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Agency of Transportation

April 21, 2014

Richard Clark, Chair
c/o Penny Marine, Town Clerk
Town of Guilford
236 School Road
Guilford, VT 05301

Matthew Mann, Transportation Planner
Windham Regional Commission
139 Main Street, Suite 505
Brattleboro, VT 05301

Re: Guilford BF 0113(68) US 5, Bridge 5 over Broad Brook

Dear Mr. Clark and Mr. Mann,

A Regional Concerns Meeting for the above-referenced project was held on December 12, 2013 to present several alternatives to the public (see attached attendance sheet). Representatives from the town of Guilford attended the meeting as well as several adjacent property owners and other members of the public. The purpose of this letter is to inform you of the decisions that have been made and how we will advance this project after receiving this public input.

At the Regional Concerns Meeting, VTrans made a recommendation to replace the entire bridge rather than try to maintain any of the existing structure. A four week bridge closure was proposed while traffic was routed onto an off-site detour while the reconstruction was underway. This would not add any miles to the through route distance since US 5 runs parallel to Interstate 91 and would result in an end to end distance of 24.8 miles. The end to end distance is the distance from one end of the bridge to the other end measured along the detour route. A local bypass route that locals and emergency responders could use to circumvent the bridge closure is also available that would add 1.5 miles to the through route distance and would result in an end to end distance of 6.9 miles.

The decision to recommend a short-term closure was primarily based on the desire to expedite the project development process to allow construction to take place sooner. A bridge closure typically minimizes impacts to adjacent property owners and environmental resources and therefore can be expedited due to the smaller scope. A short project delivery time was considered very important since it is impossible to anticipate when conditions will worsen and

require an emergency closure in the event that public safety is compromised in any way. Additional details of the recommended scope of work and an evaluation of other alternatives considered is included in the Scoping Report which is available for viewing at:

<https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13C064>

There was a lot of good discussion and many valid comments made at the meeting (see attached meeting notes). The general consensus was that the bridge closure was not acceptable to the attendees and the majority of the meeting focused on the closure and how it would affect the town. A few people stated that they cross this bridge several times a day and feel that the additional distance on the local bypass route would be unfair to them. A considerable amount of time was spent discussing emergency response and what could be done to ensure public safety during the closure. As the meeting progressed, many attendees began understanding the benefits of the bridge closure and how the option to maintain traffic on a temporary bridge would also be a significant impact to the town for a much longer period of time than the proposed closure. Many of the attendees began offering creative solutions on how the emergency response issues could be mitigated and several provided their business cards and offered to help work out an acceptable solution as the project progressed.

A meeting was held with Structures management to discuss the comments received at this meeting and to decide on the best way to proceed. As a result of that meeting, the decision has been made to continue with our recommended alternative and replace the bridge using a four week maximum bridge closure while traffic is detoured onto the state roads as shown at the meeting.

It is understood and acknowledged that there could be some delay by emergency responders during the closure but whether this is considered a significant delay and is a justifiable reason for not proposing a four week closure is the debate. We take emergency response very seriously when we propose a bridge closure. The decision is reached primarily on the extra distance to travel during the closure, the duration of the closure and whether a local bypass route is available. For this project the end to end distance on the detour route is 24.8 miles and the end to end distance along the local bypass route is 6.9 miles. These distances are within the limits used on previous successful projects involving bridge closures and are considered acceptable. We will also continue to work with the Town of Guilford and the emergency responders as the project is developed to coordinate the closure so that proper advance time is provided for planning purposes.

In closing, I would like to note that the proposed project has many advantages and is our best attempt to balance the many constraints on this project. Structures management is involved and ultimately makes the decision whether a closure is appropriate after carefully reviewing the details of the project. We understand that closing a bridge is a significant impact but we have found that this approach of concentrating the work in a short period of time is generally preferable to spreading the construction work out over several months or possibly years.

In the near future we will be submitting Conceptual plans that are based on the recommendation provided in the Scoping Report as presented at the Regional Concerns meeting. We also anticipate holding another public meeting during the design phase of the project to keep

the public informed about this project and to work out additional details related to the bridge closure.

If you have any questions, comments or concerns please feel free to contact me at the above address or by email at chris.williams@state.vt.us or by phone at (802) 828-0051.

Sincerely,



Christopher P. Williams, P.E.
Structures Senior Project Manager

Attachments

cc: Tammy Ellis - DTA #2 (via email)
Jackie Cassino - VAOT Planning Coordinator (via email)
Rob Young – Design Project Manager (via email)
Mike Hedges – Structures Program Manager (via email)
Rich Tetreault - Director of Program Development (via email)
Scott Rogers - Director of Operations (via email)
Chris Cole - Director of Policy, Planning and Intermodal Development (via email)

ALTERNATIVES PRESENTATION MEETING - ATTENDANCE SHEET

Project: Guilford BF 0113(68)	Meeting Date: Thursday December 12, 2013
Description: Bridge 5 on US Route 5 over the Broad Brook	Location: Guilford Volunteer Fire Department 108 Guilford Center Road Guilford, VT 05301

Name	Representing	Phone	E-Mail
Chris Williams	VTrans	828-0051	Chris.Williams@state.vt.us
Tim Fillbach	VTrans	828-0645	Tim.Fillbach@state.vt.us
Troy E. Revis Jr	Select Board Resident	802 579 8512	
Alex Hogenmiller	AS Auto & Truck	254-1155	
Mike Frost	A's Auto + Truck	254-1155	
JANDI POND	Guilford Sch. Bus Drivers	257 1169	
Daniel Zymburski	Guilford Road Commish	802 380 2233	
Chris Laflam	Resident GVFD	802 380 1836	C.Laflam@hotmail.com
Eun Tkaczyk	Guilford/Resident School Board		
Mike Tkaczyk	Resident GVFD		mtkaczyk55@hotmail.com
Alice Revis	Guilford Resident Guilford School Board	802 579 8513	
Jared Bristol	GVFO Guilford Fire	802-805 451-6826	Jbbristol@comcast.net
Dennis GIBBOIR	GVFD -	802 - 254-5862	d.gibboir@comcast.net
Gary Sheperd	Guilford	802 254-9172	
GERALD BAKER	GUILFORD	254-2539	
Justin LaZack	LaZack & Son	254-9738	JrLaZack@gmail.com
Ed Saunier	MR. HANDYMAN	802-266-4000	EDTAMS@SOVERNET
Peter Noble	Resident	802-258-3077	psnoble74@smail.com
Sarah Noble	Resident	11	Tkaczyk@comcast.net
Helenbent Meyers	Resident	802 257 1256	hsmeyers33@YAHOO.COM
DIANNE LAFLAM	11	(802) 254-9526	trajle@mailbox.edu
Tom Rege	Resident		
Laura Lewis	Resident	254-4839	L9f11@comcast.net

Corinne Bristol	Resident	254 6841	
Charlie Bristol	Resident	"	bristol cc @comcast.net
Bill Murray	Resident	257-5431	murray@server.net
Bob Humphrey	Resident	257-7306	fredhump@gmail.com
Bill Jewell	Resident	257-0278	wmjewell@server.net
Matt Mann	WLC	257-4577	mmann@server.net
Dick Clark	Civil Road 2/0ct board	451-8339	
Pete Martyn + Jackie Billings	Resident	579-1875	peteandjackie@gmail.com
Don Miller	Resident	258-2558	
Katie Buckley	Resident/Town	802-343-6323	guilfordta@yahoo
Use Sparrow	Pastor ACE Church	257-2776	gccucc@server.net
Lila Greig	Resident	254-2551	
ERIC MORSE	RESIDENT/FRIENDS OF ALGIERS VILLAGE	254-8477	ERICMORSE15@GMAIL.COM
Sarah + Peter Noble	Residents	258-3037	tkaczyk@comcast.net
Andrew Tracy	Resident	257-7330	
Tim Johnson	RESIDENT	251-5088	thjohnson5@yahoo.com
Walter Momaney	Resident	254-5708	CovenantHoff@hotmail.com
Donna Momaney	Resident	251-5708	
ISAAC WAGNER	Walter	579-2363	i.wagner@whit.org
Anne Rider	Guilford Selectboard	254-5300	rider.anne@gmail.com
REYALD BAKER	RESIDENT	4-2637	
John Franklin	RESIDENT	254-2228	
Bevan Quinn	Resident	451-8141	bevanq@yahoo.com
MIKE HERBERT	State Rep	451-9088	MHERBERT@LEG.STATE.VT.US

A handful of people have read the scoping report already

Gave the web address of the report and presentation

Encouraged people to listen to the entire presentation rather than jump right to the closure portion of the discussion

- Purpose of Meeting

Accelerated Bridge Program

[There was a rescue required of some of the volunteer fire officials, this announcement lasted for several minutes over the intercom system.]

- Project Initiation & Innovation Team
- Phases of Development
- Description of Terms
- Traffic Data
- Existing Bridge Deficiencies
- Pictures – Utilities, intersecting roads, failed wingwalls, delam in concrete t-beams
- Layout Showing Constraints – ROW, Buildings, Historic,

Comment – The buildings on the NW corner of the bridge have been removed.

Question – The Historic Resource concerns are based on the final product, not on the impacts during construction? Yes, while the guidance is provided on the aesthetics of the final product, one wants to minimize the limits of the impacts during construction as well.

Question – What is the scale of the drawing? I am not sure of the scale, but a 100' distance was delineated on the plans.

Question – How big is the ROW? ROW is 3 rods or 49.5' about 50 ft.

Question – What are the green lines? Tree lines.

Comment – I do not know what archeology means. A description of the phases for clearing a project of archeological concerns was given and what the archeologists are looking for.

- Alternatives discussion
- Replacement Details

Question – What is the existing bridge width? About 21'.

Question – Is the currently bridge 53' long? Correct.

Question – How can you increase the length of the bridge 40' without impacting the roads on the corners of the bridge? I will get to that later.

Question – Will you provide a construction schedule now or later? How long is it going to take? The durations will be discussed later.

- Layout for the Complete Replacement

The graphic showing how the extra length of bridge could be accommodated without adversely impacting the intersection roads was shown and described.

Question – What are the gold parts? They are the rough limits of our project.

Question – Is the proposed bridge going to create a constriction for the Broad Brook? No, it should remove any constriction. I will get to that next.

- Profile

Question – Is the old bridge the dotted line? Yes

The difference between the new channel opening and the existing channel opening was shown to demonstrate that no constriction would be introduced.

- Methods to Maintain Traffic
- Phased Construction

Question – What would this look like for 300 cars a day?

Question – How long would the queues be for this particular site and traffic volume? I do not have the specific numbers but it would be less than 10 minutes.

Comment – Those numbers would be helpful to have.

Question – Is phasing unsafe for large trucks? Phasing is not feasible in this location. The narrow existing bridge requires either shifting the alignment or having a wider final bridge than needed.

- Temporary Bridge Options

Question – Will we have access to the existing bridge while they are building temporary bridge? Yes, but it will be restricted to one-lane of alternating traffic with flaggers while they are working on it.

Question – Is all of the extra time associated with a temporary bridge is for the design and not for construction of bridge? There is an effect on both.

Question – Has the decision to close the road already been decided? No.

Question – Who is the final decision maker? The State is final decision maker. Every person can voice their concern.

Question – Who specifically makes the decision? I am the decider, but I have bosses that also weigh in.

Question – Is the matrix in the Scoping Report? Yes.

- Layout – Temporary Bridge

Question – Would a temporary bridge be able to carry a fire truck and school bus? Yes. It can handle all legal loads.

Question – Do these numbers take into consideration the traffic on the side roads? No.

Question – Were there any kind of counts? No.

Question – Was a study done to minimize the impacts to traffic on the intersection? No.

Comment – Someone should do a traffic study on the side roads.

Response – How much traffic is on the side roads? Maybe 10 a day on Broad Brook and 100 a day on Melendy Hill.

Response – The classification and decisions would not change with 100 extra vehicles.

Question – What if people could take the parking lot at the church rather than the Melendy Hill intersection? That is great if people can find creative solutions to minimize the impacts to the intersection.

<https://maps.google.com/maps?q=Christ+Church+Cemetery,+Guilford,+VT&hl=en&ll=42.815941,-72.574423&spn=0.0034,0.008256&sll=43.871754,-72.451472&sspn=3.421477,8.453979&oq=christ+church+ceme&t=h&z=18>

Question – Why did surveyors put tape on my bushes? Was it a prediction of limits? No. It is part of the survey process to mark points.

Question – How much weight can a temporary bridge hold? Legal loads.

Question – How long of a bailey bridge can you purchase? 200'

Question – Can you put the temporary bridge over the existing bridge? Engineers can do anything, but it would not be feasible to put the bridge 30' in the air. This type of method was done for a culvert with a large amount of fill in Whitingham.

- ABC with Closure Option

There was one out of the 25 or 30 Accelerated Bridge Projects with a closure that was not done within the advertised closure period.

Question – Is there clerk to make sure work is done correctly and safely? Absolutely.

Question – Does the detour take us to exit 28? Yes. (<https://maps.google.com/maps?saddr=US-5+S%2FCalvin+Coolidge+Memorial+Hwy&daddr=US-5+S%2FBrattleboro+Rd+to:Canal+St+to:US-5+S%2FCalvin+Coolidge+Memorial+Hwy&hl=en&ll=42.745247,-72.489166&spn=0.217839,0.528374&sll=42.813348,-72.562466&sspn=0.0544,0.132093&geocode=FcVUjQldB5ms-w%3BFY8diwldyOis-w%3BFRyQjQldR6ms-w%3BFfBTjQldm5ms-w&t=m&mra=dme&mrsp=3&sz=14&z=12>)

- Local Bypass Route

Comment – Not with big trucks, you don't.

Question – Why would you want to encourage more people to take this? You wouldn't. It is not appropriate for a detour for big trucks and we would not sign it. Local people that know about the bypass and want to take it can. The Town can post the road as closed except for local traffic as well.

Question – Have you looked at the impacts of the local bypass on Vernon and Brattleboro? Yes we have considered it.

Question – Don't you think the bypass being so close to the site would have an impact on construction workers? Yes, but not as much as a temporary bridge would.

Question – Have you looked at the impacts of alternative routes such as Tyler Hill Rd and Franklin Rd? Not those particular routes, but we will. Thank you for mentioning them.

(<https://maps.google.com/maps?saddr=42.8167,+72.5747&daddr=intersection+tyler+hill+rd+and+VT+142+to:intersection+clark+rd+and+US+5+to:42.8167,+72.5747&hl=en&ll=42.815677,-72.526588&spn=0.108796,0.264187&sll=42.813023,-72.550891&sspn=0.108801,0.264187&geocode=FbxUjQldFJms-w%3BFfrYjAldHFot-ymf3gF60xnhiTGLX5iiBI7yLQ%3BFxy1jQldy8Gs-ylbgwhlNBrhiTEQhH2GbuOqhg%3BFbxUjQldFJms-w&t=h&mra=ls&z=13>)

Comment – It seems like you looked at the impacts to the project, but not the impacts to the surrounding towns.

Response – We sent out a local concerns letter to determine the impacts to the Town.

Comment – I am the fire chief and I haven't been asked about how this will impact emergency response.

Question – Who filled out the form? The Town.

Response from Katie – I filled out the form and I asked you for your input and your responses were captured in the report.

Comment – There is a lot of traffic on the south end of the bridge. Maybe a dozen per day on north side and 100 or so from south side.

Comment – You should look at using Franklin Rd over to Tyler Hill as the bypass. With the extra time, it would impact getting students to school.

Response – If this is a concern, then I would recommend not have the closure during school.

Question – Has state thought about people who want to go north taking Broad Brook Rd to the Welcome Center and getting on I-91 north? No.

<https://maps.google.com/maps?q=Guilford+Welcome+Center,+Broad+Brook+Road,+Guilford,+VT&hl=en&sl=43.871754,-72.451472&sspn=3.421477,8.453979&oq=guilford+welcome&t=h&z=17>)

Question – Would the state open the welcome center access road? Doesn't that take people on Broad Brook Rd where you do not want them to go? The welcome center access is on the paved portion before the wind-y part.

Response from a representative of the Welcome Center – This is a federal lands limited access system and it would not be allowed. [There was much Booing from the audience.]

Response – I was thinking about for the ambulance.

Comment – How many fire department volunteers live on the other side of the bridge and would not be able to make it to the ambulance in time?

Comment – There are businesses with large trucks that would be impacted by the closure.

Comment – I have a garage and work on commercial vehicles. My loyal customers will make the trip around to the shop, but no one else is going to make the trip. My garage is going to be empty for 4 weeks.

Comment – I drove over that bridge 14 times today.

Comment – I drive all over town for hospice making house calls. I call the rescue men all the time. What is going to happen when the bridge is closed? I am concerned for the elderly people in this community.

Comment – A four week closure is going to kill this community.

Comment – I own a wrecker service and tow for state police. I will have to drive around the detour everyday during this.

Comment – There are mailboxes on the north side of the bridge that service houses on south side.

Response – How about relocating some of the mailboxes? The postmaster said that it is not possible.

Comment – Those people will not be able to access their mail every day. It is supposed to be a given that people can get their mail every day.

Comment – I would like to see the matrix.

- Concerns & Mitigation Strategies

Comment – We could park trucks on the other side if we have two of each.

Comment – How are the responders going to get to the trucks even if they were parked over there?

Response – There are a lot of hypothetical situations that we can discuss.

Comment – What would the people of the Town of Guilford have to do to get a temporary bridge? Your local bypass would not work.

Comment – I would like to see the rest of the presentation.

Comment – You are putting money before human lives.

Comment – A lawsuit could cost you more than that. [Referring to the savings from not using a temporary bridge.]

Comment – I thought you said 4 weeks.

Response - 4 weeks for a closure but ideally one month before the closure for preparation and one month after the closure to clean up and then get out and stay out.

Comment – I missed the impacts in the matrix.

Comment – Working with hospice, I sometimes have to make calls on 8 to 10 people in Guilford. This is going to affect 25 to 30 people daily.

Response – Why do you think that we are here proposing this alternative? Your process requires you to be here. It is cheaper and faster.

Response – After objectively looking at the situation, we came to the conclusion that this is the correct decision for this project with these constraints. You can get together as a community to creatively think about how to respond to this situation.

Question – Everyone would agree that the bridge needs to be replaced. We are concerned about the bypass. Can Tyler Hill road be the official detour? We can look at these options.

Comment – It was built as evacuation route for VT Yankee.

Comment – Concerned about the impact to the local businesses, such as the hospice and repair shop.

Comment – We want to research what has been done at the other bridge locations that were closed for construction and the impacts on those towns.

Question – Can you provide the traffic volumes and locations for those other projects?

Comment – I would like to question those towns personally.

Response – I am not sure that any of them are exactly like the situation here. A description of the traffic volumes and constraints of Woodstock and Chester were provided. They both had bypasses.

Question – Can we have money to do a study? That is where the grant money comes in.

Question – How much of that 18 months is impacted by actual construction? There may be some time at the beginning and end for set up and clean up and they may take some time off in the winter. There are no guarantees; it could be longer and the incentives are not there to finish faster. I have tried to get a project finished in a year with a temporary bridge, but they just can't seem to get it done.

Response – Attitudes can change. Many of you came here knowing that you did not want the bridge closed. Hopefully, some of you can see why that decision was made now. Some of the things which were heard tonight: concern about the impact to safety, loss of business, look at providing access through Welcome Center, look at getting access on I-91 southbound for emergency vehicles (this location is approximately ¼ mile from bridge

[https://maps.google.com/maps?q=intersection+of+Whipple+Dr+and+US+5+in+Guilford,+VT&hl=en&sl=43.871754,-](https://maps.google.com/maps?q=intersection+of+Whipple+Dr+and+US+5+in+Guilford,+VT&hl=en&sl=43.871754,-72.451472&ssp=3.421477,8.453979&t=h&hnear=U.S.+5+%26+Whipple+Dr,+Guilford,+Windham,+Vermont+05301&z=17)

[72.451472&ssp=3.421477,8.453979&t=h&hnear=U.S.+5+%26+Whipple+Dr,+Guilford,+Windham,+Vermont+05301&z=17](https://maps.google.com/maps?q=intersection+of+Whipple+Dr+and+US+5+in+Guilford,+VT&hl=en&sl=43.871754,-72.451472&ssp=3.421477,8.453979&t=h&hnear=U.S.+5+%26+Whipple+Dr,+Guilford,+Windham,+Vermont+05301&z=17)) There have been some discussions about the theoretical issues that could arise during a closure that affect safety. Statistically speaking, the factor affecting safety during a construction project is the traffic through the construction zone. The highest rate of vehicular crashes occurs in construction zones.

Comment – What is not hypothetically is that almost all firefighters live south side of bridge.

Comment – Having a tanker available is crucial.

Question – How many of the 30 had temp bridge? The 30 projects mentioned previously were closures so none of them had temporary bridges.

Comment – You have an agenda.

Response – I do not have a stake in this. I am trying to make an objective decision based on the information available. I am paid the same regardless of the direction that this project takes.

- Next Steps

Question – Is that you? Yes, I am the one to make the decision based on any new information provided here tonight.

Comment – I live over in Vernon. I like the idea of using a ramp off I-91 southbound to get on to US 5 south of the bridge. Would the State be able to fix this to make the turn? We will consider it.

Comment – Regarding the situation on Melendy Hill, what happens if there is no temporary bridge, it will turn that trip into a 20 minute affair to get to hospital. This is actually a 40 minute trip when you consider the emergency personnel from the South going around the detour to get to the fire station and then taking the fire truck around the detour to Melendy Hill and then taking the detour a third time to get to the hospital.

Comment – The ambulance has to come from Brattleboro or Greenfield.

Response – What if we could park an ambulance on the south side of the bridge? You could park it in my shop; it will be empty. We would have to pay someone to sit with the ambulance.

Question – You can't build a bridge in 4 weeks. Is there a phasing plan [assumed construction schedule]? We can build a bridge in 4 weeks. There will be preparations before and after the closure, but you can get two-way traffic back on a new bridge in 4 weeks. You will have two 11' lanes open after this closure period.

Question – Can all vehicle cross after that closure period? Yes, it is the final product.

Question – What about the 28 day cure period? Curing time not needed for precast bridge elements. They are cured before the bridge is closed.

Question – Can we count on the Vernon fire department for that closure period? Can you use Tyler Hill Road? A Vernon fire department representative was present and indicated that they could take Tyler Hill Road and would respond to calls if they were needed.

Comment – It might be unrealistic if Guilford cannot cover for Vernon.

Comment – You mentioned that an available bypass is part of the consideration. However, the Broad Brook Road bypass is unrealistic, dangerous and reckless. If you are going to consider that a bypass is available, use the Tyler Hill bypass. Your slides say local bypass is available and emergency vehicles can use it.

Comment – That bypass will bring us into a school zone or malfunction junction

(<https://maps.google.com/maps?q=intersection+vt+119+and+VT+142+in+Brattleboro+vt&hl=en&ll=42.850068,-72.585117&sspn=0.006796,0.016512&t=h&hnear=Vermont+142+%26+Vermont+119,+Brattleboro,+Windham,+Vermont+05301&z=17>).

Comment – The closure will be in the summer, so school will not be in session.

Comment – The bypass taking Tyler Hill Rd and Cotton Mill Hill

(<https://maps.google.com/maps?q=intersection+cotton+mill+hill+and+VT+142+in+Brattleboro+vt&hl=en&ll=42.83601,-72.552402&sspn=0.013595,0.033023&t=h&hnear=Vermont+142+%26+Cotton+Mill+Hill,+Brattleboro,+>

[Windham,+Vermont+05301&z=17](#)) that goes through the school zone is 11 miles and not the 6 mentioned.

Comment – If we are not going to have a temporary bridge, I would like to see I-91 available and using the median for a turnaround.

Question – When you take the feedback back to your department to make a decision, are there people who favor using temporary bridges in the group? Or does everyone making the decision not like temporary bridges? The decision will be based on past failures and successes and the specific constraints of this site. It is a matter of balancing the constraints, what if this were a local bridge? You would probably elect to close it if there was a financial incentive.

Comment – That is not a fair comparison.

Question – Without considering the Irene projects how many projects have been done without using temporary bridges? The ratio of bridge projects being done with road closures has been going higher, but I do not have the exact statistics.

Question – What are the factors you use to determine if a temporary bridge should be used? Closure length, volume of traffic and length of detour. There are other less tangible factors such as the constraints of the site, the temporary bridge alignment and any intersecting roads.

Question – Are there any other projects with the same duration and similar constraints? Every project is different but it is possible that some are similar.

Comment – We can find some options to mitigate the impact to emergency services, so I would much rather be impacted for 4 weeks than 18 months.

Comment – I am troubled that your department does not consider public safety. We have daily rescue calls. Then you are dumping the decision back on Town on how to deal with that risk. It is not fair to ask the Town to do that.

Comment – We can figure it out. They are offering to build us a bridge in 4 weeks.

Response – Public safety is difficult to quantify. There is a public safety issue with a temporary bridge for 18 months with one lane of alternating traffic.

Question – What if vehicles cannot get across temp bridge? They will be able to.

Response – We will go back to the state with all issues and decide on the best decision given all of the concerns, including paying to park an ambulance on the south side of the bridge and using an I-91 alternate routes that are feasible. I have a question for the emergency responders. Would access to I-91 make the project palatable? It adds 3 miles.

Response – Would that be palatable? Getting back on southbound I-91 and using the median to turn around. A temporary exit may be more feasible.

Comment – Guilford should get together to discuss this.

Comment – Before we forget or everyone leaves, I think we should give this gentleman a hand.

[Clapping.] No one wants his job.

Question – How many of these decisions have changed based on Town input? I am not familiar with one.

Response – What is the sticking point? Can we get to a place where we can agree on the solution?

Question – When there is a temporary bridge, will route 5 be open? Yes, open to one lane.

Comment – You should look at putting a temporary bridge on Broad Brook Road and Bee Barn Road.