

# Centre Wellington Bridge 16-WG



*Photograph by Melissa Davies, 2012*

General Information	Physical Details
Bridge No. CW6	Type: Concrete Arch
Ownership: Township of Centre Wellington	Span: Single
Construction Date: c.1910	Dimensions: 16.1m x 5.3m (LxW)
Water Crossing: Irvine Creek	Materials: Reinforced Concrete



Evaluation Form		Check
<b>Design/Physical Value</b>		
I. Is a rare, unique, representative or early example of a style, type, expression, material or construction method		✓
II. Displays a high degree of craftsmanship or artistic merit		
III. Demonstrates a high degree of technical or scientific achievement		
<b>Historic/Associative Value</b>		
I. Has direct association with a theme, event, belief, person, activity, organization, or institution that is significant to the community		
II. Yields, or has the potential to yield, information that contributes to an understanding of the community or culture		
III. Demonstrates or reflects the work or ideas of an architect, artist, engineer, builder, designer or theorist who is significant to a community		
<b>Contextual Value</b>		
I. Is important in defining, maintaining or supporting the character of an area		
II. Is physically, functionally, visually or historically linked to its surroundings		
III. Is a landmark		

## General Description

Centre Wellington Bridge 16-WG is located on Fifth Line, 0.73 km north of Wellington Road 19. It was constructed circa 1910 and belongs to a small grouping of early concrete arch bridges built in the Township of Centre Wellington in the first quarter of the 1900s. This group includes Centre Wellington bridges 9-WG, 12-N and Old Fourth Line Bridge. This bridge has a concrete cast-in-place deck, and the thin boards used to set the concrete on site during construction have left very visible imprints.

Arched bridges are one of the oldest bridge forms and are very efficient at supporting large loads over a long period of time. Most of the early activity in concrete bridge construction in Ontario focused on the solid spandrel arch form. This bridge type gained in popularity because they were easy and inexpensive to build. However, the popularity of solid spandrel bridges appears to have declined after 1919. Many of these early 20th century concrete arches have been removed from the Province's roads because they are too narrow to meet modern traffic needs. As a result, solid spandrel concrete arch bridges in active use, such as Centre Wellington Bridge 16-WG, are now considered rare survivors.

Sources: *Township of Centre Wellington 2008 Structure Inventory Data*  
*Ministry of Culture Bridge Inspection Report, 1983*

