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STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

IN RE REPLACEMENT OF MATHEW J. LANIGAN BRIDGE

WIN 022504.00

Public Meeting At The Kennebunk High School
Auditorium

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on
February 10, 2016, at the Kennebunk High School
Auditorium, Kennebunk, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE:	LEANNE TIMBERLAKE
FROM STANTEC:	TIM MERRITT
	DAVE TAYLOR

1 TRANSCRIPT OF PROCEEDINGS

2 MS. TIMBERLAKE: Good evening. On behalf of
3 the Maine Department of Transportation, I'd like to
4 welcome you to this formal public meeting for future
5 improvement to the Matthew J. Lanigan Bridge. With
6 me tonight from Stantec who are the designers for
7 this project are Tim Merritt and Dan Taylor. We also
8 have the services of a court reporter for tonight,
9 Robin Dostie. And at this time if there are any town
10 or state officials if you could please state, you
11 know, raise your hand and state your name just to let
12 people know that you're here.

13 AUDIENCE MEMBER: I'm Chris Osterrieder,
14 Town of Kennebunk.

15 AUDIENCE MEMBER: Laurie Smith, town manager
16 of Kennebunkport.

17 AUDIENCE MEMBER: Judy Bernstein, town
18 planner.

19 MS. TIMBERLAKE: Anybody else? Just a few
20 housekeeping items. I have a sign-up sheet going
21 around. If you would please put your names down on
22 that, I would appreciate it. Also over at this table
23 here I have some handouts that you can take with you
24 if you'd like. One is a copy of the notice that was
25 sent out to abutting property owners and published in

1 the local paper. That has my contact information, if
2 you have any questions you can email me or call me at
3 any time about the project. I also have over there
4 comment cards if you want to take a card and write
5 down a comment and send it to me you can do that as
6 well. We also have a booklet called the State of
7 Maine Department of Transportation Land Owners Guide
8 to Property Acquisition Process. This is just sort
9 of a brief overview of the process we go through.
10 You're free to take that with you. We also have the
11 brochures from the Civil Rights Office on the Title
12 VI Program for the Civil Rights Act from 1964 and
13 those are free to take with you.

14 This is basically our third public meeting.
15 The first meeting we had was --

16 MR. MERRITT: July of 2014.

17 MS. TIMBERLAKE: Right. Almost a
18 year-and-a-half ago. That was a preliminary meeting
19 where we came without any plans to get your concerns
20 and finally start talking about the needs of the
21 project and we did have what we called an
22 informational meeting last December and because not
23 everybody got an invite we wanted to have this
24 meeting to make sure that we were reaching everybody
25 that might have a concern about this project and to

1 learn about it and ask questions. So that's what
2 brings us here tonight is to kind of go over the
3 recommendations for the project and then we'll open
4 it up for questions and comments and go on from
5 there. So with that, I'll turn it over to Tim.

6 MR. MERRITT: Thank you, Leanne. I just
7 picked up a cold on Saturday, so my voice probably is
8 not going to carry as well as it normally would, so
9 if you folks can't hear me I encourage you to move a
10 little closer or give me a wave and I'll try raise my
11 voice a little bit.

12 I'd like to get a show of hands of the folks
13 that were at the December public meeting that we just
14 recently had a few months ago. So there was a few.
15 What about the first public meeting we had back in
16 2014? Okay. So there are still a few folks that are
17 hearing things for the first time. The folks that
18 have been to the prior meetings, you know, a fair
19 percentage of what you're going to see tonight is a
20 repeat of what you've already seen, but we will be
21 providing additional detail in some sections as an
22 update, so it won't all be previous information,
23 there will be some new things for folks to hear as
24 well.

25 We do have a colored hearing plan over there

1 that we've hung up. More so so folks can go up after
2 the meeting if they want to look at things in more
3 detail, particularly the people that have property in
4 the immediate bridge area it might be of interest for
5 you to take a look, so that's available as well.
6 Some of that we'll be showing on the screen during
7 the presentation.

8 So the agenda that we're going to cover,
9 we've already done introductions obviously. I'm
10 going to talk a little bit about the two prior public
11 meetings in terms of what was talked about just as a
12 refresher, an update on project status and schedule.
13 I'm going to talk about the bridge advisory
14 committee. We've had four meetings or five meetings
15 to date, so I'll talk about who is on that committee
16 and the sort of feedback that we've gotten from them
17 and what they've been helping us with. I'll talk
18 about existing conditions more just as a refresher to
19 get people familiar with the layout of the project
20 and what the project is or isn't. We'll talk about
21 design goals that came out of the public involvement
22 process. I'm going to chat a little bit about
23 maintenance of traffic alternatives because that's a
24 very key part of the project. And then I'm going to
25 jump right into what the recommended maintenance of

1 traffic alternative is and what the recommended
2 bridge replacement alternative is. So I'm not going
3 to spend a lot of time talking about alternatives
4 because we've done that in two prior meetings.

5 The folks that are here for the first
6 time -- come on in folks. The folks that are here
7 for the first time if you have questions about the
8 alternatives that were considered, by all means,
9 raise your hand during the question and answer period
10 and we'll cover that in more detail or you can come
11 up after the meeting and talk to us.

12 We'll talk about the construction schedule,
13 that's a very critical item. We have an update for
14 that area. We'll talk some more about MaineDOT
15 communications leading up to construction and
16 specifically during construction and how that will
17 help alleviate business impacts. And we're going to
18 give you an update on the bridge esthetics and that's
19 the key item that the Bridge Advisory Committee or
20 what we call the BAC has been helping us with
21 recently. And then so I would ask that everybody
22 hold their questions for the Q and A unless something
23 is very unclear in the presentation and I need to
24 clarify something, by all means stop me and I'll do
25 that, but I would ask you to hold questions

1 otherwise.

2 So as LEEANNE mentioned, we've had two
3 public meetings. We had the first one back in July
4 of 2014. We had a more recent one in December that
5 was an informational meeting. So between those two
6 meetings we've had quite a bit of discussion about
7 project need and existing bridge condition, what are
8 the potential maintenance of traffic scenarios that
9 being, you know, we talked about a temporary detour
10 bridge. Doing a full closure on the bridge with the
11 roadway detour to Durrell's Bridge Road and there was
12 also a lot of talk about what are the needs for
13 maintaining temporary pedestrian access during
14 construction. We'd like to do this in a non-tourist
15 season, you know, fall to spring kind of scenario.
16 At the very first public meeting in 2014 at that time
17 the bridge was scoped as a full replacement meaning
18 that we were going to replace the bridge from the top
19 all the way down to the foundations and we told the
20 public at that time that it was going to take two to
21 three seasons, you know, largely meaning two or three
22 summers. Obviously there was a lot of negative
23 feedback regarding that. It would have been a lot of
24 impact to the businesses and the tourism in the area,
25 so we since then have gotten the scope of the project

1 reduced to just a superstructure replacement, which
2 is from the top of the bridge down to the very top of
3 the foundation. So that the stacked granite that's
4 there that you see that makes up the foundation that
5 will remain. We're not going to replace that, so
6 that drastically reduces the scope of the project and
7 allows us to get it from a two to three construction
8 season project down to largely one season. And that
9 season won't be a traditional season, it will be more
10 from like fall into the following spring so that, you
11 know, we're trying to avoid construction in the
12 summer tourist season and we'll talk a little bit
13 more about that later in the presentation.

14 At the first public meeting we got some
15 comment cards and there was concern about a temporary
16 bridge, you know, the duration it would take to build
17 that and the impacts associated with that, you know,
18 namely to the town parking lot and potentially to the
19 South Church area and then obviously the neighboring
20 businesses. People made the suggestion of using
21 prefabricated bridge components and replace with a
22 short-term closure with no detour bridge, in other
23 words, get in, get out and get it done. There was
24 some discussion about removing the pier for increased
25 boating safety. And then we've been working with the

1 BAC to maintain new or -- or I should say maintain
2 same or decide what new esthetic treatments may be
3 required, so we're going to have some renderings
4 later in the presentation on that.

5 So with that, we'll jump into project status
6 and schedule. Our preliminary design is complete, in
7 other words, the bridge type, size and location has
8 been determined. The preliminary plans and design
9 report have been submitted to MaineDOT. They've
10 reviewed those, so we're at what we call currently a
11 40 percent level design. So we still have 60 percent
12 of design remaining. The maintenance of traffic
13 scenario has been determined. And we've decided on
14 some esthetic discussions, but some of that is still
15 ongoing. The construction advertisement is planned
16 for June of 2016. We're planning to start
17 construction in mid-October of this fall. As I
18 mentioned, the project scope has been reduced and
19 that allows us to do accelerated construction which
20 we'll talk about that more in more detail later.

21 So I mentioned the Bridge Advisory Committee
22 and a few of those folks are here tonight. Here is
23 the membership as a whole. There is six from each
24 town. I think the folks that are here tonight, can
25 you just raise your hand? There are four folks here

1 tonight it looks like. That's been a very worthwhile
2 endeavor. You know, DOT doesn't do that on every
3 project. Right out of the gate the DOT felt that
4 there was enough sensitivity in this project to do
5 that here, so it's been great. I'd like to thank all
6 of the members for their input along the way. I
7 think it's been instrumental in getting to where we
8 are with the design. There has also been municipal
9 officials that have been heavily involved along the
10 way and I'd like to thank them as well. Some of
11 those folks are here tonight.

12 So we've had four meetings during
13 preliminary design and then we've had one so far in
14 so-called final design. They've helped us decide the
15 proposed bridge alternative as well as the geometry
16 of that, the maintenance of traffic concepts, we've
17 had a lot of input on the construction schedule; in
18 other words, what, you know, how do we accelerate the
19 construction, you know, what is acceptable and what
20 is not in terms of those time frames and what the
21 associated business impacts might be, how are we
22 going to maintain access to businesses and things of
23 that nature. And as I mentioned, the bridge
24 esthetics is an ongoing item. We have met with most
25 affected abutters. We still have some to meet with.

1 We started with the ones that we felt were going to
2 be most affected and we're kind of working our way
3 down the list. So if you are an abutter and we
4 haven't talked to you yet or the state hasn't talked
5 to you, you know, we will, we just haven't gotten to
6 you yet.

7 So with that I'm going to talk a little bit
8 about the existing conditions. So this is the
9 existing site. It's an aerial photo. So the
10 Kennebec River or Kennebunk River I should say flows
11 down the stream towards the ocean. This is Western
12 Ave. This is The Clam Shack right here, Saxony
13 Imports and The Hurricane is over here. It kind of
14 gives you the layout. All of the graphics that we
15 have that we're going to pull up are in this same
16 orientation. And then obviously this is the town
17 parking lot over here.

18 So here is the survey plan that we have that
19 is basically the same as that aerial that you just
20 saw. So here is the bridge area right here. And
21 what I want to highlight on this drawing is the
22 utilities. You see these dashed red lines, those are
23 aerial utilities, electric, phone and cable. And so
24 there is a line that comes down this side of the
25 street in Kennebunkport and it comes diagonally

1 across the bridge to the other side of the street
2 here and there are service connections to the various
3 buildings. In addition to that the green is the
4 closed drainage of the roadway, so those are the
5 catch basins, storm drains. The blue that you see
6 are the town water lines. There is also some solid
7 red in here that the represent the street lighting
8 that is there. There are some ornamental lights in
9 both towns. So that largely represents the utilities
10 that are in the immediate bridge area. There is a
11 buried marine cable over here on the bottom of the
12 channel that Fairpoint has that we need to avoid. In
13 addition to that there is two existing crosswalks.
14 There is one here and one over here that we'll talk
15 about later. So it gives you the sense of the
16 existing layout.

17 So here is the existing bridge. It's a two
18 span bridge. There is a center pier here and that's
19 the old turn style for the swing bridge that hasn't
20 been operational since the '80s I believe. So there
21 is a 60 foot span and a 28 foot span here, so the
22 overall bridge is about 88 feet long. If you look at
23 it in profile you can see the two spans. Here is the
24 center pier. This is the deeper channel on the
25 Kennebunk side. There is a little bit of a crest, a

1 vertical curve here. What I want to highlight in
2 this profile are the flood elevations. So the 500
3 year flood is here and this is the 100 year flood.
4 Oh, I'm sorry. Sorry, I misspoke. That's the 50
5 year flood, so that's up on the bridge. So is the 10
6 year flood and even the annual spring flood is very
7 near the bottom of the bridge. At the daily high
8 tide there is about 2 feet of clearance roughly. And
9 what I want to point out is if you look at the
10 approach roadway elevation back here in Kennebunk and
11 you do the same thing on the other side in
12 Kennebunkport the approach roadway is over topped or
13 gets flooded around a 10 year flood. That's
14 important to note because one of the early thoughts
15 in this project was, well, we need to raise the
16 bridge to get additional flood clearance, which is a
17 challenging thing to do at this site with three
18 buildings, you know, at three of the corners with
19 sidewalks that have doorway thresholds at the back of
20 the sidewalk. There is not a lot of latitude to
21 raise grade in those areas. So we're, you know,
22 sometimes we will raise grade to improve the flood
23 clearance at a bridge, but from a cost perspective it
24 doesn't make sense to do that here because the
25 roadway on each side floods first. In other words,

1 the roadway becomes impassable before the bridge does
2 and we can't raise, particularly on the Kennebunkport
3 side, we can't raise grade much on that side. So
4 early on we were chasing our tail in that regard, so
5 there was an early decision in project to at least
6 maintain the flood clearance or try to make some
7 slight improvements if we could.

8 So if we go to the existing bridge section,
9 I want to note it is only 22 feet curb-to-curb, which
10 is very narrow. The sidewalks are 5 feet, which are
11 usually okay in most locations, but with the amount
12 of pedestrians we have here in this area in the
13 summertime a 5 foot width isn't really adequate.
14 Sidewalks get very congested. We've witnessed some
15 people actually walking out around the girder that
16 separates traffic from the sidewalk because the
17 sidewalks have been full, which obviously isn't safe.
18 There is really no room for bikers at all. There is
19 no shoulder to speak of. And there has been reports
20 of tour busses clipping utility poles, clipping each
21 other, you know, as they oppose each another traffic.
22 So a goal for the project was to try to get some
23 extra width out of this if we could.

24 I think we can jump, Dan. So I've already
25 mentioned some of these goals. We were successful in

1 reducing the scope of the project. I think we've
2 been very successful in accelerating construction
3 with what we've come up with for a design. We very
4 much have tried to minimize impacts to traffic,
5 businesses, property, minimize environmental impacts.
6 This has been determined to be habitat for Atlantic
7 sturgeon, which is on the endangered species list, so
8 minimizing impacts is important in the stream. We'll
9 try to minimize utility impacts if we can. Utility
10 relocations really slow down construction a lot, so
11 we've worked very closely with the utilities to try
12 to figure out what's the best way to deal with
13 getting them out of way during construction and
14 getting them back.

15 Obviously we want to receive a lot of public
16 input and I think these meetings have been
17 instrumental in that and we've had the BAC meetings
18 as well. Pedestrian access and safety was a big item
19 of discussion throughout the meetings. I'll talk
20 about that more when we get into the proposed design.
21 We tried to enhance bridges esthetics and when I say
22 that there was a lot of public sentiment that, you
23 know, we didn't want drastic changes from what's
24 there. People want to maintain the -- I guess the
25 integrity of the look of the downtown village area.

1 And as I mentioned improve or maintain flood
2 clearances and hydraulics.

3 So with that, I'll jump into the maintenance
4 of traffic alternatives. I'm going to talk about --
5 largely about two alternatives because that's really
6 what it boiled down to. Alternative one was the
7 so-called short-term full bridge closure with a
8 roadway detour. There would be no temporary detour
9 bridge associated for that for vehicle traffic. You
10 know, we looked at potential detours and it became
11 obvious to us that there was a 1990's DOT project on
12 the Kennebunkport side on Dock Square where they
13 replaced the pavement across the full width of the
14 roadway and actually closed the road for reportedly a
15 month, I believe, in the April to May time frame and
16 that was back in the '90s.

17 So we've looked -- and that was Durrell's
18 Bridge Road was the detour, so we looked heavily at
19 that detour route and we weren't comfortable with
20 using that for a truck detour for interstate type
21 trucking. So in addition to that so-called local
22 detour we've determined there is a need for a
23 separate signed truck detour that is farther out and
24 we believe a lot of trucks are doing that today
25 anyway. There is a -- when we go to the detour map

1 there is a turn on the Kennebunkport side that's very
2 difficult for trucks to navigate today and I think
3 that really limits the size of trucks on Western Ave,
4 but we've made sure that this local detour is
5 adequate for delivery trucks and tour busses and fire
6 trucks, those three things. There was a lot of
7 feedback that if we closed the bridge we needed to
8 maintain some sort of temporary pedestrian crossing
9 during construction so we'll talk about that. And
10 we've whittled this bridge closure down to 45 days
11 maximum, maybe less than that, but that's what we're
12 allowing the contractor is a maximum of 45 days.

13 Before and after that closure there would be a need
14 to take some single lane closures to do some work,
15 you know, prep work and finish work at the tail end.

16 So this is a map of the local detour. This
17 is Durrell's Bridge right up here in this area. And
18 as I mentioned this is the exact same detour that was
19 used in the '90s with success. We've looked at all
20 of the intersections on this route and we've
21 determined that they're adequate as is with no
22 improvements for fire truck access, tour bus and
23 delivery trucks. And when I say delivery trucks, I
24 mean like a Sysco type small tractor trailer, like a
25 40 foot tractor trailer. And that's what we've

1 witnessed making deliveries to the businesses and
2 we've actually chatted with some of the businesses
3 about what they get for deliveries to confirm that.

4 So this is the signed truck detour. I
5 forget the name of this road, Dan.

6 MR. TAYLOR: Log Cabin Road.

7 MR. MERRITT: Yeah, Log Cabin Road. And
8 this is obviously Route 1. We believe a lot of
9 interstate type tractor trailers are taking this
10 route today anyways largely because they come down
11 Route 9 here, this right-hand turn is -- this
12 intersection right here is very difficult to navigate
13 with that size of a truck so we believe they're
14 either coming down Route 1 from, you know, the
15 Biddeford area. This isn't very different than what
16 they're doing today.

17 So I mentioned the temporary pedestrian
18 crossing. We looked at two different alternatives.
19 We looked at an upstream alternative and a downstream
20 alternative. The down stream alternative was over in
21 this area and was a lot more problematic. When we
22 brought it up to the BAC it was very obvious that the
23 preference was for the upstream option. In fact, I
24 think it was unanimous as I recall. So we've laid
25 something out here as a concept and it ties into the

1 very skirt or edge of the town parking lot. This is
2 an existing alley way today. It's got a timber
3 sidewalk between the two businesses there, so we
4 would be relying on that to get folks back out to
5 Western Ave. So that's what we've come up with and
6 we'll talk a little bit more about that later. So
7 that highlights alternative one.

8 I'll talk a little bit about alternative two
9 and that involves a detour bridge. In these high
10 traffic situations when there is potential business
11 impacts we always have to weigh closure with, you
12 know, short-term closure with a roadway detour versus
13 having a temporary detour bridge during construction
14 and the cost to do that and obviously that takes some
15 time to build and remove as well. So we looked at a
16 few different detour alternatives. The one that came
17 out of that as being the most favored detour bridge,
18 we're going to show a graphic in a second, but it's
19 16 foot wide and we did that so we could get tour
20 busses, fire trucks and delivery trucks through it,
21 so it actually a little wide -- the roadway is a
22 little bit wider than what we normally would have
23 done for a detour bridge. In addition, we added a 5
24 foot sidewalk attached to that so there wouldn't be a
25 separate temporary pedestrian bridge. And it was

1 only one lane I should mention, so it would be
2 alternating one-way traffic with temporary signals.

3 I guess with that we can jump to the traffic
4 and I will explain why we only looked at a one-way
5 bridge. Can you zoom in a little bit, Dan? So
6 things are very tight here at The Hurricane. There
7 is not a lot of distance between the corner of the
8 building and the corner of the bridge right here.
9 And then in addition to that there is a utility pole
10 right here that's clouded this blue color that has
11 phone, electric and cable on it, but Fairpoint and
12 cable are underground back in this area so this is
13 where they have a riser and they go up the pole and
14 then they go aerial across the bridge. That's a
15 pretty significant riser and very difficult to move,
16 so it we're trying to avoid doing that with this
17 option. So that really limited the width here that
18 we had to work with and that's why we only have a one
19 lane bridge here. As I mentioned, it is 16 feet wide
20 here to make sure we can get trucks and what not
21 through these two turns. So that was the detour
22 bridge that kind of rose above the other detour
23 bridge alternatives. I think we have a couple -- and
24 the sidewalk doesn't necessarily have to be on the
25 bridge. We thought about breaking off across here

1 too and that would help us get some additional width
2 here to work with.

3 So I think we have a graphic that shows the
4 connection. Let's go to the detour. I should
5 mention that, you know, we looked at getting trucks
6 through that temporary detour bridge, but we couldn't
7 get, you know, interstate trucks through that. So in
8 addition to the detour bridge we would still have the
9 need for a signed truck detour just like an
10 alternative one.

11 So the option in the blue is another detour
12 bridge that we considered, but it was dismissed very
13 early. We thought about going across to the town
14 parking lot and getting a two lane detour bridge
15 instead of the one lane. I think we have a quick
16 graphic of that. So that would have looked like this
17 and we would have had a pedestrian crossing here that
18 was, you know, closer to the businesses. There was a
19 lot of concern for this alternative very early on.
20 There were some impacts to the town parking lot and
21 if Dan guess to the next slide, you know, as you
22 continue up past the church on Church Street there
23 would have been some impacts to this area. Right now
24 there is parallel parking on both sides of the street
25 there and we would have had to at least eliminate

1 parking on one side of the street and possibly both.
2 We would have had quite a bit of need for temporary
3 improvements in this intersection to facilitate truck
4 movement so this was dismissed rather early. Not to
5 mention that there is quite a bit more cost in this
6 option compared to the other detour bridge. I want
7 to mention that the church is a historic property as
8 well and that greatly complicates trying, you know,
9 having any or the of impacts on that property. So we
10 threw this out pretty early.

11 So those are the two maintenance of traffic
12 alternatives that were considered. I think with that
13 we can jump to the recommended alternative. One
14 thing -- one of the big items besides maintenance of
15 traffic to make decisions on was what kind of width
16 were we going to go with on the new bridge. The
17 overall width, you know, the lane width, the shoulder
18 width, the sidewalk width. And we got a lot of
19 feedback early on that additional sidewalk width was
20 preferred over additional lane and shoulder width.
21 However, we did witness I think bike safety is a big
22 concern at this site. That was our observation, so
23 we wanted to at least provide some amount of shoulder
24 in addition to some additional sidewalk width.

25 So when we look at different widths, and I

1 didn't highlight it on the bridge plan, but I don't
2 know if we have a graphic, Dan, that we can do that.
3 What we call abutments or foundations so that the two
4 ends of the bridge they're not the same width. On
5 the Kennebunkport side the abutment is much wider and
6 that's largely because the operator house, the old
7 operator house was there. Yeah, you can zoom in
8 right there, Dan, that's good. So you can see this
9 abutment here is much wider than this abutment. So
10 the width of the Kennebunk abutment really controls
11 how much we can widen it. If we go any wider than
12 this then we have to build additional foundation out
13 here or on this side. And then, you know, we're
14 getting into working in the water, you know,
15 additional cofferdams, additional under water work,
16 additional concrete work, additional environmental
17 impacts, you know, not to mention additional cost.
18 So there was a lot of discussion about how do we
19 balance all of these things and try to get the most
20 width we can without adding a lot of cost to the
21 project and adding a lot of construction schedule to
22 the project.

23 So I think we can pull up the graphic with
24 the sidewalk width. So we went out and looked at the
25 existing sidewalk width to try to help us make this

1 decision. So this is looking -- standing in the
2 bridge area looking towards Kennebunk, The Clam Shack
3 would be over here. So as you come off the bridge
4 the timber boardwalk varies from 6 foot to about 6
5 foot 3 or so. And then back by the crosswalk there
6 is a jog here in the boardwalk and it widened out to
7 just under 8 feet. And then back a little farther
8 there is another jog that jumps up to 8 1/2 to almost
9 9 feet. Our project limits in terms of where our
10 construction ties in or our work limits, we're tying
11 in just about where this crosswalk is, so beyond that
12 we're not really doing any work. We're not planning
13 to do any work. So the decision that DOT made in
14 this assessment was, you know, they would be willing
15 to pay for 6 feet of sidewalk width. Anything beyond
16 that would be viewed as a betterment and the state
17 has a statewide, you know, municipal cost sharing
18 policy that's a written policy. So we talked about
19 that with both towns and the BAC, so we looked at
20 some different scenarios. In other words, what if we
21 went up to 8 feet what would the additional cost of
22 that be. We estimated that to be 250,000 and it
23 seems like a lot of money, but you've got to think
24 about, you know, we have to chase that down to the
25 foundations so there is quite a bit of work involved

1 in that we have to widen that one abutment. There is
2 a small retaining wall along that Kennebunk boardwalk
3 today. We'd have to build an additional retaining
4 wall to widen and not to mention that the bridge
5 itself gets wider so there is cost in that. So when
6 you add all of that up, you know, you come up with a
7 quarter of a million dollars. The state approached
8 the two towns, their leadership, about that and I
9 think it was felt -- there was a vote taken and it
10 was felt that, you know, that wasn't the best use of
11 taxpayers' money.

12 So we looked at, you know, what's a good
13 compromise to providing some additional sidewalk
14 width, so the idea came out of that meeting, well,
15 can we have some viewing outlooks where we had maybe
16 a localized area where the sidewalk is wider but
17 everywhere else it stays the 6 feet. And I want to
18 mention 6 feet is still an improvement over the
19 existing is 5 feet that's there today. That's an
20 additional foot. So we showed you some viewing
21 outlooks and we estimated the cost to add those to be
22 35,000. We approached the towns with that and that
23 was much more acceptable from a cost perspective, so
24 the towns have voted in favor of that.

25 So I'll show you the viewing outlook in a

1 minute, but the new bridge will have 11 foot lanes
2 and that's essentially what's on the bridge today.
3 There is 22 feet curb-to-curb, so you've got two 11
4 foot lanes existing. We're going to keep the 11 foot
5 lane width but we're going to add a 2 foot shoulder
6 and that's to address -- you know, that's not a bike
7 lane by any means, but it does provide some amount of
8 safety to bikers. It will address the tour bus
9 situation as far as them being very wide and then we
10 have 6 foot sidewalks proposed. And the viewing
11 outlooks would be at the mid-span of the bridge. In
12 other words, roughly where the pier is today. And I
13 think I've already talked about reducing the scope
14 from a full replacement to a superstructure
15 replacement.

16 So this is the colored plan that you see
17 hanging up over there. We've already talked about
18 this temporary pedestrian bridge. So if you -- can
19 you zoom out just a little bit, Dan? So this yellow
20 area here that represents our work limits. So that's
21 the start and finish of our project. This is -- as I
22 mentioned, this is about where the existing crosswalk
23 is today. We're putting in a new crosswalk at a
24 slightly different location, but we're not moving it
25 very far. There is an existing crosswalk here today.

1 We've shifted that a little bit to the left mostly to
2 get it away from the parallel parking that's there.
3 We feel the existing crosswalk is too close to the
4 parallel parking today and if there is a car parked
5 there oncoming traffic can't really see a pedestrian
6 standing in the crosswalk waiting to cross, so that
7 should be a slight safety improvement. This gray
8 colored with the red kind of pattern here, those are
9 new stone or what we call rip rap slopes. So we will
10 be widening a little bit on both sides, but it's not
11 a great amount and you'll see that when we go to the
12 cross-section in a second. Here are the viewing
13 outlooks that I spoke of. So at those locations the
14 sidewalk widens out a quite a bit and we have a
15 blow-up of that that we'll show you here in a minute.
16 The operator house is here and that will be removed
17 as part of this project but it will be salvaged and
18 I'll talk a little bit more about that later.

19 So we are redoing some of the closed
20 drainage. These sidewalks are being reconstructed at
21 these three corners with brick and granite curb like
22 they are today. We're going to maintain the timber
23 boardwalk. We'll be, as I mentioned, we're widening
24 in this area so we need to replace a portion of that
25 and the intent is to tie back into the existing

1 boardwalk right here.

2 So this is the profile or elevation view of
3 the new bridge. The dashed line represents existing
4 grade and the solid line is the new grade. And I
5 don't know if you can zoom in a little bit, Dan. So
6 this is where the end of the existing bridge is
7 today, so we are raising the grade some. We've
8 introduced a more pronounced vertical curve in that
9 area. Today the bridge itself is relatively flat
10 today. There is, you know, there is humps coming up
11 to each end of the bridge but the bridge itself is
12 relatively flat. This new bridge will have a little
13 bit more of a curve in it. We did that to try to
14 pull up the bottom of the bridge. I want to mention
15 that this new alternative is a single span bridge,
16 you know, before we had two spans. We're replacing
17 that with a single span and we're going to remove the
18 pier. That was done for several reasons, you know,
19 one it was desirable to get the pier removed from a
20 boating standpoint and that was mentioned in several
21 of the public meetings. Two, it drastically reduces
22 the amount of in-water work that we have. You know,
23 we have to -- we still have to remove this pier and
24 that's a lot less complicated than trying to build a
25 new pier in its place so that greatly sped up the

1 construction, reduced the environmental impacts.

2 As far as flood clearances, you know, we've
3 done hydraulic analysis and the goal for the project
4 was or a requirement for the project was that
5 whatever changes we made to the bridge can't have any
6 sort of impact to the flood elevations and that's
7 largely due to FEMA flood mapping and flood insurance
8 requirements. So we've gone through -- we've jumped
9 through those hoops to show that we're not impacting
10 flood elevations, they're going to remain what they
11 are today. The only thing I will say is that by
12 removing the pier we are increasing the opening and
13 that will slow current down some. So if you think of
14 that as a pipe, you know, the smaller your pipe is
15 the faster the given flow is going to go through the
16 pipe. You know, the bigger the pipe is the slower
17 the water will move through that. So that should
18 reduce -- I mean, there is quite a bit of tidal
19 current ripping through there these days, so that
20 should slow down some, not a great deal, but it will
21 be an improvement. There is a, I didn't mention it,
22 but there is another span back here. There is a
23 small granite slab span route out in front of Saxony
24 Imports and we're not touching that. We're planning
25 to leave that as is. That would have maybe

1 complicated the project.

2 So we can go to cross-section view, I think.
3 So these are the roadway approaches leading up to the
4 bridge. This is on the Kennebunk side, so this is
5 the area of the timber boardwalk right here. And
6 this is the area, you know, out in front of what is
7 now the Italian restaurant and The Clam Shack where
8 there is some parking off the street. So you can see
9 that, you know, we're going to maintain the boardwalk
10 at 6 feet. Today this is a 5 foot sidewalk over
11 here, we're going to increase that to 6 feet. And
12 then as you move towards the bridge immediately in
13 front of The Clam Shack there is going to be raised
14 sidewalk with granite curb like there is today and
15 that will be brick sidewalk like it is today. As
16 you -- right as you get close to the bridge the
17 timber boardwalk that we have up here transitions to
18 a short section of brick sidewalk where we have a
19 retaining wall just off the end of the bridge. So
20 that gives you a sense of what's going on in the
21 roadway on the Kennebunk side. On the Kennebunkport
22 side there is stacked granite retaining walls
23 existing underneath all of those buildings. If you
24 step out the front door of those building the first
25 step you take is on top of that wall essentially.

1 We're going to maintain those walls. We have no
2 intention of getting into those. They literally butt
3 right up to the sill of those buildings, but we will
4 redo these sidewalks here. They will raise up the
5 grade slightly, you know, a matter of inches but
6 that's all we could really raise grade in that area
7 to maintain access of those door thresholds. So that
8 gives you a sense of what's going on in the roadway
9 leading up to both ends of the bridge.

10 So the top the existing bridge and the
11 bottom is the new bridge. So you can see right away
12 that this is wider overall. We're at 41'2 here and
13 we're at 36'7 here, so there is a few feet of extra
14 width. We've done that by bumping the sidewalk out
15 over the beam, the outside beam, and when we -- when
16 those beams get to the abutments and sitting on the
17 foundations we're kind of doing the same thing at the
18 foundations, we're letting the whole thing overhang
19 the side of the foundations, if you will. So here is
20 the two 11 foot lanes I mentioned, 2 foot shoulders,
21 the 6 foot sidewalks. I didn't mention that the
22 chosen bridge type is a precast concrete. In other
23 words, these beams will be made in a shop ahead of
24 the time, shipped to the site, picked with a crane
25 off a truck and set in place so that will speed up

1 construction. There is a small cast in place
2 concrete leveling slab that is on top. We don't
3 always do that. We had to do that here largely based
4 on traffic volumes, you know, the higher the traffic
5 is the more likely these joints will deteriorate over
6 time so that concrete leveling slab will help to
7 prevent that and then there is asphalt wearing
8 surface on top of that. So the surface of the bridge
9 will look different than what it does today. Today,
10 you know, it's not fun to ride across on a bike or a
11 skateboard or whatever, you know, it will be smooth
12 pavement.

13 So here is a look at the viewing outlooks I
14 mentioned. So here is the 6 foot sidewalks on either
15 side. We are bumping this out an additional 5 feet.
16 So from the curb line to the railing is 11 feet right
17 here and we're doing that -- this total length is a
18 little bit over 19 feet I believe, right?

19 MR. TAYLOR: It's 18 feet on the inside face
20 of rail.

21 MR. MERRITT: Okay. And we'll do that on
22 both the upstream side and the downstream side. And
23 this has been done elsewhere. If people wanted to
24 get a sense of what this would look like the bridge
25 between Portland and Falmouth on Route 1 has these.

1 Those are much larger than these. On that project
2 they were able to do it at the pier locations, you
3 know, we don't have a pier here so they're out in the
4 middle of the span so that limits how far we can bump
5 them out and how long we can make them. It's still a
6 decent size bump-out, you know, we witnessed several
7 times people with baby strollers or whatever are
8 stopping to take a picture blocking the sidewalk
9 circulation and that's when you get people not being
10 patient and walking out into the roadway when they
11 shouldn't be, so I think this will alleviate a lot of
12 that problem. It gives people a destination to go to
13 take photos or eat their lobster roll or just take in
14 the view. What we're showing here is a little bit
15 different than the concept we actually ended up with.
16 I'll show you what we ended up with in the renderings
17 that we have at the tail end of the presentation. So
18 when you look at it from underneath it will look a
19 little different than this. We talked about the
20 operator house and that will be removed from this
21 location. The bench that's there today will be
22 removed and reset once construction is complete. I
23 think that's it there, Dan.

24 We've already covered the temporary
25 pedestrian bridge. So I think at this point most

1 abutters are aware of the project. We've either met
2 with them one-on-one or the state has started to talk
3 to them about their property or they've been at a
4 public meeting or at a BAC meeting. The preliminary
5 cost estimate for the bridge is about 2 million and
6 that's for construction cost. If you add in
7 preliminary engineering, which is what we're doing
8 now, any right of way or property costs, you know, if
9 they need to take temporary or permanent easements
10 and things of that nature there is some costs
11 involved in that and then the CE is the construction
12 engineering that we'll do during construction. If
13 you add those items in it goes up to about \$2.8
14 million.

15 The construction schedule is an important
16 item. So I mentioned utilities and we've been
17 meeting with them a lot. I think at the last public
18 meeting we had I expressed concern that they had come
19 back with some longer durations to move their lines
20 than what we had originally estimated it and it was
21 having a negative impact and we were fearful that we
22 weren't going to be able to keep things to one season
23 anymore and I was going to have to go back on the
24 promise that I made to start with. However, we've
25 met with them since then and I think we've made a lot

1 of headway in that regard. You know, the electrical
2 lines are the big thing, you know, we can't have
3 cranes near those lines at all so those lines need to
4 be de-energized in order for the contractor to do his
5 work. In addition to that even if they're
6 de-energized they're physically in the way of the
7 crane work. So initially CMP said that -- we asked
8 them if they could de-energize the line and they
9 initially said no because they didn't have the
10 ability to backfeed from both directions to maintain
11 electrical services to all of the businesses.
12 Sometimes they have that ability, it just depends on
13 how old the lines are and what they have for
14 substations and what not. However, they did have a
15 planned improvement project in Kennebunk that would
16 allow them to do that, but it was out a ways
17 time-wise. After the first couple of meetings with
18 them they chose to accelerate that project. That
19 allows them to de-energize their lines and physically
20 remove their lines from the poles ahead of our bridge
21 construction, so electric will be completely out of
22 the way. We'll have to relocate Saxony Imports'
23 service connection and Steve's connection at The Clam
24 Shack, but we've meet with both of them and talked to
25 them about how we're going to do that. You'll

1 actually see CMP out here in a very short time frame.
2 They told me yesterday actually that they're planning
3 to start doing their improvement project the week of
4 the 22nd. That's their project, it's not our
5 project, but what I know of that project is they've
6 got about 4 miles in Kennebunk that they're going to
7 set new poles and move lines over to those new poles.
8 So their plan is to have that project completely done
9 by October 1 before we ever start. So this spring
10 ahead of the tourist season they're going to come in
11 and set the poles, get that work done because that
12 requires the most work in the roadway for them and
13 that has the most potential traffic impact. So their
14 intent is to get that done this spring, then they'll
15 need to come back sometime in the summer and
16 physically move those lines over to the poles.
17 They've indicated to us that they intend to do that,
18 you know, off-peak time frames and they even
19 mentioned to us that they could probably do that work
20 at night. But that -- I guess, that's up to CMP to
21 work out with the state and the towns. It's a
22 separate project, but I want to highlight it because
23 it's important it's being done ahead of our
24 construction.

25 So in the fall, mid-October time frame is

1 when we actually start the bridge project and the
2 prep work will happen in mid-October to Prelude time
3 frame, you know, just prior to Prelude, in that time
4 frame, that's when phone and cable will come in and
5 they're not going to remove their lines, they're
6 going to move them out on the poles farther. So in
7 other words, they're going to put a longer arm on the
8 pole to shift the lines farther upstream to give us
9 the space that we need to work. So they'll do that
10 work in the fall. That's when the temporary staging
11 areas will be built by our contractor. That's when
12 the temporary pedestrian bridge would go in. And
13 there would be -- I want to highlight there will be
14 some single lane closures needed at that time, but
15 we'll maintain at least one lane of alternating
16 traffic with a temporary signal during that time
17 frame, you know, and it is outside of the height of
18 the summer season.

19 Go ahead, Dan. And then Prelude comes. The
20 BAC was instrumental in helping us decide that we
21 should just have a shut down with no construction
22 going on from Prelude to New Years. So the intent is
23 to go in for that short time frame in the fall, get
24 some prep work done, they shut down, you folks have
25 Prelude like you normally do, you know, the Christmas

1 and holiday season, New Years, and then our
2 contractor will gear back up right after New Years.
3 So from New Years to May that's when the bulk of our
4 bridge construction is going to happen. And we've
5 broken that up to three periods, pre-closure, closure
6 and post-closure. I'm going to talk about each.
7 Pre-closure, that's the January to kind of late March
8 time frame. At that time the contractor will be
9 doing -- he'll be doing whatever work he can do ahead
10 of the 45 day closure that he possibly can. In other
11 words, we'll try to get as many of the retaining
12 walls built on the Kennebunk side, whatever repair we
13 need to do to the foundation will be done at that
14 time and then if there is any remaining work from the
15 previous fall he would finish that up. Again, there
16 will be single lane closures needed at that time, but
17 we would have one lane open at all times. And we
18 would maintain -- well, at that point the pedestrians
19 will be on the temporary ped bridge. It would
20 already be completed.

21 And then we get to the closure, the 45 day
22 maximum closure. We're estimating that that will
23 happen late March to early May and, again, you know,
24 that's subject to weather. That needs to start in
25 late March in order to, you know, for 45 days to

1 finish by early May and that leaves us enough time to
2 come in and do the closure or the post-closure work
3 or the so-called finish work and get out of there
4 before Memorial Day. So this is -- there will be a
5 lot of construction going on in this time frame.
6 That's when they'll demolish the existing bridge.
7 We're going to put some new concrete caps on top of
8 the stacked granite that the new beams will sit on.
9 That's when the new beams will be set, you know, the
10 cast in place concrete leveling surface that I
11 mentioned. All of the roadway approach work, you
12 know, the closed drainage, catch basins, drain pipes,
13 all that sort of thing would be happening. And
14 probably the base course paving would happen at that
15 time, not the final paving, paving usually goes down
16 in two thicknesses.

17 So that gets us to early May. So at this
18 point the closure is done and the contractor is
19 required to put public traffic back on the new
20 bridge. There still would be a need to have
21 intermittent single lane closures for them to do
22 their finish work, which would largely consist of,
23 you know, they've got to remove the temporary ped
24 bridge, the pedestrian bridge, remove their staging
25 areas. That's when the final Kennebunkport boardwalk

1 would be reconstructed. Any final roadway work in
2 the approaches, you know, if there is any sidewalk or
3 curbing structure that still remained it would be
4 done at that time. The final paving would happen and
5 then this is when CMP will come pack in and put their
6 lines back up across the bridge, which I think they
7 estimate would take them five days, I believe.

8 Originally, I think at the last public
9 meeting I indicated that we were concerned that there
10 wasn't enough time before Memorial Day for electric,
11 phone and cable to do all that, so what we've decided
12 is we'll only have CMP back in May and do that.
13 Phone and cable, they're not going to be in the mix
14 that time. They'll come back in the fall of 2017.
15 Our bridge contractor will demobilize from the site
16 before Memorial Day, they'll be completely gone and
17 then over a short time frame in the fall of 2017
18 Fairpoint and Time Warner Cable would come back on
19 their own with bucket trucks, pull their lines back
20 in on the poles over a few days. That gets the
21 utilities as much out of the 45 day closure window as
22 possible. We don't -- we don't have control --
23 direct control over the utilities, so we don't want
24 them to impact that 45 days in a negative way, so we
25 basically have taken them out of the mix in that

1 sense.

2 The BAC, there was a lot of discussion about
3 why couldn't that 45 day closure happen sooner, you
4 know, why couldn't it happen in January to March, for
5 instance, to allow us to get out well before Memorial
6 Day because there are some businesses that ramp up in
7 early May and that was a concern. The reason why we
8 can't do that is largely because it's winter in
9 Maine. You know, just like, you know, we typically
10 don't do a lot of house construction in the winter,
11 we don't typically do a lot of bridge construction in
12 the winter for a lot of the same reasons. You know,
13 tasks take much longer. It presents a lot of
14 schedule risk to the contractor. You know, if we're
15 going to give him a maximum 45 day window we need to
16 make sure that that's achievable and, you know, it
17 likely would not be in January and February because
18 you might work one day and then be forced to take two
19 days off due to a snow storm and that kind of thing.
20 And then if there are some material issues, asphalt
21 plants, they don't even open until late April and we
22 don't have any control over that. The contractor
23 doesn't, the state doesn't, you know, those are
24 third-party people, you know, those are businesses in
25 themselves and they don't open up until there is

1 enough demand. So we wouldn't be able to do any
2 paving until late April anyways and we don't want to
3 put traffic -- there is too much traffic out here to
4 put traffic on gravel for any length of time,
5 particularly in a winter time scenario there is snow
6 plowing going on.

7 In addition to that, paving operations
8 itself, the base course or the bottom layer, you
9 know, that can't occur when the temperature is 40
10 degrees or less. It has to be 40 degrees and above.
11 In a similar fashion, the top course has to be 50 and
12 above so there is some temperature restriction just
13 on being able to do the work even if you could get
14 asphalt. Same thing with concrete. It's generally
15 restricted, you can't mix and place at temperatures
16 in less than 40 degrees unless the area is enclosed
17 and heated and there are provisions for the water and
18 stone as well. So that just slows things down and
19 makes things more expensive as well.

20 I also want to mention there is an in-stream
21 work window that came under the environmental effort.
22 The contractor has to get an environmental permit to
23 do this work. You know, I mentioned that there is
24 sturgeon habitat and that's playing into this
25 restriction. So the contractor can only work in the

1 stream area from November 8 to March 30 or 15, Dan?

2 MR. TAYLOR: 15.

3 MR. MERRITT: Yeah, November 8 to March 15.

4 So that's the only time they could do in-stream work,
5 so that played into the schedule as well. And that
6 was just another reason for us to try to reduce the
7 amount of foundation work as much as possible.

8 So, you know, we've said 45 day maximum, how
9 are we going to make that happen I guess is the
10 question everybody is asking themselves probably. So
11 we've sought approval with senior MaineDOT staff to
12 do what we call incentive and disincentive
13 contracting and I'm going to explain what that means.
14 A typical highway or bridge construction contract
15 does not have incentive/disincentive contracting. A
16 typical contract just has a designated completion
17 date. In other words, there is a date that all
18 construction has to be done. If the contractor goes
19 beyond that then they're charged what we call
20 liquidated damages and that's based on the dollar
21 value of the construction. So for this project we
22 said, you know, we estimated construction to be 2
23 million, so if I take that and figure out what
24 liquidated damages would be it would be roughly \$900
25 a day if this was a typical contract set up. You

1 know, that's not enough of a penalty to really make
2 this 45 days happen particularly when you're coming
3 out of the tail end of winter and the spring. So
4 incentive/disincentive contracts have much larger
5 penalties. In addition to that there is potential
6 for the contractor to earn an incentive. In other
7 words, if they beat that date, you know, they're paid
8 an additional incentive above their bid for the
9 project, so that adds extra motivation to the
10 contractors to meet that date and beat it. So that's
11 the kind of set up that we're -- we've sought
12 approval to do.

13 Go ahead, Dan. So hopefully that kind of
14 explains how we're going to make this 45 day thing
15 happen. I want to talk a little bit about MaineDOT
16 communications. You know, Meg Lane from the
17 Communications Department at MaineDOT is not here
18 tonight, but she was at one of the BAC meetings. Her
19 department is responsible for these sort of
20 situations where you have a high commercial area with
21 a lot of tourist traffic and a lot of potential
22 business impact, the Communications Department at the
23 DOT is responsible for helping the local towns and
24 businesses prepare for construction. In other words,
25 getting the word out about construction, getting a

1 lot of notices about the closure and the detour route
2 so people know where to go and how to still get to
3 businesses. You know, they often have we are still
4 open for business type campaign and that involves
5 printed materials. It could involve a web page, you
6 know, other social media, so there will be that kind
7 of effort on this project. You know, maintaining
8 pedestrian access to businesses is obviously a big
9 concern. Parking is a big concern, so that effort
10 will address those kinds of items.

11 Go ahead, Dan. I guess before we get into
12 the bridge esthetics do you want to cover the
13 historic? I'm going to pass it back to Leanne for a
14 second, she's got a couple of things to announce
15 about the immediate bridge area.

16 MS. TIMBERLAKE: I just got these this
17 afternoon, so bear with me. Our historic coordinator
18 within the Department has -- she's reviewed the
19 proposed project and she's determined that the work
20 will not adversely effect the historic nature of the
21 historic district and with that the Maine State
22 Historic Preservation Officer has concurred with this
23 finding. We do have the information. I have a few
24 copies here, you're free to take with you if you'd
25 like. It's also posted on our website and you can go

1 to that website to offer any comment. They're taking
2 any comment into consideration until February 26, I
3 think.

4 MR. MERRITT: Yeah, I think that was the
5 date.

6 MS. TIMBERLAKE: So and I just wanted, you
7 know, this is just a small package that covers and
8 shows the historic area in consideration, why it's
9 considered not an adverse effect to the historic
10 district and I will leave them on this table so if
11 anybody wants to take one, feel free to take one.

12 MR. MERRITT: So I think with that we'll
13 jump into the bridge esthetics. This is what the BAC
14 has currently been working on. You know, if you go
15 to the existing site there are several different
16 railing types in that area, there are some timber
17 rail, some green painted steel rail, there is some
18 galvanized steel rail over by The Hurricane. You
19 know, there are several different types of sidewalk
20 treatment in that area too, there is some brick, some
21 concrete, some timber boardwalk. So that, you know,
22 when we go to the existing site and try to determine,
23 you know, what's the theme going to be for this
24 bridge, I think that's what we've tasked the BAC with
25 helping us with. So part of that effort was for us

1 to come up with some existing renderings, you know,
2 what is there today and then some potential proposed
3 renderings, several different choices, and that was
4 with different, you know, railing types on the
5 bridge, different colors of railing. We included the
6 viewing outlooks in those renderings, so I'm going to
7 walk you through those.

8 So the first one is just a view of the
9 bridge from the town parking lot area looking at the
10 bridge downstream. So that's the existing bridge, so
11 if you go to the proposed view with the viewing
12 outlook it would look something similar to this. And
13 I guess for now -- now with more of a railing just
14 for now. So those are the concrete beams that you
15 see right here. And notice the pier is gone. These
16 are the new concrete caps that we'll put on top of
17 the existing stacked granite that will stay. This
18 existing stacked granite going back into the
19 Kennebunkport area stays. So this is the backside of
20 the viewing bump-out, so it's literally an extension
21 of the sidewalk and the railing bumps out with it.
22 It's hard to tell because there is a shadow in this
23 in rendering, but there is a small support beam
24 underneath that's attached to the outside of the beam
25 that sits up underneath that viewing outlook. It

1 largely has the same shape as the outside of the
2 viewing outlook itself, it's just smaller, so if you
3 can imagine that. I don't know, can you zoom in to
4 that at all, Dan, or? Yeah, there we go. So this is
5 the shadow here and this is the edge of that beam, so
6 it comes out on an angle here which basically mirrors
7 this and then there is a straight portion and it goes
8 back in on an angle. That was chosen by the BAC. We
9 had another alternative that had two support beams
10 that came out from the beam that didn't look as good
11 as this one, so we decided to go with this one, the
12 BAC did. There was some concern with the other one
13 too that, you know, during a flood event that debris
14 like trees beings washed down river might get snagged
15 in there because there was two beams with some space
16 in between that for debris to get trapped in.

17 The BAC did select -- we presented several
18 different railing types, open steel rail like this,
19 solid concrete barrier that you see on some bridges,
20 and that's on some local bridges here in Kennebunk
21 actually, and then combined concrete steel with the
22 lower portion of solid concrete barrier and then you
23 have one or two steel rails on top of that. Those
24 are the kind of three choices that we gave the BAC.
25 They did decide on an open steel rail like this. We

1 had three or four steel rail alternatives that we
2 presented to them that had slightly different
3 aesthetics and looks. They all had similar cost, so
4 this is what was chosen by the BAC which is what we
5 call four bar steel railing. So I think with that we
6 can jump to the next view.

7 MR. TAYLOR: This is about the utility pole,
8 I guess.

9 MR. MERRITT: Oh, thanks, Dan. Let's go
10 back to the existing. There is a utility pole here
11 that's literally right on the curb and it leans out
12 into the street and it's been clipped several times
13 by busses and trucks. We're actually relocating that
14 pole back here on the back side of the sidewalk. It
15 will be inside the timber rail or actually, no, now
16 it's outside the rail. Originally, we were putting
17 it in on the inside of the timber rail and recently
18 CMP has decided to put it outside the rail in the
19 side slope, so it will be completely out of the
20 sidewalk now and completely out of vehicle path. The
21 only way a vehicle can hit that now is if they go
22 through the railing system, so that's another safety
23 improvement.

24 So this is a look at the opposite view
25 looking upstream. You know, this the concrete filled

1 steel grid that's there today and the two through
2 girders and the lattice work that's in the existing
3 railing. So we jump to the proposed and this is what
4 it looks like with the viewing outlook and the
5 asphalt paving. The sidewalk will be concrete. So
6 that gives you a sense of what this looks like. So
7 can you go back to that new railing just for a
8 second? A little later I'm going to talk about, you
9 know, there has been discussions about the bridge
10 between Portland to Falmouth that I mentioned that
11 has these -- has some interpretive signing mounted on
12 the railing. I think there is two signs, I believe,
13 on that bridge. One is a -- talks about the history
14 of the bridge, you know, there used to be a lift
15 bridge there and there is a long history at that site
16 just like there is at this site. The other one talks
17 about the fish species in that area on the
18 Presumpscot River. So the BAC, we've decided that we
19 will have some amount of interpretive signing to be
20 determined and Leeanne has asked the BAC for
21 volunteers to set up and subcommittee, if you will.
22 There are a couple of folks that have come forward
23 for that, so that effort is just getting under way.
24 There is a landscape architect that works with Leanne
25 at the state that will help guide them. I think the

1 intent is to try to show some of the history of the
2 site, you know, the history of ship building up by
3 the church in the town parking lot. The bridge that
4 was here prior to 1890s was actually a timber lift
5 bridge. There is historical photos of, you know,
6 large sailing vessels being launched from that timber
7 lift bridge, which is pretty impressive. So that
8 could go in this viewing outlook and potentially it
9 could also go where the operator house is today where
10 that's being removed there is that corner space by
11 the bench that we can use.

12 So now I'll get into what we call railing
13 transitions. I've shown you views of the bridge
14 railing itself. Now, I'll show you how the bridge
15 railing will transition to the boardwalk. So this is
16 the existing condition. You have timber rail here.
17 This is the pole that I talked about that we're going
18 to move. These black ornamental streetlights will
19 remain. Some of those will have to removed and
20 reset, but the intent is they will be going back.
21 We're not planning on changing those at all. I just
22 want to mention that. So if we jump to proposed, so
23 here is that same four bar steel rail shown in black.
24 Here is the new timber rail that we're putting back
25 with the pole. Right now we're showing this on the

1 inside of the timber rail and the decision to put it
2 outside of the rail just recently happened so we
3 haven't updated this rendering for that.

4 We presented four colors to the BAC
5 originally. It was green, black, you know, gray,
6 which is galvanized steel like guardrail is, and I
7 forget the other color.

8 AUDIENCE MEMBER: Tan.

9 AUDIENCE MEMBER: Dark tan.

10 MS. TIMBERLAKE: Brown.

11 MR. MERRITT: Yeah, I guess it was -- oh,
12 actually, it was dark brown initially. Yeah, it was
13 black, dark brown, green and gray were the initial
14 four colors that we presented renderings for. The
15 green dropped out pretty quickly. There were people
16 in favor of the black, people in favor of the gray.
17 People didn't really like the brown per se, but there
18 was a lot of discussion about a lighter brown or tan
19 type color. So we were tasked with modifying those
20 renderings to be just black and some sort of tan
21 color, so we came up with a dark tan and a light tan.
22 Leeanne has put out an online survey on that. How
23 many folks have voted in that? A few. I think the
24 poll closed Monday.

25 MS. TIMBERLAKE: It's still active, but it's

1 been going on between two colors, so.

2 MR. MERRITT: Yeah, the intent of that poll
3 was really to help us narrow it down further. It
4 wasn't intended to be a definitive vote, you know,
5 whatever the top vote is that's what it's going to
6 be. The intent is I think we've narrowed it down to
7 black and dark tan. Those are the two favorites from
8 that online vote. So at the next BAC meeting that
9 will be discussed and we'll try to make a final
10 decision at the meeting.

11 So that's the black there and then this is
12 the tan color. I do want to mention, you know, this
13 is pressure treated lumber. You know, it -- when it
14 initially goes in it looks kind of almost orangey
15 color I would say and with time that will gray. It
16 will gray up quite a bit about after about one or two
17 seasons. So keep that in mind as you're kind of
18 looking at these renderings and trying to decide for
19 yourself what looks better. I mentioned that, you
20 know, we're maintaining the timber boardwalk here.
21 There will be a short section of brick sidewalk here
22 and that's largely because we'll have a short run of
23 retaining wall here, so whenever we have a retaining
24 wall we've chosen to put brick in front of that. And
25 that will be consistent at the four corners, you

1 know, you'll have concrete sidewalk on the bridge,
2 you know transitioning to the brick sidewalk and at
3 this one corner it transitions to timber. The other
4 three corners it stays brick.

5 So here is another view. This is a view
6 looking at The Clam Shack of the existing timber rail
7 that's painted white. That's obviously painted to
8 match The Clam Shack and we've had some meetings with
9 Steve about these railings and that's an ongoing
10 discussion. So here is existing. And if you jump to
11 the black. You notice this looks a little different
12 than the other side. We don't have a concrete end
13 post here and we didn't transition the timber rail,
14 so this is all steel rail. And the reason for that
15 is traffic coming this way if someone goes through
16 this railing or impacts this railing there is an
17 immediate drop-off on the backside of this that is
18 probably on the order of 2 to 3 feet today. We're
19 actually raising grade here a little bit, so that's
20 going to be a bigger drop-off. So there is fear that
21 a car would be able to go through a timber rail and
22 end up in the channel. You know, people would argue,
23 well, what about the situation over on this side, you
24 know, traffic coming off the bridge this way is
25 moving away from the channel, so if a car coming this

1 way leaves the road and goes through the timber rail
2 they're heading away from the channel not directly,
3 you know, into the channel and there is a side slope
4 there that we're widening so there is what we call a
5 recovery area, so they wouldn't end up in the channel
6 like you would on this other side of the road. You
7 know, a car coming this way could cross the road and
8 go through the railing, but there is a lot more clear
9 zone here. There is a lot more opportunity for them
10 to recover and slow down before they hit the rail, so
11 that's what's led to this decision to use a more
12 rigid rail here that if impacted could contain a car
13 and not allow it to go through it. It will redirect
14 the car into the lane.

15 The aesthetics of this, you know, will be
16 discussed further with the BAC, but it will obviously
17 be discussed further with Steve as well. You know,
18 his property line is actually in the middle of this
19 sidewalk, so it's somewhat of a unique situation.
20 Generally the property line would be at the back of
21 the sidewalk, but it's not in this case, so I just
22 want to mention that. There is brick here and there
23 is brick sidewalk in front of The Clam Shack today
24 with granite curb, so we're maintaining that look.

25 So I just want to talk about some of the

1 other esthetics very briefly and then we can open it
2 up for questions. And these are all ongoing
3 discussions with the BAC. Existing flower boxes,
4 obviously the intent is to put those back on the new
5 bridge. We'll have to work with the towns on exactly
6 how they will be attached and where they'll go, but
7 the intent is to put them back, so we'll be
8 maintaining that look. You see an old navigation
9 light here. Back when the swing bridge was
10 operational this reach of the river was open to
11 navigation by Coast Guard standards, so there was a
12 requirement to have a navigation light on the bridge
13 at that time. They're not operational today, but
14 they are somewhat ornamental, particularly the globe
15 of the light and not so much the mast. So we posed
16 the question to the BAC and the towns is that
17 something we want to try to salvage and find a place
18 for it on the new bridge or near the new bridge, you
19 know, clean it up, paint it and try to restore some
20 piece of the existing in the new bridge and I think
21 the decision was that, yes, we want to do that, it's
22 just a matter of trying to figure out where that will
23 go and how it fits in.

24 Here is the so-called locks of love that are
25 out there. There was quite a bit of vocal support

1 for saving these as well. I think the DOT is
2 comitted to doing that, but however they can't be
3 located on the bridge itself. Bridge maintenance
4 doesn't want the liability of the added weight.
5 There have been instances of railings failing. In
6 Paris there has been the pedestrian railing fail on a
7 bridge due to the weight of added locks. Not to this
8 degree, but if you go to some other locations, I
9 mean, there is, you know, you might see 30 feet of
10 fence or railing covered in locks and it adds a lot
11 of weight. Plus, if they ever have to repaint
12 railings they can't get to it because the locks are
13 in the way, so I think the DOT is committed to
14 salvaging them, but it would be off the ends of the
15 bridge somewhere and that location is to be
16 determined.

17 Here is the old traffic signal back when the
18 swing bridge was operational. That may be another
19 element that we try to salvage and relocate. The
20 operator house will be removed. There has been a lot
21 of discussion about that and why can't it stay. It's
22 been the DOT's position that, you know, we don't want
23 it on the new bridge from a maintenance standpoint
24 and the state doesn't want the liability of
25 maintaining it, but the state has comitted to, you

1 know, normally when something like this is demolished
2 it's turned over to the contractor and they do with
3 it as they choose, but the state is comitted to
4 forcing the contractor to salvage it and stockpile it
5 or move it to a designated location. The towns would
6 have to provide a foundation to put it on or a
7 location to temporarily stockpile it. And there is
8 some ongoing discussion about there is some old
9 equipment inside that, the old console for the
10 operator, there is an electrical cabinet and things
11 like that, so there is some discussion about maybe
12 saving that as well. So this could become some sort
13 of historical monument, if you will, at some location
14 near the bridge.

15 So I spoke about the interpretive signing.
16 This is the bridge between Portland and Falmouth that
17 I spoke of, so this is their viewing bump-out. They
18 mounted the signing to the rail like this and I think
19 we have a close-up of that. So this is the so-called
20 historic one they had. They collected some historic
21 photos and they told a story, you know, people with
22 smart phones can scan this and get additional
23 information and it's intended to be interactive and
24 so I think there is a lot of opportunity to do that
25 kind of thing here. There is a web page called Maine

1 Memory Network, if you go on there and go to
2 Kennebunk or Kennebunkport there is all kinds of
3 historic photos of this area. There is photos of The
4 Clam Shack on the other side of the road at one time.
5 There is photos of this bridge construction. There
6 is photos of the timber drawbridge that was there
7 prior to the 1890's in the ship building business, so
8 there is a lot of opportunity.

9 This is just an example from another project
10 where they had interpretive signing or a plaque and
11 it was mounted and it's just an example, but just to
12 kind of give people an idea about how we might mount
13 this signing. We do have some concrete end posts.
14 They don't look quite like this. You saw them in the
15 rendering, but those have a vertical face that you
16 could potentially mount something to. The existing
17 bridge has a plaque on it. And I think we have a
18 picture of that, Dan, right? Yeah. So maybe that
19 can be salvaged and cleaned up and put in a location
20 like that. So those are the kinds of things the BAC
21 will be talking about at the next couple of meetings
22 and then we have the subcommittee that will be
23 working with Leanne to try to work out the
24 interpretive signing.

25 And I think that's it. So I guess with that

1 we can open it up to questions.

2 AUDIENCE MEMBER: (Jeff Bonney.) Can you
3 bring up the detour sign on the Kennebunk side?

4 MS. TIMBERLAKE: I just want to make sure,
5 you know, would you please state your name for the
6 record?

7 AUDIENCE MEMBER: Jeff Bonney. Could you
8 bring up the detour sign -- the detour map?

9 MR. MERRITT: You're talking about the local
10 detour or are you talking --

11 AUDIENCE MEMBER: (Jeff Bonney.) Well, what
12 I'm trying to get to is when the bridge is closed
13 will the actual road be closed from the intersection
14 going down into Lower Village?

15 MR. MERRITT: No. If we go -- do you want
16 go to the general plan, Dan.

17 AUDIENCE MEMBER: (Jeff Bonney.) Because it
18 shows that, doesn't it?

19 MR. MERRITT: Go to the one that has the
20 staging area and the detour, the ped bridge detour.
21 There you go. Yeah, we envision the road -- the road
22 closure for public through-traffic --

23 AUDIENCE MEMBER: (Jeff Bonney.) Yup.

24 MR. MERRITT: -- would probably be in this
25 area somewhere.

1 AUDIENCE MEMBER: (Jeff Bonney.) So cars
2 are going to come down into that area and then what
3 will happen? How will they turn around?

4 MR. MERRITT: They would have to turn around
5 here at the gas station. But, I mean, there is going
6 to be plenty of advanced signing on the -- there
7 obviously will still be people that don't see the
8 sign or ignore the signing that end up down here, but
9 the intent is to try to capture them well in advance
10 of this.

11 AUDIENCE MEMBER: (Jeff Bonney.) So during
12 the bridge closure you're not going to stop traffic
13 at the intersection?

14 MR. MERRITT: No.

15 AUDIENCE MEMBER: (Jeff Bonney.) You're
16 going to let the traffic come through --

17 MR. MERRITT: No, we've got to maintain
18 access to the gas station.

19 MS. TIMBERLAKE: It will probably say local
20 traffic only or something to that effect.

21 MR. MERRITT: And then obviously Steve on
22 the other side, you know, Nathan and the other folks
23 that own The Hurricane and what not.

24 AUDIENCE MEMBER: (Jeff Bonney.) Right. I
25 just envision a traffic jam -- there is no way you

1 can do like a turnaround? Is there any way to build
2 out a turnaround so people can loop instead of having
3 to back up into someone's lot which is probably full
4 because they're going to park and walk?

5 AUDIENCE MEMBER: (Steve Kingston.) There
6 isn't going to be two-way either though, right?
7 There isn't going to be two-way traffic there, so
8 that will make it a little easier to back out.

9 AUDIENCE MEMBER: (Jeff Bonney.) What do
10 you mean it's going to be two-way? The only way you
11 can come down and you have to get back out again.

12 MR. MERRITT: Yeah, during the closure there
13 will be two-way traffic here.

14 AUDIENCE MEMBER: (Steve Kingston.) Yeah,
15 you're right. No, I'm just saying it's not going to
16 be anywhere near as heavy as if people were coming
17 across from Dock Square.

18 AUDIENCE MEMBER: (Jeff Bonney.) I think
19 it's going to be a lot because people are going to go
20 down there not knowing.

21 AUDIENCE MEMBER: (Steve Kingston.) I get
22 what you're saying though.

23 AUDIENCE MEMBER: (Jeff Bonney.) I mean, is
24 there a way to build that out when you're building
25 out the staging area?

1 MR. MERRITT: What we often do is, you know,
2 there may be barricades back here that say like
3 Leeanne is saying local traffic only.

4 AUDIENCE MEMBER: (Jeff Bonney.) Right.

5 MR. MERRITT: They're not taking up the full
6 roadway width, you know, you can get by them, but
7 it's kind of a hammer --

8 AUDIENCE MEMBER: (Jeff Bonney.) I'm just
9 thinking about the turnaround.

10 MR. MERRITT: -- the hammer that hits the
11 person over the head and says, okay, this is as far
12 as we can go, turn around.

13 AUDIENCE MEMBER: (Jeff Bonney.) I am
14 saying easily turning the car around and is it
15 possible for you to widen in that spot temporarily?

16 MR. MERRITT: Well, we would have to remove
17 more boardwalk to do that and I guess we're not
18 intending to do that.

19 MS. TIMBERLAKE: You know, that would be in
20 the area where contractor would be working. There
21 are parking spots and I am sure they can find a way
22 to turn around.

23 AUDIENCE MEMBER: (Jeff Bonney.) Okay.

24 MR. MERRITT: Can you go to the aerial, Dan?
25 Like the barricade that I'm talking about would

1 probably be located back at the intersection. I
2 guess it doesn't go that far, does it? Yeah, I guess
3 the intersection is right here. So the barricades
4 would be back here. So that would be signed, you
5 know, local traffic only and you would have, you
6 know, probably 8 feet or whatever to drive through
7 there or it might be a little bit wider because
8 delivery trucks will need to get past that, but.

9 MS. TIMBERLAKE: Yeah, as we work on
10 developing traffic control plans we'll talk about
11 that with the committees and we'll see if people
12 understand if that makes sense to them.

13 MR. MERRITT: Yeah, I think a related
14 concern is the delivery trucks. I have a bigger
15 concern about getting them to the businesses that are
16 very close to the bridge and getting them turned
17 around and back out. So that will be a big item of
18 discussion when we develop a traffic control plan.

19 AUDIENCE MEMBER: (Steve Kingston.) To
20 Jeff's point too though one big truck goes down there
21 thinking it's going over, there is no way it's
22 turning around, right?

23 MR. MERRITT: Correct. And that happens at
24 times on construction projects. Generally the
25 construction crew has to stop and everybody has to

1 help the guy get back out.

2 AUDIENCE MEMBER: (Jeff Bonney.) It already
3 goes on.

4 AUDIENCE MEMBER: Bill Guay. My question is
5 looking at the truck detour it looks like it's a
6 truck detour for the Kennebunkport side. There is no
7 showing many trucks shown going down Western Avenue.
8 I'm sorry, Port Road, 35 I should say. So, yeah, if
9 you look that detour is showing basically Route 1 and
10 routing truck traffic down to Kennebunkport side, but
11 is there any provision for truck traffic in the Lower
12 Village? I don't see any.

13 MR. MERRITT: Well, any truck coming down
14 here --

15 AUDIENCE MEMBER: (Bill Guay.) I'm talking
16 about tractor trailers.

17 MR. MERRITT: You're talking about trucks
18 coming in this direction?

19 AUDIENCE MEMBER: (Bill Guay.) No, that's
20 the Kennebunkport side. I'm talking about the
21 Kennebunk side. I don't see any provision for trucks
22 being able to enter --

23 MR. MERRITT: Through here? Yeah, they
24 would have the option of making this turn if they
25 need to get down in here.

1 AUDIENCE MEMBER: (Bill Guay.) Okay. So
2 they're not going to be detoured around away from the
3 Lower Village is what I'm saying?

4 MR. MERRITT: No, I think any truck that
5 needs to make this movement has a destination that
6 they're going to.

7 AUDIENCE MEMBER: (Bill Guay.) And they can
8 go back out 35?

9 MR. MERRITT: Correct.

10 AUDIENCE MEMBER: (Bill Guay.) Okay.

11 MR. MERRITT: Yeah. Yup. These arrows are
12 really intended to be for through-trucking, but like
13 you're saying there will be trucks that still need to
14 get here or over here.

15 AUDIENCE MEMBER: (Bill Guay.) Right.

16 MR. MERRITT: You know, they'll be able to
17 take that turn. They won't be prevented from taking
18 that turn.

19 AUDIENCE MEMBER: (Bill Guay.) Okay.

20 MR. MERRITT: You know, but when we develop
21 traffic control plans, you know, we've got to get
22 those trucks turned around and back out and that's
23 going to be the challenge I think. That's what I was
24 speaking of about the delivery trucks.

25 AUDIENCE MEMBER: (Jeff Bonney.) So that

1 sign on Route 9 off of Route 1 will be pretty
2 important so as not to lose traffic flow down to
3 Western Ave into Lower Village so people don't go all
4 the way down to Log Cabin Road and skip over those
5 roads completely.

6 MR. MERRITT: Yeah, the signage will be set
7 up that the truck detours specifically says truck.
8 That's how it's set up.

9 MR. MERRITT: Some drivers at least the
10 first time to drive through might be a little
11 confused about it. It generally takes a little bit
12 of time for the public to get used to the detour.

13 AUDIENCE MEMBER: (Bill Guay.) I guess my
14 point is that you're not -- there won't be signage
15 saying -- at the end of 35 saying no truck traffic?

16 MR. MERRITT: Correct.

17 AUDIENCE MEMBER: (Bill Guay.) It will say
18 local truck traffic only or something?

19 MR. MERRITT: It will have an arrow pointing
20 like this way saying through-trucking.

21 AUDIENCE MEMBER: (Bill Guay.) Okay.

22 MR. MERRITT: And then the driver has the
23 option of taking the turn if they have a delivery or
24 whatever. If they know where they're going they can
25 do that, yeah.

1 AUDIENCE MEMBER: (Laura Dolce.) What about
2 the busses because they pretty much have to follow
3 the same route?

4 MR. MERRITT: The busses will be able to
5 take a local detour.

6 AUDIENCE MEMBER: (Laura Dolce.) So that's
7 fine.

8 MR. MERRITT: Yeah. Actually, what was your
9 name?

10 AUDIENCE MEMBER: Oh, I'm sorry, Laura
11 Dolce.

12 MR. MERRITT: Yeah, so this is the local
13 detour so that the busses wouldn't have to take that
14 far out detour because they could do this. But,
15 again, you know, we're talking about -- well, I
16 shouldn't say that. I was going to say that we're
17 only talking about the closure period, but that --
18 well, no, we are talking about the closure period. I
19 mean, this will only be happening late March to early
20 May.

21 AUDIENCE MEMBER: (Laura Dolce.) Yeah, and
22 I was thinking of the -- because of the random tour
23 busses that will come and go over the Cross Street
24 side, they'll have to come and go this route.

25 MR. MERRITT: Yeah, we looked at all of

1 these intersections and we have software that let's
2 us pick different sizes of trucks and busses that
3 basically runs the truck or the bus through the
4 intersection and tells us if the back of the truck is
5 going to be off of the pavement and do we need to
6 widen the pavement there or add shoulder and we
7 determined that all of those intersections are okay
8 the way they are for, you know, like a Sysco size
9 delivery truck, tour busses and we talked to both
10 towns' fire departments for fire and ladder trucks
11 just to make sure we didn't have any emergency
12 response issues.

13 MS. TIMBERLAKE: Yes, sir.

14 AUDIENCE MEMBER: George Giggey. Are there
15 any federal jurisdictions that you have to work with
16 like the Corps of Engineers or the Coast Guard for
17 approvals that might delay the project? Do you have
18 full jurisdiction over what you do there without
19 federal approval?

20 MR. MERRITT: Yeah, I think we're exempt the
21 from the Coast Guard here, right?

22 MS. TIMBERLAKE: Yeah, the Coast Guard
23 approved taking this off the navigation -- closing
24 this to navigation, so I just will do a -- it's more
25 of a formality of having the Federal Highway

1 Administration declare this as exempt from needing
2 the Coast Guard permit, so I don't need a Coast Guard
3 permit for this project. We do need environmental
4 permits.

5 MR. MERRITT: Yeah, Army Corps permit and
6 NOAA, which is National Oceanic, something, yeah,
7 Atmospheric Administration, there you go.

8 AUDIENCE MEMBER: (George Giggey.) Also I
9 have got one other question. The bottom of the new
10 superstructure, is that raised higher than the old
11 one was?

12 MR. MERRITT: No, the reason --

13 AUDIENCE MEMBER: (George Giggey.) The
14 reason I ask the question is a lot novice do kayaking
15 in here now --

16 MR. MERRITT: Right.

17 AUDIENCE MEMBER: (George Giggey.) -- at
18 high tide they have to duck their heads and they're
19 apt to tip over and I'm a little concerned.

20 MR. MERRITT: Yeah, unfortunately the
21 proposed bottom of the bridge is essentially the same
22 as the existing.

23 AUDIENCE MEMBER: (George Giggey.) It's
24 what?

25 MR. MERRITT: It's essentially the same. We

1 matched. We were hoping to pull it up some, but, you
2 know, once we made the decision to go with a single
3 span and remove the pier that really limits how much
4 we can shallow this up or make it thinner, so really
5 the only way we could gain -- gain any extra height
6 was by raising the roadway up higher. We did look at
7 some bridge types -- like the existing bridge the
8 beams are largely above the roadway and we call that
9 a through-girder so that the majority of a lot of the
10 steel structure is, you know, at the roadway or
11 above. We did look at two or three bridge types that
12 are similar to that. You know, one being a truss
13 that, you know, you could drive-through. That was
14 ruled out pretty early just based on aesthetics.
15 That would have dramatically changed the look of this
16 area and we didn't get very far with that
17 alternative. You know, the existing bridge has the
18 two beams here, the through-girders and when there
19 are only two of them it's what we call fracture
20 critical so if -- there is no what we call redundancy
21 in that. Normally on a modern day bridge we would
22 have, you know, anywhere from five to seven or eight
23 beams so there is a lot of extra reliability in that,
24 you know, if you have a problem with one beam the
25 other three or four will just pick up extra load, but

1 in the two beam system like this you don't have that
2 sort of situation and it can lead to some issues, you
3 know, structurally. So we're really not allowed to
4 build this type of bridge anymore because it's called
5 fracture critical, so that took that, you know, to
6 putting something back so similar to what's there
7 today kind of off the table.

8 AUDIENCE MEMBER: (George Giggey.) So the
9 answer is that the elevation of the bottom of the
10 superstructure is just about the same as the new one?

11 MR. MERRITT: Yeah, we matched existing,
12 yup.

13 AUDIENCE MEMBER: (George Giggey.) Okay.

14 MR. MERRITT: To go back to your first
15 question the federal agencies that might delay things
16 that -- we made a 40 percent submittal back in
17 October, I believe, and that's what initiates all of
18 the environmental permitting process, so that's
19 already well under way. That's why, you know,
20 leading up to that 40 percent submittal it's really
21 important for us to pin down how wide the bridge is
22 going to be and, you know, what do we have for side
23 slopes and that way they know exactly what we have
24 for impacts. So that permitting is well under way,
25 but you're right, it's a lengthy effort. It will

1 take several months.

2 AUDIENCE MEMBER: (George Giggey.) Thank
3 you.

4 MR. MERRITT: Keith.

5 AUDIENCE MEMBER: (Keith Wallace.) Well, I
6 think George provided a perfect segway for me. Keith
7 Wallace. I live in Kennebunk on the Kennebunk River
8 and I have similar questions to his about the under
9 clearance. Could you go back to your profile,
10 please? Can you zoom in a little bit, please? So
11 right now the under side of the bridge is at
12 elevation 7.3. The mean high high water is 4.5 so
13 doing my quick math that's 3.2, that's 3 feet roughly
14 2 inches. No, I'm sorry, 2.8. 4.08, the mean high
15 water 4.08 is 3.2, so let's say 3 feet is what we
16 have out there now on a good normal flood tide --

17 MR. MERRITT: Correct.

18 AUDIENCE MEMBER: (Keith Wallace.) -- 3
19 feet. If there is any extra effect at all it's, as
20 he said, we're laying back on our canoes, kayaks,
21 whatever to get under the bridge. It's not adequate
22 to be perfectly honest. It's -- and with all respect
23 to the Department, you know that I just think it's
24 inadequate for recreational boating. I understand
25 the constraints that you have on both sides of the

1 bridge relative to the elevations that you have to
2 deal with, but I am not sure enough thought has been
3 put into it respectfully to address that. Not a lot
4 of data out there in the Maine design guide for what
5 that underclearance should be. There are a couple of
6 other states that do provide that kind of data. The
7 minimum for a canoe in other states with a person in
8 it is 4 feet. And this is a head slapper. It's
9 always been a head slapper ever since the bridge was
10 closed.

11 The other thing I just wanted to say to add,
12 and this is a comment, you asked in your announcement
13 for this meeting for, let me quote you here, MaineDOT
14 is particularly interested in learning local views
15 relative to the project consistency with local
16 comprehensive plans. I spent a little bit of time
17 reading our respective comprehensive plans here in
18 both Kennebunk and Kennebunkport. The comprehensive
19 plans for the Town of Kennebunk says use of the
20 harbor for recreational boaters has continued to
21 increase during the past decade and frequent
22 overcrowding of the harbor facilities is reported in
23 the peak summer season. Berthing space is very
24 limited. Upstream of the Route 9 bridge, only small
25 motorized boats, canoes, kayaks and other small boats

1 have access to the area. I would suggest to you that
2 that's only during a narrow band when it's not peak
3 tide. The Kennebunk River, one of the most
4 significant lacking features of the Kennebunk River
5 harbor is that of public access. There are no public
6 launching facilities in Kennebunk and the survey
7 completed in January of '90 showed overwhelming
8 public sentiment among Kennebunk residents that
9 pedestrian, boat, fishing and recreational access to
10 the river is both very important and highly
11 inadequate. That's the Kennebunk comprehensive plan,
12 just some highlights.

13 Kennebunkport's in their mission statement
14 for the Village they say the riverfront area will
15 have a town dock and public access to the water.
16 There will be a visitor's slip-in for those wanting
17 to come to Kennebunk by boat. A study by the State
18 Planning Office in 1980 identified several locations
19 along the Kennebunk River, which it termed available
20 unused sites upstream of the Route 9 bridge. No
21 longer a swing bridge. The river estuary is indeed
22 relatively undeveloped. This is the Kennebunkport
23 comprehensive plan. Just reading from it verbatim.
24 A 1982 study from the Maine Department of
25 Conservation and National Park Service indicated that

1 the Kennebunk River as a composite of natural and
2 recreational resource value with statewide
3 significance.

4 The last portion I would quote from the
5 Kennebunk plan was a portion that refers to the state
6 goal and the town goal with respect to recreational
7 services. First the state goal, to promote and
8 protect the availability of outdoor recreation
9 opportunities for all Maine citizens including access
10 to surface waters. The town goal is to maintain and
11 expand access to the shore and the river for both
12 commercial and recreational uses, encouraging outdoor
13 activities and cultural events. I would suggest to
14 you this evening that by not addressing the clearance
15 under this bridge we will forever at least in our
16 lifetime remove any opportunities for recreational
17 boat access above the bridge. I think the town
18 parking lot is a perfect example of that. The town
19 owns parking space contiguous to the river and it's
20 essentially unutilized because it could never really
21 be developed with that bridge where it is right now.

22 So I will just close and requesting again
23 respectfully that the Department reconsider the under
24 clearance of the bridge. Thank you.

25 MS. TIMBERLAKE: Thank you. Any town

1 officials want to respond to that at all or?

2 AUDIENCE MEMBER: (Judy Bernstein.) First
3 of all I'm impressed that you read those
4 comprehensive plans. Thank you. I guess my one
5 question I would have is what would it take, and I am
6 definitely not an engineer, but the superstructure
7 that you're showing there, what would it take to
8 narrow that down so that there was more head
9 clearance? Would there need to be more support on
10 either end to narrow that up?

11 MR. MERRITT: In order to do that we would
12 have to use a bridge type that's not
13 well-established. There are some bridge types that
14 have been used to thin this up as much as possible,
15 but there is a lot of added cost in those and they're
16 not readily available. There is a precast what we
17 call a channel bridge. It's got basically a concrete
18 slab with two concrete barriers, so in other words
19 the bridge railings or barriers but they're integral
20 with the slab and it's all one piece and they're cast
21 in sections along the length of the bridge and then
22 those are post tensioned together and that's one of
23 the thinnest bridge types there are. You know, I
24 don't think there is -- there might be one or two in
25 New England currently and there is none in Maine,

1 but. It was a proprietary system that was patterned
2 for many years and I think the pattern has recently
3 expired, so it is starting to see some more use, but
4 there is a lot of added cost in using that and it
5 either has to be erected on false work, temporary
6 supports from below, where you've got to put two
7 erection beams on the outside where the lips of the
8 barrier will sit on as they set these segments in and
9 then they're able to put the post tensioning through
10 ducts, which is basically pipes cast in the concrete
11 and they feed cable through that and they tension
12 those and that's what pushes all these pieces
13 together. So until you have the posts tensioned
14 they're not -- they don't have the ability to support
15 themselves. They have to be supported from below.
16 So in doing that there would be a lot of impact to
17 the construction schedule here because we'd need time
18 to build that erection and false work and what not,
19 so there would be some impact to the 45 day closure
20 potentially.

21 There may be some trade-offs there. If we
22 have a cast in place concrete leveling slab on top of
23 our beams you may or may not have that for that type
24 of bridge, that would be the decision DOT may make,
25 but they may make that decision for the same reason

1 that they decided to do it here is because traffic
2 volumes are high and they want to protect the joints,
3 so there would have to be some sort of wearing
4 surface on top of that. How much you would gain in
5 depth, just speaking off the top of my head you might
6 gain a foot.

7 AUDIENCE MEMBER: (Keith Wallace.) Would
8 the Department be willing to look at a precast arch
9 structure again, either a beam go or a bigger style
10 arch?

11 MR. MERRITT: Hydraulically you can't get
12 that to work here.

13 AUDIENCE MEMBER: (Keith Wallace.) You
14 can't because the ends get down too far in the water?

15 MR. MERRITT: Yeah, it beads into the
16 opening.

17 AUDIENCE MEMBER: (Keith Wallace.) At that
18 span, at that same span?

19 MR. MERRITT: Yeah, we're even probably
20 beyond the precast arch.

21 AUDIENCE MEMBER: (Keith Wallace.) What's
22 that?

23 MR. MERRITT: We'd probably get pretty close
24 to being beyond the precast arch span.

25 MR. TAYLOR: And it would impact the

1 foundations too, so we'd probably have to replace
2 those.

3 MR. MERRITT: Yeah, we'd have to figure out
4 how to get the stacked granite to handle the cross
5 loads. But even the hydraulically we can't get that
6 to work. We can't come down any lower. We've got to
7 maintain this opening.

8 AUDIENCE MEMBER: (Keith Wallace.) You've
9 got the roadway down -- you don't have it quite at 6
10 percent, could you push the roadway up 6 percent and
11 raise it a bit?

12 MR. MERRITT: That's about as far as we can
13 go as far as sight distance with crosswalks at each
14 end. We have tried to max things out in that
15 respect. You know, there are non-traditional bridge
16 types that could be used here, but they do come with
17 a lot of added cost and, you know, our contractors
18 aren't familiar with those bridge types as well which
19 is going to slow the construction down. I don't know
20 if you want to add anything else to that.

21 MS. TIMBERLAKE: It will often change the
22 look of the bridge too as well.

23 AUDIENCE MEMBER: (Chris Osterrieder.) With
24 respect to sea level rise at some point the reality
25 is you're losing some of that underclearance anyway,

1 are you not?

2 MR. MERRITT: Yeah, in theory.

3 AUDIENCE MEMBER: (Chris Osterrieder.) So
4 it's kind of hard to pin your hopes on something that
5 is slowly -- you're losing as time goes on.

6 MR. MERRITT: Yeah, we're not meeting the
7 design standards that the Department has for
8 freeboard flood levels and when I say freeboard I
9 mean clearance. So under normal circumstances we
10 would be raising the roadway quite a bit here to get
11 that, but as soon as we looked at the approach
12 roadways, like I said earlier, we realized that, you
13 know, they're flooding out at 10 year flood levels.
14 In the '96 flood photos that we have the water is not
15 going over the bridge but both approaches are
16 inundated with water and the town parking lot is
17 partially inundated and the buildings are inundated.
18 So when you're in that situation that, you know, the
19 Department has no choice but to give us a design
20 exception because there is no way to physically meet
21 those clearance requirements for flooding here.

22 AUDIENCE MEMBER: (Steve Kingston.) We're
23 talking about not getting under the bridge for an
24 hour every high tide? Is that what we're talking
25 about?

1 MR. MERRITT: Yeah, it is a tidal situation.

2 AUDIENCE MEMBER: (Steve Kingston.) I watch
3 canoes and kayaks go under that bridge all day long.

4 MR. MERRITT: And that played into the
5 decision as well. It's not a non-tidal river where
6 there aren't those opportunities at lower tide to
7 pass.

8 AUDIENCE MEMBER: (Steve Kingston.) Right.

9 AUDIENCE MEMBER: (Keith Wallace.) But
10 you're building a bridge that's going to be there for
11 the next 75 years and you're not doing anything to
12 improve it.

13 AUDIENCE MEMBER: (Steve Kingston.) It's
14 just like getting a boat up there, you have to wait
15 your turn, you have to wait until the tide goes out
16 and then you take your boat up through there. If you
17 have to wait an hour to kayak to be safe then you
18 have to wait. I mean, that is every river in Maine
19 that --

20 AUDIENCE MEMBER: (Keith Wallace.) No. No,
21 not every river.

22 AUDIENCE MEMBER: (Steve Kingston.) Well,
23 I'm just saying you have to -- you have to deal with
24 the tides. You can't go up every single river in
25 Maine whether there is a bridge or not, sometimes

1 there is not enough water and that's just, you know,
2 that's just Maine. I mean, it's a shame that you
3 can't make it bigger I think for -- or higher from a
4 flood standpoint, but to make recreational kayakers
5 wait an hour, I don't think that's a big deal.

6 AUDIENCE MEMBER: (Keith Wallace.) It's not
7 just recreational kayakers. An average Boston
8 Whaler, a little over 17 foot skiff is 5 feet off the
9 water so he has to wait how many?

10 AUDIENCE MEMBER: (Steve Kingston.) Well, I
11 have no idea, but he's always -- he has to wait for
12 another 70 years I think. Sorry. I mean --

13 AUDIENCE MEMBER: (Keith Wallace.) I
14 appreciate your concern.

15 AUDIENCE MEMBER: (Steve Kingston.) Well,
16 I'm just saying, I don't think it should be as big a
17 concern as some of the other issues here.

18 AUDIENCE MEMBER: (Keith Wallace.) Well, I
19 am a land owner on the river just as you are, 1,000
20 feet of river frontage up river, so appreciate my
21 concern.

22 MS. TIMBERLAKE: Yes, ma'am.

23 AUDIENCE MEMBER: (Janice Vance.) I have
24 what I hope is an easy question. Janice Vance
25 over in Kennebunk. Have you worked with the owners

1 of RSU21 focusing on school bus route changes during
2 the post, pre and, you know, closure of the bridge.

3 MR. MERRITT: We haven't yet, but we need to
4 do that, yes.

5 AUDIENCE MEMBER: (Janice Vance.) Okay. I
6 didn't see it in the paperwork, that's why I asked.

7 MR. MERRITT: Yeah, that probably -- should
8 we have a separate meeting with them or?

9 MS. TIMBERLAKE: Yeah, that would be good.

10 MR. MERRITT: Does anybody have contact
11 information as to where to start?

12 AUDIENCE MEMBER: (Chris Osterrieder.) I
13 do.

14 MR. MERRITT: That would be helpful.

15 AUDIENCE MEMBER: (Chris Osterrieder.) I
16 can get it for you.

17 MR. MERRITT: Thanks for the reminder.

18 AUDIENCE MEMBER: (Janice Vance.) I figured
19 it would be an easy one.

20 MS. TIMBERLAKE: Yes, ma'am.

21 AUDIENCE MEMBER: Kathryn Guay. Was it
22 considered at all in the new bridge to continue to
23 the wood railing and the timber wood walkway or was
24 it just cost? Do you know what that cost difference
25 was?

1 MR. MERRITT: Continue it across the bridge
2 or just --

3 AUDIENCE MEMBER: (Kathryn Guay.) Mmm
4 Hmm.

5 MR. MERRITT: Pretty early on we decided
6 that we weren't going to have timber railing on the
7 bridge mostly because it's difficult to design rail
8 of that height, you know, it -- on the back of a
9 sidewalk we have to be a certain height just like a
10 railing on a deck, so once you make the jump to that
11 height it's difficult to design timber railing to
12 take any sort of rail for vehicle impact load. We
13 have to do that.

14 AUDIENCE MEMBER: (Kathryn Guay.) So it
15 needs to be higher than the railing that's before the
16 bridge?

17 MR. MERRITT: No, there will be a similar
18 height.

19 AUDIENCE MEMBER: (Kathryn Guay.) It just
20 seems like it would look a lot nicer if it was
21 continued right across the bridge.

22 MR. MERRITT: Yeah, we need to have a more
23 rigid rail here because of the drop-off of the
24 channel and we decided to maintain the timber railing
25 and the boardwalk. So when we have two railings like

1 this that are very different in stiffness we usually
2 have a concrete transition or end post we call it.
3 So I guess your question is did we look at continuing
4 this timber rail across here?

5 AUDIENCE MEMBER: (Kathryn Guay.) Well, I
6 was just thinking that if the railing that goes from
7 the bridge down to, you know, down to -- well,
8 continues the rest of the way right to the shop start
9 if that was to continue the whole way. So the wood
10 railing and the timber sidewalks, if that could
11 continue through the bridge I just think it would
12 look a lot nicer. And I was wondering if that was
13 one of your points that it wasn't -- it was decided
14 on having the steel and concrete because of cost and
15 I was just wondering what the difference in cost was
16 or is that not an option?

17 MR. MERRITT: It's -- I don't think it is an
18 option for several reasons. One, we have to design
19 to withstand a vehicle impact and then, you know,
20 from a maintenance standpoint the steel and concrete
21 is preferred. It will last longer than the timber.
22 So it -- there are some bridges with timber rails,
23 but they typically aren't with sidewalks.

24 AUDIENCE MEMBER: (Kathryn Guay.) Mmm Hmm.

25 MR. MERRITT: That allows you to use a much

1 shorter rail and that's much easier to get those to
2 work for a vehicle impact. And that's the challenge
3 here is that the railings are so tall that if a car
4 hits the curb and, you know, goes airborne it's
5 hitting the rail, you know, higher and it's very
6 difficult to design timber to withstand that.

7 AUDIENCE MEMBER: (Kathryn Guay.) Mmm Hmm.

8 AUDIENCE MEMBER: So the ones that are tan
9 color work the best, so hopefully that railing
10 against the sidewalk will make it a little nicer.

11 AUDIENCE MEMBER: (Kathryn Guay.) It looks
12 a lot nicer if that wasn't broken up. I was just
13 curious. So the pressure treated railings that are
14 existing now they are not to code say if a car goes
15 off or?

16 MR. MERRITT: Yeah, I don't think this
17 railing is designed for rails for vehicle impact
18 because there is a, you know, a side slope behind
19 that. Yeah, this is designed more as a pedestrian
20 railing what we call that. If there was a huge
21 drop-off here and the channel was immediately behind
22 it then, you know, we would be forced to put a rigid
23 type rail there as well.

24 AUDIENCE MEMBER: (Kathryn Guay.) And the
25 sidewalk -- the concrete sidewalk, is it for

1 maintenance?

2 MR. MERRITT: Yeah, that's pretty typical
3 now is to have the concrete sidewalks.

4 AUDIENCE MEMBER: (Janice Vance.) I have
5 one more question. What would prevent children from
6 climbing that railing and falling off?

7 MR. MERRITT: This railing here?

8 AUDIENCE MEMBER: (Janice Vance.) Yeah,
9 that type of railing.

10 MR. MERRITT: Their parents. No, in all
11 seriousness --

12 AUDIENCE MEMBER: (Janice Vance.) These are
13 tourists.

14 MR. MERRITT: There isn't anything that's
15 going to prevent that in this case. You know, in an
16 overpass type structure we might put chainlink with a
17 we call missile fence. It comes up and then it curls
18 back in towards the roadway so it's physically almost
19 impossible to climb over the top, but when there is
20 water below we typically aren't doing that unless
21 there is a history at that bridge of people jumping
22 off.

23 AUDIENCE MEMBER: (Janice Vance.) Well,
24 it's a different type of railing today, so I don't
25 know, you know.

1 MR. MERRITT: But it's about the same height
2 as the one that's there today.

3 AUDIENCE MEMBER: (Janice Vance.) I'm a
4 parent, so, you know, I'm just thinking of the kids'
5 safety.

6 MR. MERRITT: Yeah, we have on some projects
7 put chainlink fence behind those, but we generally
8 don't do that unless there is a history of kids
9 jumping off there getting hurt or it's an overpass
10 and there is a fear that people are going to throw
11 things onto vehicles below and things like that, but
12 it would change the look of this bridge a lot if we
13 do that here.

14 AUDIENCE MEMBER: (Laura Dolce.) But it's
15 really only that 22 foot span and here you have the
16 four rail fence on the -- the rails over the water
17 anyway.

18 MR. MERRITT: Yeah, can we go to the
19 operator house view? Yeah, so that steel rail that's
20 been selected is actually pretty similar to this rail
21 right here as far as the geometry of it and the
22 number of rails.

23 AUDIENCE MEMBER: (Janice Vance.) It's just
24 not over deep water over that section so that -- I
25 guess it was people having ice cream just standing

1 there talking and hanging over.

2 MR. MERRITT: Right. Steve.

3 AUDIENCE MEMBER: (Steve Kingston.) I'm
4 wondering about the -- where you are on the
5 incentive/disincentive if the -- the sale said
6 seeking and that might be an oversell, but where are
7 you and are you at liberty to say how severe or
8 how --

9 MR. MERRITT: Yeah, we haven't set the
10 dollar amounts yet.

11 AUDIENCE MEMBER: (Steve Kingston.) But you
12 do have approval to do it?

13 MS. TIMBERLAKE: When get ready with the
14 design, you know, they will be drafting the specs
15 division that goes in the contract book and when I
16 get a draft in hand I'll be talking to, you know, my
17 district managers in public management about my
18 recommendations for the, you know,
19 incentives/disincentives and, you know, we'll come to
20 an agreement and we'll be talking about that with the
21 committee as well.

22 MR. MERRITT: But the request has been made
23 of, you know, to the senior staff to do
24 incentive/disincentive if there is buy-in to do that,
25 right?

1 MS. TIMBERLAKE: I think they -- my
2 understanding is they support it. I haven't made an
3 official request, but we've been talking about it and
4 they're aware that I want to do that and they know
5 about this project and about the accelerated needs
6 here, so I don't anticipate any issues, it's just a
7 matter of what that dollar amount is.

8 AUDIENCE MEMBER: (Steve Kingston.) And it
9 will be significantly more than 900 bucks?

10 MS. TIMBERLAKE: Yes.

11 MR. MERRITT: I should have mentioned in
12 that section that bridge projects where that type of
13 bridge contract have been used I think 9 out of 10
14 the contractor met the date or beat it, so that there
15 is a demonstrated success. And there is more and
16 more of this type of contracting happening and we've
17 already had several contractors ask about this
18 project because they've heard incentive/disincentive.
19 The contracting is coming and it's an opportunity for
20 them to make some more money than what they normally
21 would on a project, so there is a lot of interest in
22 that.

23 AUDIENCE MEMBER: (Jeff Bonney.) Who gets
24 the money if they pay a penalty?

25 MS. TIMBERLAKE: Pardon me?

1 AUDIENCE MEMBER: (Jeff Bonney.) Who gets
2 the money?

3 MS. TIMBERLAKE: DOT does.

4 AUDIENCE MEMBER: (Jeff Bonney.) But we're
5 the ones who suffer, right?

6 MS. TIMBERLAKE: Well, we are -- like I
7 said, we will work with you to make this as workable
8 a contract as we can.

9 AUDIENCE MEMBER: (Jeff Bonney.) So you'll
10 funnel some of that back to the town?

11 MS. TIMBERLAKE: We want it to be a success,
12 too.

13 AUDIENCE MEMBER: (Jeff Bonney.) Spread it
14 around town.

15 AUDIENCE MEMBER: Spread it out to all of
16 the businesses.

17 MS. TIMBERLAKE: Any other questions or
18 comments?

19 MR. MERRITT: I would encourage people if, I
20 mean, we had the list of BAC members up there, I
21 mean, if you have additional thoughts or whatever,
22 you know, pass it on to a BAC member and they can
23 bring it to a BAC meeting or you're always welcome to
24 call us as well.

25 MS. TIMBERLAKE: Like I said, I have my

1 contact information, feel free to call me or email me
2 or pick up a card and write a note, you can do that
3 as well. So no more comments or questions? Thank
4 you all for coming.

5 MR. MERRITT: If anybody wants to take a
6 closer look there is stuff hanging up over there.

7

8 (Meeting concluded at 8:12 p.m.)

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C E R T I F I C A T E

I, Robin J. Dostie, a Court Reporter and
Notary Public within and for the State of Maine, do
hereby certify that the foregoing is a true and
accurate transcript of the proceedings as taken by me
by means of stenograph,

and I have signed:

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: February 19, 2016

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MAINE DEPARTMENT OF TRANSPORTATION

February 10, 2016 Formal Public Meeting

Kennebunk-Kennebunkport, Mathew J Lanigan Bridge Replacement

WINs 022504.00 and Bridge # 2230

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