

1. You're proposing to substantially narrow the southern approach to the bridge, to prevent longer vehicles from making the turn. Currently, buggy drivers use the long sweep to reduce the grade for horses coming downhill. The wide sweep is also used as a pull-over for buggies and cars to allow southbound traffic to get around them. They can pull over en route or back into the wide area. How do you propose vehicles will back away from the bridge with the narrower access and T intersection if they encounter southbound traffic coming through the bridge? I understand staff have spoken to one of the Old Order Mennonites to see if they have any concerns with this approach. It would be prudent to visit the location on a Sunday afternoon when the Mennonites are returning from after-church socializing to observe the interactions of buggies and vehicles. It would also be beneficial to simulate the narrowing of the approach with barriers to observe how this impacts the interactions.
2. You are proposing to erect a height restrictor about 40 metres from the bridge on the north approach. This will restrict fire truck access by that 40 metres. Have you consulted with the Township's fire department to ensure they are comfortable with this restriction?
3. Have you considered a laser or infrared beam, say 9' off the ground that triggers a large LED warning, rather than these two other solutions?
4. The earlier report proposed to replace both lower chords "to maintain parallel service life", despite the analysis results saying one should still be serviceable for many years. Bill Caswell, the President of the National Society for the Preservation of Covered Bridges, says, "I don't want people to get too comfortable offering that as a solution without making a concerted effort to seek alternate solutions". Staff has since advised that both chords are experiencing decay that makes replacement necessary. Is this further decay the result of delays in moving forward with the restoration? If so, how do we minimize decay of other members over the two years until the restoration will be complete? I note the roof and exterior cladding are rife with holes and missing boards, allowing rain and melting snow to reach the timber.
5. Closure of the covered bridge for extended periods of time will require horse and buggy traffic to detour onto Line 86, where there is an 80 km. / hour speed limit over a bridge with virtually no shoulders. Has staff consulted with the Old Order community to seek any concerns they may have with this detour, especially in inclement weather where there might be restricted visibility and slippery road surfaces? I'm not comfortable with waiting to "see how it goes" before reducing speed limits and adding cautionary signage.

Regards,

Tony Dowling
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