

Paisley Bridge FAQ

- Q1.** When will the new bridge be completed and the road reopened.
A1. Construction of the new bridge is anticipated to take 2 years to complete. Therefore completion of the new bridge is expected to be finalized in the fall of 2023.
- Q2.** Will pedestrians be allowed to use the temporary crossing?
A2. Yes, the temporary bridge will include a pedestrian path along the west edge of the bridge.
- Q3.** What will the new bridge look like?
A3. The new bridge will look similar to the existing bridge along the road section, with the same number of traffic lanes as existing. However the sidewalks on both sides will be wider and there will be viewing platforms near the center of the bridge, on both sides, to allow unobstructed views of the river up and downstream from the bridge. Conceptual renderings of the proposed bridge have been provided.
- Q4.** Will Queen Street also be closed to traffic during construction.
A4. In 2022 portions of Queen Street which are located immediately adjacent to the bridge, will be closed to pedestrians and traffic to allow access for construction equipment. These areas will remain closed for the entire construction period. In 2023, the section of Queen Street north of the bridge will be reconstructed resulting in lane restrictions. Alternative access points will be provided for businesses located along the affected road sections.
- Q5.** Will access to the arena and LCBO be maintained during construction?
A5. Access to the LCBO will be maintained during the entire construction period and parking will be available adjacent to the building. The area behind the arena will not be accessible during the entire construction period due to the detour route for the temporary bridge. Limited parking for arena users will be available on the south side of the arena and along Queen Street north of the bridge. Two figures have been provided which illustrate access restrictions during construction in 2022 and 2023.
- Q6.** Will the trail along the berm be open to walkers during construction?
A6. The trail portion located between the existing bridge and the temporary bridge, will be closed to walkers during the entire construction period. Access to the trail be provided at a location east of the temporary bridge. Similarly, the berm trail will not be open west of the existing bridge due to access requirements from the contractor. Signage will be provided at the site to clarify where trail access is permitted.
- Q7.** Can portions of the temporary bridge be retained after construction, to be used for a viewing platform on the top of the dyke?
A7. It may be possible to establish a viewing platform in the general location of the temporary bridge where it crosses the north side of the river. However the temporary bridge abutments will not be suitable. They don't match the impervious nature of the clay used in the dyke. The dyke will have to be restored to its original condition upon completion of the project to ensure that it can withstand flooding in the river. A more suitable design for the viewing platform will be identified for review by affected organizations, including the Saugeen Valley Conservation.
- Q8.** Will wildlife be harmed during removal of the bridge?
A8. Residents may have noticed netting that has been placed beneath the existing bridge. The netting was installed to prevent birds from nesting on the bridge so that wildlife is not harmed during removal of the structure. In addition, aquatic specialists will be attending the site to

complete mussel searches and relocations to ensure that freshwater mussels are not harmed during removal of the existing bridge supports and construction of the new bridge. Fish will also be trapped and relocated to ensure they are not harmed.

- Q9. There have been concerns raised about the safety of children required to cross the temporary bridge to attend school. Many people have noted that on a regular basis, the barrier pylons get crushed by trucks turning.
- A9. The original design/plans were to leave the void 0.75m buffer strip between the temporary road lanes and pedestrian walkway free of any obstacles. The County requested the Contractor install the barriers to provide a visual aid for drivers to help mitigate any potential incidents between pedestrians and vehicles. The County has requested the Contractor replace any damaged barrels as needed and monitor for any further damaged ones. There have been no noted incidents involving pedestrians and vehicles. The OPP are aware of the challenges the detour has posed and will be patrolling the area to ensure vehicles are abiding by the highway traffic laws and to help control speeding through the detour.
- Q10. Parents have questioned whether a crossing guard was warranted for children crossing the road at the arena?
- A10. Arran-Elderslie staff have discussed this with the School board. At this time there are no plans to add a crossing guard at this location. The intersection is set up as an all-way stop and subsequently pedestrians should have the right-of-way to cross as per the Highway Traffic Act (HTA). Drivers should abide by the HTA and yield the right-of-way to pedestrians.
- Q11. The lights on the Goldie Street Bridge were not working approximately a week ago. They stopped working when the hydro pole was moved.
- A11. The County and Arran-Elderslie staff have looked into the matter and will have the hydro service to the lights re-connected as soon as possible.
- Q12. How will snow removal work? With winter conditions what is expected with the walkways?
- A12. The County and Arran-Elderslie staff will complete the snow removal status quo. The walkway over the bridge will be cleaned with a walk-behind snow blower. The barrels will need to be removed for the winter months to allow for the plows to move snow. The jersey barriers and fencing will remain in place.
- Q13. Is there an additional concern about salt entering the River with winter operations?
- A13. There should be no difference in the amount of salt entering the River in comparison to years prior. The plan is to use treated sand as has been the case on the old Teeswater Bridge up until its removal this summer.
- Q14. There have been a few large tractor trailers that have used the detour and had a hard time navigating the turns? What is being done to deter large trucks?
- A14. The County has established an Alternate Truck Route (ATR). It has been shared via the County's website, social media sites and radio. It is posted to the Municipal 511 site. County staff and their consultant have sent letters to the numerous local trucking companies to avoid the in-town detour as well as posted signage. The bridge and detour have been built to handle the weight of a tractor trailer should they happen to ignore the ATR. To date there have been very few incidents of tractor trailers unable to negotiate the in-town detour. To date there have been no reported vehicular incidents either.

Q15. Is there signage outside of Paisley warning large trucks of the ATR?

A15. Yes, there are large construction signs placed as follows:

- 3 at Bruce Road 3 and Bruce Road 40
- 1 at Bruce Road 3 and MTO Road 9
- 1 at County Road 3 and Bruce Road 15

Q16. Are there plans for the remaining communication wires to be moved from the pole on Goldie Street?

A16. Yes. Eastlink is waiting on locates before they can complete the work.

Q17. What are the plans for the Santa Claus parade route?

A17. Arran-Elderslie staff will work with the Paisley Chamber of Commerce to alter the route to ensure it does not go across the in-town detour.

Q18. Would additional barriers be feasible and safer than cones on the north side?

A18. The County will monitor the pedestrian and vehicular traffic. It is preferred not to use jersey barriers as it will make it difficult for snow removal. If it becomes problematic for pedestrians the County will re-evaluate.