



Infrastructure and Development Services Department

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Dunn's Bridge Rehabilitation Open House Questions, Comments and Responses

The following list includes questions, comments and responses generated from the Dunn's Bridge Rehabilitation Project Public Engagement.

Comment 1: I'm strongly in support of option C as proposed. It's important to maximize the space for hikers and cyclists crossing this bridge. I would also like to propose that there be some sort of opening for hikers along the TJ Dolan to be able to access the sidewalk without having to climb the guard-rail, but still prevents bicycles and motorized vehicles from accessing the trail.

Response 1: An opening in the guardrail system has not been considered because it would compromise the guardrail structure. A guardrail is designed as a continuous system that relies on tension to shield motorists from roadside hazards. An opening would introduce a discontinuity of protection and remove the benefit of the safety barrier.

Comment 2: Is there any chance to take the rehab construction and also turn the O'loane/Lorne intersection into a roundabout? This Dunn bridge intersection is a major clog for traffic and a round about would clear that up nicely. It stand to reason that it would be cost effective to both projects simultaneously.

Response 2: This project is specific to bridge rehabilitation. The Transportation Master Plan identifies intersection improvements at O'Loane Avenue and Lorne Avenue to be done as a future project. A timeline for the intersection improvement project has not been established.

Comment 3: I'm just wondering if John Street will be repaired as well as some of the streets that cross it. I saw city staff filling potholes with shovels of ashfalt but I fear this won't be enough to take on the detour overflow if it's true that the more western end of Huron Street will be closed for construction too. Have you mapped out where detours will be for all the construction areas with dates to share with the community? So we can be have some idea of what this will look like?

Response 3: Project overlap is expected because of the anticipated project duration and limited construction season. Project specific detours will be shared with the public upon project commencement. John Street is a candidate being considered for the 2023 Asphalt Resurfacing Project, however, the final selection has not been completed. The

Huron Street Reconstruction project is expected to be completed prior to the commencement of the Dunn's Bridge Rehabilitation.

Comment 4: Please use only non lethal beaver management. There are plenty of humane ways to live with beavers.

Response 4: There is no in-water works or beaver management planned for this project.

Comment 5: My question is why on earth do you need to close the road 6 months before you are even approved to begin the project? This is absolutely ridiculous and completely unnecessary. How do you justify the impact that closure will have on Stratford citizens 6 months before you have permission to start the reconstruction?

Response 5: The O'Loane Avenue road closure will only take place during the construction period. The start of construction is expected to start in June 2023 pending project approval and contractor availability. O'Loane Avenue will not be closed before then.

Comment 6: I recommend Option C because of the bike lane option. Can you tell me when a multi-use path will be built on Lorne Ave between O'Loane and Freeland Dr. to connect with the path that is already there? Also when the multi-use path on O'Loane will be extended to Lorne? I cycle on both those multi use paths.

Response 6: Once the Transportation Master Plan (TMP) is finalized, staff will take the recommendations identified and develop a plan for implementing the various recommendations throughout the City. The short-, medium- and long-term planning horizons for the upcoming years have not integrated the TMP recommendations, so a definitive timeline is not available.

Comment 7: I am pleased to see the plans to allow for cycling infrastructure. Are there plans to increase the height of the side walls to better protect cyclists higher centre of gravity, as has been done in other jurisdictions?

Response 7: The barrier wall will be taller and constructed in accordance with the Highway Bridge Design Code which specifies the minimum barrier height is 1.37m (measured from the top of the railing to the road surface) for combined vehicle and bicycle traffic.

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