cc: BOS
Chief Pawline
Traffic Adv. Comm

Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator

massDOT
Massachusetts Department of Transportation
Highway Division

Tony
Ted

March 16, 2012

RECEIVED
MAR 19 2012
TOWN MANAGER
TOWN OF CHATHAM

Carol Pacun
14 Sunset Lane
Chatham, MA 02633

SUBJECT: Mitchell River Drawbridge Replacement (Br. C-07-001)
Chatham, Massachusetts

Dear Ms. Pacun:

Thank you for your comments regarding the Mitchell River Drawbridge in Chatham. As with any bridge or highway design, MassDOT's first priority is to provide a roadway that meets current standards and is safe for all users. The designation for Bridge Street as it cross over the Mitchell River is designated as an Urban Collector which is set by MassDOT Planning in consultation with the Regional Planning Agency, and ultimately approved by the Federal Government. The proposed design speed of 30mph for this project is based on this classification and is the lowest design speed allowed under the State's design guidelines for this type of roadway. Please keep in mind that the design speed sets the criteria for the roadway width and profile that MassDOT must follow in order to provide a safe roadway, and is not the posted speed limit. MassDOT is not recommending the speed limit be increased for this roadway.

The current curb to curb width of the bridge is 24' without any designation between travel lanes and shoulders. MassDOT originally proposed 12' travel lanes with 4' shoulders in order to accommodate bicyclists on the bridge for a total of 30' from curb to curb. As a result of similar concerns relative to speeding raised at the 25% design Public hearing in March of 2010, MassDOT reduced the overall travel lanes to 11' with 2' shoulders for a total curb to curb width of 26'. This design has received the support of the Board of Selectman and the local bicycle advisory council as the Town of Chatham does not have any plans to widen the approaches to the structure in the future.

In addition, the current design will allow for wider sidewalks to accommodate pedestrians and the activities that take place on the bridge. A crash tested curb rail will also be provided, and although intended to keep errant vehicles from going into the river, it will also offer protection for the pedestrians on the sidewalk. In summary, MassDOT will be providing a bridge that meets current standards, will not encourage speeding and will be safer for all the users of the bridge.

If you have any questions, please feel free to contact Joseph A. Pavao, Jr., P.E., Project Manager at (617) 973-8178.

Sincerely,

Thomas F. Broderick

Thomas F. Broderick, P.E.
Chief Engineer

cc: Joseph Pavao, Project Manager
Damaris Santiago, FHWA
Jill Goldsmith, Chatham Town Manager

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CAROL PACUN 14 SUNSET LANE CHATHAM, MA 02633

Mr. Joseph Pavao, Jr., ABP Project Manager
MassDOT, Highway Division, Boston MA
Ref: Mitchell River Bridge/ Bridge Street Chatham MA.

Dear Mr. Pavao:

I am representing the following named residents of Bridge Street who have concerns about the design of the Mitchell River Bridge as it affects traffic and safety. Since many of them are away from Chatham during some of the winter, they have authorized me to write you to clarify their concerns and have agreed to the following statement.

The undersigned Bridge Street residents urge MassDOT and the Board of Selectmen to seriously consider the endangerment to the safety of pedestrians, drivers and homeowners if the proposed design of the Mitchell River Bridge results in an actual increase in the current speed of vehicles on Bridge Street and on the bridge itself. This is an area where vehicles, walkers, bicycle riders and fishermen (mostly children) converge. There is no justification for moving traffic along more quickly. Even Mass DOT's own studies show that low speeds save lives. No issue is more important than the safety of our citizens. It requires careful consideration of all parties involved at an open meeting.

Along with nearby neighbors, these homeowners were particularly concerned by the statements made during MassDOT's staff visits to Chatham when your representative said that, along with work on the bridge, the engineers were planning to smooth out the dip in the road pavement which presently is slowing vehicles down. The new design for the bridge will also result in wider lanes and a more even road surface, giving motorists a straight run along Bridge Street from its intersection with Main Street to Stage Harbor Road. Many residents feel that speeding along the road and the bridge is already an issue, and that MassDOT's goal should be to design the bridge and the pavement around it in such a way to mitigate their concerns. This short road in the middle of

Chatham is certainly not an "urban connector" (as the latest traffic studies confirmed) and to design it as such would be a travesty.

Finally, these residents would prefer that speed issues be dealt with in the design of the bridge and by the town setting low speed limits, rather than the addition of calming devices such as speed bumps and flashing lights, which would not be compatible with the site.

Thank you for your consideration of this important matter. I look forward to your early response.

Sincerely yours,

Carol Pacun

CC: Florence Seldin, Chairman, Board of Selectman, Chatham MA
Traffic Study Comm., attn: Captain John Cauble, Chatham Police Department
List of Bridge Street signers (original petitions available on request)

Chatham Beach and Tennis Club (corner Bridge/Main) – Steven Merselis, Pres.
373, 375 Bridge Street – Alicia and W.Wright Olney
370 Bridge Street – Robert and Joyce Flanagan
364 Bridge Street – William and Maryellen Irvine
353 Bridge Street – Josephine and Daniel Gleason
347 Bridge Street – Anthony and Nancy Bak
346 Bridge Street - Anna Gail and Russell Campanelli
322 Bridge Street - Glenn Sheeley
311 Bridge Street – Petra A. Knaus
309 Bridge Street – Blair Fleischmann
306 Bridge Street – Martha and William Gibson
30 Bridge Street - Mary Ann Gray
191 Bridge Street – David and Sarah McAlpin
155 Bridge Street – John and Melinda Pfeffer
24-30 Bridge Street – M/M Clarke Gray