

**Town of Peterborough
Public Hearing Notice
Reconstruction of the Main Street Bridge**



On October 26th, 2010 at 6:30pm the Select Board of the Town of Peterborough will hold a Public Hearing for the purpose of discussing the handling of traffic into the Downtown during the reconstruction of the Main Street Bridge. This discussion will include an update from Hoyle Tanner Associates and Public Works Director Rodney Bartlett which will address the advantages and disadvantages of a phased construction approach to the Main Street Bridge, or a temporary bridge proposed to cross the Contoocook River between Concord Street and Summer Street. After the presentation has concluded, the Select Board will take comments and questions from the public.



MINUTES
PUBLIC HEARING
TOWN OF PETERBOROUGH
Tuesday, October 26, 2010 – 6:30pm
1 Grove Street, Peterborough, New Hampshire

Moderator L. Phillips Runyon called the hearing to order at 6:32pm.

Moderator Runyon: Because of the potential large turnout, the Select Board decided to run this public hearing like a town meeting rather than a regular meeting. There have been many meetings on how the traffic may be handled during the reconstruction of the Main Street Bridge, this is another such meeting. The Select Board is not up here tonight – they are here to listen to what is being said. I can assure you based on my conversation with the Select Board they have not made any decisions on what option to support regarding the Main Street Bridge and North Crossing – they want to hear from you – they are not going to be deliberating tonight or making a decision on anything – they are here to listen to the pros and cons. This is different from prior meetings; recently there have been proposals made about having a temporary bridge of some kind constructed in another location to handle traffic – the Select Board has asked Rodney Bartlett to look at what alternatives might be – he will present that information to you, not as a recommendation, but as additional information. You will have questions, you will want to make comments but I ask that you hold onto those until after he finishes his presentation. Those who have comments will please step up to the microphone and identify themselves because we are recording the hearing tonight so that the Select Board can refer back to the comments. We ask that you be as succinct as possible since there are many here who may want to speak. We would like to keep the debate on the issues themselves, and as we do often at Town Meeting, we would like to make sure that each of you has the opportunity to speak once before someone else speaks again. Furthermore, if you are here tonight and you have a comment you would like to make but would rather not stand up at the mike, at the rear of the hall we have some paper asking if you are for or against the temporary bridge crossing, and do you have any comments. You can be sure that the Select Board will take all those comments into account when reviewing the options.

Rodney Bartlett: Since the middle of July we have been working with the Department of Transportation (DOT) to look at the pros and cons of a potential north crossing while Main Street Bridge is under construction. That idea was brought to the Board by Peter Robinson in June. This is the 22nd month of public meetings on this project. We have received a lot of input. I will ask Matt Lowe from HTA to go through the PowerPoint presentation and the technical points.

Matt Lowe: it is good to see so many interested. The only new information is in regards to the north crossing alternatives. The north crossing was brought to our attention within the last two months – we have discussed this with DOT, Historic Resources, Cultural Resources, and with the Department of Environmental Services (DES) with regards to permitability since this would technically be a separate construction site. This presentation will discuss potential locations we have identified. Each has advantages, disadvantages, and even maybe fatal flaws – in conclusion, we would like to compare a north crossing with the temporary traffic controls which were presented before; a temporary bridge at Main Street Bridge, or phased construction of the Main Street Bridge. You may have noticed the map on your way in; those are the three locations we have identified as potential locations for a temporary crossing. Location one is closest to the Main Street Bridge. This crossing would go from Summer Street at the north of AW Peters driveway to the cemetery on Route 202. Location 2 is further north, from Heritage

Apartments on Summer Street to Route 202 across from the animal hospital driveway. Location 3 is the northern most possibility, just south of the Common Pathway parking across from Woodmere Apartments to between the Strand building and Peterborough Paint.

At Location 1, we are concerned about sight distance and volume of traffic at the Summer Street location. On Concord Street, looking south, there is a lot of traffic, close buildings, it is not a great landing for an intersection which would have to facilitate the turning of trucks. There is limited site distance coming from downtown to take a left. The sight distance looking north is better, but there are utility poles in the street. The bridge would have to be about 120 feet in length – the river is about the same width at all 3 locations. However, it's the other details, the hydraulics and sight distance that we are considering. Location 1 works from a hydraulic standpoint. The riverbanks are very steep, and a bridge would have clearance over a 50 year flood event, which is a plus. The minus is that we would need four to six feet of fill on the Summer Street side. We see that as a deterrent. The intersection on Summer Street looking north is a little compromised. We are concerned about traffic turning on to go downtown. Each of the three locations has a very low hanging utility line; raising the utilities would be a factor on any of the 3 locations.

Location 2 just north of the Jack Daniels in doesn't work hydraulically. There is nice sight distance on 202, there is relatively flat land on the other side the sight distance is good on Summer Street. However, the topography is the problem; the elevation is essentially at the 50 year storm event the finish grade of the bridge would have to be at the 202 elevation, so when we build the bridge, we would create a dam for anything above a 10 year storm, which would potentially create flooding upstream. We do have a problem with the hydraulics at location 2. The bridge is the same length, and this is a good sight to create an intersection, but the hydraulics is the challenge. Less fill than location 1, but we can't get the bridge high enough and get down to 202 for the right storm.

Location 3 has the most natural landscape to traverse between Strand Building and Peterborough Paint, this proposal would cross the Common Pathway and goes through wetlands – it is a longer alignment because 202 and Summer Street start to diverge at that point. There is fairly decent sight distance on Summer Street and we can work with the topography. The span is the same, and while there would be more fill than location 2, it would not be as much as location 1. There is pavement work, and we would have to raise utilities wires. We looked at two different options at this location which gave us an opportunity to put in more fill and get the structure above the 50 year event.

On the last slide we put together a matrix of the advantages, disadvantages and costs of the different options. (Mr. Lowe reviews the matrix). If you recall, the traffic control options we presented in February had cost estimates. All the temporary bridge locations allow you to build a narrower Main Street bridge, so it would be same width as today. Phased construction requires a wider bridge to maintain traffic – 10 to 11 feet wider. Another facet of interest is how quickly the bridge can be constructed with a temporary bridge; phasing takes about two construction seasons, about 88 weeks, about 2 full years. The temporary bridge options would be about half of that, with some winter work on each end – 45 to 50 weeks to get the bridge opened to traffic – not finished, but open to traffic. That is a big difference between phasing and building a temporary bridge.

Moderator Runyon: Thank you, that was a lot of information to digest. I will now open the floor to questions and comments; please queue at the microphone and we will take you in the order you get there.

Jim Orr: Is it possible to collaborate with the Army Corps of Engineers at McDowell to have a temporary effect on the 10 or 50 year storm water level?

Mr. Lowe: Yes, we have begun that coordination, we have had some discussions with DES, but it is really an Army Corps permit – drawing down the dam to reduce the Q10 or Q50.

Joe Byk: The Army Corps does not control the Contoocook, they control the Nubinusett River

Mr. Lowe: But that does help, potentially to get Location 2 better

Bill Kennedy: Have you considered, what is the status of traffic control signage and signaling, with respect of sight distance, and what would be the impact of a temporary bridge on foot traffic into downtown?

Mr. Bartlett: During our early stages of public sessions, one committee was dedicated to signage and information – website, blogs, electronics, social media – the electronic signage boards can be changed remotely and updated during the day – there has been a lot of discussion on how to manage the information on the project. We also had another committee working on dates and events on how to limit impact on the events. That process will be restarted.

Mr. Kennedy: I was talking about stop signs, and so on, particularly with respect to these sight distance issues – have a sign on Summer Street.

Mr. Bartlett: On all the options, we look at a situation of a three-leg intersection with one sign, or a three-way intersection, or if traffic signals provide the best level of service – we will work with DOT. In regards to pedestrian traffic, all of our options have a pedestrian bridge to get from downtown to the library side.

Randolph Brown: Looking forward, it is a vehicle bridge – when it is no longer needed as a vehicular bridge, could it remain as a pedestrian or bicycle bridge?

Mr. Bartlett: DOT has committed 80% funding for temporary access – any effort on the Town's part to put a permanent structure there would be 100% town funds. In the discussion it came down to if there is considerable value, maybe the town would want to consider permitting.

Mr. Brown: Regardless of the usage?

Mr. Bartlett: Once it goes from temporary to permanent the permitting gets much more difficult. If there is interest in making it permanent, we have to go back for an additional permitting process.

John Texieria: Now I understand the bridge downtown is based on phased or temporary, I thought we had a bridge width in mind – you are saying that if there is a temporary bridge it doesn't have to be wider, and would be cheaper?

Mr. Bartlett: With a temporary bridge, it allows us to put the bridge back as it is.

Mr. Texieria: I thought that we wanted the bridge wider to make it safer.

Mr. Bartlett: And that might be the case, we have the option to design it to three lanes and two complete sidewalks – we haven't gotten that far because we were looking at a phased construction – if we decide on a temporary bridge, we will relook at the bridge.

Mr. Texieria: 88 weeks – how long would it take to build a temporary bridge? Another 26, 30 weeks? We are increasing the length of time it takes to fix the problem

Mr. Lowe: We would have to back out about two months for a temporary bridge.

Dick Estes: The temporary north bridge and we rebuild the Main Street Bridge as it is now, we would then not be required to have an oval?

Mr. Bartlett: The decision on the intersection at Concord, Pine and Main Streets stands on its own – there would be an impact on the entrance onto the bridge, but one does not dictate the other.

Mr. Estes: My assumption has been that if we have a temporary bridge, we have less need with all the impact that it would have on the east side, not to mention the building out over the river, never mind the reduced cost of closing the bridge for a year, and build at more or less the present dimensions.

Mary Chapman: I have a couple of comments, this is the first meeting I have come to, I just want to say, my husband has no idea what I'm going to say – when we moved here in 1965 there was talk of a bypass behind Old Street Road, nothing ever came of it, but when I thought of it, it would relieve us of the mess we are in now, and may relieve the town of a future mess that might be bigger. Routes 123 and 202 now go down Granite Street. I hear everyone using the word temporary bridge – there is some anxiety here, I see two attorneys here, and maybe they can comment. I wrote down here any method or form used to help our downtown bridges, we must insist that we enter into a legal contract with the Town of Peterborough and the State of New Hampshire that the solution is only in effect for the repairs you have outlined pertaining to the Main Street bridge, and any structure should be torn down, and only used as a foot path or bicycle path – I put that out for you, I don't know if that's even legally possible. I think that the decision should be made before we go out and build it. I am curious; how many people here have gone down Summer Street? And in fairness, we do own a property on Summer Street, and we are not against anything that helps the town – as you come closer to town, the properties are very close to the road – you said signs and things, there is no shoulder there, the curb is not that deep, children and elderly, there could be mishaps. They did talk about the traffic entering and exiting Main Street to Summer Street – you are going to have a lot of signs. Are tractor trailers going to come down Summer Street?

Mr. Bartlett: Yes.

Ms. Chapman: Are they able to turn there?

Mr. Bartlett: They would be able to turn; we have not done any work yet to see if any accommodations need to be made there. If a temporary bridge is desired there, we will discuss that.

Ms. Chapman: Will there be a detour sign on 101? Are they allowed on Grove Street?

Mr. Bartlett: Yes.

Ms. Chapman: So you could eliminate them on the temporary bridge. I am always thinking of pollution – I just envision that Main Street and Summer Street will be in the same boat – if you can consider a bypass that would eliminate Ken Christian's problems too.

Peter Mazone: I represent five businesses downtown – we are very concerned about what goes on down here – I want to thank you for all the work you have done in the past 22 months, and Peter Robinson. Questions; How many bids have we gone to as far as contractors to see if we can get this bridge quicker than 2 years?

Mr. Bartlett: Part of HTA's design process is to have a bridge contractor review their designs as far as constructability, timeline and costs. Once that is completed and we have final set of design drawings, it will go out to public bids.

Mr. Mazone: Has anyone gone ahead and tried to feel the waters downstream and get someone in who can do the job faster than 84 weeks? Can't we get the Main Street bridge done quicker?

Mr. Lowe: The fact of the matter is that bridge construction is very time consuming. The forming is unique, it requires temporary staging in and over the river, there is a tremendous amount of concrete, coffer damming – there is no construction that can do it less than half the time estimated.

Mr. Mazone: You have gone thorough that stage, and feel confident you can't do it quicker?

Mr. Lowe: We feel pretty good with the numbers we presented here tonight. Could someone shave a month off? Sure, we were conservative – to do it in less than a year with phased construction – it can't be done.

Mr. Mazone: Is the oval part of the bridge construction costs, or is that a separate issue?

Mr. Lowe: We did present costs for the roadway work in February, we have not presented new costs tonight.

August Waters: I first have a couple of small questions about the costs here – one thing missing, if you go with a temporary bridge, you still have to rebuild the Main Street bridge, don't we need to add that to the costs?

Mr. Lowe: The temporary bridge is a new item tonight – what we presented in Feb was that a rigid frame bridge with a temporary bridge is a \$2.75 million bridge.

Mr. Waters: So that cost, plus this extra \$500,000 to \$750,000. Option 2 and 3, the roads are diverging at this point – does this include temporary roads?

Mr. Lowe: Those are included.

Mr. Waters: Location 2, and 69 Summer Street, you would be going through a big grove.

Mr. Lowe: There would be clearing.

Mr. Waters: Those costs are here?

Mr. Lowe: Yes

Mr. Waters: We call it temporary bridge, but in order to get the traffic to go down Summer Street there will have to be improvements to Summer Street. Those would be permanent – this will be more of a carrying road than it is now.

Mr. Lowe: We have not included any costs to upgrade Summer Street. We have not included any costs with regards to widening. There is a discussion about precluding truck traffic – if it is just passenger cars and small trucks, which would be different.

Mr. Waters: If we upgrade Summer Street it is not going to be the same Summer Street. If it is widened, there will be a permanent impact to the neighborhood. I don't want this in my back yard, but I will put that aside, and ask you to do the same, but consider that this is a historic neighborhood. There will be a change that I value, anyone who values the historic values of this town, must consider that. I am not convinced that a temporary bridge will not be replaced. What is not predictable is political pressure of people who find it convenient for people who are not thinking of the historic aspect of the neighborhood. That is something to think about. One last thing, someone said that since DOT would not fund a permanent bridge, that makes it unlikely to be built, I do not take comfort in that. I would ask that we consider that there are potential long term consequences.

Bob De Maura: This is an incomplete report, a permanent bypass exists called Hunt Road – we know it can handle large tanker trucks because we built a well there. In regards to Summer Street well, all these projects affect the well, we are going to breach a dam that holds contaminates from 100 years – to build this bridge they have to dig wetlands. And in the river, there are railroad beds with slag that has a lot of contaminants – it could be contaminated; either we shut it off, or Mr. Bartlett has to gamble with the well.

Mr. Bartlett: If a temporary crossing is preferred from Summer Street. To Concord Street we do have to go through a historic, cultural and environmental assessment of the site, and that will be part of the permitting for the bridge. If we find materials that will have a potential impact on the water quality, we will either remove it, or it will derail a crossing at that site. The Summer Street well runs on a cycle on Tarbell and North Well, we can pump a couple of 100,000 gallons a day.

Mr. De Maura: Could we live without it forever?

Mr. Bartlett: Not forever – not that quantity anyways.

Mr. De Maura: Would it be wise to have the Summer Street Well off during construction?

Mr. Bartlett: Depending what we find on and in the ground will dictate how we manage the Summer Street Well. In the spring it would not be an issue, but I would not be comfortable with the summer.

Bill Ellerkamp: Are there plans to condemn or take property?

Mr. Bartlett: Because of federal and DOT funds, there is a specific process for obtaining land or easements. We have not contacted any owners, if we do decide on a specific location, there is a specific process.

Mr. Ellercamp: I can't see 18 wheelers turning next to janes in stitches

Chuck Whiton Representing the Brookstone Business Center: I have been concerned that Route 202 stays open during the process; temporary turns don't work – the straight shot is important.

Mose Olenik, Representing the Heritage Commission: The Heritage Commission recommends the concept of the north bridge, but the attention is in the detail, unintended consequences and location. We are in favor of it because the final bridge design will be narrower, and eliminate flair-out – less impact on town character, shorter time, lower cost, bridge must be temporary to return Summer Street. To residential aspect, the Heritage Commission would only support in this as a temporary bridge that would be closed permanently. To mitigate impact on Summer Street Trucks should be limited on Summer Street. And signs directing traffic downtown be provided.

Dick Fernald: I don't think I have heard any concrete info that if the temporary bridge to Summer Street is built, will that speed up construction of the Main Street Bridge?

Mr. Bartlett: On the last page of the handout, the fourth column over is a list of the construction duration, if a temporary bridge is selected, that closure time would be reduced to 45 to 50 weeks. If we decide on phasing the new bridge, the construction duration would be 88 weeks. There would be a shorter duration of impact with a temporary bridge.

Mr. Fernald: I am a downtown merchant, but the important thing in my opinion concerning these bridges, is the shortest way to get the bridge built. That construction period will have a tremendous and unfortunate impact on all the merchants in Peterborough. If we can get the bridge built faster by building a temporary bridge, that's the way to go. I can appreciate the people who live on Summer Street. They are overlooking the fact that there will be an increase in traffic on Cheney Avenue, Old Street Road and Pine Street, maybe not to the same extent, but we need to get that bridge rebuilt in the shortest possible time.

Gil Duval: He made a great statement. One of my concerns is that Mr. Lowe said that he wasn't a bridge builder, and then he said it couldn't be built in a year.

Mr. Bartlett: there is a bridge builder on their construction team.

Mr. Duval: Can that bridge be built in a year?

Mr. Lowe: Our estimate is a year, if a temporary bridge is built now – 45 to 50 weeks.

Mr. Duval: If you build a temporary bridge, how long will that take?

Mr. Bartlett: Two months.

Mr. Duval: I have been here long enough to remember when they put the sewer in, every street was dug up, we lived through it, no one went out of business. Shut down the bridge, get it done.

Bob Boyd: I look at the phased construction like looking at painting a room with all the furniture in it – painting one half, and using the other half – it takes much longer. If you shut down the town, you make it a hard place to get to. If you do that for two years, you have a devastating effect on the town. If you don't have a north crossing, and you try to use that bridge, you will have a congested area with heavy equipment, sometimes across the bridge, and where will the people go who are north of town? They will take Hunt Road – Summer Street will have an impact whether it is a temporary bridge or not. It would be less of an impact if we can do a temporary bridge and get it over with. What is the flood stage of the present bridge?

Mr. Bartlett: It has a very large opening under it – in the 1938 hurricane, it had a double arch, and it almost survived.

Daryl Crosby: Where does the 202 bypass begin? From Route 202 at the stop light at the end of Grove Street, it goes all the way up north? Where does the bypass begin?

Mr. Bartlett: If you are asking me if there is a plan for a bypass, there is no plan for a bypass.

Mr. Crosby: It will always be open?

Mr. Bartlett: DOT has directed us to come up with a plan were two lanes are always open. North/south truck traffic will not be directed anywhere else.

Mr. Crosby: Someone raised the issue of Hunt Road and Summer Street, that they will be used. Having driven busses down Hunt Road, with show piled up, passing vehicles is trouble.

BJ Willard: I don't understand the, I am so confused – we have Hunt Road, not that I think we should depend wholly on Hunt Road – there are other options to get into downtown – take Route 202 to Grove Street, take High Street, there are other ways to get into town – this is an expensive project to cut the down time. This seems to be unnecessary, there are enough ways to get downtown, I don't want anyone to go out of business, but I don't think that will happen unless the businesses are on the edge anyway. There is a lot of time. It seems like we should simplify this thing – we are a small town, it seems too complex to create a bridge for between \$700,000 and \$1,000,000. We know it will be difficult to rebuild the bridge, let's keep it simple.

Jenny Dilly: My understanding is correct, the original intent of a temporary bridge is to facilitate traffic downtown – there are multiple ways to get downtown. Zoning says that to impact an area, it has to have a significant benefit for a majority of people. Downtown is a destination place – people don't drive by and decide to go there. People will still go to Roy's for meat. I have an email from John Kaufhold to Barbara Miller which says that you have already talked about making the bridge permanent from September 4th, that concerns me. Ms. Thomas said that homes will not be taken by eminent domain.

Barbara Miller: You took something out of context. John's question was could this be made permanent – my response would require a vote and there would be a cost.

Ms. Dilly: My concern is that everyone says that it is temporary, but the possibility was discussed (Ms. Dilly reads from the email in question).

Ms. Miller: We discussed many options, since then DOT has said that they will not assist.

Ms. Dilly: If it is made permanent, would we have to pay back the 80%?

Mr. Bartlett: Our conversation with the DOT never got that far, because their participation is in a temporary bridge.

Ms. Dilly: So a permanent bridge is off the table?

Mr. Bartlett: The voters of Peterborough can do many things. DOT has said that any costs would be 100% Peterborough funded. We go to Town Meeting every year, and Town Meeting has the power to make many decisions.

David Simpson: We anticipate a large disruption of library services – it will have a negative effect on patrons and staff, dust in our collection, and possible effect of construction on the foundation. We urge the Select Board to build the bridge in the shortest period of time.

Craig Hicks, Chair of Economic Development Authority: A couple of years ago we started on this question with community meetings. The one thing we talked about was thru traffic on the new hospital road and Old Street Road – that way those who didn't want to come downtown didn't have to go near the bridge, and others could go down Hunt Road. We decided on phased approach because it kept the normal route open, even though construction time is longer. I think that a temporary bridge is a good idea, but as a tax payer, if we spend \$1 million, our take is \$200,000, and when it is done it is torn out and thrown away, and we are walking away from a million dollar investment. I understand that construction will be longer, there will be times when traffic is difficult, but we will keep that million dollars of hard concrete investment, and if anything needs to be done in the future, we will be able to close a lane. We need to look 70 years down the road for the next time we need to do something.

Jim Boutwell: One of the things I don't see on this list is another alternate that maintains the 45 weeks, improve Hunt Road, we still have that when we are done. You are talking about bridges that cause a flooding problem.

Joanne Carr: I have been watching this for a little while, I am confused about the temporary bridge and traffic; we would be diverting traffic entirely off of the Main Street Bridge and rerouting in on Summer Street, but then I heard that we may not want truck traffic on Summer Street, and leave one lane on Main Street; we don't have traffic information to tell us where traffic is turning.

Mr. Bartlett: If we do a temporary crossing, Main Street Bridge will close – truck traffic will be diverted down Route 101 to Grove Street.

Ms. Carr: Taking the long term view of the traffic situation, it think it would be helpful for everyone to have a since of traffic impacts, so we know who is turning where and when. That is information helpful for anyone commenting pro or con on this project. Your bridge will have a wetlands impact. According to your options; from a traffic standpoint, Location 3 is probably the most likely, but will have the greatest resource area impact.

John Graham: Looking at the figures up there, the cheapest thing is half a million dollars, I would think widening Hunt Road would cost less – I appreciate Hunt Road wanting to keep the ambience, but I think they might like it to be wider.

Fran Chapman: I have been thinking about this bridge a long time. I have taken pictures and views of the bridge and locations. The best thing to do is nothing; that is the only thing that will satisfy people. Anything that we do will have an impact. I think that the 15 million dollar investment is at risk. If you drive Summer Street, when churches are in service, there is very little room to pass. Hunt Road is 19 to 21 feet wide. That traffic will be even tighter. It is hard to realize that four busses use Hunt Road. It is hard to recognize that 35 busses use Main Street Bridge every day. We are talking serious problems. I hope the Select Board give us options; those who win by majority will take their medicine.

Don Parkhurst: These are my observations; we keep talking about truck traffic on a temporary bridge; we are talking about local delivery trucks. There is discussion of Hunt Road – I am a member of the Peterborough Fire and Rescue, if you go up there with a ladder truck or tanker, and when I drive on Hunt, I hope I don't meet anyone. In mud season, it is a 6 ton posted road.

Jeff Taylor: There have been a couple of things – we are resigned to the fact that traffic will come down Hunt Road – it is narrow, but it is scenic. Where we live there are two houses in the right-of-way – there is no possibility of widening the road at that stretch. The aspect of Hunt Road is that if we talk about permanent impacts, doing something there would permanently taking from the scenic aspect. Getting the job done, for all of us as quickly as possible and if it is least costly that is a good thing – the businesses downtown will be impacted in ways that can't be imagined. A north crossing is a genie in the bottle – it is a future option that has been put on the table. DOT knows about it, the town is talking about it - the fear is justified that sometime in the future will be a real option. I don't think that it will be now, but in the future it may be a real necessity.

Francie Von Mertens: I have concerns about the three proposals – there is not much room for turning; Crossing 3, I'm surprised that the cost is favorable compared to 1 and 2. With wetlands, I always look for compromise, have you considered a one-way building the bridge one half at a time, and figure out traffic patterns in and out?

Mr. Lowe: Good point; I'm not sure we have looked at one way traffic into town on the phasing, we could entertain that and bring that back. If the town would like to change how traffic comes in and out of town, a 1-way loop, it is something that could be on the table. We would have to see how it looks and bring that back.

Maude Salinger: How long will the Main Street bridge last if we don't do anything?

Mr. Bartlett: The DOT bridge inspector was recently down there – he said that the bridge continues to accelerate in its deterioration. As the bridge starts to fall apart faster and faster as it

ages – when the rebar rusts, it expands, cracks the concrete, which allows more water in, more rebar rusts, etc. We are ok until 2011; otherwise we will have to look at reduced weight limits.

Andrew Dunbar: With all respect to Mr. Taylor, I don't think that any crossing is inevitable; what is inevitable is a 202 bypass; the town cannot handle an increasing load of traffic; we need to think about a bypass.

August Waters: I have had the feeling here tonight that there is a lot of confusion with the options ahead of us, and I have evidence of that. As I was waiting in line, she said that her daughter is at the brain injury clinic on Summer Street and they are walking on Summer Street and crossing to the bicycle path, that is a serious consideration. The point of confusion, the choice before use seems to be framed either as phased construction or north crossing – some of them were the ladies of the Heritage Commission – I understand they don't want the wide bridge because of the impact. What about the temporary bridge up stream? The ladies of the Heritage Commission said that was not correct, and the temporary bridge upstream would give a permanent wider bridge. Is this true?

Mr. Lowe: Any temporary bridge that detours traffic fully off of the Main Street Bridge does not require the bridge to be wider.

Mr. Waters: Well then the Heritage Commission based their endorsement on a misconception.

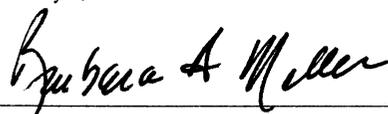
Kathleen Allen: Francie made a comment regarding one way traffic on the bridge – what about making Hunt Road and Concord Street one way each? Building up Hunt Road to make it handle two way traffic would cost a lot, but one way would be less.

Moderator Runyon: There appear to be no further questions or comments. Thank you for coming. The hearing is closed at 8:20pm.

Respectfully submitted by Nicole MacStay, Assistant to the Town Administrator.

PETERBOROUGH
SELECT BOARD:

Joe Byk, Chair


Barbara A. Miler

Elizabeth M. Thomas

