

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

IN RE THE BLUE HILL FALLS BRIDGE

WIN 017712.00

Public Meeting At The Blue Hill Town Office

Reported by Robin J. Dostie, a Notary Public and court reporter in and for the State of Maine, on November 6, 2014, at the Blue Hill Town Office, Blue Hill, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE: ANDREW LATHE
MICHAEL WIGHT

1 TRANSCRIPT OF PROCEEDINGS

2 AUDIENCE MEMBER: (Jim Schatz.) Well, I
3 think we're about ready to get started. We have one
4 minute until 6 and I know that you all have fires to
5 tend and whatever and I hope all of you, if not all
6 of you, have your power back and have some comfort
7 going for you.

8 AUDIENCE MEMBER: We can't hear you.

9 AUDIENCE MEMBER: Speak up.

10 AUDIENCE MEMBER: (Jim Schatz.) Okay. I'll
11 speak up. I was just wishing everybody to have
12 power. Power to the people literally and
13 figuratively for tonight. But what I'd like to did
14 is introduce Andrew Lathe and his team, he'll
15 introduce his team. You know what we're here about.
16 I was just going to say a few things about the
17 sentiment that comes into the town hall and maybe
18 that will get the conversation going. The sentiment
19 that we pick up on is that people are very interested
20 in maintaining the integrity of the old design, but
21 then there is also an interest to enhance the area so
22 that it's more friendly to pedestrians and cars for
23 parking and bicycles and other modes of
24 transportation, so I would say that that's a big
25 feature that we'd like to be incorporated for a lot

1 of people have said that. Then there is the safety
2 feature, you might note that the plow -- there is not
3 room for a plow and a car on that bridge and so
4 that's an issue -- a safety issue that we would hope
5 to get attended to. And then finally, a point for
6 the future, if any of these improvements would be
7 helped along by participation of the town, a joint
8 venture, then we would like to hear if that's
9 possible and we would present it to the legislative
10 body at a town meeting if that made sense.

11 MR. LATHE: Great.

12 AUDIENCE MEMBER: (Jim Schatz.) So that's
13 my two cents and welcome to Blue Hill and thank you
14 all for coming out.

15 MR. LATHE: Good evening. He introduced me
16 as Andrew Lathe. I am going introduce the rest of my
17 group here. I have Mike Wight, senior structural
18 engineer from the Bridge Program. And Robin --

19 AUDIENCE MEMBER: A little louder.

20 MR. LATHE: I'm sorry?

21 AUDIENCE MEMBER: Louder, please.

22 MR. LATHE: I have Mike Wight, our senior
23 structural engineer. And with me also is Robin
24 Dostie, our court reporter. And I'd like to start
25 off by prefacing that our design team for Bridge

1 North has always told me that as I start to trot
2 along I pick up speed and start to go long too fast,
3 so they actually made a sign for me today which says,
4 slow down, you're talking too fast. So I'm going to
5 hold onto this sign and try to keep referring back to
6 it and if you see me going off of the reservation a
7 little bit let me know and I'll slow things down
8 because I get a little embarrassed.

9 A couple of house cleaning items, there is a
10 sign-up sheet that's going around. If we can just
11 have folks print their name on it for the court
12 reporter so she can log that with the meeting
13 minutes. Also, I put in the back of the room, we
14 bring these to all of the public meetings free for
15 you to take with you our copies of the public
16 announcement and on that is contact information. I
17 believe my supervisor, Steve Bodge, is actually
18 listed on the public announcement. There are also
19 Right of Way Manuals. They're blue. This is for
20 anyone to take. It explains the right of way process
21 for any impacted land owners. There is also Title 6
22 Program Information Guides and this is in regards to
23 the Department's civil rights policy. And last, but
24 not least, we have a questionnaire cards, comment
25 cards. If you have any questions or comments at a

1 later date that you think of in the future or, you
2 know, if you don't feel comfortable standing up in
3 front of the group and asking a question, if you take
4 a few of these with you you can -- they're addressed
5 back to us. It will come right to the Bridge
6 Program. And also I think I put a few business
7 cards back there as well with my business card and
8 Steve Bodge, my supervisor.

9 We're going to do this meeting a little bit
10 differently than we've done in the past because this
11 is really more of a fact-finding meeting for us
12 because as we got involved in the design process
13 there was a public meeting back around 2010-2011, I
14 think it was 2010, we went back and started to work
15 on this project and realized that beyond the
16 communities input and what the Bridge Program needs
17 there were a lot of other interested groups, the
18 Maine Historic Preservation Commission, Federal
19 Highway, environmental organizations, so we have set
20 the meeting up tonight to do four things and one of
21 them is Mike is going to talk about what we as a
22 Department think you folks want to know first. I am
23 going to follow-up with what the Department thinks
24 you guys need to know, which is a process of
25 evaluating the changes the Department and community

1 is facing during this design process. We're then
2 going to talk about what the Department doesn't know
3 and that's going to involve public input, what are
4 the prime motivating factors of the community and the
5 users of the bridge and then we'll finish up with
6 questions and comments. We're here to listen to you
7 folks and get your input on what direction you'd like
8 the Department to take this project and when we get
9 to that point I ask that you please wait until our
10 brief presentation is complete and we'll open the
11 floor to questions and I'll ask you to please state
12 your name first so that the court reporter can report
13 your comments. So at this time, I'm going to hand it
14 off to Mike and he's going to tell us hopefully what
15 you guys want to know.

16 MR. WIGHT: Thank you, Andrew. I'd like to
17 start off with just few facts about the project and I
18 am going to discuss two big options that we're
19 investigating and it's kind of the big reason we're
20 here is to try to get feedback on which option you
21 guys prefer or what concerns you have.

22 We'll start off with just a few facts. It's
23 pretty easy to figure out when the bridge was built.
24 It's got a placard right on it 1926. It's
25 88-years-old. Any historic folks, this is the

1 pre-1926 bridge. It was actually a two-span bridge
2 made out of steel. It was a bigger span. It's a
3 truss and then there is a shorter beam style bridge.
4 Just for everybody's information every bridge in
5 Maine is inspected every two years including this
6 bridge. And some folks might remember back in 2010
7 for about a week we did a very thorough inspection of
8 this bridge. We had it closed for five days during
9 the day and it's basically what we call a special
10 inspection and that's only done basically to help
11 determine can a structure be rehabilitated or
12 repaired.

13 Traffic counts. The average annual daily
14 traffic count on this bridge is about 1,790 vehicles.
15 The current bridge itself, it's a narrow bridge, it's
16 got two lanes. It's 20 feet 4 inches curb-to-curb.
17 We can touch on accident history. The most recent
18 three years of accident data said there was only two
19 accidents. Let me see, there was a truck driving too
20 fast and it hit some guardrail and a van struck a
21 deer unfortunately. But generally, we consider high
22 accident spot being eight accidents or more in a two
23 year period and this site really isn't high accident
24 spot, but that's based on stuff that gets reported.
25 Not everything gets reported. Those are a few basic

1 facts about the bridge.

2 I'll take a second to explain what's up
3 here. And I'll go into this in a little bit, but
4 basically this is a location map and I'll talk about
5 that in a little bit. This is an aerial plan. A
6 nice aerial photo. I know it's tough to see, but
7 these red lines are the current right of way limits
8 and underneath there is some survey information.
9 This bottom diagram was kind of a profile along the
10 middle of the road and it's like if you took a knife
11 and cut right down the middle of the road. And this
12 is to the south and this is over the north end of the
13 project and basically what's showed right now is just
14 the existing bridge.

15 So the Department is looking at two options.
16 The first one is a major rehab option, you know, kind
17 of repair the existing bridge and extend the life of
18 the current bridge. And that basically involves the
19 superstructure, pretty much every bit of concrete is
20 going to be -- it's deteriorated and in poor
21 condition. It's going to be chipped, patched, that
22 includes the arch itself, these vertical hangars in
23 between, the bottom member here, you know, the bridge
24 rail, basically everything is going to be chipped and
25 patched including these overhead members. The big

1 thing -- the big item we're going to replace is the
2 concrete deck. That's probably in the worst
3 condition. That will be completely replaced
4 essentially in kind. It won't look any different.
5 And the surface you actually drive on, the wearing
6 surface, that will be replaced as well when we
7 replace the deck.

8 The approach walls and the abutments, our
9 big work there is, I know it's kind of hard to see in
10 this picture, but the top of the stone here there is
11 basically a concrete cap, kind of the abutment, we'd
12 replace both of those. Some of the stones have
13 shifted over time. We'd try to pin those and grout
14 those back together so they won't move long-term. So
15 pretty much stem to stern we're going to rehab it and
16 try to extend the life of this bridge another 30 or
17 40 years.

18 As part of the rehab option we'd also
19 upgrade the approaches. We haven't really fine-tuned
20 it at all, but we'd probably do 200 to 250 feet of
21 approach work on both ends. The current road is
22 about 21 feet wide with pavement and we've got some
23 gravel shoulders. We'd probably try to widen those a
24 little bit to about 28 feet wide on the approaches
25 and narrow it down to match the bridge.

1 I know there is a big recreational use and
2 I've seen a lot of people trying to park and there's
3 kind of an unofficial parking area here with a lot of
4 gravel. We're kind of thinking right now on this
5 northwest corner to make that parking a little more
6 formal that on the gravel shoulder we'd try to pave
7 that shoulder and make some parking spaces between
8 the bridge and there is kind of a field entrance to
9 this house on the northwest corner and basically a
10 wide shoulder there, probably like an 8 foot
11 shoulder.

12 For this particular option we don't
13 necessarily have all of the answers, but we have a
14 rough cost at this point, total cost of this project
15 is \$5.1 million dollars and that is basically the
16 state and federal dollars with no local dollars.
17 And, again, with the rehab option we're basically
18 trying to extend the life of the current bridge as
19 long as we can. We're guesstimating with this
20 thorough rehab we'll get another 30 or 40 years out
21 of the current bridge.

22 The other option we're looking at is doing
23 the bridge replacement project. With the bridge
24 replacement project right now we're looking at it
25 would be built basically in the same spot on the same

1 alignment. The only change as far as alignment goes
2 is we'd raise the bridge up probably another 2 to 4
3 feet roughly. The proposed bridge would be a little
4 deeper, so we'd have to raise it up to do the same
5 under clearance.

6 We would be doing basically about the same
7 approach work, probably a total of 500 feet with 250
8 feet on each side. We'd be doing the same thing on
9 this northwest corner and probably making a wide
10 shoulder, 8 foot wide, to accommodate parking on this
11 corner. As far as the bridge itself I'm going to
12 pass around some pictures folks can look at. Some
13 folks may want -- the picture on the front of this
14 package is a bridge in Orland, downtown Orland on
15 Route 175 over the Orland River. We'd be building
16 basically a similar bridge. It's called a beam style
17 bridge. It's a beam that's made out of precast
18 concrete and that would be kind of the replacement
19 type bridge we'd be looking at.

20 AUDIENCE MEMBER: (Tim Seabrook.) How long
21 is that one?

22 MR. WIGHT: I'll get to that in a moment.
23 Hold your questions. The presentation is short. And
24 with the beam style type bridge, we'll improve the
25 visibility because you don't have the overhead

1 members you don't risk over-height trucks getting
2 hit. And a modern bridge would expect to be designed
3 to last 75 years or more and we're guesstimating a
4 replacement project is going to cost around \$4
5 million. And, again, that's state and federal money
6 with no local share.

7 We've got a number of challenges here with
8 this particular project. Probably the biggest one
9 probably on every project is how we're going to
10 maintain traffic during construction. This is a real
11 challenging site for both options. When we do
12 traffic control options, you know, a whole bunch of
13 issues we look at, you know, we try to minimize
14 impact to abutting property owners. There is a lot
15 of historic concerns in this area we'll try to
16 minimize. Ideally, we try to avoid historic
17 properties if we can. If we can't, we try to
18 minimize impacts. And if the impacts to a historic
19 property is pretty severe then we're going to do some
20 sort of mitigation.

21 And another real huge challenge, which is
22 kind of unique in this spot in Maine is the sheer
23 water here. It's fast, it's deep. We actually had a
24 meeting about two years ago with some contractors and
25 they were just like, oh, my, God, how are we going to

1 build something there. Their jaws just kind of
2 dropped. So that poses another huge challenge at
3 this site.

4 I'll give you some rough time frames and I
5 want to stress to you these are very rough. One big
6 thing that we're starting the process on is working
7 with the various environmental agencies and figure
8 out when you can work in the water and when you
9 can't, until that's kind of finalized it's really
10 hard to finalize how long the project is going to
11 take, but just to give you kind of a rough idea for
12 the major rehab we're thinking this is probably going
13 to be close to a two year project. It's very
14 challenging because you've got to basically go in,
15 build cofferdams around the abutments, literally lift
16 up the entire bridge, 600 tons, which is a serious
17 engineering challenge, rebuild the abutments and all
18 of the stone work underneath and then set the bridge
19 back down and repair the entire bridge and take out
20 all your cofferdams. It's a very challenging and
21 unique kind of a --

22 AUDIENCE MEMBER: (Steve Wright.) And yet
23 still a million dollars less?

24 MR. WIGHT: Yes.

25 AUDIENCE MEMBER: No.

1 MR. LATHE: The rehab is \$5.1 million and a
2 new modern bridge would be 4 million, am I correct?

3 MR. WIGHT: Correct. Hold your questions,
4 please. I will be through in a minute and we'll get
5 to everybody and speak in just a minute.

6 So anyway, with the modern bridge there is
7 less risk, less questions marks, rehabs are always
8 difficult because sometimes you think you're going to
9 repair 25 percent of a beam and sometimes you end up
10 chipping and patching double that. But our best
11 guess right now on a modern bridge is going to take
12 between a year and a year-and-a-half. The big
13 challenge is here due to the nature of the bridge
14 because you've got the two structural elements on the
15 side you can't build it in stages, you can't saw the
16 bridge in half, if you saw it in half it's going to
17 fall down, so stage construction isn't practical
18 here. The other two options are closing the bridge
19 during construction, generally we like to send folks
20 around on state roads or state aid roads, that means
21 folks have to go down 175 and back up 172.
22 Unfortunately, that's a detour of close to 21 miles.
23 The other option is to take advantage of these local
24 roads, the Hales Woods Road and the Hales Hill Road
25 here and that cuts the detour down to nine-and-a-half

1 miles. These two roads here in blue, the Hales Woods
2 Roads and Hales Hill Road are basically local roads
3 and the Department can't just come in and say, hey,
4 we're going to put folks over a local road, we need
5 the town's okay to do that. So that's one challenge
6 with the detour. And the other option, which has got
7 a lot of challenges that we have is at the bridge is
8 constructing some sort of on-site detour on one side
9 of the bridge or the other. And that is a challenge
10 like I mentioned earlier, the property impacts,
11 issues with the historic property impacts and just
12 the sheer difficulty of the site with the fast water
13 and the deep water.

14 At our earlier meeting several years ago
15 back in 2010 a lot of questions were brought up about
16 traffic calming and I just wanted to touch on that.
17 I know right now at the top of the hill there is a
18 sign saying slow down to 20 miles an hour. We talked
19 to one of our -- our region traffic engineer, Bruce
20 Mattson, and practically speaking because of the high
21 speeds here putting in some sort of speed bump really
22 isn't practical. Our snow plow drivers hate them.
23 They'd be dangerous really if you think about it.
24 Probably the one practical suggestion he's thrown out
25 there is putting radar activated signs potentially

1 that's flashing this is what your speed is and
2 hopefully folks will pay attention to the sign. But
3 it's one suggestion thrown out there to potentially
4 help slow folks down.

5 Right now this project has preliminary
6 engineering money and we're kind of in what we call
7 the preliminary design phase of the project and right
8 now our best guess is we're hoping the earliest we
9 would actually be in construction is 2018, so we've
10 still got a number of years.

11 AUDIENCE MEMBER: 2018?

12 MR. WIGHT: Earliest construction would be
13 2018.

14 MR. LATHE: I still have my slow down I'm
15 talking too fast sign and I'm going to do my best,
16 but the rest of the information I've got for you
17 folks is what we started to hear from other groups
18 and other interested organizations and it may not be
19 relevant to everyone in the room, so if you start
20 doing this, I'll pick up the tempo a little bit and
21 get through it.

22 I wanted to talk briefly about the last
23 meeting here, which was September 7 in 2010. There
24 were -- ideally, there were like five major points
25 that were mentioned at that meeting, speed being one

1 of them, as Mike mentioned, the 25 mile per hour
2 signs -- speed signs, they're cute aren't they, those
3 signs out there that people aren't paying attention
4 to. The bridge is in a depression between two hills.
5 Vehicles regularly accelerate and travel at much
6 higher rates of speed and I've seen -- I've been to
7 the bridge four or five times now and I've seen large
8 trucks coming down at a pretty good clip as they try
9 to make it up the edge of the next hill. The width
10 of the existing bridge is narrow. That was one of
11 the concerns brought up. It's only 20 foot 4 inches
12 wide curb-to-curb and it feels like the bridge is too
13 narrow for large trucks to pass comfortably.

14 Pedestrian access was also brought up at the
15 last meeting. There is no room for pedestrians on
16 the bridge. There is limited visibility of
17 pedestrians behind the concrete columns as they hug
18 the rail, which I was doing today as I was walking
19 from one side to the other, and it's not a comforting
20 feeling if you find that your option is to jump off
21 the bridge and get into that water and it's really
22 moving along at a good clip. And also the attention
23 level of pedestrians, I understand they're enjoying
24 the site, but, you know, if anyone saw me down there
25 today I was looking around as well and I think there

1 is, you know, a detachment between the pedestrians
2 that might be there enjoying the site and the traffic
3 that's moving around them.

4 Also, it was brought up at the last meeting
5 with the parking, it's minimal to nonexistent and
6 it's only on the northwest side and it does intrude
7 on local property owners if people are parking
8 haphazard on either edge of the bridge.

9 And the last item that was brought up at the
10 public meeting was drainage and erosion from water
11 run-off. There is significant water run-off down
12 both hills. It's caused erosion to the shoulders due
13 to ineffective ditching along the sides of the roads.

14 Now, when we started working on this project
15 we found that we had a lot of other partners
16 interested in this process and I'm going to -- this
17 is part of the you need to know information. I'm
18 going to let you know what some of these other groups
19 are concerned about so that we're all on the same
20 page when we open the floor to discussion. There
21 certainly are archeological issues in the site.
22 There is a prehistoric presence of an archeological
23 dig in 1936-1937. This revealed evidence that the
24 site was used over 4,000 years ago when there used to
25 be a fresh water waterfall where the reversing falls

1 is today. The Maine Historic Preservation Commission
2 is very sensitive to this location. There is also a
3 historical architectural aspect to this bridge. The
4 design of the bridge, as Mike said, it's one of two
5 tied arch concrete bridges remaining in the State of
6 Maine and possibly the oldest of its kind in the
7 United States. The other bridge we have in the State
8 of Maine is the Canal Bridge in Lewiston/Auburn.
9 Their waterfall isn't nearly as nice as yours is.

10 The bridge is listed as a Nationally
11 Registered Eligible Historical property and makes up
12 one leg of a Nationally Registered Eligible
13 Historical property that makes up one leg of a
14 Nationally Registered Eligible Historic District.
15 I've got to say that about 12 more times in this
16 presentation, so bear with me. I'm going to start
17 with talking about the historical aspect of it, the
18 Nevin House and their properties. And I apologize
19 for pronouncing some of these names when I go through
20 them. But Ann Paul Nevin, the widow of American
21 composer Ethelbert Nevin, built a residence on the
22 southeast corner of the Salt Pond called Arcady in
23 the style of a classic Italian mansion, which I think
24 you all can see very well now as you drive past.

25 The abutting property and the landscaping

1 make up the second leg of the Nationally Registered
2 Eligible Historic District. The Nevin family also
3 built two other summer homes on Mill Island. Airly
4 Beacon, this home is located on the northeast corner
5 of the bridge. And Wakonda, and, again, I apologize
6 if I'm saying these wrong, but later to be the home
7 of the nationally known artist Frank, I'm saying this
8 wrong --

9 AUDIENCE MEMBER: Hamabe.

10 AUDIENCE MEMBER: Hamabe.

11 MR. LATHE: Thank you.

12 AUDIENCE MEMBER: It's okay, you're on your
13 fourth language.

14 MR. LATHE: Wakonda makes up the third and
15 final leg of the NRHEHD District.

16 We also outside of the historic aspect we
17 ran into some environmental friends. There are
18 aquatic fish and shellfish population out there,
19 Atlantic and short nose sturgeon are potentially
20 present in the area and they are protected under
21 Section 7 of the Endangered Species Act. Mill Stream
22 and Carleton Stream which flow into the Salt Pond,
23 they support rainbow smelt, eels and alewives and the
24 species utilize the project area as a migratory route
25 and are managed by the Maine Department of Marine

1 Resources and NOAA, National Marine Fisheries. Salt
2 Pond also contains soft-shell clams, oysters,
3 horseshoe crabs. And because of this Mike talked
4 earlier about we're not -- we haven't nailed down
5 when an actual construction season can take place
6 whether it's rehabilitation of the bridge or a new
7 construction, but we know that most likely our
8 in-water work, when we can actually get in the water
9 and do something, would be sometime between November
10 and March of the year -- of any year due to the
11 residence fish and shellfish, but that duration can
12 sometimes be adjusted if we have a validating reason.

13 There are mammals in the area. Marine
14 mammals are present. Impacts to mammals due to
15 rehabilitation or construction activity and noise
16 will need to be assessed under the Marine Mammal
17 Protection Act. Also, the northern long-eared bat is
18 in consideration for Federal Endangered Species
19 listing as early as April of next year and this
20 impacts clearing operations, so essentially if they
21 get registered then clearing operations for trees
22 will have to take place in the fall and wintertime
23 although that's not yet been determined. Again, it's
24 still not listed yet, but it's coming down the road.

25 Also birds, it's a birding hot spot due to

1 the food rich waters, which gathers 1,000 to 1,500
2 eider ducks during the winter especially at low tide.
3 There are other bird species including loons,
4 red-breasted mergansers, white-winged scoters and
5 red-necked grebes. Did I do okay with that one? And
6 the common goldeneye. I got that one.

7 Now, with all of those environmental issues
8 I can tell you one positive we got out of it, we did
9 an analysis of the ground water and hazardous waste
10 and there is no leaking gas station nearby, so there
11 were no concerns of hazardous waste or ground water
12 at the site.

13 So all of these concerns I just mentioned
14 above, they started coming forth as we pealed into
15 this project. And I also wanted to take an
16 opportunity to let you folks know that the Maine
17 Historic Preservation Commission, they're looking at
18 trying to do an archeological dig in the spring of
19 2015 and they may be contacting abutting land owners
20 to discuss this dig in more detail and if there are
21 abutting land owners here with us this evening, Mike
22 and I would be happy to answer any questions you have
23 regarding the dig after the meeting is over.

24 Now, I want to go ahead and proceed with
25 what the Department does not know. We usually don't

1 like to come out and say the things that we do not
2 now, but today we are going to do that because this
3 is really, as I said, a fact-finding mission for us.
4 What we do not know in dealing with the historical
5 aspects of this bridge, we do not know the extent to
6 which we can excavate or fill in the approach areas
7 of the project due to the archeological presence in
8 the area, so we need some direction and that may be
9 impacted by the MHPC work in the spring.

10 We also do not know if the decision of the
11 group or of the community is to look at a new style
12 of bridge or new modern bridge if the Maine
13 Historical Preservation Commission will concur with
14 our decision or not, so they have some -- they have
15 concerns in regards to maintaining the historical
16 preservation of this bridge. We do not know if
17 they're leaning towards concurring with a modern
18 bridge design at this location.

19 Now, I've asked earlier if the harbor master
20 is here this evening and he is. When we get to the
21 question and answer time I just wanted to get a feel
22 for locals that are using this area for commercial
23 fishing, lobstering and shellfish harvesting, to the
24 extent that work on this bridge might impact those
25 operations because what you could conceivably have is

1 whether to do rehabilitation work or a replacement of
2 the bridge there are going to be cofferdams that are
3 going to be going in the water, so there will be some
4 impact to the channel during that operation and we
5 just wanted to hear from the harbor master and from
6 anyone in the community that has specific fishing or
7 harvesting operations up in Mill Pond or in Salt Pond
8 rather.

9 Other things we don't know are water
10 recreational use. One of the questions we had was we
11 know that people love the reversing falls, but one
12 question that's never been asked is with surfers,
13 kayakers, and boaters the existing hydraulic opening
14 would you want to maintain or would you want it wider
15 even, that's a question that we kind of had. We
16 don't know if maybe even opening up the channel might
17 be supported by the community or not. We wanted to
18 kind of get that information. If the span of the
19 bridge opening is maintained for hydraulics, do you
20 really care what -- this is, again, to the water
21 users -- do you really care what type of bridge sits
22 above it, for the recreational water users if the
23 hydraulic opening is preserved do they care if we
24 have a replica or a -- a rehabilitation or a new
25 modern bridge.

1 Also, site use, artists, tourists, day
2 visitors, what's the casual use of the site. And to
3 the traveling public, the safety concerns is
4 maintaining the existing bridge width even acceptable
5 to the traveling public at which would be part of the
6 rehabilitation process. Will advanced signage have
7 impact on slowing the traffic down? Is there any
8 heavy bicycling use near the bridge? And finally,
9 and certainly not least, abutting land owners and
10 residents, we want to hear your thoughts of what your
11 prime motivating concerns are. Are you concerned
12 mostly about the historic appearance of the bridge,
13 the access to the bridge, the safety for the
14 traveling public, the safety for the pedestrian
15 traffic, the detour requirements and construction
16 duration? What direction would you like to see the
17 Department proceed in, a rehabilitation or
18 replacement option.

19 So at this point, I'd like to open this all
20 up to discussion and comments. We're here to listen
21 to you folks, get your input on what direction you'd
22 like us to take. I do ask that you please state your
23 name first so our court reporter can record your
24 comments. And it's very difficult on the court
25 reporter if it's a group discussion, so I do ask that

1 we all keep our comments to one person at a time if
2 you could, please. And if you have one question,
3 I'll ask that you state your name and if you have 10
4 questions I'll ask that each time you state your
5 name, please. So we'd like to open the floor. Yes,
6 sir.

7 AUDIENCE MEMBER: Crocker Nevin and I'm the
8 son of the guy that owns the big white house. I
9 don't know how much it is a concern of other people,
10 but if you expand or make it easier for people to
11 park in that area, I'm assuming that means more
12 people will show up which would probably increase the
13 chances of somebody getting hurt. I think the reason
14 the number of accidents is as low as it is is that a
15 lot of people just can't find a place to park and so
16 they keep going, so that would be a concern of mine
17 is if you expand it and make it a more attractive
18 place you're going to get more people and therefore
19 there is a greater chance of somebody getting
20 seriously hurt.

21 MR. LATHE: Yeah. And Mike and I have
22 talked about this at length and we appreciate your
23 comment and that's the exact thought is, you know, if
24 you build it they will come. And to what extent
25 should the locals and the municipality have to endure

1 the traffic coming in and utilizing the shoulders.
2 Part of the approach work would be to widen the
3 shoulders because if you're out there now there is
4 little to nothing for the shoulder. It's a gravel
5 shoulder, so it's within the approach work whether
6 it's a rehabilitation or a replacement. We probably
7 would look to extend the shoulder with the paving
8 just so that we get better water run-off, but it's
9 definitely a valid concern. Sir.

10 AUDIENCE MEMBER: (Steve Wright.) I am not
11 so sure about that idea. If you --

12 MR. LATHE: Could I have your name, please?

13 AUDIENCE MEMBER: Oh, my name is Steve
14 Wright. I live in South Blue Hill and I'm on other
15 side of the bridge. If you make the kind of apron
16 approaching the bridge on either side, a wider
17 dimension than there currently is, I am afraid that
18 cars approaching the bridge are going to get sort of
19 an optimistic view of the width of the bridge and
20 will be making more corrections than they currently
21 do in passing. As you mentioned earlier, there
22 haven't been very many accidents on that bridge and I
23 suppose when you made that statement you were talking
24 about car to car and also car to pedestrian clinging
25 to the sides of the bridge and I have never seen a

1 weight limit for that bridge, so it strikes me that
2 it currently is still fairly strong. That's my
3 comment.

4 MR. WIGHT: Thanks for your comment. As
5 part of this process, we'll be doing the updated load
6 rating to see what the capacity is based on the
7 current condition.

8 MR. LATHE: Yes, ma'am.

9 AUDIENCE MEMBER: I'm Leslie Cummins and I
10 live in North Blue Hill. Along with Mr. Nevin's
11 comment, if you make it more amenable for big trucks
12 you're going to attract more big trucks and I don't
13 think anybody is going to be happier with that.

14 MR. LATHE: Do you see a lot of -- what's
15 the largest truck traffic you see? Are we talking
16 about pulp trucks, private trucks or just fuel trucks
17 or local delivery trucks?

18 AUDIENCE MEMBER: (Leslie Cummins.) All of
19 those.

20 MR. LATHE: You do.

21 AUDIENCE MEMBER: (Crocker Nevin.) One came
22 down, I have seen them tow a house that literally had
23 no more than 6 inches on either side and the top was
24 and it was the most amazing thing. I don't
25 understand why they had to take that way when they

1 could have gone through Sedgwick. This was a
2 double-wide home and it was -- it absolutely filled
3 the bridge and my concern was with the angle of the
4 hill on either side that it was going to get stuck on
5 one side or the other and so it's -- I don't think it
6 would make much difference if they just go right
7 through.

8 MR. LATHE: Yes, sir.

9 AUDIENCE MEMBER: Yeah, Tim Seabrook. I
10 think the historical significance of this bridge is
11 very important, number one.

12 AUDIENCE MEMBER: Can you speak up a little,
13 please?

14 AUDIENCE MEMBER: (Tim Seabrook.) Pardon?

15 AUDIENCE MEMBER: Speak up, please.

16 AUDIENCE MEMBER: (Tim Seabrook.) Yeah.

17 Sorry. I think the significant value of this bridge
18 is its historical value for one. It's also that you
19 come down in there and it's just fine except when you
20 get below. If there are pedestrians and when you see
21 the sites, which we all need these people to come and
22 visit us to view the in and out of the, you know,
23 flow. I am thinking maybe you could keep the bridge
24 the way it is, slightly increase the parking but have
25 a pedestrian cantilevered walkway on the sides, which

1 would also include bicycles because that's where
2 we're leading to in the future. So the people are on
3 the outside of the bridge, the cars are on -- and
4 trucks, all these trucks, big trucks and small trucks
5 are on the inside. And everyone hopefully is
6 conveniently happy and safe. It's a pretty amazing
7 place and in looking at Acadia National Park and
8 other places, we have this little prize right here
9 that needs to be protected.

10 The second part is could there be a hydro
11 producing element to your project where the in and
12 out flow of water could produce electricity? So
13 that's just what I'm -- I mean, it's a great place
14 and if that could be tied into the project, federal
15 aid, then why not.

16 MR. LATHE: Well, I can't speak directly to
17 which agencies would be involved with the hydro
18 aspect and what I would like to do is kind of temper
19 some of the discussion of an observation platform or
20 even the parking, the thought of outboard sidewalks
21 or sidewalks and the bridge, let's just temper that
22 conversation a little bit and address it a little bit
23 to the municipality as well. We in the Bridge
24 Program are charged with rehabilitation or
25 replacement of the bridge and it would be a local

1 interest element to do some of the things that you've
2 discussed and some of that -- the cost of that
3 interest would be reflective on the municipality as
4 well. When Mike was talking and he was saying how 80
5 percent of the cost of this project is federal, 20
6 percent is state, once we get into a local interest
7 element and they're all up for discussion, I don't
8 want to discourage you at all, but bear in mind the
9 state won't necessarily get federal money to pay for
10 any of that and the state isn't going to go it alone.
11 So the municipality needs to be aware as well that
12 some of these items that you'd like to have we can't
13 share the burden alone, so I just want to get that
14 out there so people have that understanding that we
15 have a local cost-sharing policy and if you want to
16 hear more detail about that, we'd be happy to talk to
17 you after the meeting. Yes, ma'am.

18 AUDIENCE MEMBER: Yes, Henrietta Clews. I
19 heard you mention the size of the hydraulic opening,
20 but my understanding about fluid dynamics is if you
21 change the size of the hydraulic opening you're going
22 to change the way the water goes through there --

23 MR. LATHE: Absolutely.

24 AUDIENCE MEMBER: (Henrietta Clews.) -- and
25 therefore you're going to change what people are

1 using for the standing wave or whatever is going on
2 in there and so that's going to affect the
3 recreational use of it. In fact, you might change it
4 really badly.

5 MR. LATHE: Absolutely. Now, the only
6 reason I mentioned it earlier was for basically to
7 open the conversation for this dialogue. Originally
8 when the steel bridge was there before this was
9 replaced in 1926 there was a much larger opening, I
10 believe.

11 MR. WIGHT: It was. It was a two-span
12 bridge.

13 MR. LATHE: And then as the new concrete
14 bridge was put in place essentially that stone work
15 was put out there and the channel was closed even
16 tighter. So, yes, it certainly would have an impact,
17 but I wanted to get it out there if people have a
18 comment on it. We have put ourselves in the box a
19 little bit at the Department thinking that we're
20 fixated on if we want to keep this opening the same
21 way as it is. Is that an overriding concern? We
22 didn't think outside of the box on that so we thought
23 we'd throw it out there as an option or for
24 consideration.

25 AUDIENCE MEMBER: (Henrietta Clews.) I

1 would say it mattered.

2 MR. WIGHT: This is just a -- go ahead.

3 AUDIENCE MEMBER: (Henrietta Clews.) I
4 would say it matters.

5 MR. WIGHT: Well, right now even the modern
6 option we're basically going to try to match the
7 bridge, so it shouldn't -- the hydraulics won't
8 change.

9 MR. LATHE: Yes, ma'am.

10 AUDIENCE MEMBER: I'm Dottie Hayes and I
11 like to think that I actually do remember driving
12 across the bridge when it was opened. I was
13 two-years-old, but I certainly heard a lot of talk
14 about it. I think one of the things that we should
15 bear in mind is that the main reason for the bridge
16 is to get people from South Blue Hill and Brooklin to
17 the Blue Hill area in the most direct manner
18 possible. There are a great many people who live
19 from the south side of the bridge all the way down to
20 Hales Woods Road, that's a heck of a detour for them
21 all of the time. I don't think it's in the best
22 interest of all of us who do use it all of the time
23 that we think of it in terms of truck traffic and
24 tourism. I think we should think of it in terms of
25 its practicality to the lives of all of us who live

1 here. Everybody going back and forth to work and all
2 of the rest of it and I think as long as it can be
3 kept safe and if it's possible kept the way it is,
4 which is extremely attractive, adjusting to ancillary
5 usage should be subsidiary to its major purpose.

6 MR. LATHE: Thank you.

7 AUDIENCE MEMBER: (Leslie Cummins.) I think
8 the thing that I love about that bridge so much is
9 that when you go home of from Blue Hill to Brooklin
10 it's got to be the most extraordinary drive home in
11 the United States. It's just so beautiful and that
12 bridge is part of it. And I think going down low
13 towards that water, whatever the tide is doing, and
14 it's always doing something very interesting, is that
15 you're close to all those birds, you're close to all
16 that nature, you're there, you're with it, and I hate
17 to have it be raised. I think that's what I dislike
18 about the new bridge more than anything is that it
19 would be so much higher and your distance from being
20 with the nature right there. That's what I love
21 about that place so much.

22 MR. WIGHT: What's your name.

23 AUDIENCE MEMBER: Leslie Cummins.

24 MR. WIGHT: Thank you.

25 MR. LATHE: Yes, sir.

1 AUDIENCE MEMBER: Keith Dibble. I live in
2 Brooklin. I have a whole bunch of questions, but the
3 first are a couple about the new bridge. Was the 44
4 million -- does that include complete demolition of
5 the other bridge and how much of the abutments is
6 going to stay or are they going to stay the same
7 granite abutments or tearing the whole thing out and
8 putting all concrete in?

9 MR. WIGHT: With the modern replacement
10 option basically we're removing everything that's out
11 there.

12 AUDIENCE MEMBER: (Keith Dibble.) And that
13 4 million includes the removal of all of that?

14 MR. WIGHT: Yes.

15 AUDIENCE MEMBER: (Keith Dibble.) And is it
16 going to be proposed now significantly wider -- the
17 roadway wider with pedestrian walkways or?

18 MR. WIGHT: Right now, we're proposing a 28
19 foot wide bridge that's curb-to-curb. It would have
20 11 foot travelways with 3 foot shoulders on both
21 sides compared to the current bridge, which is
22 basically just 24 foot 4 inches wide.

23 AUDIENCE MEMBER: (Keith Dibble.) But no
24 dedicated walkways on either side?

25 MR. WIGHT: No dedicated walkways.

1 AUDIENCE MEMBER: (Henrietta Clews.) I'm
2 sorry, 11 feet on each side or 11 feet? 20 feet plus
3 11 --

4 MR. WIGHT: The bridge is going to be 28
5 feet curb-to-curb and that breaks down to two 11 foot
6 lanes with two 3 foot shoulders.

7 AUDIENCE MEMBER: (Henrietta Clews.) Thank
8 you.

9 MR. LATHE: Yes, sir.

10 AUDIENCE MEMBER: (Robert Gallant.) I think
11 some bridges have a soul, ones in Brooklyn, New York
12 and one is in Brooklin, Maine or Blue Hill. And I
13 really do think that -- I have been here -- you may
14 tell by my accent I wasn't born here. I wasn't born
15 in the oven, but that's a joke. But I've been here
16 about 30 years living in Brooklin and crossing that
17 bridge and I love it every time I cross it and it's
18 emotional. That bridge is wonderful. And it's -- I
19 have been corresponding with Steve Bodge with your
20 Department. He's in charge of making the decision
21 here. Nice fellow -- from his emails I think he must
22 be an awful nice fellow, I'm sorry he's not here. He
23 said that bridge is safe, so if it ain't broke, don't
24 fix it. I've got a few little sound bites that I'd
25 like to just say. I don't believe it's -- it sounded

1 like it to me -- I was talking to my wife about it in
2 terms that she understands and I understand and it's
3 like a diamond ring. That site is listed in the
4 DeLorme Atlas as one of the outstanding sites in
5 Maine as a site of natural beauty and we shouldn't
6 tear down something that's listed here of the
7 tourists -- to draw the tourists there for the
8 economy. I don't think there has been a traffic
9 accident that caused physical harm or death that I
10 know of in the 30 years that I've been living here
11 for half of each year. I don't have a vote because
12 I'm from South Carolina originally but I sure have an
13 opinion. And I -- somebody mentioned a walkway.
14 Now, I am from Beaufort, South Carolina and they added
15 a walkway to the side of an old draw bridge there in
16 front of Fordham Hardware over the Beaufort River so
17 that walkers and bikers could not walk in the street
18 and that may be good here in some way. But I -- I
19 think this I got away from my illustration that I was
20 discussing with my wife. It's like taking a
21 beautiful platinum setting, which is the reversing
22 falls there, that contains a gorgeous diamond, which
23 is the bridge, and you take that diamond out and you
24 throw it away and replace it with a piece of coal and
25 it won't be the same. You'll still have a ring, but

1 it won't be the same. And I just think we all have
2 heart and soul and not just get rid of for what
3 reason. Why get rid of it? It works. There is a
4 thing called a t-beam that can span there underneath
5 that bridge, I think, I'm not sure, but a steel beam.
6 That bridge -- but according to Steve Bodge it's not
7 a safety thing. It's not a safety concern. But
8 anyway, maybe -- well, I'll sit down, I guess.

9 (Applause.)

10 MR. LATHE: Thank you for your comment.

11 MR. WIGHT: Just for the record can we get
12 your name?

13 AUDIENCE MEMBER: Oh, yeah, Robert Gallant.

14 AUDIENCE MEMBER: Tom Bjorkman, Blue Hill.

15 I am a strong supporter of finding a way to preserve
16 the bridge in a place as it is now. There is no
17 question about that, but I do think it would be great
18 if you could be creative about making it safer and
19 more pleasant for people who want to enjoy the area
20 somehow when you were to do the approach work with
21 minimal impact on the adjoining property owners and
22 with minimal changes in the way things look. I could
23 imagine we could be creative and think of a way just
24 to make it a little safer for people to stop and to
25 take a look like I do frequently to put my scope up

1 and check out the birds on the bay and just so there
2 is a little more pleasantness to be able to enjoy it
3 without a major impact on the way it looks now.

4 MR. LATHE: Thank you. Yes, sir.

5 AUDIENCE MEMBER: Peter d'Entremont. I
6 would like to know people who park on that northwest
7 corner, are they essentially kayakers, boaters or are
8 they pedestrians walking around? And if they're
9 kayakers is there another place for them to put into
10 the water rather than parking right there by the
11 bridge, if anyone has that answer.

12 AUDIENCE MEMBER: It's anybody. Kayakers,
13 walkers, bikers.

14 AUDIENCE MEMBER: People taking photos,
15 photographers. Boaters.

16 AUDIENCE MEMBER: Photographers.

17 AUDIENCE MEMBER: Swimmers. Painters.

18 AUDIENCE MEMBER: People jumping off the
19 bridge.

20 AUDIENCE MEMBER: Jane Allen. I live and I
21 look across at the bridge and on these absolutely
22 gorgeous mornings when it's all pink and beautiful
23 many times you'll see me jumping in the car in my
24 nightgown and running over there and taking pictures
25 and it reminds me of the old Surry, you know, you'd

1 be racing down that hill and then you would crawl
2 through Surry and then you'd pick up and go. And to
3 me it's the same way with that bridge, you race to
4 the bridge, you go down and you try to look on each
5 side because it's the last chance, you know, and you
6 pick up and go on to work.

7 MR. LATHE: And when you race you mean at 20
8 miles an hour, right?

9 AUDIENCE MEMBER: (Jane Allen.) To the
10 bridge and then you crawl across.

11 MR. LATHE: Yes, ma'am.

12 AUDIENCE MEMBER: Yes, Henrietta Clews. I'm
13 also wondering that out there I -- I am hoping you've
14 looked into other intermediate ways of preserving it
15 like the fiber reinforced polymer strips that was
16 developed by the University of Wisconsin for
17 strengthening the decks of old bridges. I mean, do
18 we have to do a \$5.1 million project. Is it safe?
19 If it is safe, why are we doing more than we need to
20 do? And it's -- the other thing I have to say is
21 wider is not always better because wider always means
22 faster.

23 MR. WIGHT: Thank you. As far as
24 strengthening the current deck with composites, we've
25 considered that. In order for that system to work

1 you've got to be attaching it to concrete that's in
2 good condition. After 88 years this concrete is not
3 in good condition. I mean, that's the big reason why
4 we want to replace the deck.

5 AUDIENCE MEMBER: (Henrietta Clews.) They
6 talk about that. Wisconsin.

7 MR. WIGHT: Yeah. We're actually -- the
8 Department is actually working with the University of
9 Maine and they've done some of that research and I'm
10 part of the Load Posting Committee for the whole
11 State of Maine and we're actually considering using
12 that technology, but one of the key things is we're
13 trying to find a bridge where the deck isn't too, too
14 bad, that's kind of the key piece. We've actually
15 taken cores through the deck in a couple of spots and
16 I can tell you it's -- attaching something to it is
17 not the best idea.

18 AUDIENCE MEMBER: I'm Alison Dibble from
19 Brooklin. I am a student of Salt Pond. That is, I
20 am out there in my canoe a lot. And I see a lot of
21 seals in Salt Pond, so I do think that the marine
22 mammal consideration is an important one. And I dare
23 to try to address the matter of the muscle farm
24 that's in Salt Pond. I understand that one of the
25 reasons for the success of the muscle farm is that

1 the eider ducks, which are an extremely important
2 part of the whole ecosystem, don't go into Salt Pond.
3 They don't want to fly under that bridge and if the
4 bridge were to be raised that might be detrimental to
5 the aqua culture that is indigenous in Salt Pond.

6 MR. LATHE: Yes, ma'am.

7 AUDIENCE MEMBER: Caroline Herrick, right
8 near the bridge. I think from the footprints to the
9 ground that the underpinning of the modern bridge
10 would be much lower, much deeper itself than the
11 current and so I'm not sure that the opening between
12 the bridge and the water could change that much. Can
13 you answer that?

14 MR. WIGHT: If we go with a modern bridge,
15 we try to keep of bottom of the bridge at the same
16 elevation.

17 AUDIENCE MEMBER: (Caroline Herrick.) So it
18 wouldn't affect the aqueduct?

19 MR. LATHE: But the beam would be a little
20 deeper so we'd have to raise the road a little.

21 MR. LATHE: The road would come up. Yes,
22 sir.

23 AUDIENCE MEMBER: Scott Miller, South Blue
24 Hill. You talked about the time frame for doing
25 construction and then sort of talked around some of

1 the difficulties in making temporary, you know,
2 arrangements to get across but you didn't actually
3 describe what you thought, you know, was a likely
4 outcome. Are you -- is the plan to, you know, if,
5 for example, you were to rehab the existing bridge,
6 would you envision effectively closing it for two
7 years and sending us, you know, 9 point something to
8 20 something miles out of the way or, you know, or,
9 you know, even pedestrian bridge, I mean, some
10 temporary structure? What's the -- I got the point
11 that you can't do half of the bridge, but what's --
12 so what's the plan?

13 MR. LATHE: I'll let Mike go, but I'll start
14 out by saying that a full closure is probably our
15 most likely option.

16 AUDIENCE MEMBER: For the entire time?

17 MR. WIGHT: Yes. The closure option makes
18 the total project duration will be the shortest, but
19 it's got those challenges and we definitely
20 understand that, you know, it will take folks longer.
21 It is a fair ways around. Hold that thought. I know
22 with the initial meeting there is always EMS concerns
23 with the response, I know that local fire departments
24 can work out mutual aid agreements with other towns.
25 We know plain and simple there are impacts with that

1 option. As I mentioned earlier, it's a serious
2 challenge to try to build an on-site detour and the
3 cost I mentioned earlier for the two different
4 options are assuming you do a closure, but it will
5 increase the cost a fair amount to put in a temporary
6 bridge. It's a very challenging site right here.

7 AUDIENCE MEMBER: (Tim Seabrook.) Yeah, I
8 just remember when you folks did a partial rehab a
9 couple of winters ago, you chipped away and filled
10 in and -- Tim Seabrook is my name -- it was like you
11 came down from Brooklin and you had no idea whether
12 the road was -- it was always half closed. It was
13 like the most dangerous thing you guys could have
14 presented to us. I think -- I think we would much
15 rather have closed, clean, we need to go this way and
16 you guys do your work rather than this other way,
17 which was you didn't know whether you could get
18 through. If there was a school bus coming down, do I
19 need to slow down? It was totally out of control as
20 far as I'm concerned.

21 MR. WIGHT: We appreciate your comment.

22 AUDIENCE MEMBER: (Tim Seabrook.) Do you
23 remember that?

24 MR. LATHE: I do not.

25 AUDIENCE MEMBER: (Tim Seabrook.) It was,

1 you should have been here.

2 AUDIENCE MEMBER: (Dottie Hayes.) How long
3 will the project take either way? How long will the
4 rehabilitation take and how long will the new
5 construction take?

6 MR. WIGHT: The major rehabilitation will
7 take close to two years and the replacement project
8 would be shorter. It would be a year to a
9 year-and-a-half.

10 AUDIENCE MEMBER: (Dottie Hayes.) The
11 replacement would be shorter --

12 MR. WIGHT: Yes.

13 AUDIENCE MEMBER: (Dottie Hayes.) --
14 despite having to take everything down?

15 MR. WIGHT: Yes.

16 AUDIENCE MEMBER: (Dottie Hayes.)
17 Interesting.

18 AUDIENCE MEMBER: Jan Colkin. I live on
19 Route 172 on Salt Pond in Blue Hill. I think the DOT
20 will have to prepare Route 172 if as it appears
21 inevitable there will be a detour and there are two
22 or three places on Route 172 that are quite serious
23 that will need to be addressed in preparation for
24 this detour. The same with Emera, I mean, we have no
25 power on 172 still, but that's just a typical

1 situation on that road. We have problems in the
2 winter having it properly maintained and I hope that
3 your Department works with DOT to address that in
4 preparation.

5 MR. WIGHT: Thanks for the comment.

6 AUDIENCE MEMBER: Just a historical note.
7 Tom Bjorkman again, Blue Hill. I have a photo of the
8 temporary bridge that your predecessors built when
9 they put in the concrete bridge in 1926. And I don't
10 know how they did it, but there is a photo.

11 MR. WIGHT: I have some photos, too, of it.
12 Thanks.

13 MR. LATHE: Yes, sir.

14 AUDIENCE MEMBER: Howard Chittenden. Just
15 out of curiosity have you looked at -- you said the
16 bridge is 600 tons.

17 MR. WIGHT: Yup.

18 AUDIENCE MEMBER: (Howard Chittenden.) Is
19 there an option rather than to rehab that design do a
20 modular construction on land of that design and
21 actually -- that's built with new materials and
22 actually brought there but not necessarily in the
23 full 600 ton capacity using like -- we live just
24 three-quarters of a mile up the road, I mean, we have
25 a field, you know, maybe -- there is a vacant field

1 across the street, I am just wondering if there would
2 be a possibility and if it would be cheaper to
3 actually new construct a replacement of that
4 particular bridge in some modular fashion, maybe the
5 two arches and the side, some clever beam work in the
6 center to tie the two together.

7 MR. LATHE: We specifically weren't going to
8 discuss, Mike and I talked about it earlier, bringing
9 up the concept of a replica and bridge primarily
10 because we don't know what the MHPC, the Maine
11 Historic Preservation Commission, how they would want
12 to concur with us on that. We did a semi-replica in
13 Norridgewock of another tied arch bridge with some
14 success. We don't know if they would support a
15 replica bridge over a modern bridge. We haven't
16 gotten feedback on doing that. And the reason I say
17 that is some of the thought process is that that
18 bridge belongs to that time and that moving forward
19 it should be a new design and that that new design in
20 time will be the historic bridge. So there are
21 several schools of thought that are in play that the
22 Department has to deal with. I do appreciate your
23 comments. It has been mentioned in the past. I
24 wouldn't bring it up for this conversation
25 specifically because we don't know where our hands

1 are tied in regards to that, but just as far as a
2 historical replica goes.

3 MR. WIGHT: Just to follow-up, on other
4 projects we have done different techniques trying to
5 speed up construction using, you know, prefabricated
6 pieces off-site and bringing them in, the Department
7 did a project down in Auburn, I think it was two
8 years ago, where we literally built the one to one
9 side and slid it in, you know, I think we'll consider
10 those, but they are at an additional cost and
11 additional challenges for sure.

12 AUDIENCE MEMBER: (Howard Chittenden.) But
13 it is on the ground rather than above water.

14 MR. WIGHT: There is many ways you can do
15 this.

16 AUDIENCE MEMBER: (Bill Irvine.) I just
17 want to say that many artists have painted that
18 bridge, not just local artists, but artists from away
19 and I can't see any of them wanting to paint the new
20 bridge that you passed around.

21 MR. LATHE: I agree with you entirely. I
22 do.

23 AUDIENCE MEMBER: (Bill Irvine.) That's
24 all.

25 THE REPORTER: Can I have your name?

1 AUDIENCE MEMBER: Oh, Bill Irvine.

2 AUDIENCE MEMBER: (Henrietta Clews.) Where
3 did the picture of the new bridge go? Oh, thank you.

4 MR. LATHE: Sir.

5 AUDIENCE MEMBER: (Jay Marsh.) Yeah, I have
6 a question, I'm a lobsterman and I live on Salt Pond,
7 are we going to be able to get in and out during
8 construction under the bridge with a smaller boat
9 like an outboard or is there going to be something
10 hanging down like there was when there was a -- we
11 can get around those.

12 MR. LATHE: So you're talking about 121 foot
13 in length?

14 AUDIENCE MEMBER: (Jay Marsh.) Well, two
15 questions, first of all, if you're going to make it
16 wider is the depth going to affect the water depth
17 getting in and out?

18 MR. WIGHT: Our goal would be to maintain
19 the same -- the bottom of the beam would be the same.

20 AUDIENCE MEMBER: (Jay Marsh.) I meant the
21 water level. I mean, if you widen it there is going
22 to be less water, the water level is going to be
23 lower, is it not?

24 MR. WIGHT: If we did -- right now, both
25 options, you know, we're maintaining what's there, I

1 mean, we were just throwing that out for discussion,
2 you know, changing the hydraulic opening. But if it
3 was opened up, yeah, the water level would drop.

4 AUDIENCE MEMBER: (Jay Marsh.) Okay. And
5 the second one is during construction are you going
6 to be able to get in and out of there or is there
7 going to be stuff hanging in the water or?

8 MR. WIGHT: At times. We are going to put
9 cofferdams in so the opening width will be narrowed
10 and when the're replacing the deck there will be
11 staging hanging down so it will be a few feet
12 shallower, so it may be challenging in certain phases
13 of the construction to get through.

14 AUDIENCE MEMBER: (Jay Marsh.) Well, I know
15 I wanted to take the big boat up there, but.

16 MR. LATHE: Could we get you name, please,
17 sir?

18 AUDIENCE MEMBER: Jay Marsh.

19 MR. WIGHT: I've got a question for you,
20 Jay. I'm just curious, this is one of the big issues
21 is about how we handle boaters, can you give me a
22 little more information, you know, how frequently do
23 you go through?

24 AUDIENCE MEMBER: (Jay Marsh.) Once every
25 three days, but I now live there so I can get around

1 it so I'm getting lobsters in and out, but you've got
2 to go under the bridge to get to the big marsh.
3 There is two or three other lobstermen that fish up
4 there. Two have camps up there and there is one
5 other guy that goes through the bridge that doesn't
6 have access.

7 MR. WIGHT: I'm curious, how much -- is
8 there a substantial amount of fishing and lobstering
9 that you do up in Salt Pond?

10 AUDIENCE MEMBER: (Jay Marsh.) I just did
11 this year. Last year I had 40 traps because I had 40
12 minutes to get in the bridge and out with the tide.

13 MR. LATHE: Jay, that was the easy part
14 though, right?

15 AUDIENCE MEMBER: (Steve Wright.) What's
16 the clearance at high tide?

17 AUDIENCE MEMBER: (Jay Marsh.) Water or
18 height?

19 AUDIENCE MEMBER: (Steve Wright.) Height.

20 AUDIENCE MEMBER: (Jay Marsh.) At high tide
21 about 8 feet. You can stand and about hit it going
22 through is the way I look at it.

23 MR. WIGHT: Thanks for your information.

24 MR. LATHE: Yes, sir.

25 AUDIENCE MEMBER: Peter d'Entremont again.

1 The one you have trouble spelling. There are a lot
2 of in my opinion beautiful modern bridges. I mean,
3 modern say some even in the early Twentieth Century
4 bridges around the world. Are there any other
5 designs that are on the table besides this basically
6 slab of concrete?

7 MR. WIGHT: For a modern replacement?

8 AUDIENCE MEMBER: (Peter d'Entremont.)
9 Modern replacement, yup.

10 MR. WIGHT: Like Andrew talked about, we
11 really didn't want to go into depth into doing a --
12 trying to do a modern replacement kind of an arch
13 type structure, I'm not sure what the historic folks
14 would think. I know as a general rule they hate to
15 see modern replicas. They like to save the original,
16 as much original as you can save, but just quickly if
17 you try to do kind of a modern replacement trying to
18 make a new arch it is going to be significantly more
19 expensive.

20 AUDIENCE MEMBER: Leslie Cummins. I just
21 wanted to say privately we also seaweed there and
22 it's for kelp. And the reason the kelp lives there
23 is because it's very fast moving water because
24 usually it's just beyond breakers, which is not
25 around here so it's a rare patch of kelp and at low

1 tide we seaweed there and it's just for private use.

2 MR. LATHE: How do you get in there to
3 harvest it? Do you go in by boat or?

4 AUDIENCE MEMBER: (Leslie Cummins.) No, we
5 go by foot.

6 MR. LATHE: Okay.

7 AUDIENCE MEMBER: (Leslie Cummins.) It's
8 kind of dangerous.

9 MR. WIGHT: Be careful. Yes, ma'am.

10 AUDIENCE MEMBER: I'm Betty Stookey. I live
11 in South Blue Hill. I am curious to know who has the
12 final say on this. Is this going to be a vote of the
13 community or is it going to be decided by you guys?

14 MR. LATHE: The majority of it is going to
15 be input that we're getting from you folks this
16 evening. And I'd also like to say we're planning to
17 come back this summer in the July, August time frame
18 because we want to get those summer residents and
19 others that couldn't make it this evening, those
20 without power. We need to get a lot of input because
21 as Mike indicated earlier the dollar value, it's a
22 lot of money for this bridge. It gets substantial
23 traffic, but we want to make sure we try to reach as
24 many users as possible and that's not just the
25 year-round community but the seasonal users as well,

1 so this meeting is going to be coupled with one we'll
2 have later this summer to try to, you know, plumb the
3 depths as much as we can on the public input process.
4 To be honest, at the end of the meeting during the
5 meeting I was going to ask -- after everyone asked
6 their questions I was going to ask, you know, do you
7 prefer a rehab or a new bridge and every question so
8 far has really kind of focused on maintaining the
9 existing bridge, so the answer to the question is
10 fairly obvious to me. So but I probably with at the
11 end of the meeting with just a raise of hands when we
12 wrap things up, you know, if there is anyone that's
13 interested in the rehab versus the modern approach
14 and we'll go with the same meeting format this
15 summer, but ideally it's going to be a decision
16 that's heavily involved in the communities input and
17 then we need to go back with the communities input,
18 discuss the results with those agencies that have a
19 strong influence on this process, the historic aspect
20 of the bridge, the archeological aspects of the
21 bridge and the environmental aspects of the bridge
22 because we have a lot of other groups that are
23 outside of just the users and residents that have a
24 say what's going on as well. But trust me, they will
25 definitely hear voices and it will be yours, so.

1 Yes, ma'am.

2 AUDIENCE MEMBER: Karen White. At the next
3 meeting can you bring somebody from the Maine
4 Historic Preservation Commission?

5 MR. LATHE: Yeah, we can.

6 AUDIENCE MEMBER: (Karen White.) I'd like
7 to hear what they have to say.

8 MR. LATHE: Sure. I can say, too, if anyone
9 has any specific questions about the history of the
10 bridge at the Department of Transportation we have a
11 person in our office who is our coordinator for
12 historic aspects of project and if anyone wants her
13 contact information and number I will be glad to give
14 it to you at the close of the meeting.

15 AUDIENCE MEMBER: Caroline Herrick again.
16 You said that refurbishing the old bridge would
17 probably last 30 or 40 years. I don't remember if
18 you said how long the newer one would last if we have
19 it remade. Things -- costs go way up year after year
20 and so in 30 or 40 years we have to knock this down
21 and replace it anyhow, how much longer will the new
22 bridge last?

23 MR. LATHE: Sure. To answer your question
24 the sad ending to the story is that with the
25 rehabilitation efforts 30 or 40 years from now this

1 bridge will come out. That's the final reality.
2 We're going to get -- in 30 to 40 years is the last
3 of the life expectancy that we'll get out of this
4 bridge, so a rehabilitation effort will not maintain
5 it forever. So to answer your question, the
6 Department usually anticipates a 75 year lifespan out
7 of a bridge. This one is already at 88 years and if
8 we can get another 30 to 40 years out of it, boy,
9 it's been a great success. With a new modern bridge
10 we anticipate 75 years and perhaps Mike can speak
11 better than I as to whether we can anticipate more
12 than that.

13 AUDIENCE MEMBER: (Henrietta Clews.) Maybe
14 there will be new technology in 30 or 40 years.

15 MR. WIGHT: Just to follow-up, generally
16 with a modern bridge we expect to get about 75 years.

17 AUDIENCE MEMBER: Alison Dibble. If I may
18 suggest two things that would help the intervening
19 three years perhaps go a little bit better for the
20 bridge, first, I'm concerned about erosion on the
21 southeast corner of the bridge. I think that --
22 actually, make that northeast corner -- northwest
23 corner.

24 AUDIENCE MEMBER: Northwest.

25 AUDIENCE MEMBER: (Alison Dibble.) Where we

1 park. Right there. -- worried that some measures to
2 try to keep the salt, sand and other particles from
3 washing into the bay is not very -- it's not working
4 very well. So if that could be addressed in the
5 intervening time. And also do I understand correctly
6 that the bridge is not posted for any weight limit at
7 all at this time?

8 MR. WIGHT: The bridge currently is not --
9 there is no weight restrictions on it.

10 AUDIENCE MEMBER: (Alison Dibble.) Would
11 the Department be willing to take a careful look at
12 that and see if, in fact, this bridge does need to
13 have a weight limit put on it and if that were the
14 case I can imagine it would be very inconvenient for
15 larger vehicles, but it might buy us a little more
16 time with the bridge and be safer for the visitors.

17 MR. WIGHT: As part of our engineering
18 process we are going to reanalyze the bridge to
19 determine what the capacity is.

20 AUDIENCE MEMBER: (Alison Dibble.) Thank
21 you.

22 MR. LATHE: Yes, ma'am.

23 AUDIENCE MEMBER: Nicki Lawton. Do you have
24 any plans for lighting at the bridge?

25 MR. LATHE: No.

1 MR. WIGHT: Not currently.

2 MR. LATHE: Yes, sir.

3 AUDIENCE MEMBER: (Robert Gallant.) I am
4 the same age as the bridge, so I'm kind of hard of
5 hearing and I would like to have a copy of this
6 meeting if -- pay for the printing or whatever.
7 There may be others here who would like to have the
8 minutes.

9 MR. LATHE: If anyone wants to leave their
10 contact information with me, we'd be more than happy
11 to send that out to you.

12 AUDIENCE MEMBER: (Robert Gallant.)
13 Wonderful.

14 MR. LATHE: In the back.

15 AUDIENCE MEMBER: Sue Walsh. I'm not
16 necessarily opposed to a new bridge, but can't we do
17 better than this design than you've shown us tonight?
18 Not necessarily a replica, but we have an opportunity
19 to create a new icon in our community if we replace
20 this bridge and that's not it.

21 MR. LATHE: I appreciate your comment. What
22 Mike brought was an example of projects we've had in
23 other parts of the state. The comments that you have
24 tonight that we can bring to our management can help
25 aid that direction. I understand it's not very jazzy

1 looking, I appreciate that, but I don't think it
2 would be the decision that Mike and I would be in --
3 in the process of making -- it would help a lot if
4 the community could in this process emphasize that
5 with the DOT as a whole so we send a larger message,
6 but that is a typical modern bridge design. It's not
7 very jazzy, I understand, and back to your question
8 as well -- your comment as well earlier, I don't
9 know.

10 MR. WIGHT: It's a simple design, but it
11 does do the job and part of our mission statement is
12 to try to do cost-effective projects with our given
13 resources, so it's kind of a trade-off.

14 MR. LATHE: Sir.

15 AUDIENCE MEMBER: I'm -- my question is --
16 oh, my name is Dick Marsh, I live in South Blue Hill
17 so we would be driving the extra 20 miles, I think,
18 every time we wanted to go to Blue Hill or any place
19 else in that direction. It sort of mystifies me if
20 we're willing to spend \$5.1 million to end up with a
21 bridge that we already have and extend its life 30 to
22 40 years and we think it's aesthetically a very
23 pleasing bridge, well, why couldn't we spend another
24 million dollars and get a better looking brand new
25 bridge? And I would just as I was very surprised at

1 the safety record of this bridge because just last
2 Sunday in that horrible storm I was coming north
3 going down the hill toward the bridge and an Emera
4 truck with a cherry picker on the top was going the
5 other way and it may be that technically there was
6 room for both of us, but he was in the middle because
7 he had the cherry picker on the top of it and I had
8 to get stopped in a very slippery situation. That's
9 the wintertime. Summertime there have been many
10 times when I've gone across that bridge and people
11 have showed up all of a sudden, they've been right
12 over between the structural members and all of a
13 sudden they decide to be in the roadway. It
14 surprises me that there haven't been more problems
15 with that. And the final thing I wanted to say was
16 if we ever had an emergency in South Blue Hill and we
17 had a fire truck trying to go one way and an
18 ambulance trying to go the other way I think somebody
19 would have to stop and wait for that bridge. And so
20 I don't know why we can't do a better job and it's
21 just not sold in my mind that everything that was
22 designed 88 years ago is better than everything
23 that's designed today. It seems to me we could do a
24 better job. Witness the Verona Island bridge.

25 MR. LATHE: Thank you for your comment.

1 Sir.

2 AUDIENCE MEMBER: (Steve Wright.) But the
3 record is the record and there haven't been any
4 serious accidents.

5 AUDIENCE MEMBER: (Dick Marsh.) The record
6 is the past, it's not the future.

7 AUDIENCE MEMBER: (Steve Wright.) Well, the
8 past speaks for the future perhaps.

9 AUDIENCE MEMBER: (Dick Marsh.) Not
10 necessarily.

11 MR. LATHE: If I could, I'd like to comment
12 on the accident history. When we come to these
13 meetings we do a traffic study of the last three
14 years, so when we're talking about accident history
15 tonight we're only -- the Department is only looking
16 back in the last three years, so, you know, 10 years
17 ago, 15 years ago if there were more accidents
18 occurring we wouldn't be bringing that information to
19 the meeting, so just bear in mind when we say that it
20 appears that there haven't been accidents at the
21 bridge there really haven't been other than the two
22 that were isolated away from the bridge within the
23 past three years alone, so I can't speak beyond that
24 time. Sir.

25 AUDIENCE MEMBER: Yeah, Butler Smythe, I'm

1 on Mill Pond. Two comments I'll make and I'll just
2 reply about the comments you made about the weight
3 limit. I think that probably is the biggest factor
4 in the structural integrity of the bridge and how
5 much it's been degraded recently as well as the
6 causeway that is active on Mill Pond simply because
7 of the weight of those trucks once they hit a bump
8 the amount of weight on the road increases it
9 expedientially. So as a part of that it's speed and
10 I think that's probably the biggest concern I have is
11 the wider the bridge and it's been said before the
12 faster people are going to go, but if people maintain
13 20 miles an hour you can pass safely as you're going
14 down the hill. Even on the bridge people can go
15 slowly and pass each other at 20 miles an hour, but
16 if you're going 40 it's a lot more difficult. And I
17 think the concern I have goes from South Street to
18 the top of the hill on the other side of the bridge
19 because people are doing 40 and sometimes faster,
20 sometimes the large trucks, tractor trailers,
21 crossing that causeway as well, too. So those are
22 the two big things that I think make a huge impact on
23 the structural integrity of the bridge. So by not
24 having a weight limit on it today, I'm amazed. It's
25 one of the few bridges I've ever seen especially like

1 that that doesn't have a weight limit. And it should
2 be up next week to be honest with you. And I talked
3 to Bruce about it a long time ago, probably six years
4 ago, and I'm surprised it hasn't been done yet.

5 MR. WIGHT: Thank you.

6 MR. LATHE: And if people are raising their
7 hands with questions and I keep looking over you and
8 picking other people, I apologize, I just see the
9 first moving object and I grab it. It's like a
10 goldfish in a bowl. It's like, oh. Yes, ma'am.

11 AUDIENCE MEMBER: I'm Gladys Cutler and I
12 live in South Blue Hill. And I think every one of us
13 in this room loves this area and that's why we're
14 here and that's why we're concerned and we all love
15 the old bridge.

16 MR. LATHE: Thank you for your comments.
17 Anyone else?

18 AUDIENCE MEMBER: (Dottie Hayes.) The
19 construction of the existing bridge, the granite
20 underpinnings, the whole way it's built, some of us
21 live in old houses and I have a basement that was put
22 in with granite blocks in the same way that's 150
23 years old. The house is there, it's steady, one
24 keeps it going one way or another and you have
25 certain repairs and so on. It seems to me that if

1 that bridge is now deemed as safe that means that the
2 base structure is solid, that granite block
3 construction on both sides is solid. It's there. If
4 there is stuff on the top that's something else
5 again, but I think it would be kind of crazy to rip
6 up all that good foundation and construct a new
7 bridge. Those foundations -- those guys knew how to
8 build things and that granite is forever.

9 MR. LATHE: I'll let Mike discuss the
10 substructure. We've had conversations with regards
11 to that as well.

12 MR. WIGHT: I would agree that granite is
13 one of the most durable materials that we build out
14 of and the granite itself is in good condition. The
15 problem we have is actually in locations where the
16 mortar holding the granite in place has disintegrated
17 and some of blocks are trying to shift. With the
18 rehab option you've got to make sure those stones
19 don't move further and but them back -- pin them back
20 in locations or regROUT them.

21 AUDIENCE MEMBER: (Dottie Hayes.) So you
22 plan to use the basic structure with the granite?

23 MR. WIGHT: With a major rehab option, yes,
24 we will be reusing --

25 AUDIENCE MEMBER: (Dottie Hayes.) Okay.

1 Even if you're building a new bridge.

2 AUDIENCE MEMBER: No.

3 MR. WIGHT: That's with the rehab option.
4 We're going to try to reuse as much as we can.

5 MR. LATHE: Any other questions?

6 MR. WIGHT: We're here to get feedback.

7 AUDIENCE MEMBER: Lynne Clark. I have to
8 put my vote towards the rehabbing the old bridge
9 because it's totally practical. There is 900,00
10 reasons to go the other way actually and I don't have
11 to cross that bridge on a daily basis so that would
12 also have an impact, too, two years versus one year
13 is a lot. I guess one of the questions that I have
14 is with what's been causing some of the degradation
15 of the bridge? Could it be some of the brine that
16 goes on in the wintertime? And my second question is
17 if we do nothing, what are you anticipating for the
18 time period of how long this will last -- the bridge
19 will last as is?

20 MR. WIGHT: As far as deterioration there
21 are a number of reasons. The primary one is just the
22 beating with traffic it takes. The environment in
23 here with the salt and the ocean water, you know, the
24 winter deicing salts is another one, those are
25 probably kind of the primary effects on the bridge.

1 And as far as a do nothing option, I'd say kind of in
2 5 to 10 years, you know, basically it's going to get
3 beyond the point of do nothing, you've got to do
4 something to help preserve it.

5 AUDIENCE MEMBER: (Lynne Clark.) I was just
6 wondering the difference between that and the 30 to
7 40 years where we were at with really how much more
8 it was going to increase.

9 MR. WIGHT: We're close. I mean, basically
10 we've got to make a decision soon and pick a
11 direction. Do nothing really isn't a fix here.

12 AUDIENCE MEMBER: (Lynne Clark.) No, I was
13 just trying to get a feel for how long that 30 or 40
14 years is.

15 MR. WIGHT: It's plus or minus. It's not an
16 exact science.

17 AUDIENCE MEMBER: (Lynne Clark.) No.

18 MR. WIGHT: Like anybody looking at an old
19 car, I mean, how long is it going to last.

20 MR. LATHE: Other questions or comments?

21 MR. WIGHT: I know some people have concerns
22 about traffic control, that's another big question
23 here.

24 MR. LATHE: Yes, ma'ma.

25 AUDIENCE MEMBER: Jane Allen. How much land

1 does the state own from the middle of the road?

2 MR. WIGHT: The right of way width is drawn
3 by these red lines. It's about 66 feet wide roughly
4 centered on the middle of the road.

5 AUDIENCE MEMBER: (Jane Allen.) 66 feet?

6 MR. WIGHT: Total width. 33 feet on either
7 side of the line center of the road.

8 AUDIENCE MEMBER: Could you take a hand vote
9 now before all our neighbors leave?

10 MR. LATHE: Sure. Give me a minute to count
11 while you guys all raise your hands, but just for the
12 public record can we get a show of hands of those
13 folks who are in favor of rehabilitating the existing
14 bridge. (Show of hands.) Maybe we should have done
15 it the other way. 45. No, keep them up --

16 MR. WIGHT: Keep them up and we'll do a
17 count. I get about 45.

18 MR. LATHE: 45. I counted earlier and it
19 seems as though we had almost 70 people that came in.
20 Are there any strong proponents for a modern design,
21 not specifically the one we've been passing around
22 the room, but.

23 MR. WIGHT: Remember with a modern design
24 you could make it wider.

25 MR. LATHE: 9 or 10. Okay. Any other

1 comments in regards to traffic control, safety
2 concerns, public access to the location? Sir.

3 AUDIENCE MEMBER: (Peter d'Entremont.)
4 Traffic control. Is there any way to enforce the
5 speed limit as in the radar guns that send a ticket
6 to the people who speed?

7 MR. LATHE: Typically, when we talk about
8 traffic control it's not what people always want to
9 hear, but it's usually a local enforcement issue.
10 That's my buzz word, local enforcement issue, of
11 which DOT isn't really a player in enforcement. We
12 talked about traffic calming devices earlier and
13 whether they would be practical or not and that was
14 rumble strips, which rumble strips may make the
15 driver aware that they're coming up to an obstacle or
16 a dangerous intersection, but the residents around
17 that area are not going to like the rumble strips.
18 There is also the option for speed bumps, but the
19 traveling in excess -- they're traveling in excess of
20 20 miles an hour down through there and a speed bump
21 for vehicles driving at a high rate of speed, it's
22 just going to be too dangerous. The only real option
23 that we could consider would be signage and Mike and
24 I drove southbound that road today and before you get
25 to the bridge there was like seven signs right in a

1 row. It is unbelievable, you know, sharp corner,
2 there was a speed limit sign, narrow bridge, you
3 know, there was what looked like a blind drive sign
4 and it's like system overload. So one of the things
5 that we're talking about on the ride up would be to
6 just maybe put signage up that would be flashing that
7 would draw people's attention to it. I used to put
8 signage up and people -- motorists often see on the
9 road your speed limit and the posted speed limit and
10 just to make people conscious in their minds how fast
11 they're really going in through that area, but to be
12 able to enforce the actual speed limit is beyond the
13 Department's control. Yes, ma'am.

14 AUDIENCE MEMBER: Lucie Semler. Why not
15 just reroute the great big delivery trucks down the
16 other road and just not have them go through there?
17 There is no enormous commercial venture on along that
18 road that I know of.

19 AUDIENCE MEMBER: There is a lobster pier
20 over --

21 AUDIENCE MEMBER: (Lucie Semler.) There is
22 a lobster pier, that's true. That's true.

23 AUDIENCE MEMBER: There is. I mean, there
24 is people trying to make a living here.

25 AUDIENCE MEMBER: (Lucie Semler.) Yeah, no,

1 but you're not having semis going in there.

2 AUDIENCE MEMBER: Yes, we are.

3 AUDIENCE MEMBER: Yes, we are.

4 AUDIENCE MEMBER: (Lucie Semler.) Okay.

5 AUDIENCE MEMBER: Maine Shellfish.

6 AUDIENCE MEMBER: I live on the road and I
7 see them go by my house.

8 AUDIENCE MEMBER: (Lucie Semler.) Okay.
9 Okay. I have never seen a great huge, you know,
10 18-wheeler going down there.

11 AUDIENCE MEMBER: They go down there. They
12 load up on lobster, which is --

13 AUDIENCE MEMBER: (Lucie Semler.) Okay.
14 Good. That's good.

15 AUDIENCE MEMBER: Jim Schatz. A question
16 about the time that would be appropriate to talk
17 about some of those features that the town could
18 jointly venture with the DOT because it sounds like
19 some of the non-driving issues might be something
20 we'd want to talk about and present the town as I
21 said earlier, so whenever that's timely I think we
22 should have that discussion.

23 MR. LATHE: Okay.

24 MR. WIGHT: I think once we get a little
25 further in the preliminary design and one of the key

1 things is getting the load rating done, you know,
2 could the existing bridge accommodate an extra
3 sidewalk. Once we do that analysis then we'll be
4 able to answer yes or no and then we could discuss it
5 with the town.

6 MR. LATHE: And before you leave today if
7 you could give me or Mike your contact information
8 and perhaps we can get those organizations more
9 involved moving forward. Again, our next public
10 meeting we anticipate on having will be the summer of
11 2015 and we'll -- after that meeting we'll be
12 tightening up our offers and defining our scope much
13 clearer, so between now and that next meeting it
14 certainly will be helpful to speak directly to you
15 regarding those renovations for sure. Any other
16 questions? Sir.

17 AUDIENCE MEMBER: Phil Tanguay, South Blue
18 Hill. And I'm just wondering has it been considered
19 putting in a cantilevered sidewalk on the bridge
20 during rehabilitation of the bridge for the
21 pedestrian traffic? During the summertime they dive
22 off of the bridge. They jump into the road.

23 MR. LATHE: Yeah.

24 MR. WIGHT: I'll reiterate -- well, first,
25 we're going to load rate the current bridge and see

1 what its capacity is. Adding sidewalks on the
2 outside adds a lot of weight to the bridge and after
3 we get the load rating done we can make that
4 determination and then talk to the town. Adding
5 sidewalks, there would be a shared cost to be on the
6 town.

7 AUDIENCE MEMBER: (Tim Seabrook.) Yeah, I
8 brought up the sidewalk things on the outside
9 earlier. It seems like safety is a big part of the
10 adventure there. Safety for cars and pedestrians, so
11 I think it really needs to be thought about. And if
12 also you could put walkways on the side that were,
13 so-to-speak, caged in and safe, whatever, and the
14 pedestrians and the bikers would feel safe and the
15 drivers would feel safe regardless of what size
16 vehicles comes on --

17 AUDIENCE MEMBER: Hideous.

18 AUDIENCE MEMBER: (Tim Seabrook.) -- going
19 both ways. It seems like it's a win/win to me.

20 MR. LATHE: I appreciate your comment. Sir.

21 AUDIENCE MEMBER: (Jim Schatz.) Well, just
22 to reiterate when we just heard towards the end of
23 the meeting there is a lot of needed truck traffic --
24 heavy truck traffic that needs to go down there. I
25 mean, school busses probably don't represent a heavy

1 load, but certainly there are those vehicles, but
2 there are trailers that are carrying a product from
3 the ocean that are going back and forth and so I
4 think we really need to when we get down to
5 discussion of the width, you know, the 20 foot width
6 that's there now that's a challenge and I think if we
7 do decide to stay with that then we have to decide
8 how to manage that and not hurt the industry that is
9 percolating down there.

10 MR. LATHE: Yes, sir.

11 AUDIENCE MEMBER: Keith Dibble. Nobody
12 seems to really care, so I'm just going to say I vote
13 for keeping the width of the opening the same.
14 Hydraulics, we talked about hydraulics. And it's not
15 so much in my view point a question of kayakers or
16 the waves for the kayakers so much as I think the
17 wider the opening the more rise and fall of tide
18 there is going to be inside the pond which might be
19 good in some ways, but it's also going to affect the
20 crossings at Carleton Stream and Hales Woods Road, I
21 think, because they're -- it's pretty close at high
22 tide now and once the tides are higher and, you know,
23 if the tidal rains are higher inside the pond then it
24 could have some effect there that needs to at least
25 be figured into as well as all of the land owners

1 around the pond, which I admit I'm one, so it's part
2 of my concern.

3 MR. LATHE: Yup. It's always been our
4 intent through rehabilitation or replacement to
5 maintain the hydraulic opening. We thought that we
6 should at least proffer the idea to get conversation
7 going to see how concerned people are whether that
8 changed or not. So our initial inclination in both
9 options is to maintain that and I want to make sure
10 everyone understands that. Yes, sir.

11 AUDIENCE MEMBER: Scott Miller. While we're
12 talking about the hydraulic opening one thing that's
13 troubled me on both your photos and your design
14 drawing is I think that the piers -- it's open
15 between the shore and the piers. Maybe some of the
16 other people that drive over it all of the time can
17 help me out. I know on the Brooklin side, see right
18 behind your shoulders, see that's all filled in with
19 granite.

20 MR. WIGHT: Yup.

21 AUDIENCE MEMBER: (Scott Miller.) And there
22 may be --

23 AUDIENCE MEMBER: (Butler Smythe.) They're
24 all closed.

25 AUDIENCE MEMBER: (Scott Miller.) Okay.

1 Well, I stand corrected. I've looked at it from the
2 water and I couldn't see where they were
3 free-standing and open. Never mind.

4 MR. LATHE: Any other questions? Yes, sir.

5 AUDIENCE MEMBER: (John Candage.) Have you
6 analyzed your detour you're going to have for two
7 years for the truck traffic? If you're thinking of
8 using the Hales Hill Road and the Hales Wood Road, I
9 don't think your diverting the trucks over that is
10 going to work. I have passed a lot of trucks on the
11 bridge in my lifetime, but on that Hales Hill Road
12 when I see a truck coming, I'm scared to death.

13 AUDIENCE MEMBER: (Dottie Hayes.) I'm with
14 you.

15 AUDIENCE MEMBER: (John Candage.) I
16 don't -- if you're thinking of using those two roads
17 for two years with heavy trucks on them, I don't
18 think it's going to work. I think it's going to have
19 accidents and a lot of people on that Hales Hill is
20 going to be in the ditch when they see the trucks. I
21 don't think the pavement -- I don't think it's over
22 16 feet wide. It's something that ought to be
23 checked out.

24 MR. LATHE: We drove that detour today, Mike
25 and I did and --

1 AUDIENCE MEMBER: Which one?

2 MR. LATHE: The Hales Hill Road and the
3 Hales Woods Road. We did a circle around the bridge
4 and if I can speak better to what the Department can
5 officially sign on state roads as a detour and what
6 agreements can be made with local municipalities to
7 use their roads. So, Mike, if you could speak to
8 that.

9 MR. WIGHT: I'll agree the road is probably
10 not ideally the width I'd like to see. It is a
11 little tight in a couple of spots and I know that we
12 basically -- because these are local roads both of
13 these roads, we need the town's permission to
14 officially sign those as a detour and typically a lot
15 of towns they are concerned and generally so, you
16 know, for the additional traffic for one to two years
17 those roads could take a little extra beating.

18 AUDIENCE MEMBER: (John Candage.) Signage
19 isn't going to make that pavement wider.

20 MR. WIGHT: No, it's not.

21 AUDIENCE MEMBER: (John Candage.) That road
22 is too narrow for a detour.

23 MR. WIGHT: I appreciate that comment.
24 Thank you.

25 THE REPORTER: Can I get your name, sir.

1 AUDIENCE MEMBER: John Candage.

2 MR. LATHE: Other comments this evening?

3 Yes, sir.

4 AUDIENCE MEMBER: Just one more. Peter
5 d'Entremont. Someone pointed out the other -- I can
6 never keep the state route numbers straight, but the
7 state road that would be the alternate route is
8 really pitiful. It's been surfaced fairly recently
9 and it breaks up and so it's -- the alignments are
10 poor vertically and horizontally. The surface is
11 pretty much mush, so I don't think it can handle any
12 additional traffic without a rebuild on that.

13 MR. LATHE: Thank you. Yes, sir.

14 AUDIENCE MEMBER: My name is Annette
15 Candage. My husband failed to address a complaint.
16 We have probably the biggest business in South Blue
17 Hill and that's a lobster dealership and we have
18 probably the most to be concerned about because a lot
19 of those big trucks coming down have to travel over
20 that road if it's going to be a detour and that means
21 huge bait trucks and that big semi they're talking
22 about that comes down to pick up the lobster, but
23 this is a huge business and it needs to be carefully
24 thought out how we're going to deal with it with the
25 good, the bad, and the ugly in the situation, we have

1 to deal with it. It is our business and we want to
2 be safe, we want to get everybody safe on both ends
3 of it, but we also have to think about how it's going
4 to work for us, for the fishermen who depend on us to
5 get the bait there and to pick up the lobsters at the
6 end of the day whenever it is. So that's, you know,
7 I don't know -- there are several other businesses
8 there but we are probably the biggest and we run a
9 good six months of the year.

10 MR. LATHE: What are your busiest months?

11 AUDIENCE MEMBER: (Annette Candage.) The
12 busiest months would be probably July, August and
13 September.

14 MR. LATHE: And in the wintertime?

15 AUDIENCE MEMBER: (Annette Candage.) It
16 shuts down in the wintertime.

17 AUDIENCE MEMBER: (John Candage.) There is
18 no business.

19 MR. LATHE: Okay. So when do you actually
20 have roughly an unofficial shut down?

21 AUDIENCE MEMBER: (Annette Candage.) When
22 do we shut down? Any time mid-November.

23 AUDIENCE MEMBER: (John Candage.) We
24 usually start the first of June and end the end of
25 November.

1 MR. LATHE: Okay.

2 AUDIENCE MEMBER: (John Candage.) Things
3 are getting pretty slow now and everybody is picking
4 up.

5 MR. LATHE: Well, I appreciate your
6 comments. These are the kind of things that we
7 really need to hear and get them documented so we can
8 bring them back to the Department. Yes, sir.

9 AUDIENCE MEMBER: (Steve Wright.) No way to
10 pick up that bridge and slide it to the left or the
11 right and put in a temporary while you're working on
12 it? Just asking.

13 MR. WIGHT: So what are you proposing, sir?

14 AUDIENCE MEMBER: (Steve Wright.) I'm
15 proposing fix it up about 3 inches and move it left
16 or move it right and put a temporary bridge in place
17 of it while you work on it.

18 MR. WIGHT: We could consider it at some
19 extra cost.

20 AUDIENCE MEMBER: Alison Dibble. I think
21 that because you're interested in kind of a
22 fact-finding aspect, I've noticed as many as two van
23 fulls of young people who would come typically in the
24 summer months to use the bridge for recreational
25 purposes. That's the most I've seen at one time, but

1 sometimes there are as many as five cars parked there
2 with kayakers and so I don't know how one would meet
3 the recreational demand in the future, but it's good
4 to know that there is already considerable demand.

5 MR. LATHE: Thank you.

6 AUDIENCE MEMBER: (Jane Allen.) And I would
7 just add that also on New Year's Eve there are
8 hundreds of people down there on New Year's Eve and
9 go to the falls.

10 AUDIENCE MEMBER: Jan Colkin. During the
11 construction time any other construction site I've
12 seen there is tremendous machinery, vehicles,
13 materials, I don't know if the property on the west
14 corner has been sold, but it was advertised for sale
15 within this past year. Is that property going to be
16 used for your machinery, et cetera?

17 MR. WIGHT: There is that potential. Most
18 likely with rehab -- with either option we're
19 probably going to need temporary rights on the four
20 corners of the bridge for equipment to get down in
21 there.

22 AUDIENCE MEMBER: (Jan Colkin.) There is
23 very little property on the other three corners
24 whereas there is that one piece.

25 MR. WIGHT: But that's a challenge at this

1 site is the contractor needs to get his equipment in
2 there, but it is definitely a challenge. It's a very
3 challenging site.

4 MR. LATHE: For anybody that wants to see
5 after the meeting, you can come up and look at the
6 maps and you can see the actual right of way lines
7 that belongs to the state and you can see what is
8 there now that they would have the ability to work in
9 and it's as Mike indicated a lot of the times the
10 responsibility of lay down and materials and drop
11 trailers, things of that nature are the
12 responsibility of the general contractor, so
13 oftentimes they will go out and they will meet with
14 abutting land owners or someone that's not far down
15 the road and make arrangements with them directly and
16 not involve the state. The state is not going to
17 come in and say we're going to have to put all this
18 lay down material here, but we would come in and say,
19 look, we need to get access down to the work side so
20 we need a temporary easement to get a small road down
21 in for an excavator, but as far as the general
22 contractor equipment that will be their
23 responsibility and they would have to contact the
24 land owners directly. Yes, ma'am.

25 AUDIENCE MEMBER: (Henrietta Clews.) Just

1 one more question for the fishermen here, that bridge
2 is currently serving that side of Blue Hill dock
3 adequately; is that correct?

4 AUDIENCE MEMBER: (Annette Candage.) Yes.

5 MR. LATHE: Thank you. Sir.

6 AUDIENCE MEMBER: Tim Seabrook again. Just
7 generally speaking, do you find a work site that you
8 can control more efficient as opposed to having to
9 deal with traffic coming through it because I have
10 observed this DOT land construction going on now on
11 South Blue Hill Bridge and what I see is, I'm sorry
12 to say it, but a lot of state workers sitting there
13 waiting for something to happen and they're not
14 working at all. They're really not. And that's our
15 tax money. So if you had a clear shot at this
16 project by rerouting the traffic around, would it be
17 actually more efficient for the state to do this
18 project, A or B? Project A or B? I mean, I'm for
19 keeping the bridge there, but. Do you understand
20 what I'm asking?

21 MR. WIGHT: Yup.

22 MR. LATHE: I can speak to this. I would
23 say it would be more efficient and faster if the
24 contractor was to put a new bridge in place.

25 AUDIENCE MEMBER: (Tim Seabrook.) No, no,

1 I'm not asking that. I'm asking if you didn't have
2 to deal with traffic going through there, would it be
3 more efficient?

4 MR. WIGHT: It would be quicker and pretty
5 much ask any contractor it's going to be safer for
6 their workers and the traveling public.

7 AUDIENCE MEMBER: (Tim Seabrook.) Yeah, so
8 the price would be down some?

9 MR. WIGHT: Possibly, yup.

10 AUDIENCE MEMBER: Scott Miller. Just to
11 make sure I understand, I think you said that the 5.1
12 million and the 4 million was assuming a shut down
13 and therefore no traffic over the bridge. Have I got
14 that right or have I got that wrong?

15 MR. WIGHT: That is correct.

16 AUDIENCE MEMBER: (Scott Miller.) So if
17 it's 4 and 5.1 and two years and one to
18 one-and-a-half years, it's -- that was already
19 assuming a full shut down, so it's not going to be
20 better than that. That's what it is. It would be
21 worse if you were to try to accommodate traffic.

22 AUDIENCE MEMBER: (Tim Seabrook.) Exactly.

23 AUDIENCE MEMBER: (Scott Miller.) Is that
24 right?

25 MR. WIGHT: Yup. Adding and putting in --

1 moving a structure and putting in some sort of
2 access --

3 AUDIENCE MEMBER: (Scott Miller.) I got it.
4 Your answer just sort of created I think there may
5 have been some confusion as to whether there was the
6 time could go less than two years for a rehab if you
7 shut down than if you shut off the traffic.

8 MR. WIGHT: It would take longer to put in a
9 temporary bridge. It would generally take two to
10 three months on the front end and two to three months
11 on the back end and we're increasing the project
12 probably almost half a year.

13 AUDIENCE MEMBER: (Scott Miller.) Thank
14 you.

15 MR. LATHE: Yes, ma'am.

16 AUDIENCE MEMBER: I'd like this to be the
17 last question, but are you talking about \$4.1 and \$5
18 million being in 2015 dollars or 2018 dollars?

19 MR. WIGHT: It's our best estimate today
20 projecting ahead.

21 AUDIENCE MEMBER: You're making that
22 projection?

23 MR. WIGHT: Yes.

24 AUDIENCE MEMBER: Okay.

25 MR. WIGHT: There is a lot of assumption,

1 but I just want to forewarn you it may get tweaked
2 some.

3 MR. LATHE: Well, what I'd like to say is
4 moving forward we're going to keep having ongoing
5 discussions. As I said earlier, we're going to meet
6 again here in July, August of 2015. Again, in the
7 back of the room there is contact information, my
8 business card, my supervisor's business card. Feel
9 free to take them. You can call us, write to us or
10 email us. Also, Mike and I will be available for a
11 little while after this meeting to answer any
12 questions. If there are abutting land owners that
13 are still here with us this evening we'd like to talk
14 to them briefly about the MHPC dig this summer.
15 Please feel free to take home a copy our public
16 announcement with our contact information. The Right
17 of Way Manuals for impact to land owners, again, the
18 Title 6 Program Information Guide and also a comment
19 card or two or take a handful of them if you'd like
20 and if you've got questions later certainly email
21 them back to us. We're going to leave this here and
22 we'll leave some comment cards as well for the
23 selectmen to give out if someone else has questions
24 at a later date. Following that, I'd like to thank
25 you all for coming. This was a great turn-out and I

1 look forward to seeing you again.

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4 (Meeting concluded at 7:50 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: November 17, 2014