



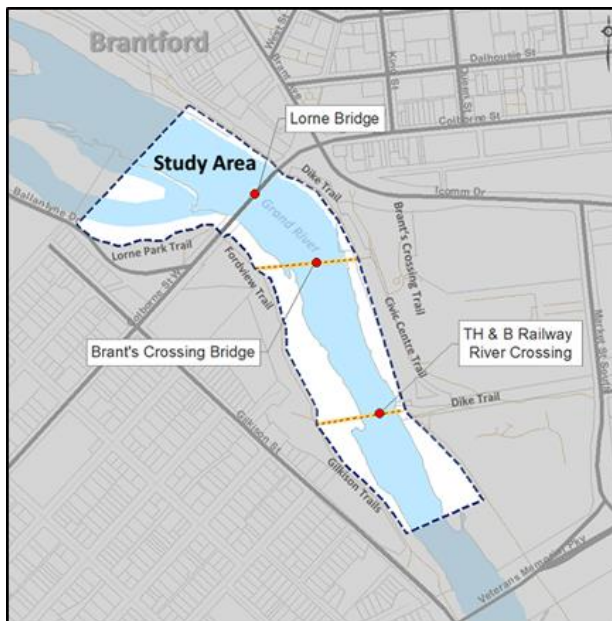
CITY OF BRANTFORD

THREE GRAND RIVER CROSSINGS

MUNICIPAL CLASS EA

VIRTUAL PUBLIC INFORMATION CENTRE (PIC) 3 FREQUENTLY ASKED QUESTIONS (FAQ) DOCUMENT FIRST POSTED ON NOVEMBER 11, 2021

INTRODUCTION



In March 2020, the City of Brantford initiated a Municipal Class Environmental Assessment (EA) for three crossings over the Grand River, including the Lorne Bridge, Brant's Crossing Bridge and the TH&B Crossing Bridge. The study encompasses an area approximately 175 metres wide starting 200 metres north of Lorne Bridge to 200 metres south of the TH&B Crossing Bridge along the Grand River. The study is intended to identify the short and long-term plans for the three Grand River Crossings. The previous Virtual Public Information Centre (PIC #2) was held between March and April 2021.

Presentation slides for PIC #3 were posted to the project webpage on October 14th, 2021. A live presentation for PIC #3 was hosted virtually on October 21st, 2021. PIC #3 presented design alternatives for the recommended solutions.

All documents presented during PIC #1, PIC #2, and PIC #3 can be accessed at:

www.brantford.ca/ThreeGrandRiverCrossings

As detailed during PIC #3, the recommended Overall Crossing Strategy includes the following recommendations for each crossing:

- **Rehabilitate Lorne Bridge (\$8.3 million initial capital cost and \$33 million lifecycle cost):**
 - Maintain existing sidewalks and lane widths
- **Replace and Raise Brant's Crossing Bridge (\$4.4 million initial capital cost and \$6.2 million lifecycle cost):**
 - Pony trusses at end spans and through trusses at middle spans
 - 4m (13ft) wide pathway over bridge
 - Concrete deck
 - Incorporate a lookout
 - Incorporate basic lighting and consider aesthetic lighting during detailed design
- **Minor Rehabilitation and Eventual Removal of TH&B Crossing Bridge (\$0.3 million initial capital cost and \$1.0 million lifecycle cost):**
 - Wood deck designed to minimize damage from maintenance equipment
 - Replace existing deck in the same configuration (do not raise deck)

This document provides a consolidated question and answer list for comments submitted to the Project Team throughout the PIC #3 process. More information and background are available through the material provided for the previous PICs, including previous FAQ documents.

FREQUENTLY ASKED QUESTIONS

Several questions and comments have been submitted to the Project Team throughout the third Virtual Public Information Centre process. The questions and comments received throughout PIC #3, up to November 4th, 2021, have been responded to in the below.

1. How was the long-term vision for the City of Brantford considered during this EA, including considerations for tourism within the Study Area?

This EA supports the long-term vision for the City of Brantford as described in the City's Official Plan and the Transportation Master Plan. These Plans, in turn, align with Provincial policies and legislations regarding land use and growth planning.

As detailed in PIC #3, this EA includes recommendations to improve the marketability of the Brant's Crossing Bridge as a tourism destination, including the incorporation of a lookout into the new bridge, widening the bridge deck, and considerations for aesthetic lighting as part of the detailed design phase.

2. How were impacts to the natural environment considered during this study?

As part of this Class EA, a Natural Environment Report was prepared to investigate vegetation, wetlands and significant valleys, wildlife and wildlife habitats, threatened and endangered species, and fish and fish habitat within the Study Area. The report also details possible impacts to the natural environment based on the alternative solutions being considered as well as recommended mitigation measures. Overall, impacts to the natural environment for the recommended solution are anticipated to be temporary and can be mitigated. The details on the mitigation measures for the recommended solution will be prepared following completion of this EA, during the design phase, which will include obtaining permits from regulatory agencies such as the Grand River Conservation Authority, Departments of Fisheries and Oceans, and the Ministry of Natural Resources and Forestry.

3. How will this Environmental Assessment (EA) ensure that trail connectivity is maintained for cyclists and pedestrians when the TH&B Crossing Bridge is removed?

The Transportation Study completed as part of this EA recommended that at least one of the existing active transportation crossings in the Study Area be maintained.

Based on public feedback and active transportation counts completed prior to its closure in 2018, the large majority of people prefer the Brant's Crossing Bridge

location. The recommended solution would provide for vehicle-isolated, accessible and convenient crossing for both pedestrians and cyclists at the current Brant's Crossing Bridge location. The replacement bridge would allow for a wider deck that would provide cyclists with space to ride across the bridge with pedestrian traffic present.

The recommended solution also includes minor repairs to the TH&B Crossing Bridge in the interim which will provide the cyclist facilities over the Grand River and ensure a connection is available until the structure is removed.

4. Can lighting be incorporated into the Brant's Crossing Bridge?

The existing bridge has lighting mounted on the top of the trusses that provided basic lighting to improve safety across the bridge at night, similar to the streetlights along the trails at the approaches to the bridge.

This EA supports the incorporation of functional lighting for safety purposes into the new Brant's Crossing Bridge. It is noted that the addition of accent or aesthetic lighting on the bridge has the potential to improve the marketability of the Brant's Crossing Bridge as a tourism destination. It is recommended that the incorporation of aesthetic lighting be considered during the detailed design phase.

5. Can the bridge deck on Brant's Crossing Bridge be widened to improve access for a variety of users, including pedestrians, cyclists and E-Bikes?

As part of this EA, it is recommended that the pathway over the new Brant's Crossing Bridge be 4m (13ft) wide, which is the recommended width of a Multi-use Pathway in the City of Brantford. Multi-use Pathways allow for a broad range of people-powered mobility uses such as: running, walking, cycling, cycling with children, rollerblading, skateboarding, wheelchairs, etc.

Note that E-Bike are not allowed on any multi-use path or trail in the City of Brantford.

6. Would a lookout on Brant's Crossing Bridge impede the flow of traffic across the bridge?

It is recommended that the new lookout on Brant's Crossing Bridge protrude from the travelled pathway on the bridge, similar to the existing lookout on the bridge. A lookout protruding out from the travelled pathway gives the opportunity for users to stop, rest, and enjoy views of the Grand River and the surrounding natural environment without impeding the flow of traffic across the bridge.

7. Could a painted line down the centre of the new pathway on the new Brant's Crossing Bridge be added to cue users of the bridge to stay to their right?

The addition of a painted line down the centre of the new pathway on the new Brant's Crossing Bridge will be reviewed as part of the detailed design phase.

8. Will this project be responsible for ramps to access the raised Brant's Crossing Bridge?

The need for ramps and re-grading of the approaches to the Brant's Crossing Bridge following the raising of the bridge was a consideration of this EA. Due to the anticipated geometry of the new trusses, it is expected that only minor re-grading and/or ramps will be required to access the raised structure, but will ultimately be confirmed during the detailed design phase.

9. Could a suspension bridge be used as a replacement structure for the Brant's Crossing Bridge or TH&B Crossing Bridge?

It is recommended to replace the existing superstructure at Brant's Crossing Bridge with new prefabricated through trusses to pay homage to the existing through truss spans. As detailed in the PIC #3 materials, it is recommended that the end spans adjacent to the riverbanks are replaced with pony truss spans, and that the middle spans be replaced with through truss spans.

The recommended solution for the TH&B Crossing Bridge is to complete a minor rehabilitation to maintain the structure for 10 to 15 years, and then remove it as the end of its useful life. Replacement of this structure is not included in the recommendation.

10. Can the TH&B Crossing Bridge be improved and/or repaired to make the riding surface smoother?

Staff will work to have the bridge deck fixed as soon as possible and will be bringing the project forward through the capital budget process.

11. The side walls of the TH&B Crossing Bridge are tall and difficult to see over as you travel across the bridge. Is it possible to lower these walls to provide a more accessible view of the area?

The recommended solution for the TH&B Crossing Bridge is to complete minor repairs to the structure, and eventually remove the structure at the end of its useful life. As the walls of this bridge are the structural element of the bridge, they cannot be opened up to provide better views. Raising the bridge deck was also explored; however, for the anticipated remaining service life of the structure, it was assessed to not be an efficient investment.

12. What is a load limit and how do you remove the Lorne Bridge load limit without replacing the bridge?

Loading in this context refers to the weight that a structure can carry. When a structure is unable to support current day loading, whether through deterioration over time or the ever-increasing weight of vehicles, load restrictions are placed on them to prevent them from being damaged from oversized loads. This damage can cause premature deterioration and decrease the service life of the structure.

In most instances of load restrictions, these limit the size and weight of vehicles that are allowed to use a bridge. In the case of the Lorne Bridge, due to its unique construction and the impacts of colder weather, a load restriction limiting certain truck traffic was placed on this bridge during the winter months. We anticipate that repairs and strengthening of certain components of the bridge will allow the removal of this load restriction. Also note the Brant's Crossing Bridge will not have a limit on the number of people who can use the bridge at any one time.