

## Bridge Advisory Committee Meeting #6 Notes

Kennebunk-Kennebunkport; Lanigan Bridge / WIN 22504.00

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Date/Time: March 4, 2016 / 1:00 PM

Place: Kennebunkport Fire Station @ 32 North Street

Next Meeting: TBD

Attendees: Leanne Timberlake, Kent Cooper, Tim Merritt, Dan Taylor, Sandy Severance, Laura Dolce, Charles Whiston, Donna Buttarazzi, Debbie Lennon, Bonnie Clement, Robert Georgitis, Thomas Boak, Ed Karytko.

Distribution: All attendees and committee absentees

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**Item:**

**Action:**

### Introductions, Goals for Meeting:

- Round-the-table introductions by all present. Kent Cooper from MaineDOT Communications attending today. There was a fairly low turnout of committee members.
- Meeting Goals:
  - Project Status Update
  - Temporary Pedestrian Bridge Discussion
  - Bridge Aesthetics Input & Decisions

### Project Status update

- Formal Public Meeting highlights for those not present
  - School busing impacts due to roadway detour still being coordinated
  - A concern about load posting signs along detour route was brought up. DOT to ensure detour route can handle detoured traffic loads.
  - It was noted that the bridge railing will not pass a 4" diameter sphere. **Correction – rails are spaced 5 ½" clear so that a 6" sphere cannot pass through the railing which meets code requirements.**

### 13.8—PEDESTRIAN RAILING

#### 13.8.1—Geometry

The minimum height of a pedestrian railing shall be 42.0 in. measured from the top of the walkway.

A pedestrian rail may be composed of horizontal and/or vertical elements. The clear opening between elements shall be such that a 6.0 in. diameter sphere shall not pass through.

When both horizontal and vertical elements are used, the 6.0 in. clear opening shall apply to the lower 27.0 in. of the railing, and the spacing in the upper portion shall be such that a 8.0-in. diameter sphere shall not pass through.

- - Concern about kids jumping off the bridge. A safety fence is not intended to be added to the bridge due to aesthetic concerns.
  - Concern about boat clearance under the bridge. It's difficult to raise any more than already shown, due to building and sidewalk impacts. Recreational boats can still pass at lower tides, as they do today.
  - Preference to keep timber railing near Clam Shack or some timber treatment at least.
- Utility Relocation Update – CMP pole work started this week, remainder of relocation work pinned down schedule wise now
  - The pole push brace on the NE corner of bridge was set in the roadway shoulder area. Coordination ongoing as to what to do about it. This was a change made by CMP to avoid underground utilities without MaineDOT's knowledge. Other temporary poles to be set in the coming week.
  - All this upfront work will allow the electric lines to be de-energized/removed for the length of the bridge project limits.
  - CMP will continue setting new poles in the Kennebunk approach and will move lines later this year, off-peak hours, potentially at night.
- Environmental Permitting Update
  - There is concern from environmental regulatory agencies about existing pier removal outside of the "in-stream work window", which is November 8-March 15. There is ongoing coordination regarding this issue. It was originally thought that this work could be done inside a floating silt curtain, but regulators want the work contained within a

DOT to coordinate with CMP regarding temporary pole push brace set in roadway shoulder to either move it or shield it from traffic impacts.

DOT/Stantec to coordinate with Environmental Coordinator on pier

cofferdam. There's not enough time to construct a cofferdam in the short-term closure and it's difficult to install ahead of time with tides due to the low headroom below the bridge.

demo. **Update:**  
DOT/Stantec is considering leaving the very bottom of the pier at the mudline or just above the mudline in place to simplify the environmental permitting and avoid construction schedule impacts. Consulting with the harbormaster regarding how this might impact recreational boating and if the recreational navigation channel will need to be better defined via signing as part of this project.

- Kennebunk approach retaining wall change
  - Change to Geosynthetic Reinforced Soil (GRS) wall, due to poor soils. Less excavation required than reinforced concrete cantilever wall. No concrete pours, so it will accelerate construction in the winter.
  - New wall type, only used on a few MaineDOT jobs so far, which is why it wasn't considered in preliminary design.
  - It will have precast concrete block facing similar to the existing wall that is at the NW corner of the bridge that was constructed by the Town project a few years ago.
- Incentive/disincentive provision discussion at BAC#7
  - Discussions still ongoing at DOT. Dollar amounts to be determined. As soon as environmental requirements are pinned down, this can be discussed in more detail.
- 90% design submittal to MaineDOT on 4/25/16
  - The next BAC meeting will be held prior to this submittal.

### Temporary Pedestrian Bridge

- Pre-fabricated aluminum truss available from MaineDOT Leanne to confirm

### Design with community in mind

Maintenance – is it wide enough?

- o The gangway is 41" wide, inside of handrail-to-handrail.
- o 36" minimum is required for ADA, but if >200' long, wheelchair turnouts are required, or 5' or greater sidewalks are required.
- o It was noted that sometimes contractors don't like to use State-owned items due to need to return in original condition. They may prefer to use their own materials on-hand, which are often salvaged.
- o Contractor may prefer to make wider, since it may also be used for worker/equipment crossing.
- o BAC members seemed to think it was adequate and that it should be allowed to be used by contractors, if desired.
- o The contractor will be in charge of snow removal.
- o The pedestrian bridge only needs to be functional during the road closure, but contractor may choose to detour pedestrians at other times due to safety concerns.
- o Bicyclists will be allowed to use the bridge, as it will be the only crossing during the road closure.

with DOT-ADA review to confirm that the bridge will meet ADA requirements.

Contract will allow use of the 41" wide gangway for the temporary pedestrian crossing in the contract specifications, as long as it meets ADA requirements.

Update: Upon further discussion with MaineDOT staff after this meeting, it has been decided to not make the MaineDOT-owned aluminum gangway available to the contractor. It is believed to not represent any significant project cost savings and many bidders would chose to not use it anyway. Draft environmental permitting for the project will likely force the contractor to span the low tide channel width and the gangway is not long enough to do that.

### Bridge Railing Aesthetics:

Results of online railing color poll – black & dark tan favored, need a BAC decision

- Since results are about 50/50 a new poll will be started with black

Leanne to setup new Doodle poll for rail color. Black or dark

### Design with community in mind

and dark tan only for BAC members to vote on.

- It was noted that:
  - a. Black is predictable, whereas dark tan may not look as is pictured in the renderings.
  - b. The ornamental street lights are black.
  - c. Dark tan appears to blend into the environment and is less noticeable.
  - d. The timber shown in the renderings is just a shot in time at installation, but will grey over time, as the boardwalk has started to.
  - e. The dark tan color was not intended to exactly match the timber in the renderings, as the timber will change anyway.
  - f. Stantec explained that the pedestrian perspective will not generally focus on the railings, but will focus on the views beyond it. It is the motorists and people viewing the bridge from upstream or downstream that will most notice the railings. Having a color that differs from the boardwalk railing will make the bridge stand apart from it. Having a color similar to the boardwalk railing will give a corridor perspective to the user. Neither is bad or better, it just depends on people's differing perspectives.
- There is not a clear majority for either color.
- There will be an online re-vote, as many BAC members are missing today.

tan, BAC members only. Will include example railing or swatch of dark tan color if possible.

Updated railing renderings including the viewing outlooks were shown.

Highlight unique potential Clam Shack railing timber face treatments

- The existing timber railing is on Steve Kingston's property. The State will not change the property line as part of this project, but have elected to take a permanent maintenance easement for the new railing and adjacent stone slope. State understands sensitivity of the aesthetics of this railing as it historically relates to the Clam Shack and have been seeking input from the land owner.
- Various timber facing treatments were presented including just timber on top of the top railing or timber facing on all the railing vertical facings as well.
- BAC did not like the facing option painted white. They wanted to

White painted timber facing will not be considered.

keep it a consistent look.

- Maintenance problems associated with timber facing. Also difficult to re-paint with it attached to the steel railing.
- Clam Shack is a “choke point” for pedestrians already, do not want to make the issue worse by encouraging people to stop at the rail and eat. It diminishes the value of adding a 6’ sidewalk.
- Timber treatment Option 3 was preferred, with the natural wood top board, similar to the timber boardwalk on the opposite side of the road. No timber facing on the railing vertical faces.
- It was suggested that the Clam Shack owner be allowed to mount removable shelf on the railing during the day and remove it when not in use as a compromise.

DOT/Stantec to meet with Clam Shack owner and discuss timber alternatives once steel railing color is decided.

### Operator House Disposition

- Is it going to be salvaged or not? Where will it go?
  - The operator house would need a new concrete foundation, as the existing one is mounted to the existing bridge abutment and needs to be demolished.
  - There is no place to put it back near the bridge.
- Salvage old operator equipment as well?
  - There wasn’t much interest in the larger electrical cabinet piece of equipment, but the control panel might be a possibility. If there was interest it could be re-wired and setup to operate a miniature swing bridge in a museum, or could be used as some other purpose.
  - The control panel could be taken out of the operator house door, but the larger electrical cabinet would likely need to be partially dismantled.
- It was suggested that the Trolley Museum or conservation trust may also be interested, but the Historical Society will be asked first.
- The bridge project will only remove the operator house and either reset it or stockpile it at a designated location or it will become property of the contractor.

Sandy Severance will ask the historical society if they want to salvage the operator house or any of the equipment inside, to be located at a site outside the bridge project.

Leanne to coordinate with Towns regarding operator house disposition.

### Interpretive Signing

- Formation of the committee – introductions of MaineDOT staff that will assist

- Kent Cooper presented a few examples of what has been done on other projects.
- It was thought that 1 panel could be mounted at each overlook. The panels will be mounted outside the railing, low profile (~15°), so as not to take away from the overlook space.
- One theme for a panel was suggested to be shipbuilding. There are many historical photos of ship launching and the Towns were big shipbuilding communities.
- Other possible themes
  - o Who is Matthew Lanigan?
  - o Nature/Environment-related, such as aquatic life in the Kennebunk River.
  - o Original bridge construction – toll bridge constructed by 3 people, private enterprise by 2 men and 1 woman. Original timber lift bridge transitioned to the steel swing bridge.
  - o Trolley history.
- Finalize number and locations of signs

Historic photos were shown on the screen and via some hard copy photos.

### Other Salvaged Equipment

Finalize locations for salvaged navigation lights, traffic light, locks of love, existing bridge plaque

- It was generally agreed that the salvaged equipment should be located in the corner where the operator house will be removed with some level of signing consistent with the other interpretive signing at the viewing outlooks. Mounting the old bridge plaque to the concrete bridge railing end post transition was discussed, but it was decided that he should go with the other salvaged equipment. Placing some of the salvaged equipment with the operator house at an off-site location was also discussed. A final decision on this item is dependent on the operator house disposition. Kent Cooper will also work with the signing subcommittee on this item.
- Committee members were okay with removing the existing locks of love, as they do not look very good currently. No need to install a new love locks structure, such as a heart-shaped metal sculpture, as part of the bridge project. The Towns will take care of this later.

The interpretive signing subcommittee will work with Kent Cooper to create the panel stories and the graphics will be created by MaineDOT or a graphic designer under contract to them.

The signing subcommittee will work with Kent Cooper on locating the salvaged equipment and identifying some mounting options.

Existing “locks of love” will be removed and disposed of as part of the bridge project.

- It would be preferable to mount the new lock structure off the bridge so that it would not add weight to the bridge. Stantec estimates the existing locks to weigh around 400 pounds and growing. Some railings with locks have collapsed over time at other locations.

### Lighting

- The cobra head light mounted to the utility pole on the Kennebunk approach is moving farther away from the bridge to the new utility pole location about 60 feet off the bridge.
- Lighting was a concern, especially since the pedestrian-traffic separation by the through-girder won't be there anymore. Concern about pedestrians walking into the roadway at night. This would help illuminate the corner where the salvaged items will likely be located.
- Thought was to add a cobra head light to the Kennebunkport utility pole on the NE corner of bridge. Other thoughts to add low-level pedestrian lighting at the viewing overlooks, but would require town cost-sharing. Lighting will be discussed further.

Bridge lighting will be discussed further with the Towns by MaineDOT.

### Preparation for BAC #7

- When?
  - Prior to 90% submittal, just after April 1<sup>st</sup>.
- Topics?
  - Incentive/disincentive provisions
  - Control of work provisions to maintain business access & deliveries, protect buildings, permitted work timeframes
  - Outstanding aesthetics items

Leanne to schedule next BAC meeting.

### Misc.

- Interest in ribbon cutting ceremony.
- Kennebunk would like to add a decorative town line sign, similar to the one Kennebunkport has on the bridge currently.
- BAC would like to reset "Mathew J. Lanigan" sign mounted to the existing signal on the NE corner of bridge.

Further coordination required for Kennebunk Town sign, ribbon cutting ceremony.

Reset MJL sign on new structure.



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The meeting adjourned at 3:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**Stantec Consulting Services Inc.**

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Attachment: Sign in List

c. Attendees & Absentees