

**Construction of the new Jacques-Bizard bridge
Information session – March 9, 2022**

Questions asked during the session

Aménagement (Général)

1. Q: Will there be a physical separation between the two directions?

A: No, there are no plans to separate the two directions. The project includes the removal of the reversible lane.

2. Q: Why will the noise fence be 1.5 metres high?

A: This height was determined to prevent an increase in perceived noise on four private properties along Rue Lefebvre.

3. Q: When will the noise fence be built?

A: Subject to change, it should be built in spring 2024.

4. Q: How many decibels will the noise fence reduce?

A: The noise barrier will reduce decibels by about 4 dBA when compared to a scenario without one installed. For reference, a 3 dBA increase in noise equals double the sound intensity and vice versa, reducing the noise intensity by half equals 3 dBA increase.

5. Q: What lighting is planned for the new bridge?

A: The bridge will be equipped with street lights to provide functional lighting for the lanes and lower, decorative lights for the bike path.

6. Q: How wide will the traffic lanes be?

A: The lanes will be 3.5 metres wide.

7. Q: How high will the new bridge be?

A: The new bridge will have the same clearance as the current bridge, 6.2 metres.

8. Q: Will motorists be able to view the scenery while crossing the bridge?

A: The landscape will be visible, but the fences along the bridge will limit the view.

9. Q: How will you enforce the new 40 km/h speed limit?

A: The borough of L'île-Bizard–Sainte-Geneviève has decided to lower the speed limit to 40 km/h throughout the borough. Speed limit signs will be installed on the bridge and the police may perform speed checks.

10. Q: How many cars drive on the bridge each day?

A: 30,000 cars drive over the bridge every day.

11. Q: How many cyclists cross the bridge daily?

A: Up to 600 cyclists take the bridge on a nice weekend day.

12. Q: Will the new bridge's four lanes be accessible at all times?

A: Yes, they will be accessible at all times.

13. Q: How will the reduction of two bridge lanes in each direction to one northbound lane after Boulevard Jacques-Bizard be managed?

A: It will be managed the same as now, with a left-turn lane onto Rue Cherrier Ouest and a straight northbound lane.

14. Q: Are radar speed signs an effective way of enforcing the bridge's speed limit?

A: Speed signs, along with the chosen design, will help enforce the speed limit.

15. Q: Will the bridge access ramps be maintained?

A: Yes, they will be maintained at the Gouin/Jacques-Bizard and Cherrier/Jacques-Bizard intersections.

16. Q: Will traffic lights be added to the ramps?

A: No, the project does not include any changes to the intersections. The work does not encompass redevelopment of the intersections. Boulevard Jaques-Bizard will be diverted to the new bridge and connect to the current boulevard before reaching the intersections.

17. Q: How will bridge traffic be maintained during an incident or emergency?

A: A fourth lane will be added to reduce bridge vulnerability in the event of an incident. In the unlikely event that all four bridge lanes need to be closed, emergency vehicles can use the bike path, which is wide enough.

18. Q: Are there plans for a dedicated bus lane?

A: No. This has been discussed with the STM, but the low volume of buses (3 buses/hour) does not provide enough justification to develop a dedicated bridge lane.

19. Q: Will trucks be required to use a specific lane?

A: No, all of the lanes are wide enough to permit truck traffic on the bridge.

20. Q: Why will the lookout be on the east side of the bridge?

A: Since the new bridge is only 4 metres from the current bridge, a lookout cannot be added to the west side. Should the decision be made to demolish the current bridge, the new bridge's design will include a lookout on the west side.

21. Q: Will pedestrians be able to access the lookout from the bike path?

A: No, the new bridge's bike path will be on the east side and, like the current one, will be reserved for cyclists.

22. Q: How will pedestrians and cyclists share the bridge?

A: Cyclists will use the east side of the bridge while pedestrians will cross using the sidewalk on the west side, just like now.

23. Q: How wide will the bike path be?

A: The bike path will be 4 metres wide.

Parc Denis-Benjamin-Viger

24. Q: What developments are planned for the park?

A: The borough of L'île-Bizard–Sainte-Geneviève plans to redevelop the park alongside the work. The obsolete pavilion and park furniture will be replaced. New trails are also planned.

25. Q: Will an Île-Bizard welcome sign be installed?

A: This project does not include plans to install a welcome sign.

Trees and vegetation

26. Q: Will trees be cut down? If so, which, how many, etc.?

A: The city has hired a forestry engineer to assess all trees during the design stage and identify protective measures to preserve them. The corridor contains over 500 trees.

The future bridge's location and the Boulevard Jacques-Bizard detour will unfortunately require the felling of many trees that conflict with the future lane, about 140 trees of varying sizes and species. Please note that over half the trees to be felled are ash trees, which have been affected by the emerald ash borer and would have been cut down anyways in the next five years. All trees worth transplanting will be transplanted (25 trees). The project includes the planting of 160 trees and hundreds of shrubs. Once the project is completed, the total number of trees in the corridor will be slightly higher.

27. Q: Which plant species will be planted? Will there be fruit trees?

A: The planned trees are Canadian serviceberry, maple, hackberry, yellow birch, ironwood, black walnut, coffee-tree and oak. Fruit trees are not planned due to their low resistance to the de-icing salt on streets.

Materials

28. Q: Were material quality, design specifications and oversight of the reconstruction work on the bridge approaches planned with the bridge's 100-year life span in mind?

A: The specialists have taken into account all of the following factors in the bridge's structural design.

29. Q: What is the planned life span for the sewers and pavement?

A. The sewers will have a life span of about 100 years and the pavement foundation will have a life span of about 35 years.

30. Q: What material will be used for the pavement?

A: The pavement will be asphalt.

Work (general)

31. Q: Has the contract already been awarded?

A: Yes, the contract was awarded in February 2022.

32. Q: Which contractor will perform the work?

A: EBC Inc.

33. Q: Which company will be responsible for supervising the site and what quality controls will be in place?

A: The work will be supervised by SNC-Lavalin, who will ensure that all work is executed properly in strict compliance with costs, quality and timelines.

34. Q: How will the materials shortage affect the site?

A: It would be premature to answer this question since the work has not begun.

35. Q: When is the work scheduled?

A: Work will begin as early as March 14, 2022, and be completed in spring 2024.

36. Q: Will work be performed in winter?

A: Yes, the contractor may perform winter work in the water to erect the new bridge's structures.

This work will have no impact on the old bridge and traffic.

37. Q: Will the work cause water and power interruptions?

A: There will be no water and power interruptions during the work.

Work (traffic)

38. Q: Was the option to have a shared bike lane considered during the work?

A: No, a shared lane was not chosen during construction.

39. Q: How will rush hour be managed?

A: The current bridge will continue to operate with three traffic lanes during the morning and afternoon rush hour, just as usual.

40. Q: Will large trucks (10 to 12 feet) be able to take the bridge during the work?

A: Yes, trucks that size will be able to use the bridge during the work.

41. Q: Will left turns on Rue Cherrie toward Rue de l'Église be allowed during the work?

A: Rue Cherrier/Rue de l'Église is outside the work's scope, so turning left on Rue Cherrier toward Rue de l'Église will be maintained at all times. The left-turn restriction only applies to the Gouin intersection.

42. Q: How will traffic be maintained when the new bridge's lanes connect to the existing ones?

A: The work will be performed in phases, with only one intersection lane obstructed at a time.

43. Q: Will left turns be allowed during construction?

A: Left turns will be maintained at all times on Rue Cherrier, but they will not be permitted on Gouin when the contractor performs intersection connection work directly in the lanes (loss of one lane at a time). This is to encourage movement down Boulevard Jacques-Bizard.

Maintenance and snow removal

44. Q: How will the bridge be cleared of snow?

A: There will be operational changes, mainly to equipment needed to plow the roadway, bike path and sidewalk. The four traffic lanes will be plowed first, followed by the bike path and sidewalk.

Costs

45. Q: How much will the new bridge cost?

A: The contract awarded to the contractor to build the new bridge and its approaches is \$67.5 million, including taxes. This amount does not include expenses for supervising the work, quality control and moving electrical and telecommunications conduits. The project will therefore cost \$82.4 million, including taxes.

46. Q: Will the new bridge's cost increase our taxes?

A: No, the project will not impact taxes.

Old bridge

47. Q: What will happen to the old bridge?

A: There will be a decision on whether to keep or demolish the bridge in 2022.