure has been well maintained and shows no signs of alteration.

Historical associations: This structure is the most popular and thoroughly documented structure in the City of Hamilton. Great amounts of information exist on the development of the plans, the lobbyists for its construction, and details of its design. It brief, the structure was the result of a work project during the Depression and a plan for civic beautification. Many debates surrounded the planning for the structure, which resulted in a much scaled down version of the original conception. None the less it stands as a prominent landmark and culture icon in the City of Hamilton. It has been dedicated to Thomas Baker McQueston, for his role in not only the lobbying for the bridge's construction, but also his political contributions in other areas of the city government.

Notes: This structure scored exceptionally well on the heritage evaluation. The age, materials, associations, aesthetics, and design characteristics of the structure contributed greatly to the heritage value of the structure. This structure is regarded as both a landmark and a gateway to the City of Hamilton.

Documentation: Written records for this structure can be located in many areas. Public libraries, government websites, and local archives have information surrounding the various aspects of the bridge. This site contains a detailed history of this structure

<http://collections.ic.gc.ca/wentworth/bridge.htm>.

Photos: 1) West face—view from Cootes Paradise

2) Northeast balustrade and pylon

3) Looking north from the east side

A-IV Trusses

Asset/Bridge ID: 186-1043
Street and crossing: Emerald-C.N. line
Former Municipality(ies): Hamilton
UTM reference: E:593360
N:4790660
Date of survey: 15/07/02
Built heritage inventory file no: 614186
Heritage Evaluation Score and Grade: 43,C



1.



2.



3.

Bridge type: Truss
Bride Management System Subtype: Half-Through Truss
No. of spans: 3
Construction period: 1940-1955
Date if known: 1915
Builder/engineer if known:
Construction material(s) and Details: Steel piers support this steel truss, which is riveted together. The timber deck is in good condition while the steel shows some signs of deterioration.
Integrity: There is no evidence of alteration.
Historical associations: This structure was constructed as a replacement to the previously existing foot bridge, which was deemed unsafe by the city in 1946. Much debate surrounded the design of the predecessor. Local residents wanted a road bridge constructed, as traffic cannot travel north bound on Emerald Street because of the tracks. The city would not allow a road bridge or a level-cross to take the former bridge's place. Therefore, this steel footbridge was decided upon.
Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value. The scarcity of this design type contributed to the heritage value of this structure.
Documentation: News articles from the Hamilton Spectator were found in the Special Collection department of the Hamilton Public Library.

Photos: 1) Looking north on deck
2) Looking south from the stairs that ascend bridge
3) Riveted Beams

A-V Bailey

Asset/Bridge ID: 457-1543
Street and crossing: Valley Inn Rd.—Grindstone Creek
Former Municipality(ies): Hamilton
UTM reference: E:590270
N:4793560
Date of survey: 27/5/02
Built heritage inventory file no: 601457
Heritage Evaluation Score and Grade: 57,B



1.



2.



3.

Bridge type: bailey

Bride Management System Subtype: temporary modular

No. of spans: 1

Construction period: post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This bailey structure consists of connecting steel panels that support a timber deck. It rests on concrete abutments. There is much deterioration to the structure.

Integrity: The deck has been sympathetically replaced.

Historical associations: This is the only bailey structure in the Hamilton area. In 1964 the Department of Highways loaned the structure to the City to replace a previous structure that had collapsed. The bailey was supposed to be returned after the cities of Hamilton and Burlington had determined responsibility for the bridge site. The issue made its way to several courts and it is assumed that Hamilton was ruled as being responsible for this site—for they now maintain the bailey structure. However, no documentation of this ruling could be obtained. The structure has remained at the current site since and has recently been targeted for replacement. It is believe that the structure has roots in pre- World War II Britain. Various companies who developed bailey structures in that time made the steel beams that are included in the panels of the structure.

Notes: This structure was scored as having high heritage value. The structure's design characteristics, and associations contributed greatly to its heritage value.

Documentation: News paper articles can be found in the Hamilton Public Library's Special Collections that contain the history of the site.

Photos: 1) South face
2) Abutments
3) North side panel-close

A-VI Box/Girder Beam Rail Structures

Asset/Bridge ID: 352-5012
Street and crossing: Mill Street – C.P. rail line
Former Municipality(ies): Flamborough
UTM reference: E:590110
N:4798205
Date of survey: 04/06/02
Built heritage inventory file no: 602352
Heritage Evaluation Score and Grade: 55,B



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: half-through beams

No. of spans: single

Construction period: 1901-1939

Date if known: 1911

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this steel structure. The construction date is imprinted in the abutment. There are some signs of deterioration to the structure. Under the tracks on the deck surface is a base of timber beams.

Integrity: There is no sign of adverse alteration. However, the timbers on the deck appear to have been replaced.

Historical associations: The Canadian Pacific Railway constructed this structure when they constructed the last rail line in the Hamilton area in 1911. It is tied to both the railway and the rail development of the area.

Notes: This structure was scored as having high heritage value. The structure's associations and integrity helped raise its heritage value. The box-girder style is a rare rail structure design that is considered obsolete. Therefore the design of this structure also contributed to its heritage value.

Documentation: The Flamborough Archives posses a photo record of this structure being constructed in 1911.

Photos: 1) east face

2) deck surface-facing north

3) underside

Asset/Bridge ID: 330-1013
Street and crossing: Birch-C.N. line
Former Municipality(ies): Hamilton
UTM reference: E:594590
N:4790905
Date of survey: 06/06/02
Built heritage inventory file no: 602330
Heritage Evaluation Score and Grade: 58,B



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: Half-Through Beams

No. of spans: 2

Construction period: 1901-1939

Date if known: 1915

Builder/engineer if known:

Construction material(s) and Details: Steel and concrete piers support this multi-span steel structure. The steel and concrete components of this structure show few signs of deterioration. The construction date is imprinted in the east deck face. This box-girder style of rail structures is not commonly found throughout the city of Hamilton. Similar to the wooden trestle, they are perceived as an obsolete design type and are threatened with dismantling.

Integrity: There is no evidence of alteration.

Historical associations: The exact date of this rail line was constructed is unknown. However, since it serves as a branch between former G.W.R/G.T.R and Canadian National lines, it can be associated with the current operator and tied to the rail development of the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value. The scarcity of this design type contributed to the heritage value of this structure.

Documentation: A written record of this structure was not found.

Photos: 1) South face
2) Date imprint
3) Pier

Asset/Bridge ID: 303-1087
Street and crossing: Main—former rail line
Former Municipality(ies): Hamilton
UTM reference: E: 586370
N: 4789830
Date of survey: 15/07/02
Built heritage inventory file no: 602303
Heritage Evaluation Score and Grade: 43,C



Bridge type: beam
Bride Management System Subtype: half-through beams
No. of spans: single
Construction period: 1901-1939
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This steel structure has been refurbished. The abutments have been decorated. The former railway has been converted to a pedestrian trail.
Integrity: The structure has been refurbished sympathetically.
Historical associations: The structure would have been originally constructed to serve the T.H. & B. rail line. It has since been developed into a section of the Rail Trail.
Notes: This structure was scored as having moderate heritage value. The box-girder style of rail structure was identified in this study as being rare as a survivor, as there are few still in existence in the Hamilton area. This structure also score well because of its integrity, and age.
Documentation: A written record for the structure was not located.

Photos: 1) North face
2) Looking east
3) Abutment decoration

Asset/Bridge ID: 331-1014
Street and crossing: Birch-C.N. line
Former Municipality(ies): Hamilton
UTM reference: E:594430
N:4790700
Date of survey: 05/06/02
Built heritage inventory file no: 602331
Heritage Evaluation Score and Grade: 50,C



Bridge type: beam
Bride Management System Subtype: Half-Through Beams

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This single span steel structure shows signs of deterioration. This box-girder design type is scarce though out the city of Hamilton. Similar to the wooden trestle, they are perceived as an obsolete design type and are threatened with dismantling

Integrity: The abutments have been refurbished sympathetically.

Historical associations: The exact date this rail line was constructed is unknown. However, since it serves as a branch between former G.W.R/G.T.R and Canadian National lines, it can be associated with the current operator and tied to the rail development of the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value. The scarcity of this design type contributed to the heritage value of this structure.

Documentation: A written record of this structure was not found.

Photos: 1) North face
2) Underside of deck
3) East abutment

Asset/Bridge ID: 321-1152
Street and crossing: Kenilworth Access—former rail line
Former Municipality(ies): Hamilton
UTM reference: E: 595370
N: 4787500
Date of survey: 2/07/02
Built heritage inventory file no: 602321
Heritage Evaluation Score and Grade: 49,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: half-through beams

No. of spans: 2

Construction period: 1940-1955

Date if known: 1955

Builder/engineer if known:

Construction material(s) and Details: A concrete pier supports this steel structure. The structure has been refurbished. The construction date is imprinted in the north abutment. The former railway has been converted to a pedestrian trail.

Integrity: The structure has been refurbished sympathetically.

Historical associations: The structure would have been originally constructed to serve the T.H. & B. rail line. It is believed that while the abutments were constructed in 1955, the steel deck dates to an earlier date. It has since been developed into a section of the Escarpment Rail Trail.

Notes: This structure was scored as having moderate heritage value. The box-girder style of rail structure was identified in this study as being rare as a survivor, as there are few still in existence in the Hamilton area. This structure also score well because of its integrity and associations.

Documentation: A written record for the structure was not located.

Photos: 1) North face

2) Looking west

3) Date imprint

A-VIII Beam Structures

Asset/Bridge ID: 34-104

Street and crossing: Woodhill Rd.- Former Grand Trunk Rail line

Former Municipality(ies): Flamborough

UTM reference: E:571670
N:4787930

Date of survey: 10/05/02

Built heritage inventory file no: 60234

Heritage Evaluation Score and Grade: 66,B



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: Pre-1867

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Stone abutments support steel beams over the roadway. The abutments are rock-faced and extend into perpendicular wing walls. There is some deterioration to both the steel and stone components of this structure.

Integrity: There is no evidence of alteration.

Historical associations: This structure was constructed before the amalgamation of the Great Western Railway into the Grand Trunk Railway. Since then it has been taken over by C.N. and remains in service.

Notes: This structure was scored as having high heritage value. The structure's age, design and associations helped raise its heritage value.

Documentation: No record of the structure was found.

Photos: 1) south face

2) north face

3) stone abutment

Asset/Bridge ID: 37-201
Street and crossing: Weirs Ln. - Former Grand Trunk Rail line
Former Municipality(ies): Flamborough
UTM reference: E:N/A
N:N/A
Date of survey: 21/05/02
Built heritage inventory file no: 60237
Heritage Evaluation Score and Grade: 56,B



Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: Pre-1867

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Stone abutments support steel beams over the roadway. The abutments are rock-faced and extend into perpendicular wing walls. There is some deterioration to both the steel and stone components of this structure.

Integrity: This structure has been refurbished sympathetically. The timbers on the deck and the stone in the abutments show signs of refurbishment. Caution signs/girders have been added to the structure.

Historical associations: This structure was constructed before the amalgamation of the Great Western Railway into the Grand Trunk Railway. Since then it has been taken over by C.N. and remains in service.

Notes: This structure was scored as having high heritage value. The structure's age, design and associations helped raise its heritage value.

Documentation: No record of the structure was found.

Photos: 1) south face
2) stone abutment
3) north face

Asset/Bridge ID: 3-101

Street and crossing: Weir Rd. – Former Grand Trunk Rail line

Former Municipality(ies): Flamborough

UTM reference: E:566780
N:4787360

Date of survey: 10/05/02

Built heritage inventory file no: 6023

Heritage Evaluation Score and Grade: 57,B



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: 1868-1900

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Stone abutments support steel beams over the roadway. The structure has been converted to support a pedestrian trail. There is some deterioration to both the steel and stone components of this structure.

Integrity: There is some minor patchwork to the abutments of the structure.

Historical associations: This structure was constructed either before or just after the amalgamation of the Great Western Railway into the Grand Trunk Railway. Since then it was likely taken over by C.N. and then converted to a pedestrian trail at an undetermined time.

Notes: This structure was scored as having high heritage value. The structure's age, design and associations helped raise its heritage value.

Documentation: No record of the structure was found.

Photos: 1) south face

2) underside

3) stone abutment

Asset/Bridge ID: 71-301

Street and crossing: Greenspring Rd. – C.P. rail line/Bronte Creek

Former Municipality(ies): Flamborough

UTM reference: E:584200
N:4805560

Date of survey: 22/05/02

Built heritage inventory file no: 60271

Heritage Evaluation Score and Grade: 57,B



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 3

Construction period: 1901-1939

Date if known: 1911-12

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments and piers support this multi-span steel structure. There are some signs of deterioration to the structure. This structure is much larger than most of the structures in the Hamilton area.

Integrity: There is no sign of alteration.

Historical associations: The Canadian Pacific Railway constructed this structure when they constructed the last rail line in the Hamilton area in 1911. It is tied to both the railway and the rail development of the area.

Notes: This structure was scored as having high heritage value. The structure's associations and integrity helped raise its heritage value. Furthermore, the large scale of the structure added unusualness to the design value of the structure and raised its heritage value.

Documentation: No record for this structure was found.

Photos: 1) north face

2) looking east along the structure

3) underside

Asset/Bridge ID: 332-1016
Street and crossing: Birch-C.N. line
Former Municipality(ies): Hamilton
UTM reference: E:594280
N:4791400
Date of survey: 05/06/02
Built heritage inventory file no: 602332
Heritage Evaluation Score and Grade: 40,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-Beams

No. of spans: continuous

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This simple continuous span steel structure shows signs of deterioration. The underside of the deck shows the remains of timber.

Integrity: The abutments have been refurbished sympathetically.

Historical associations: The exact date this rail line was constructed is unknown. However, since it serves as a branch between former G.W.R/G.T.R and Canadian National lines, it can be associated with the current operator and tied to the rail development of the area. It could not be determined what function the timbers under the deck served, or if they were remnants of a former deck surface.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: A written record of this structure was not found.

Photos: 1) North face

2) Underside of deck

3) Piers

Asset/Bridge ID: 247-1072
Street and crossing: Kenilworth-Former GW.R. line
Former Municipality(ies): Hamilton
UTM reference: E:597030
N:4789550
Date of survey: 06/06/02
Built heritage inventory file no: 602247
Heritage Evaluation Score and Grade: 43,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: Continuous

Construction period: 1901-1939

Date if known: 1915

Builder/engineer if known:

Construction material(s) and Details: Steel piers support this continuous span steel structure. The steel and concrete components of this structure show signs of deterioration. The construction date is imprinted in the north deck face. There are decorative cuts in the concrete components of the deck.

Integrity: There is no evidence of alteration.

Historical associations: It is known that this structure was constructed by the Grand Trunk Rail company to serve the Great Western line that they had acquired through the amalgamation of the 2 companies. It is not believed that this structure was part of any other grade separation. None the less it is associated with both the rail line and the rail development of the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: A written record of this structure was not found.

Photos: 1) South face
2) Date imprint
3) Pier

Asset/Bridge ID: 86-1513
Street and crossing: Melvin – Red hill Creek
Former Municipality(ies): Hamilton
UTM reference: E: 599580
N: 4788190
Date of survey: 18/06/02
Built heritage inventory file no: 60186
Heritage Evaluation Score and Grade: 28,D



Bridge type: beam
Bride Management System Subtype: T-beams
No. of spans: single
Construction period: 1901-1939
Date if known: 1920
Builder/engineer if known:

Construction material(s) and Details: This steel beam and concrete deck structure shows great signs of deterioration. The concrete balustrade has decorative cuts. The north face of the structure has been altered. There is a plaque on the southwest balustrade.

Integrity: Sections of the north balustrade has been removed. The south balustrade has been covered with sheets of metal.

Historical associations: There is little known about this structure. The plaque on the structure only revealed the date of construction and the name of the county warden in 1920.

Notes: This structure did not score well on the heritage evaluation. The lack of associations and integrity inhibited its heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) South face
2) North balustrade
3) Plaque – southwest balustrade

Asset/Bridge ID: 118-6001
Street and crossing: Woodburn – Twenty Mile Creek
Former Municipality(ies): Glanbrook
UTM reference: E:602060
N:4776490
Date of survey: 04/06/02
Built heritage inventory file no: 601118
Heritage Evaluation Score and Grade: 40,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: T-beams

No. of spans: single

Construction period: 1901-1939

Date if known: 1922

Builder/engineer if known:

Construction material(s) and Details: This concrete beam structure has a concrete balustrade. A plaque is mounted on this balustrade. The structure shows some signs of deterioration.

Integrity: There are no known alterations.

Historical associations: There are no known associations.

Notes: This structure was scored as having moderate heritage value. The structure's lack of associations inhibited the structure's value. The plaque mounted on the balustrade identified the year the structure was built.

Documentation: There was no record found for this structure.

Photos: 1) south face
2) plaque- northeast balustrade
3) north balustrade

Asset/Bridge ID: 185-1007
Street and crossing: Bay-Former GW.R. line
Former Municipality(ies): Hamilton
UTM reference: E:591860
N:4791110
Date of survey: 06/06/02
Built heritage inventory file no: 602185
Heritage Evaluation Score and Grade: 53,C



Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: 3

Construction period: 1901-1939

Date if known: 1929

Builder/engineer if known:

Construction material(s) and Details: Concrete piers support this multi-span span steel structure.

The steel and concrete components of this structure show signs of deterioration. The construction date is imprinted in the north deck face. There are decorative cuts in the concrete components of the deck. The underside reveals timbers that exist below the concrete deck surface.

Integrity: There is no evidence of alteration.

Historical associations: It is known this structure was constructed as part of the grade separation that produced many of the structures along this rail line. The Canadian National Railway conducted the grade separation before the T.H.B. grade separation, but exact dates for the project are not known. It is undetermined whether the timbers under the deck surface served as an original deck surface, or rather a part of the existing concrete deck surface. Either way this structure is associated with the rail company and the rail development of the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value. This structure was scored as an unusual structure; due to its size, pier construction, and the existence of timbers under the deck surface.

Documentation: A written record of this structure was not found.

Photos: 1) West face
2) Date imprint
3) Underside of deck

Asset/Bridge ID: 180-1092
Street and crossing: Mary Street- CN
Former Municipality(ies): Flamborough
UTM reference: E: 592590
N: 4790930
Date of survey: 4/7/02
Built heritage inventory file no: 602180
Heritage Evaluation Score and Grade: 53,C



1.



2.



3.

Bridge type: Beam
Bride Management System Subtype: Half-Through Beams
No. of spans: 3
Construction period: 1901-1939
Date if known: 1930
Builder/engineer if known:

Construction material(s) and Details: The structure has concrete abutments that carry the steel superstructure across the 2-track rail line. The piers support the 3 span structure and are constructed of steel and are mounted on concrete bases. The construction date is imprinted in the north abutment.

Integrity: The structure was altered to maintain its usefulness. Sidewalks were added on either side of the roadway but no physical features were removed or altered.

Historical associations: This structure was constructed in 1930 probably by the newly amalgamated C.N. Railway. C.N. inherited the Grand Trunk railway line along Hamilton's industrial area as a result of the amalgamation in the late 1920's. There is no record of a previously existing structure. It is believed that this, and related structures along this line were the result of a grade separation that occurred during the late 1920's-early 1930's. All of the structures in this area would have begun to conflict with growing traffic rates at this time.

Notes: This structure scored respectably on the Heritage evaluation. The structure did not score high on the materials criterion. It could be argued that this structure was eligible to have been awarded points under the design criterion, it was therefore scored as an unusual structure as it does demonstrate distinction from other structures along the same rail line. Other than the structures obvious associations to both the G.W.R. and rail development in Hamilton, little else was discovered about the structure.

Documentation: A written record for the structure was not located.

Photos: 1) West face
2) Looking south-deck surface
3) Looking southwest-superstructure

Asset/Bridge ID: 184-1085
Street and crossing: MacNab-Former GW.R. line
Former Municipality(ies): Hamilton
UTM reference: E:592000
N:4791058
Date of survey: 20/08/02
Built heritage inventory file no: 602184
Heritage Evaluation Score and Grade: 58,B



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: 5

Construction period: 1901-1939

Date if known: 1930

Builder/engineer if known:

Construction material(s) and Details: Steel and concrete piers support this multi-span steel structure. The concrete and steel components of this structure show signs of deterioration. The construction date is imprinted in the north abutment.

Integrity: There is no evidence of alteration.

Historical associations: This structure was constructed as part of a grade separation that was undertaken by the Canadian National Railway. They raised the former Great Western Rail line to solve problems that arose with the increase of rail and automobile traffic. It is know that this separation was completed soon before the T.H.B. began its grade separation farther south, yet the exact dates of the project are not known.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value. This structure was scored as an unusual structure; given its size, and varying pier construction.

Documentation: A written record of this structure was not found.

Photos: 1) West face

2) North abutment

3) East face-showing different pier types

Asset/Bridge ID: 362-4002
Street and crossing: Mud Street – Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:603470
N:4781570
Date of survey: 11/6/02
Built heritage inventory file no: 601362
Heritage Evaluation Score and Grade: 41,D



1.



2.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: 1901-1939

Date if known: 1936

Builder/engineer if known: Carson/Lumsdon

Construction material(s) and Details: This structure is composed of steel beams that are supported by concrete abutments. There is a concrete balustrade on the structure. There is a plaque located on the balustrade.

Integrity: There is no evidence of alterations.

Historical associations: There are no known associations. The plaque identifies that date of construction, the contractor and engineer responsible for the structure, and provides reference to the "Hildreth" family name. It is suspected that the Hildreth family were landowners in this area around the time eof the structure's construction.

Notes: This structure was scored as having moderate heritage value. The structure's age and design inhibited its score.

Documentation: A written record for this structure was not found.

Photos: 1) south face

2) plaque on northeast balustrade

Asset/Bridge ID: 150-4004
Street and crossing: Tapleystown Rd. –Stoney Creek
Former Municipality(ies): Hamilton
UTM reference: E: 603770
N: 4783115
Date of survey: 06/06/02
Built heritage inventory file no: 601150
Heritage Evaluation Score and Grade: 41,C



Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 2

Construction period: 1901-1939

Date if known: 1937

Builder/engineer if known: F.Carson

Construction material(s) and Details: Steel beams support the concrete deck of this structure. There is simple concrete balustrade on the deck. There is a small plaque on the balustrade. There are some signs of deterioration to all components of the structure.

Integrity: There is evidence of some sympathetic patchwork on the concrete components of the structure.

Historical associations: There are no definite associations for this structure. The plaque on the structure refers to the structure as the "Furry Bridge". It is suspected that Furry was the name of a landowner in proximity of this structure at time of construction.

Notes: This structure scored respectably on the heritage evaluation. The structure's age and integrity increased its heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) West face

2) East balustrade

3) Plaque – south west balustrade

Asset/Bridge ID: 33-103
Street and crossing: Weir Rd. – Barlow Creek
Former Municipality(ies): Flamborough
UTM reference: E:566230
N:4790505
Date of survey: 10/05/02
Built heritage inventory file no: 60133
Heritage Evaluation Score and Grade: 35,D



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this steel and concrete structure. There is much deterioration present at this site. This structure is located on an inactive road.

Integrity: There are no known alterations.

Historical associations: There are no known associations.

Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited its heritage value.

Documentation: There was no record found for this structure.

Photos: 1) west face

2) looking south along deck

3) underside-BMS file photo

Asset/Bridge ID: 427-0015
Street and crossing: Haldibrook Rd –Buckhorn Creek
Former Municipality(ies): Glanbrook
UTM reference: E:597990
N:4768805
Date of survey: 11/6/02
Built heritage inventory file no: 601427
Heritage Evaluation Score and Grade: 35,D



1.



2.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of steel beams that are supported by concrete abutments. There is a steel balustrade on the structure. This structure is located on an inactive road.

Integrity: There is no evidence of alterations.

Historical associations: There are no known associations.

Notes: This structure did not score well on the heritage evaluation. The structure's age and design inhibited its score. However, the structure did score high on integrity.

Documentation: A written record for this structure was not found.

Photos: 1) south face

2) looking east across the deck

Asset/Bridge ID: 347-5007
Street and crossing: Carlisle Rd – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:581970
N:4804540
Date of survey: 22/05/02
Built heritage inventory file no: 601347
Heritage Evaluation Score and Grade: 38,D



Bridge type: beam
Bride Management System Subtype: T-beams
No. of spans: single
Construction period: 1901-1939
Date if known:
Builder/engineer if known:
Construction material(s) and Details: Concrete abutments support this concrete structure. A concrete balustrade stands on the deck. There are decorative cuts in balustrade. There are few signs of deterioration on the structure.
Integrity: There are no known alterations.
Historical associations: There are no known associations.
Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited its heritage value.
Documentation: There was no record found for this structure.

Photos: 1) south face
2) underside
3) decorative cut in north west balustrade

Asset/Bridge ID: 70-303
Street and crossing: Concession 10 E – Carlisle Creek
Former Municipality(ies): Flamborough
UTM reference: E:581560
N:4805890
Date of survey: 11/07/02
Built heritage inventory file no: 60170
Heritage Evaluation Score and Grade: 35,D



1.



2. 3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this steel and concrete structure. There is great deterioration present. Much reinforcement is visible on the south side of the structure.

Integrity: It is suspected that the balustrade for this structure was not removed. However, this could not be confirmed. There were no other signs of alteration.

Historical associations: There are no known associations.

Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited its heritage value.

Documentation: There was no record found for this structure.

Photos: 1) north face

2) south face-exposed reinforcement

Asset/Bridge ID: 349-5006
Street and crossing: Centre Rd – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:581550
N:4805900
Date of survey: 22/05/02
Built heritage inventory file no: 601349
Heritage Evaluation Score and Grade: 38,D



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this steel and concrete structure. A concrete balustrade stands on the deck. There is much deterioration of the various components of the structure.

Integrity: There are no known alterations.

Historical associations: There are no known associations.

Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited its heritage value.

Documentation: There was no record found for this structure.

Photos: 1) east face

2) looking northwest beside structure

3) underside

Asset/Bridge ID: 35-105

Street and crossing: Inksetter Rd. – Former Grand Trunk Rail line

Former Municipality(ies): Flamborough

UTM reference: E:N/A
N:N/A

Date of survey: 21/05/02

Built heritage inventory file no: 60235

Heritage Evaluation Score and Grade: 40,C



Bridge type: beam

Bride Management System Subtype: half-through beams

No. of spans: 3

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Steel piers, which rest on concrete bases, support this steel multi-span structure. There are few signs of deterioration because the structure has been recently refurbished.

Integrity: The steel components of the structure have been covered with an epoxy coating. This is not a modification which is deemed detrimental to the structure's integrity.

Historical associations: This structure was built either before or just after the amalgamation of the Grand Trunk Railroad into the Canadian National Railway. Regardless, this structure is associated with the rail development of the area.

Notes: This structure was scored as having moderate heritage value. The structure's associations and integrity helped raise its heritage value.

Documentation: No record for this structure was found.

Photos: 1) east face

2) bolted and riveted connections

3) pier with concrete base

Asset/Bridge ID: 81-205
Street and crossing: Harvest Rd. –Rail line
Former Municipality(ies): Flamborough
UTM reference: E:582960
N:4792670
Date of survey: 27/05/02
Built heritage inventory file no: 60281
Heritage Evaluation Score and Grade: 40,C



Bridge type: beam
Bride Management System Subtype: I-beams
No. of spans: single
Construction period: 1901-1939
Date if known:
Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this steel structure. There are some signs of deterioration to various components of the structure, including large crack in the abutments and much rust on the steel beams. The structure is closed and fenced to prevent access.

Integrity: The deck of the structure has been removed.

Historical associations: This structure is associated the stone quarries in the immediate area. This structure was built to serve a private rail line that linked 2 quarries operated by the Canada Crushed Stone Company. The structure is tied to the development and is reflective of the development of the quarry operations in the area. The current owner, Redland Inc., has closed the structure, since the southern quarry has been closed.

Notes: This structure was scored as having moderate heritage value. The structure's associations helped raise its heritage value.

Documentation: The Flamborough Archives possess much information, including reports and news clippings on the history of quarry operations in the area.

Photos: 1) west face
2) large cracks in the south abutment
3) rivet connections amongst steel beams

Asset/Bridge ID: 8-128
Street and crossing: Concession 6 W – Moffats Creek
Former Municipality(ies): Flamborough
UTM reference: E:565985
N:4796400
Date of survey: 30/05/02
Built heritage inventory file no: 6018
Heritage Evaluation Score and Grade: 35,D



1.



2.



3.

Bridge type: beam
Bride Management System Subtype: I-beams
No. of spans: single
Construction period: 1901-1939
Date if known:
Builder/engineer if known:
Construction material(s) and Details: Stone abutments support this small steel and timber deck. There is much deterioration to the structure. The structure does not serve an active road.
Integrity: There are no known alterations.
Historical associations: There are no known associations.
Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited the structure's value.
Documentation: There was no record found for this structure.

Photos: 1) north face
2) underside
3) looking east

Asset/Bridge ID: 319-1505
Street and crossing: Concession – Sherman Access
Former Municipality(ies): Hamilton
UTM reference: E: 593900
N: 4787995
Date of survey: 11/07/02
Built heritage inventory file no: 601319
Heritage Evaluation Score and Grade: 25,D



Bridge type: beam

Bride Management System Subtype: T-beams

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows signs of deterioration. The concrete balustrade has decorative cuts. The north face of the structure has been altered.

Integrity: The north balustrade has been removed/altered. It is now drastically different from the south balustrade.

Historical associations: There is little known about this structure besides its obvious association with the Sherman Access.

Notes: This structure did not score well on the heritage evaluation. The structure's age, design, and integrity inhibited its heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) South balustrade
2) South face
3) North balustrade

Asset/Bridge ID: 169-1070
Street and crossing: John-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:591905
N:4789500
Date of survey: 11/07/02
Built heritage inventory file no: 602169
Heritage Evaluation Score and Grade: 43,C



Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 4

Construction period: 1901-1939

Date if known: 1930-33

Builder/engineer if known:

Construction material(s) and Details: Steel piers that rest on concrete bases support this multi-span steel structure. The steel components show some signs of deterioration. The T. H. & B. initials are imprinted in the deck.

Integrity: There is some minor patchwork to the abutments of the structure. The steel components have been sympathetically refurbished.

Historical associations: This structure was constructed, along with other structures along the T.H.&B. line, as part of a grade separation. The separation was the result of increasing complications that arose between growing automobile and train traffic in the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: A written record of this structure was not found.

Photos: 1) South face

2) Piers facing north

3) Piers facing south

Asset/Bridge ID: 187-1130
Street and crossing: Victoria-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:592670
N:4788990
Date of survey: 19/08/02
Built heritage inventory file no: 602187
Heritage Evaluation Score and Grade: 43,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 4

Construction period: 1901-1939

Date if known: 1930-33

Builder/engineer if known:

Construction material(s) and Details: Steel piers that rest on concrete bases support this multi-span steel structure. The steel components show some signs of deterioration. The T. H. & B. initials are imprinted in the deck.

Integrity: There is some minor patchwork to the abutments of the structure.

Historical associations: This structure was constructed, along with other structures along the T.H.&B. line, as part of a grade separation. The separation was the result of increasing complications that arose between growing automobile and train traffic in the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: A written record of this structure was not found.

Photos: 1) North face

2) Pier

3) Underside

Asset/Bridge ID: 305-1040
Street and crossing: Dundurn-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:590070
N:4790120
Date of survey: 2/7/02
Built heritage inventory file no: 602305
Heritage Evaluation Score and Grade: 48,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: 5

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Steel piers that rest on concrete bases support this multi-span steel structure. The concrete and steel components of this structure show few signs of deterioration.

Integrity: There is some minor patchwork to the abutments of the structure.

Historical associations: Although this structure was constructed around the same time that the T.H. & B. grade separation occurred, it is undetermined whether or not a previous structure existed at this site. Newspaper articles hinted at the presence of a wooden trestle on Dundurn Street, that was dismantled in the 1930's. It could not be confirmed whether this structure or the structure further north was the replacement for the wooden trestle. In either case, this structure is associated with the T.H.&B. and the rail development of the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: News articles concerning the Dundurn Street Bridges were found in the Special Collections department of the Hamilton Public Library.

Photos: 1) East face

2) Piers

3) North abutment

Asset/Bridge ID: 311-1068
Street and crossing: James-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:591680
N:4789570
Date of survey: 11/07/02
Built heritage inventory file no: 602311
Heritage Evaluation Score and Grade: 43,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 4

Construction period: 1901-1939

Date if known: 1930-33

Builder/engineer if known:

Construction material(s) and Details: Steel piers that rest on concrete bases support this multi-span steel structure. The piers on this structure are of a different design than other similar structures along this rail line. The concrete components of this structure show some signs of deterioration. The T. H. & B. initials are imprinted in the deck.

Integrity: There is some minor patchwork to the abutments of the structure. The steel components have been sympathetically refurbished.

Historical associations: This structure was constructed, along with other structures along the T.H.&B. line, as part of a grade separation. The separation was the result of increasing complications that arose between growing automobile and train traffic in the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: A written record of this structure was not found.

Photos: 1) South face
2) Piers facing north
3) East abutment

Asset/Bridge ID: 166-1149
Street and crossing: Younge-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:592320
N:4789120
Date of survey: 24/6/02
Built heritage inventory file no: 602166
Heritage Evaluation Score and Grade: 43,C



1.



2.



3.

Bridge type: beam
Bride Management System Subtype: Half-Through Beams
No. of spans: 3
Construction period: 1901-1939
Date if known:
Builder/engineer if known:

Construction material(s) and Details: Steel piers that rest on concrete bases support this multi-span steel structure. The concrete and steel components of this structure show some signs of deterioration. Under the structure, the deck is possesses 2 clearance heights. There is a stairway with decorative features on the south side of the structure that allows for access to the street beside it.

Integrity: There is some minor patchwork to the abutments of the structure.

Historical associations: This structure was constructed, along with other structures along the T.H.&B. line, as part of a grade separation. The separation was the result of increasing complications that arose between growing automobile and train traffic in the area. It was suspected that expansion of the track was what resulted in the 2 clearance heights, no evidence or explanation could be found to support this hypothesis.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: A written record of this structure was not found.

Photos: 1) West face
2) Piers
3) Deck underside

Asset/Bridge ID: 306-1039
Street and crossing: Dundurn-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:590120
N:4790400
Date of survey: 20/08/02
Built heritage inventory file no: 602306
Heritage Evaluation Score and Grade: 48,C



Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: 5

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Steel piers that rest on concrete bases support this multi-span steel structure. The concrete and steel components of this structure show few signs of deterioration.

Integrity: There is some minor patchwork to the abutments of the structure.

Historical associations: Although this structure was constructed around the same time that the T.H.& B. grade separation occurred, it is undetermined whether or not a previous structure existed at this site. Newspaper articles hinted at the presence of a wooden trestle on Dundurn Street, that was dismantled in the 1930's. It could not be confirmed whether this structure or the structure further south was the replacement for the wooden trestle. In either case, this structure is associated with the T.H.&B. and the rail development of the area.

Notes: This structure scored respectably. The age, integrity, and historical associations of this structure raised its heritage value.

Documentation: News articles concerning the Dundurn Street Bridges were found in the Special Collections department of the Hamilton Public Library.

Photos: 1) East face

2) Pier

3) Looking north, side

Asset/Bridge ID: 87-1542
Street and crossing: Mountain Park Ave.-Sherman Access
Former Municipality(ies): Hamilton
UTM reference: E:593940
N:4788180
Date of survey: 11/07/02
Built heritage inventory file no: 60187
Heritage Evaluation Score and Grade: 43,C



Bridge type: beam
Bride Management System Subtype: I-beams
No. of spans: single
Construction period: 1901-1939
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This steel structure has a simple, decorative concrete and steel balustrade. There are some minor signs of deterioration.
Integrity: There is no evidence of alteration.
Historical associations: This structure is associated with road development surrounding the Sherman Access.
Notes: This structure scored respectably. The age and the integrity of this structure raised its heritage value.
Documentation: A written record of this structure was not found.

Photos: 1) North face
2) South face
3) Underside

Asset/Bridge ID: 170-1086

Street and crossing: MacNab Street – former T.H. & B. railway

Former Municipality(ies): Hamilton

UTM reference: E:591580
N:4789670

Date of survey: 15/702

Built heritage inventory file no: 614170

Heritage Evaluation Score and Grade: 43,C



Bridge type: beam

Bride Management System Subtype: I Beam

No. of spans: 1

Construction period: 1901-1939

Date if known: 1930-1933

Builder/engineer if known:

Construction material(s) and Details: This simple concrete structure provides pedestrian access under the rail tracks. It was constructed, along with the near by tunnel, and numerous rail structures along this rail line between 1930-1933.

Integrity: There is some sympathetic patchwork to the interior walls of the structure.

Historical associations: This structure is the result of a massive grade separation the T.H.&B rail company undertook after much conflict between trains and the increasing amounts automobile traffic in the area. Both the city and the railroad contributed to the cost of erecting the structure as well as rail bridges along the rail line.

Notes: This structure was graded as possessing moderate heritage value. Although of respectable age and having significant historical associations the structure did not score high on the design criterion.

Documentation: A written record for the structure was not located.

Photos: 1) South face

2) North face

Asset/Bridge ID: 168-1134
Street and crossing: Walnut Street-former T.H. & B. railway
Former Municipality(ies): Hamilton
UTM reference: E:592300
N:4789200
Date of survey: 24/6/02
Built heritage inventory file no: 602168
Heritage Evaluation Score and Grade: 43,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I Beam

No. of spans: 4

Construction period: 1901-1939

Date if known: 1930-1933

Builder/engineer if known:

Construction material(s) and Details: This steel and concrete structure carries the railroad over Walnut Street. The steel piers rest atop concrete bases. It was constructed between 1930-1933. On the deck face of the structure the initials of the Toronto Hamilton and Buffalo Railway are imprinted. There is some deterioration to the deck and piers. Lights have been installed under the deck of the structure.

Integrity: There is some sympathetic and unsympathetic patchwork to the interior walls of the structure.

Historical associations: This structure is the result of a massive grade separation the T.H.&B rail company undertook after much conflict between trains and the increasing amounts automobile traffic in the area. Both the city and the railroad contributed to the cost of erecting the structure as well as similar ones along the rail line.

Notes: This structure was graded as possessing moderate heritage value. Although of respectable age and having significant historical associations the structure did not score high on the design criterion.

Documentation: A written record for the structure was not located.

Photos: 1) South face
2) Looking north at the piers
3) East abutment wall

Asset/Bridge ID: 312-1029

Street and crossing: Catherine Street-former T.H. & B. railway

Former Municipality(ies): Hamilton

UTM reference: E:591995
N:4789470

Date of survey: 24/6/02

Built heritage inventory file no: 602312

Heritage Evaluation Score and Grade: 43,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I Beam

No. of spans: 4

Construction period: 1901-1939

Date if known: 1930-1933

Builder/engineer if known:

Construction material(s) and Details: This steel and concrete structure carries the railroad over Catherine street. The steel piers rest atop concrete bases. It was constructed between 1930-1933. On the deck face of the structure the initials of the Toronto Hamilton and Buffalo Railway are imprinted. There is some deterioration to the deck and piers. Lights have been installed under the deck of the structure.

Integrity: There is some sympathetic patchwork to the interior walls of the structure.

Historical associations: This structure is the result of a massive grade separation the T.H.&B rail company undertook after much conflict between trains and the increasing amounts automobile traffic in the area. Both the city and the railroad contributed to the cost of erecting the structure as well as similar ones along the rail line.

Notes: This structure was graded as possessing moderate heritage value. Although of respectable age and having significant historical associations the structure did not score high on the design criterion.

Documentation: A written record for the structure was not located.

Photos: 1) South face

2) Looking north at the piers

3) North face

Asset/Bridge ID: 150-4004
Street and crossing: Tapleystown Rd. –Stoney Creek line
Former Municipality(ies): Hamilton
UTM reference: E: 589240
N: 4789495
Date of survey: 11/07/02
Built heritage inventory file no: 602304
Heritage Evaluation Score and Grade: 39,D



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: half-through beams

No. of spans: 2

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: A concrete pier supports this multi-span steel structure. The pier has several decorative features including a simple balustrade and a patterned cut.

Integrity: There is evidence of some sympathetic patchwork on the concrete abutments.

Historical associations: This structure was constructed along the T.H.& B. rail line, and is associated with rail development in that area. It is unclear whether the city or the rail company built it.

Notes: This structure did not score well on the heritage evaluation. Its age and design inhibited its heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) East face

2) Pier

3) West face

Asset/Bridge ID: 164-1073

Street and crossing: Kenilworth Access– Former T. H. & B. Rail line

Former Municipality(ies): Hamilton

UTM reference: E: 596330
N: 4787175

Date of survey: 15/07/02

Built heritage inventory file no: 602164

Heritage Evaluation Score and Grade: 40,C



Bridge type: beam

Bride Management System Subtype: half-through beams

No. of spans: 2

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: A concrete pier supports this multi-span steel structure. The pier has several decorative features including a simple balustrade and a patterned cut. There is also a decorative, concrete balustrade on the deck.

Integrity: There is no evidence of alterations.

Historical associations: This structure was constructed along the T.H.& B. rail line, and is associated with rail development in that area. It is unclear whether the city or the rail company built it.

Notes: This structure did not score well on the heritage evaluation. Its age and design inhibited the value of the structure.

Documentation: A written record for the structure was not located.

Photos: 1) North face
2) South face
3) Looking west on deck

Asset/Bridge ID: 85-1503
Street and crossing: Parkdale Ave.—Lawrence Road
Former Municipality(ies): Hamilton
UTM reference: E: 597810
N: 4786790
Date of survey: 15/07/02
Built heritage inventory file no: 60185
Heritage Evaluation Score and Grade: 45,C



Bridge type: beam
Bride Management System Subtype: I-beams
No. of spans: 3
Construction period: 1940-1955
Date if known: 1955
Builder/engineer if known: C.C. Parker
Construction material(s) and Details: This pre-stressed concrete structure was the first of its kind in Hamilton. Concrete piers support this multi-span concrete structure. There is a simple metal balustrade on the deck.
Integrity: There is no evidence of alteration to this structure.
Historical associations: Lloyd D. Jackson, city mayor, won his long campaign for pre-stressed concrete with the construction of this structure. He had pushed for the implementation of the new technology on several structures constructed before this one, but never received the financial backing from city council.
Notes: This structure was scored as having moderate heritage value. It scored well because of its association and integrity.
Documentation: Newspaper articles were located which recorded Lloyd Jackson's comments on the new structure in 1955.

Photos: 1) West face
2) deck underside

Asset/Bridge ID: 355-6003

Street and crossing: White Church Rd. – Former C.N. Rail line

Former Municipality(ies): Glanbrook

UTM reference: E:590730
N:4776610

Date of survey: 14/05/02

Built heritage inventory file no: 602355

Heritage Evaluation Score and Grade: 37,D



Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 3

Construction period: Post 1955

Date if known: 1958

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments and piers support this steel and concrete structure. The construction date is imprinted in the balustrade. There are many signs of deterioration to various components of the structure.

Integrity: This structure has been refurbished. The asphalt deck has been patched in various places. The refurbishing and modifications that been undertaken are not considered to have been adverse.

Historical associations: The C.N. railways acquired this line from the Grand Trunk Railroad during amalgamation. This line has since been turned into a multi-use trail. It serves as part of the Escarpment Rail Trail.

Notes: This structure was scored as having high heritage value. The structure's associations and integrity helped raise its heritage value. The box-girder style is a rare rail structure design that is considered obsolete. Therefore the design of this structure also contributed to its heritage value.

Documentation: There was no record found for this structure.

Photos: 1) north face

2) deck surface-facing east

3) date imprint in balustrade

Asset/Bridge ID: 72-302
Street and crossing: Progreton Rd – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:584150
N:4805530
Date of survey: 22/05/02
Built heritage inventory file no: 60133
Heritage Evaluation Score and Grade: 30,D



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: T-beams

No. of spans: single

Construction period: Post 1955

Date if known: 1963

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this concrete structure. There is little deterioration present at this site. The construction date is imprinted in the southwest balustrade.

Integrity: There are no known alterations.

Historical associations: There are no known associations.

Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited its heritage value.

Documentation: There was no record found for this structure.

Photos: 1) west face

2) underside

3) looking north along deck

Asset/Bridge ID: 309-3002
Street and crossing: York Rd. – C.N. Rail line
Former Municipality(ies): Dundas
UTM reference: E:587000
N:4793180
Date of survey: 23/05/02
Built heritage inventory file no: 602309
Heritage Evaluation Score and Grade: 40,C



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: single

Construction period: Post 1955

Date if known: 1964

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this steel structure. The construction date is imprinted in the east abutment. There are some signs of deterioration to various components of the structure.

Integrity: There are no signs of alteration.

Historical associations: This structure is associated with the Canadian National Railway, and the rail development of the area.

Notes: This structure was scored as having moderate heritage value. The structure's associations and integrity helped raise its heritage value.

Documentation: There was no record found for this structure.

Photos: 1) south face

2) east abutment-date imprint

3) underside

Asset/Bridge ID: 31-204

Street and crossing: Pedestrian path off Fallsview Rd. – Spencer Creek

Former Municipality(ies): Flamborough

UTM reference: E:582260
N:4792005

Date of survey: 27/05/02

Built heritage inventory file no: 61431

Heritage Evaluation Score and Grade: 38,D



Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 4

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments and piers support this steel structure. There are some signs of deterioration to various components of the structure. The abutments could possibly be the remnant of a former structure. The deck and abutments do not appear to be of the same design.

Integrity: There are no known alterations.

Historical associations: This structure has no known associations. However, it is suspected that this site served as access to the Crook's Hollow Mills at some point.

Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited the structure's value.

Documentation: There was no record found for this structure.

Photos: 1) south face-eastern portion
2) looking north across the deck
3) south face-focus on abutment

Asset/Bridge ID: 432-0008
Street and crossing: Sinclairville Rd. – Welland River
Former Municipality(ies): Glanbrook
UTM reference: E:600295
N:4767950
Date of survey: 17/07/02
Built heritage inventory file no: 601432
Heritage Evaluation Score and Grade: 44,C



Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: 3

Construction period: Post-1950

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Concrete piers support this multi-span steel and concrete structure. The structure shows only minor signs of deterioration. The abutments of a former structure as located approximately 50m southeast of the structure.

Integrity: There are no known alterations.

Historical associations: There are no known associations.

Notes: This structure was scored as having moderate heritage value. The structure's lack of associations inhibited the structure's value. The structure was scored as being unusual given that it is a large 3-span structure located in a rural area.

Documentation: There was no record found for this structure.

Photos: 1) west face-north section
2) west face-south section
3) remnants of former bridge site

Asset/Bridge ID: 30-203
Street and crossing: Crooks Hollow – Spencer Creek
Former Municipality(ies): Flamborough
UTM reference: E:580660
N:4792005
Date of survey: 29/05/02
Built heritage inventory file no: 60130
Heritage Evaluation Score and Grade: 32,D



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Concrete abutments support this concrete structure. A wooden balustrade sits on the deck. There is little deterioration of this structure. The remnants of a steel truss, remain approximately 100m north of the structure.

Integrity: There are no signs of alteration.

Historical associations: There are no known direct associations. However, the remnants of the former bridge site upstream, are associated with the near by mills, and Crook's Hollow.

Notes: This structure was scored as having low heritage value. The structure's lack of associations inhibited its heritage value.

Documentation: There was no record found for this structure.

Photos: 1) north face

2) looking east from the deck

3) south balustrade

Asset/Bridge ID: 178-1065

Street and crossing: Cathedral Way –Former T.H.& B rail line

Former Municipality(ies): Glanbrook

UTM reference: E:590140
N:4790685

Date of survey: 15/07/02

Built heritage inventory file no: 601178

Heritage Evaluation Score and Grade: 40,C



1.



2.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of steel beams that are supported by concrete abutments. There is a steel balustrade on the structure.

Integrity: There is no evidence of alterations.

Historical associations: This structure is associated with the T.H.&B. rail company, the company who built it, and the rail development in the area.

Notes: This structure was scored as having moderate heritage. The structures associations and integrity contributed to its heritage value.

Documentation: A written record for this structure was not found.

Photos: 1) looking west across deck
2) north balustrade

Photo note: These photos are from the BMS files. The survey photos were corrupted.

Asset/Bridge ID: 451-4015
Street and crossing: Centennial Parkway –C.P. Rail
Former Municipality(ies): Stoney Creek
UTM reference: E:600010
N:4785110
Date of survey: 20/08/02
Built heritage inventory file no: 602451
Heritage Evaluation Score and Grade: 37,D



1.



2.



3.

Bridge type: beam

Bride Management System Subtype: T-Beams

No. of spans: 3

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: Concrete piers support this multi-span concrete beam structure. There is little deterioration to the concrete components of this structure. There is a simple steel balustrade on the deck.

Integrity: There is no evidence of alterations.

Historical associations: This structure has associations with the development of the transportation network and the Centennial Parkway Access. No other information could be located

Notes: This structure was deemed as having low heritage value. The structure's age, design, and lack of associations inhibited its value. It did however score well on integrity.

Documentation: A written record for this structure was not found.

Photos: 1) Looking north along the structure
2) Piers, and deck underside
3) East face

Asset/Bridge ID: 308-1167
Street and crossing: King Street-Former T.H.&B. Rail line
Former Municipality(ies): Hamilton
UTM reference: E:590090
N:4790610
Date of survey: 15/7/02
Built heritage inventory file no: 602308
Heritage Evaluation Score and Grade: 40,C



Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of steel beams that support a concrete deck. There is obvious deterioration to both the simple steel balustrade and the concrete components to the deck. The reinforcement is visible in some spots. The steel beams in the superstructure show only minor signs of deterioration.

Integrity: There is no evidence of alterations.

Historical associations: Although it is known that this structure has associations with both the T.H.&B. railway and the rail development of the area, it is unknown as to when, and why it was constructed.

Notes: This structure scored as a moderate value heritage structure. The integrity of the structure helped to raise its heritage value.

Documentation: A written record for this structure was not found.

Photos: 1) South face

2) Deterioration on south side of deck

Asset/Bridge ID: 89-0005
Street and crossing: Market Street-Spencer Creek
Former Municipality(ies): Dundas
UTM reference: E:584060
N:4790790
Date of survey: 15/7/02
Built heritage inventory file no: 60189
Heritage Evaluation Score and Grade: 30,D



1.



2.

Bridge type: beam

Bride Management System Subtype: I beams

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete beams that support a concrete deck. There is obvious deterioration to both the simple steel balustrade and the concrete components to the deck.

Integrity: There is no evidence of alterations.

Historical associations: There are no known associations.

Notes: This structure did not score well on the heritage evaluation. The structure's age and design inhibited its score. However, the structure did score high on integrity.

Documentation: A written record for this structure was not found.

Photos: 1) West face

2) Underside of structure

Asset/Bridge ID: 297-3004
Street and crossing: Osler/Main Street-Spencer Creek
Former Municipality(ies): Dundas
UTM reference: E:585100
N:4790490
Date of survey: 30/5/02
Built heritage inventory file no: 601297
Heritage Evaluation Score and Grade: 35,D



Bridge type: beam
Bride Management System Subtype: I beams
No. of spans: single
Construction period: Post 1955
Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of steel beams that support a concrete deck. There is a concrete and steel balustrade on the structure.

Integrity: There is no evidence of alterations.

Historical associations: Other than the obvious association with the development of transportation network, there are no known associations.

Notes: This structure did not score well on the heritage evaluation. The structure's age and design inhibited its score. However, the structure did score high on integrity.

Documentation: A written record for this structure was not found.

Photos: 1) West face
2) Underside of east face

Asset/Bridge ID: 307-1088
Street and crossing: Main –Former T.H.&B. rail line
Former Municipality(ies): Hamilton
UTM reference: E: 590060
N: 4790300
Date of survey: 15/07/02
Built heritage inventory file no: 602307
Heritage Evaluation Score and Grade: 35,D



Bridge type: beam
Bride Management System Subtype: I-beams
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This steel and concrete structure shows signs of deterioration. The structure has stepped wing walls that extend from the abutment. There is also a steel balustrade on the deck.
Integrity: There are signs of some patchwork on the abutments.
Historical associations: There is little known about this structure besides its obvious association with the rail line and the rail development of the area.
Notes: This structure did not score well on the heritage evaluation. The structure's age and design inhibited its heritage value.
Documentation: A written record for the structure was not located.

Photos: 1) South face
2) Southwest abutment—stepped wing wall
3) Looking south across the structure deck

Asset/Bridge ID: 6-124

Street and crossing: Studiman – Moffat's Creek

Former Municipality(ies): Flamborough

UTM reference: E:562180
N:4798290

Date of survey: 25/7/02

Built heritage inventory file no: 601124

Heritage Evaluation Score and Grade: 38,C



1.



2.

Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is similar to many of the other beam structures in the city, except this one is constructed with timbers. The structure shows some signs of deterioration.

Integrity: There is no evidence of alteration.

Historical associations: There are no known historical associations.

Notes: Although this structure scored well on the materials criterion, it scored low on the other heritage criteria due to its lack of associations and design.

Documentation: A written record for the structure was not located.

Photos: 1) East face

2) Timber beams

A-IX Rigid Frame

Asset/Bridge ID: 100-0006
Street and crossing: Gravel pit road—former rail line
Former Municipality(ies): Ancaster
UTM reference: E: 579660
N: 4787530
Date of survey: 21/05/02
Built heritage inventory file no: 601100
Heritage Evaluation Score and Grade: 40,C



1.



2.

Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows signs of much deterioration. The former railway has been converted to a pedestrian trail.

Integrity: There is some patchwork to the abutments of the structure. A metal balustrade has been added.

Historical associations: There is little known about this structure other than its association with the former T.H. & B. rail line that existed here. It is not known when this structure was converted to a pedestrian trail. It is not believed to be part of the Hamilton-Brantford Rail Trail.

Notes: This structure did not score well on the heritage evaluation. Its design and lack of aesthetic value inhibited the structure's heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) west face

2) Abutment

Asset/Bridge ID: 433-0009

Street and crossing: Westbrook Road -Wolf Creek/Welland River

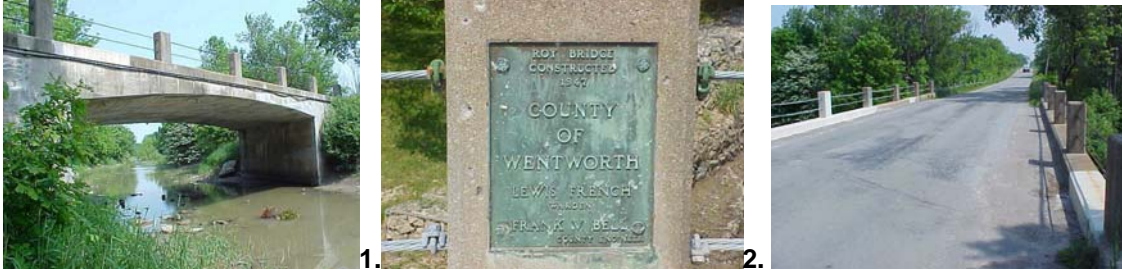
Former Municipality(ies): Glanbrook

UTM reference: E: 601570
N: 4767460

Date of survey: 11/06/02

Built heritage inventory file no: 601433

Heritage Evaluation Score and Grade: 47,C



Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: single

Construction period: 1940-1955

Date if known: 1947

Builder/engineer if known: F.E. Weir

Construction material(s) and Details: This concrete structure shows little deterioration. There are 2 plaques on the concrete balustrade. They both identify the structure as the "Roy Bridge." They also identify the engineers who designed the structure and the date it was built.

Integrity: There are signs of some sympathetic patchwork on the abutments and the balustrade.

Historical associations: It is believed that this bridge was named after the Roy family. This family has been a prominent landowner in neighbouring Lincoln county for many generations.

Notes: This structure did not score well on the heritage evaluation. Its design and lack of historical associations inhibited the structure's heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) East face

2) plaque on balustrade

3) Looking south at the refurbished portions of the structure.

Asset/Bridge ID: 342-5002
Street and crossing: Westover Rd. - Spencer Creek
Former Municipality(ies): Flamborough
UTM reference: E: 592560
N: 4793750
Date of survey: 24/06/02
Built heritage inventory file no: 601342
Heritage Evaluation Score and Grade: 19,D



1.



2.

Bridge type: rigid frame
Bride Management System Subtype: rigid frame
No. of spans: single
Construction period: 1940-1955
Date if known: 1949
Builder/engineer if known:
Construction material(s) and Details: This concrete structure shows some deterioration The construction date is imprinted in the east deck face.
Integrity: The balustrade has been altered and in some sections removed. There is much unsympathetic patchwork on the structure. A metal guardrail has been added to the structure.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well on the heritage evaluation. Its design, integrity, and lack of historical associations inhibited the structure's heritage value.
Documentation: A written record for the structure was not located.

Photos: 1) east face
2) Date imprint

Asset/Bridge ID: 341-5003
Street and crossing: Westover – unknown creek
Former Municipality(ies): Flamborough
UTM reference: E: 575460
N: 4793090
Date of survey: 24/06/02
Built heritage inventory file no: 601341
Heritage Evaluation Score and Grade: 19,D



Bridge type: rigid frame
Bride Management System Subtype: rigid frame
No. of spans: single
Construction period: 1940-1955
Date if known: 1949
Builder/engineer if known:
Construction material(s) and Details: This concrete structure shows some signs of deterioration. The construction date is imprinted in the east face of the structure.
Integrity: There is some minor patchwork on the concrete sections of this structure. The balustrade has been altered. Some sections of the balustrade have been removed.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well on the heritage evaluation. Its design, integrity, and lack of historical associations inhibited the structure's heritage value.
Documentation: A written record for the structure was not located.

Photos: 1) date imprint-east face
2) east face

Asset/Bridge ID: 420-0014

Street and crossing: Hendershot Rd. – Twenty Mile Creek

Former Municipality(ies): Glanbrook

UTM reference: E: 600090
N: 4778200

Date of survey: 02/07/02

Built heritage inventory file no: 601420

Heritage Evaluation Score and Grade: 31,D



Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows some deterioration. The reinforcement is visible on some parts of the structure. A concrete balustrade stands on the deck.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well on the heritage evaluation. Its design and lack of associations inhibited the heritage value of the structure.

Documentation: A written record for the structure was not located.

Photos: 1) East face

2) East balustrade, reinforcement exposed

3) West balustrade

Asset/Bridge ID: 49-001113
Street and crossing: Collegiate –Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E: 601240
N: 4786200
Date of survey: 20/08/02
Built heritage inventory file no: 60149
Heritage Evaluation Score and Grade: 34,C



Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: 1

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete structure has a concrete and steel balustrade. There is some deterioration to most components of the structure. There are decorative cuts in the concrete components of the balustrade.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well on the heritage evaluation. The design and lack of association inhibited the heritage value of the structure.

Documentation: A written record for the structure was not located.

Photos: 1) East face

2) Looking south

Asset/Bridge ID: 414-0016
Street and crossing: Miles Rd. - Twenty Mile Creek
Former Municipality(ies): Glanbrook
UTM reference: E: 591810
N: 4780370
Date of survey: 14/05/02
Built heritage inventory file no: 601414
Heritage Evaluation Score and Grade: 34,D



Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: single

Construction period: 1940-1955

Date if known: 1951

Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows some deterioration. The reinforcement is visible on some parts of the structure. A steel balustrade stands on the deck.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well on the heritage evaluation. Its design and lack of associations inhibited the heritage value of the structure.

Documentation: A written record for the structure was not located.

Photos: 1) East face

2) Date imprint, west face

3) Exposed reinforcement on southwest side of deck

Asset/Bridge ID: 357-6005

Street and crossing: Fletcher Rd. –Twenty Mile Creek

Former Municipality(ies): Glanbrook

UTM reference: E:595990
N:4777950

Date of survey: 26/6/02

Built heritage inventory file no: 601357

Heritage Evaluation Score and Grade: 31,D



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) east face

2) looking down on north abutment

Asset/Bridge ID: 415-0017
Street and crossing: Trinity Rd. – Twenty Mile Creek
Former Municipality(ies): Glanbrook
UTM reference: E: N/A
N: N/A
Date of survey: 17/05/02
Built heritage inventory file no: 601415
Heritage Evaluation Score and Grade: 31,D



1.



2. 3.

Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: single

Construction period: 1940-1955

Date if known: Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows some deterioration. There are large cracks in the abutments.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well on the heritage evaluation. Its design and lack of associations inhibited the heritage value of the structure.

Documentation: A written record for the structure was not located.

Photos: 1) East face-close

2) East face

Asset/Bridge ID: 296-3005

Street and crossing: Governor's Road – Spencer Creek

Former Municipality(ies): Dundas

UTM reference: E: 584880
N: 4790540

Date of survey: 30/05/02

Built heritage inventory file no: 601296

Heritage Evaluation Score and Grade: 35,C



Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: single

Construction period: Post 1955

Date if known: 1957

Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows little sign of deterioration. There is a simple, steel balustrade on the deck. The construction date is imprinted on the north balustrade.

Integrity: There is no evidence of alteration.

Historical associations: Little is known about this structure other than its obvious association with the development of the transportation network.

Notes: This structure did not score well on the heritage evaluation. Its design and lack of aesthetic value inhibited the structure's heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) North face

2) Underside

3) Date imprint-North balustrade

Asset/Bridge ID: 435-0011
Street and crossing: Berry Rd.- Little Wolf Creek
Former Municipality(ies): Glanbrook
UTM reference: E: 601860
N: 4769740
Date of survey: 17/07/02
Built heritage inventory file no: 601435
Heritage Evaluation Score and Grade: 27,D



Bridge type: rigid frame
Bride Management System Subtype: rigid frame
No. of spans: single
Construction period: Post 1955
Date if known: 1963
Builder/engineer if known:
Construction material(s) and Details: This concrete structure shows little deterioration. The construction date is imprinted in the west deck face.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well on the heritage evaluation. Its design and lack of historical associations inhibited the structure's heritage value.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) Date imprint

Asset/Bridge ID: 450-5052

Street and crossing: Dundas St. - Canadian Pacific Rail line/Grindstone Creek

Former Municipality(ies): Flamborough

UTM reference: E:589940
N:4798660

Date of survey: 04/06/02

Built heritage inventory file no: 602450

Heritage Evaluation Score and Grade: 44,C



1.



2.



3.

Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: continuous

Construction period: Post 1955

Date if known: 1966

Builder/engineer if known:

Construction material(s) and Details: Concrete piers support this continuous concrete span. This span crosses both the rail line and a small tributary of Grindstone Creek. There is some deterioration to the various concrete components. The construction date is imprinted in the balustrade.

Integrity: There is no evidence of alteration.

Historical associations: This structure was constructed to bridge the C.P. tracks. This site has been occupied by at least 4 different structures over time. The earliest record of a structure at this site dates a small truss over the ravine in 1880. With the arrival of the railway and the gradual development of the area have come various structures of different designs.

Notes: This structure was scored as having moderate heritage value. The structure's associations and integrity helped raise its heritage value.

Documentation: the Flamborough Archives possess a photographic record of the evolution of this bridge site.

Photos: 1) west face

2) underside

3) date imprint in balustrade

Asset/Bridge ID: 419-0018

Street and crossing: Golf Club rd. unknown creek

Former Municipality(ies): Glanbrook

UTM reference: E: 597995
N: 4779010

Date of survey: 20/08/02

Built heritage inventory file no: 601419

Heritage Evaluation Score and Grade: 27,D



Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows some deterioration. The reinforcement is visible on some parts of the structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well on the heritage evaluation. Its design and lack of aesthetic value inhibited the structure's heritage value.

Documentation: A written record for the structure was not located.

Photos: 1) South face
2) North face
3) Exposed reinforcement

Asset/Bridge ID: 314-1530
Street and crossing: Claremont Access - Charlton
Former Municipality(ies): Hamilton
UTM reference: E: N/A
N: N/A
Date of survey: 19/08/02
Built heritage inventory file no: 601314
Heritage Evaluation Score and Grade: 32,C



1.



2.

Bridge type: rigid frame

Bride Management System Subtype: rigid frame

No. of spans: continuous

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: A concrete pier supports this continuous span concrete structure. The pier has a decorative pattern cut into it.

Integrity: There is no evidence of alteration.

Historical associations: There is little known about this structure other than it is associated with the construction of the Claremont Access and the transportation network development in the area.

Notes: This structure did not score well on the heritage evaluation. The design and lack of association inhibited the heritage value of the structure.

Documentation: A written record for the structure was not located.

Photos: 1) East face

2) Pier

Asset/Bridge ID: 50-003104
Street and crossing: 3rd Rd. East – Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E: 602950
N: 4783500
Date of survey: 26/06/02
Built heritage inventory file no: 60150
Heritage Evaluation Score and Grade: 27,C



Bridge type: rigid frame
Bride Management System Subtype: rigid frame
No. of spans: 1
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This concrete structure shows some signs of deterioration.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well on the heritage evaluation. The design and lack of association inhibited the heritage value of the structure.
Documentation: A written record for the structure was not located.

Photos: 1) East face- BMS file photo

Asset/Bridge ID: 113-0020
Street and crossing: Sulphur Springs- Spring Creek
Former Municipality(ies): Ancaster
UTM reference: E: 580980
N: 4788700
Date of survey: 21/05/02
Built heritage inventory file no: 601113
Heritage Evaluation Score and Grade: 27,D



1..

Bridge type: rigid frame
Bride Management System Subtype: rigid frame
No. of spans: single
Construction period: Post 1955
Date if known: Builder/engineer if known:
Construction material(s) and Details: This concrete structure shows some deterioration.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well on the heritage evaluation. Its design and lack of associations inhibited the heritage value of the structure.
Documentation: A written record for the structure was not located.

Photos: 1) East face-close

A-X Slab/Beam

Asset/Bridge ID: 456

Street and crossing: Valley Inn Rd. – Former Grand Trunk Railway

Former Municipality(ies): Hamilton

UTM reference: E: 590140
N: 4793450

Date of survey: 27/05/02

Built heritage inventory file no: 602456

Heritage Evaluation Score and Grade: 48,C



Bridge type: slab

Bride Management System Subtype: box, trapizodial

No. of spans: single

Construction period: 1868-1900

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete and steel. It is suspected that the abutments are part of the original structure. However, the steel and concrete deck is not typical of the suspected construction period. Furthermore the steel and concrete components do not reflect the deterioration that would be present in a 100 year old structure. The deck accommodates a two track railway.

Integrity: It is suspected that the deck has been heavily refurbished or replaced. Since this could not be confirmed it was scored as being sympathetically modified. There is some patchwork on the abutments of the structure.

Historical associations: This structure can be associated to the rail companies that have built and operated this line over the last 100 years, including both the Great Western railway and the Grand Trunk railway. It is also associated with the rail development of the area.

Notes: This structure scored respectably. The structure's age and historical associations contributed greatly to its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) north face

2) underside

3) south face

Asset/Bridge ID: 63-316
Street and crossing: Puslinch Townline – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:574200
N:4809590
Date of survey: 23/05/02
Built heritage inventory file no: 60163
Heritage Evaluation Score and Grade: 38,D



1.



2.

Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: 1901-1939
Date if known: 1925
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is significant deterioration to the structure. The reinforcement is visible in many areas of the structure. A large concrete beam has become totally detached from the structure. There is a date imprint on the beam.
Integrity: There is no evidence of deliberate alteration to the structure. However, the structure has deteriorated so much that its original integrity has been jeopardized.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, integrity and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face
2) north face

Asset/Bridge ID: 181-1071
Street and crossing: John-Former GW.R. line
Former Municipality(ies): Hamilton
UTM reference: E:592340
N:4790950
Date of survey: 11/07/02
Built heritage inventory file no: 602181
Heritage Evaluation Score and Grade: 33,D



Bridge type: slab

Bride Management System Subtype: Solid Slab

No. of spans: 7

Construction period: 1901-1939

Date if known: 1928 (refurbished date not known)

Builder/engineer if known:

Construction material(s) and Details: Concrete piers support this multi-span concrete structure. The concrete components show signs of deterioration. The construction date is imprinted in the north abutment. The deck is obviously a replacement of the original deck. The large concrete piers have decorative cuts in them.

Integrity: The current slab deck has replaced what was suspected to have been steel beams deck, which was probably similar to other structures along the railway. A record of the refurbishing was not located.

Historical associations: This structure was constructed as part of a grade separation that was undertaken by the Canadian National Railway. They raised the former Great Western Rail line to solve problems that arose with the increase of rail and automobile traffic. It is know that this separation was completed soon before the T.H.B. began its grade separation farther south, yet the exact dates of the project are not known.

Notes: This structure did not score well. The integrity design characteristics of this structure were detrimental to its heritage value. The age imprinted on the abutments was not contested by the evaluation, because no other information could be found.

Documentation: A written record of this structure was not found.

Photos: 1) West face
2) Piers- facing north
3) Piers-facing south

Asset/Bridge ID: 163-1067
Street and crossing: Centennial Parkway –C.N. Rail
Former Municipality(ies): Hamilton
UTM reference: E:600800
N:4788395
Date of survey: 4/7/02
Built heritage inventory file no: 602163
Heritage Evaluation Score and Grade: 48,C



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: 2

Construction period: 1901-1939

Date if known: 1929

Builder/engineer if known:

Construction material(s) and Details: A concrete pier supports this concrete slab. There are decorative cuts in the deck, abutments, and the piers. The date is imprinted both in the abutments and on the deck. There is a simple steel balustrade on the deck. There is some deterioration to the concrete components of this structure.

Integrity: There is no evidence of alterations.

Historical associations: The Canadian National Railways, through there amalgamation with the Grand Trunk Railway, acquired this structure. It is suspected that planning and construction of this structure was done by the G.T.R. This structure also has ties to the rail development of the area.

Notes: This structure was scored as having moderate heritage value. The age, integrity, and associations of this structure helped raise its heritage value.

Documentation: A written record for this structure was not found.

Photos: 1) South face

2) Pier

3) North face - close

Asset/Bridge ID: 167-1046
Street and crossing: Ferguson and former T.H. & B.
Former Municipality(ies): Hamilton
UTM reference: E:N/A
N:N/A
Date of survey: 24/06/02
Built heritage inventory file no: 602167
Heritage Evaluation Score and Grade: 38,D



1.



2.

Bridge type: slab
Bride Management System Subtype: box, closed footing
No. of spans: single
Construction period: 1901-1939
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure. The Toronto, Hamilton and Buffalo Railway initials are imprinted in the deck. This structure serves as a pedestrian walkway under the rail line.
Integrity: There is some patchwork to the abutments of the structure.
Historical associations: This structure was constructed as part of a grade separation that was undertaken by the T.H.&B. in the early 1930's.
Notes: This structure did no score well. Although it did score some points with regard to its historical and aesthetic characteristics.
Documentation: No written record for this structure was located.

Photos: 1) South face
2) Under the deck-facing north.

Asset/Bridge ID: 165-4005
Street and crossing: New Mountain Road –Former T.H.B. Rail
Former Municipality(ies): Stoney Creek
UTM reference: E:601650
N:4785200
Date of survey: 11/06/02
Built heritage inventory file no: 602165
Heritage Evaluation Score and Grade: 43,C



Bridge type: slab

Bride Management System Subtype: Solid Slab

No. of spans: single

Construction period: 1901-1939

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete structure shows some signs of deterioration. The reinforcement is barely visible on the underside of the deck. Southwest of the structure are the remnants of what could have been former abutments.

Integrity: The abutments and wing walls of this structure have been sympathetically modified.

Historical associations: The T.H.& B. and rail development are the only known associations for this structure.

Notes: This structure was deemed as having moderate heritage value. The structure scored respectably on all criterions except design.

Documentation: A written record for this structure was not found.

Photos: 1) North face
2) Suspected former abutment
3) Refurbished wing wall

Asset/Bridge ID: 25-107
Street and crossing: Lynden Rd. – Barlow creek
Former Municipality(ies): Flamborough
UTM reference: E: 568350
N: 4791280
Date of survey: 21/05/02
Built heritage inventory file no: 60125
Heritage Evaluation Score and Grade: 38,D



1.



2.



3.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known: 1940

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some deterioration to the structure. The concrete balustrade has some great deterioration. The reinforcement is visible in some sections of the structure.

Integrity: There are no obvious signs of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) west face

2) west balustrade

3) east face

Asset/Bridge ID: 15-121
Street and crossing: Concession 4 W –Spencer Creek
Former Municipality(ies): Flamborough
UTM reference: E: 576205
N: 4794690
Date of survey: 13/05/02
Built heritage inventory file no: 60115
Heritage Evaluation Score and Grade: 34,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: 1940-1955
Date if known: 1940
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is little deterioration of the structure. The construction date has been imprinted on the southwest portion of the deck.
Integrity: There are no signs of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face
2) date imprint

Asset/Bridge ID: 13-115
Street and crossing: Concession 6 W – Moffat's Creek
Former Municipality(ies): Flamborough
UTM reference: E:575800
N:4798650
Date of survey: 19/08/02
Built heritage inventory file no: 60113
Heritage Evaluation Score and Grade: 34,D



1.



2.



3.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known: 1940

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure. The construction date is imprinted in the north balustrade.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did no score well. It did not score points relative to its design, historic, and aesthetics characteristics.

Documentation: No written record for this structure was located.

Photos: 1) north face
2) date imprint
3) south face

Asset/Bridge ID: 64-307
Street and crossing: Concession 14 E – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:579310
N:4809120
Date of survey: 15/08/02
Built heritage inventory file no: 60164
Heritage Evaluation Score and Grade: 34,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: 1940-1955
Date if known: 1948
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is some minor deterioration to this structure. The construction date is imprinted in the south deck face.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) North face
2) South face

Asset/Bridge ID: 348-5004
Street and crossing: Campbellville Rd. – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:575860
N:4808030
Date of survey: 06/06/02
Built heritage inventory file no: 601348
Heritage Evaluation Score and Grade: 34,D



1.



2.

Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: 1940-1955
Date if known: 1949
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is some minor deterioration to this structure. The construction date is imprinted in the east deck face.
Integrity: There is no evidence of alteration. Black tarp covers sections of structure.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) east face
2) underside of deck

Asset/Bridge ID: 356-6004
Street and crossing: Nebo – Twenty Mile Creek
Former Municipality(ies): Glanbrook
UTM reference: E:593190
N:4778995
Date of survey: 2/07/02
Built heritage inventory file no: 601356
Heritage Evaluation Score and Grade: 12,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure. There is a concrete and steel balustrade on the deck. The construction date is imprinted in the west deck face.

Integrity: The balustrade has been altered. The steel components have been removed. There is much unsympathetic patchwork to the structure.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's integrity and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) east face

2) west face- date imprint

Asset/Bridge ID: 48/001114
Street and crossing: Jones Rd. –Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:601150
N:4785680
Date of survey: 6/18/02
Built heritage inventory file no: 60148
Heritage Evaluation Score and Grade: 34,D



Bridge type: Slab
Bride Management System Subtype: Solid slab
No. of spans: single
Construction period: 1940-55
Date if known: 1955
Builder/engineer if known:
Construction material(s) and Details: Structure is composed of concrete and possess a simple decorative balustrade. The construction date is stamped into the north face.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: Structure scored well on integrity. However, overall it scored low due to its lack of historical associations and uniqueness.
Documentation: A written record for the structure was not located.

Photos: 1) South face
2) North face-close
3) North balustrade

Asset/Bridge ID: 52-003203
Street and crossing: Second Road East-Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:601550
N:4781940
Date of survey: 2/7/02
Built heritage inventory file no: 60154
Heritage Evaluation Score and Grade: 26,C



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: 1
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This simple concrete box has one wing wall that extends north on the west face.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) East face-from above

Asset/Bridge ID: 108-0015
Street and crossing: Indian Trail Road-Fairchild Creek
Former Municipality(ies): Ancaster
UTM reference: E:569200
N:4783710
Date of survey: 5/6/02
Built heritage inventory file no: 601108
Heritage Evaluation Score and Grade: 31,C



1.



2.

Bridge type: slab

Bride Management System Subtype: box, open footing

No. of spans: 1

Construction period: 1940 –1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This simple concrete box has much deterioration present. Reinforcement is visible, most notably on the south face.

Integrity: There is no evidence of alteration.

Historical associations: There are no known historical associations.

Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.

Documentation: A written record for the structure was not located.

Photos: 1) North face

2) South face

Asset/Bridge ID: 115-0022
Street and crossing: Lower Lions Club Rd.-Tiffany Creek
Former Municipality(ies): Ancaster
UTM reference: E:584290
N:4788300
Date of survey: 25/7/02
Built heritage inventory file no: 601115
Heritage Evaluation Score and Grade: 27,C



Bridge type: slab
Bride Management System Subtype: box, closed footing
No. of spans: 1
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This simple concrete box has a sloped base, which accelerated the creek slightly. The east face has wing walls that extend from the structure, they are not present on the opposite face.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) East face

Asset/Bridge ID: 323-1501
Street and crossing: Lawrence Rd.-Kenilworth Access
Former Municipality(ies): Hamilton
UTM reference: E:596340
N:4787200
Date of survey: 15/07/02
Built heritage inventory file no: 601323
Heritage Evaluation Score and Grade: 36,D



Bridge type: slab
Bride Management System Subtype: Slab-Circular voids
No. of spans: Continuous
Construction period: 1940-1955
Date if known:
Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete and has a simple, decorative, steel balustrade. A concrete pier supports the deck. The deck that crosses the roadway is a continuous span. There are decorative cuts in the concrete deck.

Integrity: There is some minor patchwork on the abutments.

Historical associations: This structure is associated with road development surrounding the Kenilworth Access.

Notes: This structure did no score well. It did not score points relative to its design and few points relative to its historic and aesthetics characteristics.

Documentation: Newspaper clippings were found that discussed the need for refurbishing this and other structures on this access in 1968. Clippings were also found that discussed the proposals for building these structures. These articles were dated to the early 1950's.

Photos: 1) North face
2) Pier
3) Decorative cuts in deck

Asset/Bridge ID: 120-4012
Street and crossing: 11th Rd. East-Forty Mile Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:608680
N:4782140
Date of survey: 20/08/02
Built heritage inventory file no: 601120
Heritage Evaluation Score and Grade: 31,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did no score well. It did not score points relative to its design, historic, and aesthetics characteristics.

Documentation: No written record for this structure was located.

Photos: 1) West face

2) West side of deck, looking down.

Asset/Bridge ID: 295-1094
Street and crossing: Mountain Brow Blvd-Rail Trail
Former Municipality(ies): Hamilton
UTM reference: E:596120
N:4785120
Date of survey: 11/7/02
Built heritage inventory file no: 601295
Heritage Evaluation Score and Grade: 36,D



1.



2.



3.

Bridge type: slab

Bride Management System Subtype: Box

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete and has a simple steel balustrade. In some places the reinforcement is visible, but there are no other major signs of deterioration.

Integrity: There is no evidence of alteration.

Historical associations: This structure spans former T.H.&B/CP tracks that have been converted to a pedestrian trail as part of the Hamilton Rail Trail system.

Notes: This structure did no score well. It did not score points relative to its design and aesthetic attributes.

Documentation: A written record for the structure was not located.

Photos: 1) South face

2) Deck surface and balustrade-facing southwest

3) Southwest balustrade

Asset/Bridge ID: 95-00104
Street and crossing: Thorpe Street- Spencer Creek
Former Municipality(ies): Dundas
UTM reference: E:585560
N:4790660
Date of survey: 15/07/02
Built heritage inventory file no: 60195
Heritage Evaluation Score and Grade: 34,D



Bridge type: slab
Bride Management System Subtype: Rectangular
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete and has a simple, decorative, steel balustrade. There are obvious signs of deterioration on the abutments.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations for this structure.
Notes: This structure did no score well. It did not score points relative to its design and historic characteristics.
Documentation: A written record for the structure was not located.

Photos: 1) East face
2) East balustrade

Asset/Bridge ID: 322-1500
Street and crossing: King Street-Kenilworth Access
Former Municipality(ies): Hamilton
UTM reference: E:596398
N:4787370
Date of survey: 15/07/02
Built heritage inventory file no: 601322
Heritage Evaluation Score and Grade: 36,D



Bridge type: slab
Bride Management System Subtype: Channel
No. of spans: Continuous
Construction period: 1940-1955
Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete and has a simple, decorative, steel balustrade. A concrete pier supports the deck. The deck that crosses the roadway is a continuous span.

Integrity: There is some minor patchwork on the abutments.

Historical associations: This structure is associated with road development surrounding the Kenilworth Access.

Notes: This structure did no score well. It did not score points relative to its design and few points relative to its historic and aesthetics characteristics.

Documentation: Newspaper clippings were found that discussed the need for refurbishing this and other structures on this access in 1968. Clippings were also found that discussed the proposals for building these structures. These articles were dated to the early 1950's.

Photos: 1) North face
2) Pier
3) South face

Asset/Bridge ID: 46-002221
Street and crossing: Willow Street-Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:607305
N:4785595
Date of survey: 20/08/02
Built heritage inventory file no: 60146
Heritage Evaluation Score and Grade: 31,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did no score well. It did not score points relative to its design, historic, and aesthetics characteristics.
Documentation: No written record for this structure was located.

Photos: 1) West face

Asset/Bridge ID: 365-4014
Street and crossing: 11th Rd. East-Forty Mile Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:608245
N:4780680
Date of survey: 20/08/02
Built heritage inventory file no: 601365
Heritage Evaluation Score and Grade: 31,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did no score well. It did not score points relative to its design, historic, and aesthetics characteristics.

Documentation: No written record for this structure was located.

Photos: 1) West face

2) East face

Asset/Bridge ID: 16-109
Street and crossing: Concession 4 W – Spencer Creek
Former Municipality(ies): Flamborough
UTM reference: E:575770
N:4794585
Date of survey: 29/6/02
Built heritage inventory file no: 60116
Heritage Evaluation Score and Grade: 31,C



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: continuous

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This concrete slab shows no signs of deterioration. A concrete pier supports the continuous deck span.

Integrity: There is no evidence of alteration. A metal guardrail was added to the structure.

Historical associations: There are no known historical associations.

Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It scored well on integrity—having no known material modifications.

Documentation: A written record for the structure was not located.

Photos: 1) North face

2) Pier

Asset/Bridge ID: 360-6010
Street and crossing: Blackheath Rd – Buckhorn Creek
Former Municipality(ies): Glanbrook
UTM reference: E:595880
N:4770190
Date of survey: 17/07/02
Built heritage inventory file no: 601360
Heritage Evaluation Score and Grade: 16,D



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is much unsympathetic patchwork to the structure. Sections of the structure are covered with plastic tarp and black paint-like substance.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. It did not score points relative to its design, historic, and aesthetic characteristics.

Documentation: No written record for this structure was located.

Photos: 1) east face

2) west face

Asset/Bridge ID: 338-5020

Street and crossing: Old Highway 8/Rockton Road – Barlow Creek

Former Municipality(ies): Flamborough

UTM reference: E:571010
N:4794605

Date of survey: 25/07/02

Built heritage inventory file no: 601338

Heritage Evaluation Score and Grade: 31,D



Bridge type: slab

Bride Management System Subtype: box, open footing

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. It did not score points relative to its design, historic, and aesthetic characteristics.

Documentation: No written record for this structure was located.

Photos: 1) North face

2) North face-close

Asset/Bridge ID: 360-6010
Street and crossing: Blackheath Rd – Buckhorn Creek
Former Municipality(ies): Glanbrook
UTM reference: E:595880
N:4770190
Date of survey: 17/07/02
Built heritage inventory file no: 601360
Heritage Evaluation Score and Grade: 16,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is much unsympathetic patchwork to the structure. Sections of the structure are covered with plastic tarp and black paint-like substance.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. It did not score points relative to its design, historic, and aesthetic characteristics.

Documentation: No written record for this structure was located.

Photos: 1) east face

2) west face

Asset/Bridge ID: 66-315
Street and crossing: Mountsberg Rd. – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:577395
N:4808290
Date of survey: 25/07/02
Built heritage inventory file no: 60166
Heritage Evaluation Score and Grade: 34,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete and has a concrete balustrade. There is some minor deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) east face

2) west balustrade

Asset/Bridge ID: 4-118
Street and crossing: Concession 8 W – unknown Creek
Former Municipality(ies): Flamborough
UTM reference: E:566400
N:4800520
Date of survey: 12/7/02
Built heritage inventory file no: 6014
Heritage Evaluation Score and Grade: 26,D



1.



2.

Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.
Integrity: There is some minor unsympathetic patchwork on the structure. A metal guard rail has been added to the structure.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) north face
2) north face – close

Asset/Bridge ID: 11-119

Street and crossing: Concession 8 W – Spencer Creek/Beverly Swamp

Former Municipality(ies): Glanbrook

UTM reference: E:572255
N:4801820

Date of survey: 13/05/02

Built heritage inventory file no: 60111

Heritage Evaluation Score and Grade: 31,D



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete and has a concrete balustrade. There is some minor deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) Looking northeast

2) south face

Asset/Bridge ID: 105-0012
Street and crossing: Book Rd. – unknown Creek
Former Municipality(ies): Flamborough
UTM reference: E:578060
N:4780495
Date of survey: 19/08/02
Built heritage inventory file no: 601105
Heritage Evaluation Score and Grade: 31,D



1.



2.

Bridge type: slab
Bride Management System Subtype: box-open footing
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face
2) north face

Asset/Bridge ID: 335-5017

Street and crossing: Regional Rd.97-unknown creek/Beverly Swamp

Former Municipality(ies): Flamborough

UTM reference: E:568600
N:4803140

Date of survey: 20/08/02

Built heritage inventory file no: 601335

Heritage Evaluation Score and Grade: 31,D



1.



2.

Bridge type: slab

Bride Management System Subtype: box-open footing

No. of spans: single

Construction period: 1940-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) north face

2) looking down on the south face

Asset/Bridge ID: 344-5021
Street and crossing: Concession 5 W –unknown creek
Former Municipality(ies): Flamborough
UTM reference: E: N/A
N: N/A
Date of survey: 20/08/02
Built heritage inventory file no: 601344
Heritage Evaluation Score and Grade: 16,D



1.



2.

Bridge type: slab
Bride Management System Subtype: box-open footing
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.
Integrity: There is much unsympathetic patchwork on the structure.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, integrity, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face
2) north face

Asset/Bridge ID: 340-5013
Street and crossing: Concession 5 W –Spencer creek
Former Municipality(ies): Flamborough
UTM reference: E: 576620
N: 4796810
Date of survey: 20/08/02
Built heritage inventory file no: 601340
Heritage Evaluation Score and Grade: 31,D



1.



2.

Bridge type: slab
Bride Management System Subtype: box-open footing
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is little obvious deterioration to this structure.
Integrity: There is no evidence of alteration. A plastic tarp covers sections of the structure.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) north face
2) south face

Asset/Bridge ID: 23-129
Street and crossing: Lynden Rd. – Fairchild Creek
Former Municipality(ies): Flamborough
UTM reference: E: 567650
N: 4793900
Date of survey: 19/08/02
Built heritage inventory file no: 60123
Heritage Evaluation Score and Grade: 31,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is little deterioration of the structure.
Integrity: There are no signs of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) west face
2) east face

Asset/Bridge ID: 104-0011
Street and crossing: Book Rd. unknown creek
Former Municipality(ies): Ancaster
UTM reference: E: 586480
N: 4780950
Date of survey: 19/08/02
Built heritage inventory file no: 601104
Heritage Evaluation Score and Grade: 31,D



1.



2.

Bridge type: slab
Bride Management System Subtype: box, open footing
No. of spans: single
Construction period: 1940-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration of the structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face
2) north face

Asset/Bridge ID: 114-0021
Street and crossing: Golf Links road-Ancaster Creek
Former Municipality(ies): Ancaster
UTM reference: E:583495
N:4786010
Date of survey: 5/6/02
Built heritage inventory file no: 601114
Heritage Evaluation Score and Grade: 30,C



1.



2.



3.

Bridge type: slab

Bride Management System Subtype: Box, open footing

No. of spans: 1

Construction period: Post 1955

Date if known: 1958

Builder/engineer if known:

Construction material(s) and Details: This concrete box has two distinct appearances on its north and south faces. This is perhaps the result of a repair or refurbishing at some point in the structures history. The north side is has the construction date imprinted. It is unknown which side was constructed earliest if in fact it was done at two different times. The concrete deck as a steel balustrade.

Integrity: There is no evidence of alteration.

Historical associations: There are no known historical associations for this structure.

Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications. Because it could not be verified that one side of the structure was built before the other, it was evaluated as an unaltered structure.

Documentation: A written record for the structure was not located.

Photos: 1) North Face
2) North Face close
3) South face

Asset/Bridge ID: 424-0022

Street and crossing: Kirk. Rd.-Little Wolf Creek

Former Municipality(ies): Glanbrook

UTM reference: E:599740
N:4772290

Date of survey: 17/7/02

Built heritage inventory file no: 601424

Heritage Evaluation Score and Grade: 30,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known: 1962

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure. The construction date is imprinted in the north deck face.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) south face

2) north face

Asset/Bridge ID: 423-0021
Street and crossing: Kirk. Rd.- Wolf Creek
Former Municipality(ies): Glanbrook
UTM reference: E:599075
N:4772480
Date of survey: 17/7/02
Built heritage inventory file no: 601423
Heritage Evaluation Score and Grade: 30,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known:1962

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure. The construction date is imprinted in the south deck face.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) south face

2) south face-close

Asset/Bridge ID: 300-3007

Street and crossing: Cootes Dr. Coldwater/Syndenham Creek

Former Municipality(ies): Dundas

UTM reference: E: 586480
N: 4791090

Date of survey: 19/08/02

Built heritage inventory file no: 601300

Heritage Evaluation Score and Grade: 12,D



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. The south face is of a different construction design. It is suspected that it was refurbished or rebuilt.

Integrity: The south side has been altered from the original design, which is still visible on the north face.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design, integrity, and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) north face
2) south face

Asset/Bridge ID: 18-123
Street and crossing: Concession 5 W – Barlow creek
Former Municipality(ies): Flamborough
UTM reference: E: 571410
N: 4795605
Date of survey: 13/05/02
Built heritage inventory file no: 60118
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is little deterioration of the structure.
Integrity: There are no signs of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face
2) north face

Asset/Bridge ID: 10-114
Street and crossing: Concession 6 W – unknown creek
Former Municipality(ies): Flamborough
UTM reference: E: 563380
N: 4795720
Date of survey: 12/07/02
Built heritage inventory file no: 60110
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is little deterioration of the structure. A small concrete pier supports the deck.
Integrity: There are no signs of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) north face
2) underside

Asset/Bridge ID: 75-311

Street and crossing: Concession 5 E –Grindstone Creek

Former Municipality(ies): Flamborough

UTM reference: E: 587920
N: 4800550

Date of survey: 25/07/02

Built heritage inventory file no: 60175

Heritage Evaluation Score and Grade: 12,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is much obvious deterioration to this structure. The reinforcement is visible in some areas.

Integrity: A section of the deck that curbs the road has been removed. A metal guardrail has been added.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design, integrity, and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) east face

2) altered portion of east face

Asset/Bridge ID: 67-314

Street and crossing: Concession 11 E –unknown creek/Crawford Lake

Former Municipality(ies): Flamborough

UTM reference: E: N/A

N: N/A

Date of survey: 12/07/02

Built heritage inventory file no: 60167

Heritage Evaluation Score and Grade: 22,D



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) south face

2) looking down on north face

Asset/Bridge ID: 24-130
Street and crossing: Concession 4 W –Barlow creek
Former Municipality(ies): Flamborough
UTM reference: E: 568470
N: 4792830
Date of survey: 29/05/02
Built heritage inventory file no: 60124
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: box
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face

Asset/Bridge ID: 17-120
Street and crossing: Concession 4 W –Spencer creek
Former Municipality(ies): Flamborough
UTM reference: E: 574890
N: 4794350
Date of survey: 13/05/02
Built heritage inventory file no: 60117
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: box-closed footing
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design, and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face
2) north face

Asset/Bridge ID: 65-306
Street and crossing: Mountsberg Rd. – Bronte Creek
Former Municipality(ies): Flamborough
UTM reference: E:576220
N:4807590
Date of survey: 25/07/02
Built heritage inventory file no: 60165
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) east face
2) west face

Asset/Bridge ID: 9-126
Street and crossing: Concession 6 W – Moffats Creek
Former Municipality(ies): Glanbrook
UTM reference: E:562100
N:4797000
Date of survey: 12/7/02
Built heritage inventory file no: 6019
Heritage Evaluation Score and Grade: 27,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) north face

2) north face – BMS file photo

Asset/Bridge ID: 7-127
Street and crossing: Concession 7 W – Moffats Creek
Former Municipality(ies): Glanbrook
UTM reference: E:561995
N:4797340
Date of survey: 12/7/02
Built heritage inventory file no: 6017
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) north face

Asset/Bridge ID: 422-0024
Street and crossing: Guyatt Rd. –unknown creek
Former Municipality(ies): Glanbrook
UTM reference: E:601170
N:4775970
Date of survey: 17/7/02
Built heritage inventory file no: 601422
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.
Documentation: No written record for this structure was located.

Photos: 1) south face

Asset/Bridge ID: 358-6006
Street and crossing: Fletcher Rd. –unknown creek
Former Municipality(ies): Glanbrook
UTM reference: E:N/A
N:N/A
Date of survey: 17/7/02
Built heritage inventory file no: 601358
Heritage Evaluation Score and Grade: 27,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. The structure's design and lack of associations inhibited its heritage value.

Documentation: No written record for this structure was located.

Photos: 1) west face

2) west face-close

Asset/Bridge ID: 418-0019
Street and crossing: Harrison – Buckhorn Creek
Former Municipality(ies): Glanbrook
UTM reference: E:594880
N:4770495
Date of survey: 17/05/02
Built heritage inventory file no: 601418
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is no obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did not score well. It did not score points relative to its design, historic, and aesthetic characteristics.
Documentation: No written record for this structure was located.

Photos: 1) west face
2) east face

Asset/Bridge ID: 20-111
Street and crossing: 5th Rd. West-Fairchild Creek
Former Municipality(ies): Flamborough
UTM reference: E:563220
N:4793690
Date of survey: 25/07/02
Built heritage inventory file no: 60120
Heritage Evaluation Score and Grade: 27,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did not score well. It did not score points relative to its design, historic, and aesthetic characteristics.

Documentation: No written record for this structure was located.

Photos: 1) south face

2) north face

Asset/Bridge ID: 106-0013
Street and crossing: Alberton Rd. –unknown creek
Former Municipality(ies): Ancaster
UTM reference: E:576130
N:4779480
Date of survey: 19/08/02
Built heritage inventory file no: 601106
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.
Integrity: There is no evidence of alteration.
Historical associations: There are no known associations for this structure.
Notes: This structure did no score well. It did not score points relative to its design, historic, and aesthetics characteristics.
Documentation: No written record for this structure was located.

Photos: 1) East face

Asset/Bridge ID: 316-1520
Street and crossing: Claremont Access- Stinson
Former Municipality(ies): Hamilton
UTM reference: E:592130
N:4788640
Date of survey: 19/08/02
Built heritage inventory file no: 601316
Heritage Evaluation Score and Grade: 27,D



1.



2.



3.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete and has a simple, steel balustrade. There is some obvious deterioration to both the steel and concrete components of this structure.

Integrity: There is some patchwork on the abutments.

Historical associations: This structure is associated with road development surrounding the Claremont Access.

Notes: This structure did no score well. It did not score points relative to its design and few points relative to its historic and aesthetics characteristics.

Documentation: No written record for this structure was located.

Photos: 1) West face

2) South abutment

3) Deck Surface-looking south

Asset/Bridge ID: 91-0007
Street and crossing: Ogilvie-Spencer Creek
Former Municipality(ies): Dundas
UTM reference: E:584820
N:4790560
Date of survey: 30/05/02
Built heritage inventory file no: 60191
Heritage Evaluation Score and Grade: 38,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:

Construction material(s) and Details: This concrete structure has a simple, steel balustrade. Located next to the present abutments are the remnants of what is suspected to be a former bridge that spanned this site.

Integrity: There is no evidence of alteration to this structure.

Historical associations: This site is situated in the core of the Dundas community. This site would have played a role in the development of the Dundas area.

Notes: This structure did not score well. It did not score points relative to its design characteristics.

Documentation: No written record for this structure was located.

Photos: 1) West face
2) Remnants of former bridge
3) West face

Asset/Bridge ID: 455-1098
Street and crossing: Macklin Street-Unknown Creek
Former Municipality(ies): Hamilton
UTM reference: E:N/A
N:N/A
Date of survey: 20/08/02
Built heritage inventory file no: 601455
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: single
Construction period: Post 1955
Date if known:
Builder/engineer if known:

Construction material(s) and Details: This concrete structure has concrete piers that carry a continuous span across the stream. The deck has a simple, steel balustrade.

Integrity: There is some patchwork to the abutments of the structure.

Historical associations: There are no known historical associations for this structure.

Notes: This structure did not score well. It did not score points relative to its design, historic, and aesthetics characteristics.

Documentation: No written record for this structure was located.

Photos: 1) South face
2) Piers
3) East Abutment

Asset/Bridge ID: 59-003209
Street and crossing: 9th Rd. East-Twenty Mile Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:606776
N:4778650
Date of survey: 20/08/02
Built heritage inventory file no: 60159
Heritage Evaluation Score and Grade: 27,D



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: single

Construction period: post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed of concrete. There is some obvious deterioration to this structure.

Integrity: There is no evidence of alteration.

Historical associations: There are no known associations for this structure.

Notes: This structure did no score well. It did not score points relative to its design, historic, and aesthetics characteristics.

Documentation: No written record for this structure was located.

Photos: 1) West face

2) East side of deck

Asset/Bridge ID: 421-0020
Street and crossing: Hendershot – Sinkhole creek
Former Municipality(ies): Glanbrook
UTM reference: E:600710
N:4779280
Date of survey: 2/7/02
Built heritage inventory file no: 601421
Heritage Evaluation Score and Grade: 27,D



Bridge type: slab
Bride Management System Subtype: Solid Slab
No. of spans: single
Construction period: post-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored high on integrity, but low overall. It did not score for uniqueness or historical association.
Documentation: A written record for the structure was not located.

Photos: 1) North face

Asset/Bridge ID: 51-003106
Street and crossing: Green Mt. Road – Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:604020
N:4782460
Date of survey: 26/06/02
Built heritage inventory file no: 60151
Heritage Evaluation Score and Grade: 12,D



1.



2.

Bridge type: slab
Bride Management System Subtype: Solid Slab
No. of spans: single
Construction period: post-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. The north and south faces do not have a symmetrical design.
Integrity: The south face of the structure has been patched unsympathetically. Black paint and a rubber tarp have been affixed to the south face.
Historical associations: There are no known historical associations.
Notes: This structure did not score on many of the evaluation criteria, especially integrity, but also uniqueness and historical associations.
Documentation: A written record for the structure was not located.

Photos: 1) South face
2) North face

Asset/Bridge ID: 107-0014
Street and crossing: Field Road –Big Creek
Former Municipality(ies): Ancaster
UTM reference: E:578505
N:4784690
Date of survey: 10/5/02
Built heritage inventory file no: 601107
Heritage Evaluation Score and Grade: 27,C



1.



2.

Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: 1

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This simple concrete box shows no signs of deterioration.

Integrity: There is no evidence of alteration.

Historical associations: There are no known historical associations.

Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.

Documentation: A written record for the structure was not located.

Photos: 1) West face

2) East face

Asset/Bridge ID: 111-0018
Street and crossing: Mineral Springs Road-Spencer Creek
Former Municipality(ies): Ancaster
UTM reference: E:580180
N:4787570
Date of survey: 21/5/02
Built heritage inventory file no: 601111
Heritage Evaluation Score and Grade: 25,C



Bridge type: slab
Bride Management System Subtype: Box, closed footing
No. of spans: 1
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This concrete box has decorative cuts in the concrete superstructure. It also has a simple, decorative balustrade. The steel reinforcement is visible in some spots but there is no other significant deterioration.
Integrity: There is little patchwork on the structure and no obvious signs of alteration.
Historical associations: There are no known historical associations for this structure.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) East face
3) West face-close

Asset/Bridge ID: 367-4007
Street and crossing: King Street East-Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:601210
N:4785800
Date of survey: 4/7/02
Built heritage inventory file no: 601367
Heritage Evaluation Score and Grade: 25,C



Bridge type: slab

Bride Management System Subtype: solid slab

No. of spans: 1

Construction period: Post 1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This small concrete structure has a large flake of concrete that is scaling away on the underside of the deck. The simple balustrade has steel poles that are fitted to concrete components.

Integrity: There is no evidence of alteration.

Historical associations: This structure is of close proximity to the Battlefield Park historic site, but no know historical associations for the structure could be found.

Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.

Documentation: A written record for the structure was not located.

Photos: 1) South face

2) North face

3) South balustrade

Asset/Bridge ID: 116-0023
Street and crossing: Lower Lions Club Rd.-Ancaster Creek
Former Municipality(ies): Ancaster
UTM reference: E:583980
N:4788205
Date of survey: 25/7/02
Built heritage inventory file no: 601116
Heritage Evaluation Score and Grade: 27,C



Bridge type: slab
Bride Management System Subtype: box, open footing
No. of spans: 1
Construction period: Post-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This simple concrete box has wing walls on the north ends of both faces. The wing wall on the south end of the east face extends downstream and meets with concrete blocks that prevent the erosion of the roadway.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.
Documentation: A written record for the structure was not located.
Photos: 1) East face

Asset/Bridge ID: 368/4006
Street and crossing: King St. – Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E: 601140
N: 4785620
Date of survey: 6/18/02
Built heritage inventory file no: 601368
Heritage Evaluation Score and Grade: 30, D



Bridge type: slab

Bride Management System Subtype: Solid Slab

No. of spans: single

Construction period: Post-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed entirely of concrete. It is a simple slab bridge. It has a simple, yet decorative balustrade, either side of which extends to a white wooden fence.

Integrity: There is no evidence of alterations. Underneath there is much graffiti, as well as a drainage pipe fixed to the underside of the structure.

Historical associations: There are no known associations for this structure.

Notes: On the assessment this structure scored low overall. It scored well on integrity, however lack of associations, or unique design hurt its final score.

Documentation: A written record for the structure was not located.

Photos: 1) South face
2) North balustrade
3) South balustrade

Asset/Bridge ID: 110/0017
Street and crossing: Weir Rd- Fairchild Creek
Former Municipality(ies): Ancaster
UTM reference: E:567450
N:4784440
Date of survey: 10/5/02
Built heritage inventory file no: 601110
Heritage Evaluation Score and Grade: 27, D



Bridge type: slab
Bride Management System Subtype: Box, open footing
No. of spans: single
Construction period: post-1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This structure is composed of concrete. It is mounted by approximately 60cm of fill/grading.
Integrity: There is no evidence of alteration.
Historical associations: This structure has no known historical associations.
Notes: This structure scored high on integrity. However it scored low overall due to lack of historical associations and uniqueness.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) East face

Asset/Bridge ID: 53-003205
Street and crossing: Third Road East-Stoney Creek
Former Municipality(ies): Stoney Creek
UTM reference: E:602320
N:4781550
Date of survey: 2/7/02
Built heritage inventory file no: 60153
Heritage Evaluation Score and Grade: 27,C



Bridge type: slab
Bride Management System Subtype: box, closed footing
No. of spans: 1
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This simple concrete box has one wing wall that extends north on the west face.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) East face

Asset/Bridge ID: 103-0010
Street and crossing: Butter Road- Big Creek
Former Municipality(ies): Ancaster
UTM reference: E:580940
N:4779210
Date of survey: 6/6/02
Built heritage inventory file no: 601103
Heritage Evaluation Score and Grade: 27,C



Bridge type: slab
Bride Management System Subtype: box, open footing
No. of spans: 1
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This simple concrete box has a single wing wall that extends from the west face.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) East face

Asset/Bridge ID: 102-0009
Street and crossing: Butter Road- Big Creek
Former Municipality(ies): Ancaster
UTM reference: E:580400
N:4779080
Date of survey: 6/6/02
Built heritage inventory file no: 601102
Heritage Evaluation Score and Grade: 27,C



Bridge type: slab
Bride Management System Subtype: solid slab
No. of spans: 1
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This simple concrete box shows no signs of deterioration.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.
Documentation: A written record for the structure was not located.

Photos: 1) West face
2) East face

Asset/Bridge ID: 109-0016
Street and crossing: Powerline road-Fairchild Creek
Former Municipality(ies): Ancaster
UTM reference: E:567380
N:4784400
Date of survey: 10/5/02
Built heritage inventory file no: 601109
Heritage Evaluation Score and Grade: 27,C



Bridge type: slab
Bride Management System Subtype: box, open footing
No. of spans: 1
Construction period: Post 1955
Date if known:
Builder/engineer if known:
Construction material(s) and Details: This simple concrete box shows no signs of deterioration.
Integrity: There is no evidence of alteration.
Historical associations: There are no known historical associations.
Notes: This structure scored low on the heritage evaluation. It did not score well because its lack of historical associations. It also scored low for being a relatively young concrete structure. It scored well on integrity—having no known material modifications.
Documentation: A written record for the structure was not located.

Photos: 1) North face
2) South face

Asset/Bridge ID: 54/003207

Street and crossing: Green Mtn. Road – Forty Mile Creek

Former Municipality(ies): Stoney Creek

UTM reference: E:606090
N:4781840

Date of survey: 26/6/02

Built heritage inventory file no: 60154

Heritage Evaluation Score and Grade: 27, D



1.



2.

Bridge type: slab

Bride Management System Subtype: Box, closed footing

No. of spans: single

Construction period: post-1955

Date if known:

Builder/engineer if known:

Construction material(s) and Details: This structure is composed entirely of concrete. It is a simple slab bridge. The abutments have wing-walls that extend on acute angles from the structure.

Integrity: There is no evidence of alterations.

Historical associations: There are no known historical associations.

Notes: This structure scored high on integrity, but low overall due to a lack of historical associations and uniqueness.

Documentation: A written record for the structure was not located.

Photos: 1) South face

2) South abutment

XI Miscellaneous

Asset/Bridge ID: N/A
Street and crossing: Former Hall Rd.
Former Municipality(ies): Glanbrook
UTM reference: E:
N:
Date of survey:
Built heritage inventory file no:
Heritage Evaluation Score and Grade: 35,D



1.



2.



3.

Bridge type: beam
Bride Management System Subtype: N/A
No. of spans: single
Construction period: 1901-1939
Date if known:
Builder/engineer if known:

Construction and Material Details: *Concrete abutments support this steel beam bridge. All components of this structure show many signs of deterioration. A simple steel balustrade runs along the deck of the structure.*

Integrity: There were no obvious signs of alteration.

Historical Associations: There are no known associations for this structure.

Notes: This structure was located on a former portion of Hall road that was closed and diverted in 1978. A new structure was constructed on the new section of road that is located about 100 meters north of this structure. This structure was not located in the City's records. This information is being provided so that City staff knows its presence. This structure did not score well on the heritage evaluation. Its design and lack of known associations inhibited its heritage value.

Asset/Bridge ID: 361-4003*

Street and crossing: Tapleystown Rd. –Stoney Creek

Former Municipality(ies): Stoney Creek

UTM reference: E:
N:

Date of survey: 06/06/02

Built heritage inventory file no:

Heritage Evaluation Score and Grade: This structure was not graded because it is not believed it meets the 35-year age qualifier for assessment.



Bridge type: beam

Bride Management System Subtype: I-beams

No. of spans:

Construction period:

Date if known:

Builder/engineer if known:

Notes: This structure was listed as being constructed in 1935. This is obviously not the case. No information could be found that identified when it was reconstructed.

Asset/Bridge ID: 431-0012

Street and crossing: Westbrook Rd.

Former Municipality(ies): Glanbrook

UTM reference: E:
N:

Date of survey: 20/08/02

Built heritage inventory file no:

Heritage Evaluation Score and Grade: This structure was not graded because it is not believed it meets the 35-year age qualifier for assessment.



1.



2.

Bridge type: rigid frame

Bride Management System Subtype: Rigid Frame

No. of spans:

Construction period:

Date if known:

Builder/engineer if known:

Notes: This structure was listed as being constructed in 1950. This is not believed to be the case. No information could be found that identified when it was reconstructed.

Asset/Bridge ID: 430-0013

Street and crossing: Westbrook Rd.

Former Municipality(ies): Glanbrook

UTM reference: E:
N:

Date of survey: 4/6/02

Built heritage inventory file no:

Heritage Evaluation Score and Grade: This structure was not graded because it is not believed it meets the 35-year age qualifier for assessment.



1.



2.

Bridge type: rigid frame

Bridge Management System Subtype: Rigid Frame

No. of spans:

Construction period:

Date if known:

Builder/engineer if known:

Notes: This structure was listed as being constructed in 1930. This is not believed to be the case. No information could be found that identified when it was reconstructed.

Asset/Bridge ID: 430-0013

Street and crossing: Westbrook Rd.

Former Municipality(ies): Glanbrook

UTM reference: E:
N:

Date of survey: 4/6/02

Built heritage inventory file no:

Heritage Evaluation Score and Grade: This structure was not graded because it is not believed it meets the 35-year age qualifier for assessment.



1.



2.

Bridge type: rigid frame

Bride Management System Subtype: Rigid Frame

No. of spans:

Construction period:

Date if known:

Builder/engineer if known:

Notes: This structure was listed as being constructed in 1930. This is not believed to be the case. No information could be found that identified when it was reconstructed.

Asset/Bridge ID: 99-0005

Street and crossing: Jerseyville Rd.

Former Municipality(ies): Ancaster

UTM reference: E:
N:

Date of survey: 4/6/02

Built heritage inventory file no:

Heritage Evaluation Score and Grade: This structure was not graded because it is not believed it meets the 35-year age qualifier for assessment.



1.



2.

Bridge type:

Bride Management System Subtype:

No. of spans:

Construction period:

Date if known:

Builder/engineer if known:

Notes: This structure was listed as being constructed in 1928. This is not believed to be the case. No information could be found that identified when it was reconstructed.

Asset/Bridge ID: 92-0012

Street and crossing: Alma Street

Former Municipality(ies): Dundas

UTM reference: E:
N:

Date of survey: 5/6/02

Built heritage inventory file no:

Heritage Evaluation Score and Grade: This structure was not graded because it is not believed it meets the 35-year age qualifier for assessment.



Bridge type:

Bridge Management System Subtype:

No. of spans:

Construction period:

Date if known:

Builder/engineer if known:

Notes: This structure was listed as being constructed in 1940. This is not believed to be the case. No information could be found that identified when it was reconstructed.

Appendix B – Inventory of Bridge Design Types

	1867	1868-1900	1901-1939	1940-1955	Post 1955	Total
Arch	2		1			3
Trestles		2	1			3
Cantilevered			1			1
Trusses				1		1
Bailey					1	1
Box Beam			4	1		5
Beam	2	1	30	4	11	48
Rigid Frame			1	8	7	16
Slab		1	6	28	36	71
Total.	4	4	44	42	55	149