

1 TRANSCRIPT OF PROCEEDINGS

2 AUDIENCE MEMBER: (Jim Schatz.) Well, we'll
3 get started. It's a little after 6. I'd like to
4 welcome you all here. I assume you're all here for
5 the bridge and not the production of Annie. So
6 anyway, that said, I'd like to introduce the DOT team
7 here, the bridge team. Michael Wight is the senior
8 project coordinator, manager. And then Andrew Lathe
9 is the assistant project manager and they were both
10 here in November. For those of you who were here you
11 can repeat everything you did if you were here in
12 November. They'll be able to take it down and we'll
13 get it back and see if it's the same that you said
14 last time. But anyway, feel free to render your
15 heart out and tell us what you think. We're also
16 considering doing a straw poll at the town meeting to
17 reinforce and also, you know, fetch the ideas from as
18 many other people as possible who weren't able to
19 attend the meeting last November and tonight we'll
20 give some more input. And then Bill Cousins, our
21 road commissioner, is back there and he's promised to
22 make a very long speech pertaining to all this, so
23 that's something to look forward to. And take it
24 away.

25 MR. WIGHT: Thank you, Jim. I thank

1 everybody for coming tonight to our informational
2 public meeting for the Blue Hill Falls Bridge in
3 South Blue Hill. The purpose of tonight's meeting,
4 we're going to try and give you what information we
5 have. We're part way through the preliminary design
6 process. We haven't made a choice on which option
7 we're going with. At the end of the meeting, I
8 really want folks -- to get folks' input into which
9 option and I'm going to be talking about the options
10 that we're considering. And I'd also like to get
11 everybody's feedback on how we're going to maintain
12 traffic. Those are two key issues we'd like to get
13 the locals' feedback.

14 Some housekeeping things. When we get into
15 the meeting, there is a sign-up sheet going around.
16 Make sure everybody signs in. If you haven't grabbed
17 some handouts, come up and help yourself. I've got a
18 few left. Basically we've got a copy of our notice
19 that went out to the abutting property owners. It
20 was in the local newspaper. I've got one left for
21 anybody who wants it. The key thing is it's got our
22 contact information on it if you have questions
23 later. We also have a great little booklet, it's a
24 blue booklet, that explains our right of way process
25 for folks who may be adjacent to the bridge and have

1 any questions about our right of way process, it's a
2 great book to grab. We've got plenty of them. Later
3 after the meeting if you've got questions or
4 concerns, we have these little comment cards, our
5 address is already stamped on the back. If you're
6 not too keen on email or whatever you can write your
7 comment and drop it in the mail. Also, we've got our
8 business cards with our email addresses on them if
9 you have questions later to follow-up with us.

10 Again, just to introduce myself, I'm Mike
11 Wight. I'm the senior project manager with the Maine
12 Department of Transportation and with me is Andrew
13 Lathe, my assistant project manager. And so that we
14 have a record of this meeting and can capture
15 everybody's comments we have a court reporter, Robin
16 Dostie is here. When we get to the point of
17 questions and comments, I can't repeat enough to have
18 one person stand at a time, state their name and
19 express your comment or your questions and then Robin
20 can get everything down on the record.

21 How the basic meeting will go, I'm going to
22 present some basic information about what's out there
23 and what the current conditions of the bridge are.
24 I'm going to talk about the options that we're
25 considering. I'm also going to touch on traffic

1 issues and then I'll turn it over to Andrew. Andrew
2 is going to talk about a lot of the constraints we
3 have on this project and I'll just remind folks here
4 that the big reason we're here is to gather
5 information. We haven't picked an option and
6 basically after this meeting we're going to delve
7 into the preliminary design and finalize our options
8 and make a selection and then we'll come back for a
9 public meeting once we've made a selection of the
10 option we're going to go with to do the project. And
11 at the end we'll open it up for questions and
12 comments, so let us give our spiel then we'll open it
13 up.

14 We have a little plan up here. This is
15 basically what's out there right now. It doesn't
16 show any proposed work. I'll just go over it real
17 quick. Up top here we just have a colored photograph
18 looking down from the sky. Here is the bridge. This
19 end of the plan is north. This is heading towards
20 the south. Up here is the ocean. This dashed red
21 line is the existing right of way. And this kind of
22 light orange colored spots are just some buildings
23 and houses that are out there. Down below here is
24 what we call our profile. It's like taking a knife
25 and kind of slice right down the middle of the road

1 and it gives you an idea of the elevations. In the
2 middle here is the existing bridge and the existing
3 abutments. Then on this side of the plan, this is a
4 blown up view of the side, the side of the bridge,
5 the existing bridge and the existing section. This
6 is a slice through the bridge showing through the
7 bridge and the location map.

8 I want to go over a few facts about the
9 bridge. The bridge was built in 1926. If folks
10 caught it outside somebody was very nice to hang some
11 pictures of the previous bridge, which was a steel
12 truss. There are some nice pictures, you should
13 catch them on your way out. Being a 1926 finish, the
14 current bridge is 89 years old. As kind of a rough
15 rule when we build new bridges we expect to get about
16 75 years out of them. This bridge is -- all bridges
17 in Maine are inspected every two years. This bridge
18 was last inspected last year in 2014. The traffic
19 counts. We take the entire year average and the
20 daily count is about 1,790 vehicles a day that use
21 this bridge. You can't see it, but the current
22 bridge has a curb-to-curb width of 20 feet and 4
23 inches. In the past meetings concerns have been
24 expressed by folks about the narrowness of the bridge
25 especially when trucks pass. The existing bridge

1 also poses some visibility issues just due to the
2 nature of the truss. It's not an open bridge.

3 Accident history. We basically -- at the
4 state any time somebody calls the police and an
5 official report is made we know about those
6 accidents. Folks who just kind of get a little
7 fender bender and don't call the police, we don't
8 know about those accidents. But in the past three
9 years we've got records showing there was only two
10 accidents at this site. Let's see, there was one
11 person that was driving too fast and hit the
12 guardrail and another van unfortunately hit a deer.
13 Generally there are -- based on our statistics a site
14 is considered high accident in a three year period if
15 there is more than eight accidents, so there was only
16 two accidents in a three year period so we don't
17 consider this a high accident location. So that's
18 the facts for the existing bridge.

19 Now, I'm going to talk about the two options
20 that we're considering here for improving this
21 bridge. The first option is a rehabilitation option
22 where we repair the current bridge. A couple things
23 I want to note, when we repair the bridge basically
24 the abutments are going to be the same, so there is
25 going to be no change to the hydraulic openings. And

1 I know this particular site is very popular with
2 kayakers, surfers, et cetera, and we aren't planning
3 any changes for the hydraulics and the water
4 underneath the bridge. To do this work basically
5 there is going to be really no change to the
6 alignment of the bridge. It's going to be right
7 where it is today. We're not going to change the
8 grade of the bridge except we may change an inch or
9 two probably to the deck and the new wearing surface,
10 but for all intents and purposes it's going to be the
11 same.

12 As part of this rehabilitation probably the
13 biggest thing we're doing is we have to replace the
14 concrete deck. It's in poor condition. And as part
15 of that on the top of the deck is the wearing surface
16 and we'll replace that. And for the remainder of the
17 superstructure on the arch itself, the hangers and
18 the top cross members, we basically will go through
19 and basically chip out all of the soft and poor
20 condition concrete and replace with new concrete for
21 a significant area of the bridge. The existing
22 abutments of the bridge that the superstructure sits
23 on, right now we're having some problems with some of
24 the stones. In between the stones is mortar and in a
25 lot of locations the mortar is missing and some of

1 the stones are starting to shift a little bit. What
2 we're proposing is to fix -- take care of these
3 stones, remortar them and pin them so that they don't
4 move. And the top portion of these abutments, which
5 is all concrete, is in poor condition. We're going
6 to be replacing the top portion and be all new
7 concrete.

8 As far as approach work, we're thinking of
9 doing some real minimal approach work. Generally
10 this is a rough rule of thumb we're thinking maybe
11 200 or 250 feet on each side of the bridge. We'll
12 try to upgrade the guardrail the best we can on the
13 ends of the bridge and we'll widen it out just a
14 little bit. Instead of having a gravel shoulder,
15 we'll turn it into a paved shoulder. And right now
16 on the northwest corner there's kind of an unofficial
17 parking area with a wide gravel shoulder. Right now
18 we're thinking that that will be an improved spot
19 where the kayakers pull over and folks visiting they
20 will have kind of a safe place to get off, so we're
21 thinking of taking this 8 foot gravel shoulder
22 roughly and potentially paving it for a little more
23 formal parking here. There has been some complaints
24 in the past meetings that there has been a lot of
25 erosion issues here and we're taking care of that and

1 the only way to do that is to make it more stable by
2 paving it and putting in some curbing and drainage.

3 But with the rehab option the intent is to,
4 you know, repair the bridge as best we can and we're
5 thinking right now a really thorough rehab is going
6 to gain us another 30 or 40 years. We've done some
7 rough costs on this option and right now we think
8 it's going to cost a total of \$5.1 million and that
9 is roughly 80 percent federal funds and 20 percent
10 state funds. Right now there is no local share or no
11 town share as part of this project. So that's one
12 option is save the current bridge.

13 AUDIENCE MEMBER: (Elizabeth Nevin.) Sorry.
14 How long?

15 MR. WIGHT: Another option -- the other
16 option is replacing this bridge with what we call a
17 modern bridge. I've got some pictures I want to pass
18 around so folks can take a look at it. This is a
19 bridge that's actually not too far away. If folks
20 have ever driven to downtown Orland about 20 minutes
21 away, this is the bridge that's on Route 175 in the
22 village. Our proposed modern bridge will be very
23 similar to this bridge. It will be basically a
24 single span bridge. We'll maintain the same opening,
25 the same deck as I mentioned that's out there now,

1 but instead of having an arch type structure we'll
2 have a precast concrete beam bridge with a concrete
3 deck. The pictures going around calls for what we
4 call a Texas concrete rail. It's kind of -- it's a
5 crash tested rail and it kind of looks a little bit
6 like the concrete rail that's out there.

7 The current bridge here, this is a truss.
8 It's a relatively thin deck system, about
9 2-and-a-half feet. With a beam type bridge to span
10 this distance we've got to raise up the profile a
11 little bit to accommodate a deeper beam. It's going
12 to be roughly 2 to 4 feet higher and it will raise
13 the approaches a little bit too on both approaches to
14 accommodate the deeper beam. As far as actual
15 wearing surface it will probably be bituminous.

16 AUDIENCE MEMBER: (Jim Schatz.) What's is
17 the wearing surface?

18 MR. WIGHT: With a modern bridge -- the
19 current bridge is 20 foot 4 inches, it's a modern
20 bridge, it will be a 20 foot width curb-to-curb,
21 basically two 11 foot lanes.

22 AUDIENCE MEMBER: High wide?

23 MR. WIGHT: 28 feet.

24 AUDIENCE MEMBER: No, for each lane.

25 MR. WIGHT: 11 foot for each lane with a 3

1 foot shoulder on both sides. And this will have
2 similar approach work as basically on the rehab. We
3 have 2 to 300 feet on each side and we'll carry that
4 28 foot dimension basically to the limits of the
5 project. And like we talked earlier, we'll still try
6 to improve this area here on the northwest corner,
7 it's kind of a wide gravel shoulder and we'll try to
8 pave that as parking spaces to accommodate folks.

9 With the replacement option, we're
10 guessing -- we've got a rough cost around a total
11 cost of \$4 million. Again, that's 80 percent
12 federal, 20 percent state funding with no local
13 share. And for replacement option this would have a
14 life close to 75 years. Almost double compared to
15 the rehab option.

16 For both these options one of the biggest
17 things we're struggling with right now is how to
18 maintain traffic during construction. One option
19 that we investigated is can we build this bridge in
20 stages. Unfortunately, due to the nature of the
21 bridge, if we saw it in half it's going to fall over.
22 Stage construction isn't a feasible option here, so
23 we can eliminate that. The other option is basically
24 close the bridge during construction and folks use
25 local roads and state highways to get around. This

1 is 172 and local roads, Hales Hills Road, Hales Woods
2 Road and coming back up 175, so it's roughly 10 miles
3 around using that route. The only thing is the
4 parking on some of these roads here and the local
5 roads in Sedgwick is you just can't use them without
6 getting the town's permission and that's one of the
7 town's concerns is with the increased traffic and the
8 condition of the road. And right now we don't -- our
9 budgets don't include any cost to do those roads. So
10 that's one option. The third option, and I've seen
11 some of the pictures outside in the hallway, when
12 they built this bridge is to build kind of a
13 temporary structure upstream like they did back in
14 1926. The pictures outside they cut down quite a
15 forest to build a temporary bridge across here.
16 That's another option. With 1,790 cars this would
17 basically be a one-lane bridge across here and then
18 you'd have temporary lights, temporary traffic lights
19 to go across the bridge.

20 For the major rehab, the rehab option
21 keeping the current bridge, right now we're
22 guesstimating this will be roughly a two year
23 project. Andrew will get into some of our
24 constraints, but we have a lot of constraints. There
25 are only certain times we can work in the water.

1 That's a big one that really ties our hands and
2 Andrew will touch on that in a minute. And a modern
3 bridge it will go a little quicker, it will be about
4 a year-and-a-half construction, so basically six
5 months less than doing a major rehab.

6 I know at our previous meetings a lot of
7 concerns were expressed about -- and it's tough at
8 this location -- the bridge is on the bottom of
9 pretty good hills. Folks do speed up. Concerns have
10 been raised and can we do some sort of traffic
11 calming. We talked to our traffic engineers in-house
12 and generally we don't put traffic calming on a road
13 with speeds greater than 35.

14 AUDIENCE MEMBER: Traffic what?

15 MR. WIGHT: Traffic calming. It's basically
16 techniques to try to slow folks down. For instance,
17 I was driving through Tradewinds coming down here,
18 drove over bumps, put speed bumps in, that kind of
19 thing. Doing stuff like that to slow folks down
20 really isn't practical here with the speed. Folks go
21 faster than 35. The plow guys don't like it and
22 actually it -- actually it's kind of dangerous for
23 folks going that fast. And another thing with
24 traffic calming like bumps and stuff is it does make
25 noise when folks go over it. Folks in the area

1 generally don't like it either.

2 After this meeting, we're going to basically
3 wrap up and finalize these options and details,
4 update the process. We're going to take feedback
5 from this meeting and try to finalize how we're going
6 to maintain traffic and we'll pick an option.
7 Depending on when we can get that engineering all
8 done, if we get done this year we may be able to get
9 funding and construction started in 2018, which is
10 probably the earliest we can get construction money.
11 We're getting the preliminary engineering for this
12 year and most likely will get completed next year and
13 the earliest we can get construction funding is 2019.
14 Our Department at the end of this year -- every year
15 we update our long range plan and what we're going to
16 spend money on. It's a three year rolling plan and
17 that's why it's so far out getting that construction
18 money.

19 And with that, I'll turn it over to Andrew
20 who is going to give us some more facts and some
21 background of all these constraints you have on the
22 site.

23 MR. LATHE: Thank you, Mike. Good evening.
24 My name is Andrew Lathe, Mike's assistant, and we
25 were here last November. And just in case, I have

1 this problem when I speak in public of talking way
2 too fast, so if I start revving up just let me know
3 and I'll slow it down. I get a little bit nervous
4 and I start talking fast, so they even made me a sign
5 at work that says slow down you're talking way too
6 fast. I'll hold it here in case as a reminder for
7 myself. But as Mike said, when we started opening
8 this project up we realized we had a lot of people
9 that had an interest in this bridge. Other
10 government agencies, the municipality, the town and
11 we kind of looked back at the project history. We
12 looked back at the public meeting that was held
13 September 7 in 2010. Mike brought up a couple of
14 those items that were a concern that were raised at
15 that meeting, one being speed. Mike said the posted
16 speed down there at the bridge is 20 miles per hour.
17 It's in a depression between the two hills and
18 vehicles regularly accelerate and travel at a much
19 higher rate of speed. There is a width restriction.
20 Mike discussed the 20 foot 4 from curb-to-curb width
21 and it feels like the bridge is way too narrow for
22 two trucks to pass at the same time or to pass
23 comfortably with each other. Also, there is a lot of
24 pedestrian access there. There is no room for
25 pedestrians on the bridge. I was on it today and I

1 had to hug between the columns when vehicles went by.
2 There is limited visibility of pedestrians behind the
3 columns. And there is a sort of a tension level for
4 pedestrians as well because it's a beautiful spot,
5 they're kind of looking at nature and may not be
6 paying attention to the traveling public and vice
7 versa. There is also parking concern that was raised
8 at that public meeting. There is minimal to
9 non-existing parking. There is a little bit on the
10 northwest corner and I even saw someone pulled over
11 today on the northeast corner. There is drainage and
12 erosion from water run-off that was a concern that
13 was raised at that meeting. There is significant
14 water run-off down both hills and it's caused
15 erosion, ineffective ditching along the sides of the
16 roads.

17 So when we started looking at this project
18 and in addition to the townsfolks there are a lot of
19 other groups that had a direct interest in this, one
20 of them being the Maine Historic Preservation
21 Commission. There are archeological and
22 architectural historical interests at this location.
23 There is a prehistoric presence at this bridge.
24 There was an archeological dig that was performed
25 from 1936 to 1937 just after the original bridge was

1 finished. This revealed evidence that the site was
2 used 4,000 years ago when there used to be a fresh
3 waterfall where the reversal falls is now. So 4,000
4 years ago you used to have a nice pretty waterfall
5 there and now it's eroded away and you have the
6 reversing falls. So the Maine Historic Preservation
7 Commission is very interested and sensitive to this
8 location.

9 In addition to the archeological aspect
10 there is architectural history here. The design of
11 the bridge itself it's one of two tied-arch concrete
12 bridges remaining in Maine and possibly the oldest of
13 its kind in the United States. The other tied-arch
14 bridge is the Canal Bridge in Lewiston. The bridge
15 is listed as a nationally registered eligible
16 historical property and it makes up one leg of a
17 nationally registered eligible historical district at
18 that location and there are two other locations here
19 that make up an eligible historic district and I'll
20 talk about those now.

21 So there is a historical aspect to this as
22 well as the architectural and archeological. There
23 is the Nevin Villa. Ann Paul Nevin, the widow of the
24 American composer Ethelbert Nevin, who built the
25 residence on the southeast corner of the Salt Pond

1 called Arcady in the style of an Italian mansion.
2 The abutting property and the landscaping of the
3 property make up the second leg of the historical
4 district. The Nevin family built two other summer
5 homes on Mill, the Airly Beacon home, it's located on
6 the northeast corner of the bridge and the Wakonda
7 home later be the -- did we get that right? Yeah.
8 And the Wakonda home later to be the home of
9 nationally known artist Frank Hamabe and it sits on
10 the northwest corner much the bridge and this
11 abutting property makes up the third and final leg of
12 the National Registered Historic Eligible District.

13 So in addition to the Maine Historical
14 Preservation Commission, we also have quite a
15 treasure trove of environmental things going on at
16 this location. Fish and shellfish, Atlantic and
17 short-nosed sturgeon are potentially present in the
18 area and are protected under Section 7 of the
19 Endangered Species Act. Mill Stream and Carleton
20 Stream, which flow into the Salt Pond, support
21 rainbow smelts, eels and alewives. The species
22 utilize the project area as a migratory route and are
23 managed by the Maine Department of Marine Resources
24 and by NOAA's National Marine Fisheries. And Salt
25 Pond also contains soft-shell clams, oysters and

1 horseshoe crabs and because of those -- the presence
2 of those fish and shellfish we have a restriction to
3 our in-water work windows. Those would be restricted
4 to work in the water between November and March.
5 Sometimes we can get a larger open season for
6 in-water work, but it's on a case-by-case basis. We
7 also have marine mammals that are present in the
8 area.

9 Impacts to marine mammals due to
10 rehabilitation or construction activity and noise
11 will need to be assessed under the Marine Mammal
12 Protection Act. And also now the Northern Long-Eared
13 Bat is now listed federally as a threatened species
14 in April of 2015. And of note in the spring of this
15 year the Environmental Department of the MaineDOT
16 actually did an acoustic sounding and they found a
17 Northern Long-Eared Bat down at this location. Only
18 one. He's kind of lonely, but there is one there.
19 So this impacts our clearing operations. We can't
20 clear trees in the area during certain months, so it
21 limits our clearing to the fall and wintertime
22 essentially. That same November to March time frame
23 to clear any trees. The good thing about this site,
24 there are no ground water or hazardous waste that has
25 been identified here, so that's a good thing.

1 So we have the ongoing design options and
2 all of the concerns I just mentioned started coming
3 forth as we peeled into this project. I also wanted
4 to reference that we discussed it back in November
5 that later this summer/early fall the Maine Historic
6 Preservation Commission will be doing a dig in the
7 area. They will be contacting local land owners for
8 permission to access the property to do the dig. If
9 there are any abutting land owners here that haven't
10 heard from them or wish to ask Mike and I questions
11 after the meeting, we'll be happy to talk to you
12 about it.

13 And the last thing, and I'd be remiss to
14 say, that the municipality has a specific interest in
15 this location because as we move forward and discuss
16 replacement or a rehabilitation option we should also
17 discuss the Department's cost-sharing policy because
18 when we look at extras such as sidewalks or special
19 features like additional parking, modified parking,
20 architectural treatments, shoulder surface
21 treatments, landscaping, lighting, local interest
22 elements, the Department has a cost-share policy and
23 it basically states that project elements outside of
24 the scope of the highway portion or bridge portion of
25 the project that have more local benefit as

1 determined by the Department are considered local
2 interest elements and the policy basically states
3 that the Department at its discretion will contribute
4 up to 50 percent of the cost of those local interest
5 elements provided they're eligible for federal
6 funding, so we want to make sure as we discuss
7 options that the Department's policy is there.

8 Now, what I'd like to do is before we open
9 it up to questions is the purpose of this meeting is
10 to try to get information from the public on what the
11 Department really doesn't know about this area and
12 we've talked about a number of things that we do know
13 and a number of what our options are, but the real
14 impetus behind this meeting is to discuss what we
15 don't know, so I'm going to throw out a few things
16 here as an opening to questions and when I'm done
17 we'll open the floor up. But there are some
18 historical things that we do not know, one is the
19 Maine Historical Preservation Commission, we don't
20 know the extent here to which we can excavate or fill
21 in any of the approach areas due to the archeological
22 presence. If a modern bridge or replacement option
23 is preferred we don't know if the Maine Historical
24 Preservation will concur and what I mean by that is
25 if we decide to replace the bridge with something new

1 because it's one of two left in Maine we have to deal
2 with that aspect with the Maine Historical
3 Preservation Commission as well if they concur with
4 our finding that we're going to replace the bridge or
5 if we're going to be doing a rehabilitation. There
6 is also -- we wanted to find out about the commercial
7 use of this area. Are locals using this area for
8 commercial fishing, lobstering, shellfish harvesting
9 and to that extent that work on this bridge would
10 impact those operations. Also, the water
11 recreational use, the surfers, kayakers and boaters.
12 Is the span of the bridge opening -- I'm sure you
13 prefer us to maintain the existing opening size, but
14 do those recreational water users care what the
15 structure is above it. Do you care if you're looking
16 at a modern bridge or do you want to try to retain
17 the existing structure. Also the site use, the
18 artists, tourists and day visitors, to get a better
19 idea of what the daily site use of this location is.
20 The traveling public as well, the safety concerns.
21 Are you concerned about -- is maintaining the
22 existing bridge width acceptable to you, will
23 advanced signage have any impact on slowing the
24 traffic, is there heavy bicycle use. And finally,
25 abutting land owners and the residence of the town we

1 want to hear your thoughts, what are your prime
2 motivating concerns, is it the appearance to the
3 bridge, access to the bridge, safety for the
4 traveling public, safety for pedestrian traffic, the
5 detour requirements and the construction duration
6 that Michael discussed and what direction you'd like
7 to see the Department proceed in with this project, a
8 rehabilitation or a replacement.

9 So as we kind of open this up for comments
10 and discussion, we're here to listen and get your
11 input. I do ask that when you have a question to
12 just please state your name so the court reporter can
13 properly record it. And a group discussion is very
14 difficult especially with the AC going, so if we can
15 limit to one conversation at a time for the court
16 reporter that would be fantastic. Any questions?

17 MR. WIGHT: And with that, questions and
18 comments please, one at a time. Don't be bashful,
19 raise your hand. The lady in pink here.

20 AUDIENCE MEMBER: Peg Betro, P-E-T-R-O. How
21 wide did you say the current bridge is?

22 MR. WIGHT: The current bridge is 20 feet
23 and 4 inches.

24 AUDIENCE MEMBER: (Peg Petro.) Okay. So
25 basically it's going to be increasing by 8 feet,

1 correct?

2 MR. WIGHT: Yes, the modern bridge will be
3 increased to 28 feet.

4 AUDIENCE MEMBER: (Peg Petro.) How wide --
5 so each lane right now is how wide?

6 MR. WIGHT: Each lane right now is about 10
7 feet wide.

8 AUDIENCE MEMBER: (Peg Petro.) Okay. So
9 each lane is getting another foot.

10 MR. WIGHT: It will get another foot and it
11 will get a 3 foot shoulder with the modern bridge.

12 AUDIENCE MEMBER: (Peg Petro.) Is the
13 shoulder raised or the same?

14 MR. WIGHT: It would be the same elevation
15 as the road.

16 AUDIENCE MEMBER: (Peg Petro.) Same
17 elevation. So one concern I have that we talked
18 about this week is the wider the bridge is the faster
19 your speed is. So like when you're on a highway and
20 the lane -- if you're losing your shoulder because
21 you're diverting a little bit and you slow down. So
22 probably this is so narrow right now that widening it
23 is not going to slow the speed down I don't believe,
24 but it will speed it up. So that's one concern I
25 have. Is there a landscape architect that is

1 involved in this project?

2 MR. WIGHT: Not at this time, but if folks
3 want landscaping we have several --

4 AUDIENCE MEMBER: (Peg Petro.) No, no, no,
5 landscape architect.

6 MR. WIGHT: Not at the current time.

7 AUDIENCE MEMBER: (Peg Petro.) Those are
8 licensed individuals who can handle drainage and also
9 they use the space esthetically. I am concerned
10 about the esthetics. My heart is broken for the
11 properties with the drainage or whatever that's down
12 along there because those trees aren't there anymore.
13 This picture is a little outdated.

14 MR. WIGHT: It is unfortunately.

15 AUDIENCE MEMBER: (Peg Petro.) I'm
16 concerned what paving is going to look like for
17 additional cars to park and I'm concerned about
18 safety, the more cars, the more people and the
19 potential for more personal accidents. Those are my
20 concerns right now. And I know you're going to
21 capture a lot of the other concerns, historical
22 preservation and all those sorts of things, but I
23 think we also need to think about aesthetics. The
24 character already has been totally transformed. It's
25 actually, to be honest with you, it's a little

1 depressing. It used to open up to beautiful South
2 Blue Hill and now we open up to rocks and trees that
3 are down and the shrubs were just pushed up and not
4 even taken away, so I hope we have a landscape
5 architect licensed on board.

6 MR. WIGHT: Thanks for the comment. In back
7 here.

8 AUDIENCE MEMBER: (Sherry Degroff.) Can you
9 go over option three again where we have a bypass --
10 a temporary bridge? I didn't understand that that is
11 to be done with renovating the old bridge or putting
12 in a new bring or both.

13 MR. WIGHT: Yup. Putting in a temporary
14 bridge on the upstream side we can use that with
15 either option, either the replacement or the rehab.
16 It's a viable option for both, but a new -- but I do
17 want to give a caveat, in order to do that and to
18 accommodate big trucks that turn on and off there
19 will be some significant clearing on the corners to
20 accommodate a temporary bridge. Unfortunately, the
21 utility lines are also on this side of the bridge and
22 they'd have to be moved out past the temporary bridge
23 to maintain utilities, so there would be some
24 significant impacts to accommodate a temporary bridge
25 and moving utilities out of the way.

1 MR. LATHE: Ma'am, can I get your name
2 again, please, she couldn't hear you, so I turned the
3 AC off.

4 AUDIENCE MEMBER: Sherry Degroff.

5 MR. LATHE: Thank you.

6 MR. WIGHT: In back here.

7 AUDIENCE MEMBER: I'm Dave Putnam. I have
8 three questions. I'll start with the most
9 preliminary one first, which is is it totally beyond
10 our technological capacity nowadays to rebuild that
11 bridge -- rebuild that bridge the way it was
12 originally constructed? That's my first question.
13 Is that something that's absolutely impossible for us
14 to do rather than messing around with decaying mortar
15 here and there, can we remove the bridge and build
16 the bridge in a facsimile or create a facsimile of
17 it, you know, all over again brand new. They did it
18 once a long time ago --

19 MR. WIGHT: Yup.

20 AUDIENCE MEMBER: (Dave Putnam.) -- can we
21 not do it now? That's my first question. Let me --
22 can I give you three?

23 MR. WIGHT: Okay. Give me three. I'll
24 write these down.

25 AUDIENCE MEMBER: (Dave Putnam.) The other

1 is the sidewalk. At what point do these 3 foot
2 extensions on either side of the main lane turn into
3 sidewalks, which have to be underwritten by the town?
4 The third question is did I hear correctly that the
5 road down to Sedgwick would be closed due to problems
6 with the Town of Sedgwick with the increased traffic
7 flow over that road? Did I hear that correctly?

8 MR. WIGHT: I'll repeat that again. The
9 first question, can we replace this with potentially
10 a modern bridge that looks the same? It has been
11 done in other states. They have done it. As part of
12 this project, we have to go through a process that's
13 called NEPA. It's called the National Environmental
14 Policy Act. It was developed in the late '60s. It's
15 basically whenever we have a project that has federal
16 money and you have federal money here we have to go
17 through this process. And as part of the NEPA
18 approval process we have to get the historical folks,
19 in the case of Maine, Maine Historic Preservation, to
20 sign-off. And generally how that whole process works
21 is number one, can you try to avoid impacting the
22 historical item. The bridge here, the entire bridge
23 is historic. That's kind of the first preference.
24 The second preference is can you kind of minimize the
25 impacts. And kind of the third option is worst case,

1 you know, you're going to impact it, can you mitigate
2 it. So a lot of times the historical folks, they
3 would prefer -- their first preference is can you
4 keep this and repair it. They generally don't like
5 trying to replace something that is repairable, and
6 this is repairable, they generally don't like to
7 replace things with a modern facsimile, but
8 technically it can be done, but there are permitting
9 and historic issues to overcome. And there are also
10 constructability challenges. The current bridge
11 weighs like 600 tons, that's -- it takes a lot of
12 equipment, cranes, staging to build a bridge and put
13 it in place. Unfortunately, this is a very tight
14 site with houses on the corners, utility lines, it
15 can be done, but it's very challenging.

16 The sidewalk question. With a rehab option
17 the current bridge has no sidewalk. And for the
18 rehab option we're really not planning any real
19 sidewalk on either end, you know, basically we'll do
20 11 foot lanes, 3 foot shoulders. In this area where
21 there is parking we're going to pave it and we'll end
22 up with about an 8 foot shoulder. For that option
23 the town would have a share. For a rehab option --
24 excuse me. For a replacement option it's really
25 similar. Right now, we're not planning a sidewalk

1 and, again, you know, we're just going to -- the
2 biggest improvement is going to be a paved shoulder
3 here for some parking. If there is a real desire
4 for a sidewalk that's when -- as Andrew mentioned, we
5 have to have discussions with the town and talk about
6 our local cost-share policy. Generally, we do pay
7 for a sidewalk if it's called a qualifying pedestrian
8 area. Like if this bridge happens to be between a
9 town and a school or, you know, a big pedestrian
10 generator, here is a ball field, you know, we'd put
11 in a sidewalk. But here, there is nothing they're
12 going to or from. So right now our kind of stance
13 is, you know, the town will participate in a sidewalk
14 if folks wanted to add a sidewalk.

15 AUDIENCE MEMBER: Excuse me, even if there
16 is a recreational area?

17 MR. WIGHT: Excuse me?

18 AUDIENCE MEMBER: Even if there is a
19 recreational area as people, as you mentioned, people
20 hang out on the bridge, it still is something that
21 the town has to pay for?

22 MR. WIGHT: Right now, that's the state's
23 position. But also even if we wanted to technically
24 do it, there are some challenges. Number one, can
25 the bridge actually handle the weight if we wanted to

1 add a sidewalk to the existing bridge, that's one
2 issue. Getting back to the historic approval, the
3 historic folks want to try to keep the bridge as it
4 is. They may not like adding a sidewalk.

5 AUDIENCE MEMBER: No, I'm talking about to a
6 replacement bridge.

7 MR. WIGHT: A replacement bridge. For
8 either option adding a sidewalk, you know, we would
9 have to have a discussion with the town on
10 cost-share. Yes.

11 AUDIENCE MEMBER: Richard Jacoby. Now,
12 about the sidewalk, the picture you showed that you
13 passed around of a similar bridge has a sidewalk on
14 the right-hand side of that picture, so it's not real
15 clear to me when you're talking about the
16 cost-sharing, are you talking about the replacement
17 bridge, which is the picture that you showed which
18 has a sidewalk, would that be incorporated in this
19 replacement bridge and then are you saying that the
20 town would have to pay for only the extension of that
21 sidewalk or is that picture not the bridge that
22 you're going to build?

23 MR. WIGHT: The picture that I passed around
24 it's similar looking from the side of the bridge just
25 to give you a little sense of it, but right now we're

1 not planning on doing a sidewalk for our replacement
2 bridge.

3 AUDIENCE MEMBER: (Richard Jacoby.) Is the
4 size of the bridge compatible with a sidewalk, a 4
5 foot sidewalk, in addition to the land or would we
6 have to change the entire plan to do a sidewalk?

7 MR. WIGHT: If folks wanted to put a
8 sidewalk on here we'd have to basically widen the
9 bridge another 5 feet to put in an ADA compliance
10 sidewalk.

11 AUDIENCE MEMBER: (Richard Jacoby.) I think
12 one other clarification that you did talk about
13 accident history and on this bridge you may not have
14 the accident history, but there are other bridges in
15 Maine who have had pedestrian deaths of children
16 swimming off the bridge or pedestrians swimming off
17 the bridge. So there is a history of accidents with
18 pedestrians using the bridge for recreation in other
19 parts of the state, so I think it's a concern if
20 you're going to spend that much money on a bridge
21 that you know attracts pedestrians even though you
22 said that it's not a pedestrian bridge because there
23 is no school and ballpark on either side, but the
24 bridge itself clearly attracts pedestrians and we've
25 all seen every day pedestrians on that bridge, so I

1 think that's a key issue that has to be solved one
2 way or another.

3 MR. WIGHT: Thanks for the comment.

4 MR. LATHE: Michael, if we could go back, we
5 didn't answer the question on the route. He asked
6 three questions. We didn't come back to the route.
7 You were talking about the Town of Sedgwick.

8 MR. WIGHT: Oh, thanks for the reminder. We
9 talked about three different traffic -- three
10 different traffic options. One is stage
11 construction. You can't cut the bridge in half and
12 build half at a time. The other option, like I
13 talked earlier, is building a bridge upstream, a
14 temporary bridge. The third option is to close the
15 bridge during construction anywhere from a
16 year-and-a-half to two years depending on which
17 option you build and then folks would be routed
18 around. There is kind of two options to route
19 around. Generally, we like to route folks on state
20 routes whenever possible, they're better roads and we
21 can do it without asking anybody permission. We can
22 send them down 172 and back up 175. Unfortunately,
23 that's a fairly long detour. It's like 20 miles.
24 That's one option. The other option is do a shorter
25 loop, which is about 10 miles, but you've got to make

1 use of the roads that belong to the Town of Sedgwick.
2 They're local roads. And Hales Hill Road and Hales
3 Woods Road.

4 AUDIENCE MEMBER: (Deborah Brewster.)
5 Brooklin's town -- Brooklin's roads.

6 MR. WIGHT: Uh-huh. Anyway, the point I
7 want to make is we just can't sign these as our
8 official detour route. We've got to get local town
9 permission to do that.

10 AUDIENCE MEMBER: Well, what if they don't
11 give you permission?

12 MR. WIGHT: That puts us in a real pickle.

13 AUDIENCE MEMBER: Do you compensate them for
14 using their roads?

15 MR. WIGHT: At times we have -- to get
16 permission to use town roads we have done
17 improvements.

18 AUDIENCE MEMBER: (Don Mallow.) But that's
19 not in the budget?

20 MR. WIGHT: Right now that's not in the
21 budget, but that's an issue we're going to be
22 investigating.

23 AUDIENCE MEMBER: (Don Mallow.) There is no
24 contingency at all?

25 MR. WIGHT: Not right now. Right now we

1 just have preliminary engineering money anyway. We
2 need to get that money and we can go after that
3 money. Right down front.

4 AUDIENCE MEMBER: Caroline Herrick. If you
5 went to the state roads for people to use, local
6 people know the other roads and they will use the
7 other roads.

8 MR. LATHE: Shhhh...

9 MR. WIGHT: Good comment. In the blue here.

10 AUDIENCE MEMBER: Ken Burgess. My comment
11 is we live in a state and a country where our
12 infrastructure is being neglected badly. How can we
13 justify spending more for a bridge that's going to
14 last half as long and isn't going to be as safe and
15 you can say, well, 80 percent is coming from the
16 federal government, but I think most of us pay
17 federal taxes along with state taxes, so I just don't
18 understand how we can consider that.

19 AUDIENCE MEMBER: It's not that safety isn't
20 an issue.

21 MR. WIGHT: Thanks for the comment.

22 AUDIENCE MEMBER: This is not really a
23 comment or a question. My name is Thom McLaughlin.
24 It's a plea. I first crossed that bridge in 1978
25 trying to find Perry Goldstead's place in the sunset.

1 That bridge stuck in the back of my mind for a long
2 time and now I live down the road from that bridge
3 and what I'm hearing is a lot of mechanical talk
4 about putting down asphalt and pavement and parking
5 places and not enough talk about planning for the
6 aesthetics whether it's repairing that bridge that
7 exists or adding a new bridge that seems very cold.
8 That's a very historic site that's very symbol to the
9 State of Maine. And when landscape architects are
10 mentioned and I don't hear anything about landscaping
11 and planning esthetically that really scares me. So
12 it's a plea that you, the Department, would engage
13 also the esthetic priority besides the mechanical and
14 the cost.

15 (Applause.)

16 MR. WIGHT: Thanks for your comment.

17 AUDIENCE MEMBER: (Peg Petro.) By the way,
18 Frederick Law Olmsted is like the father of landscape
19 architecture.

20 MR. WIGHT: In the black, sir.

21 AUDIENCE MEMBER: Albert Smith. My concern
22 is -- put out of our mind for a minute new bridge or
23 rebuilt bridge, whatever, my concern is Sedgwick,
24 Brooklin, Blue Hill use of the town roads and it
25 seems to me that as you do your planning of what it's

1 going to cost the state or the towns there has got to
2 be some conversations and I would suggest if you
3 haven't it had to consider getting the three road
4 commissioners, the three fire chiefs and the
5 ambulance people together and talk about roads
6 because Hales Hill Road, for example, I mean, I drive
7 that on a regular basis, two trailer trucks on that
8 road is worse than the bridge. And 175 that we're
9 going to be fixing this bridge so people can get
10 there better, 175 is getting narrower every year
11 through Brooklin. They keep moving the yellow line
12 on the edge in and we've lost 3 inches in the last 10
13 years on each side of the road as you paint it every
14 third year. So my concern is you talk to some of the
15 local people and your consideration of alternate
16 traffic routes.

17 MR. WIGHT: That's a great comment. We will
18 be talking with local officials. In the white.

19 AUDIENCE MEMBER: Yes, Mindy Marshuets,
20 South Blue Hill, year-round person. I am going -- my
21 comment is really about the things we aren't talking
22 about and it is about the economy of our community
23 that relies on Falls Bridge and having that bridge to
24 cross over. I see the truck -- the cars go by every
25 day whether it's 1,700 or 3,000. A lot of those are

1 commercial and it will have an impact if there is no
2 bridge to be able to cross over during a two year or
3 year-and-a-half construction -- we saw that what did
4 to the economy in Blue Hill when was it the village
5 in the summer. And it's not just the fishermen, it
6 the carpenters and the construction people and the
7 people that are commuting back and forth. In the
8 winter months it's almost impossible to be on some of
9 those side roads to get into town. I worry how Falls
10 Bridge Road will be plowed if you don't have a
11 bridge, we're not going to be able to get in and out.
12 On top of it, it won't take 15 minutes more to get
13 into town, it's going to take a half hour to 45
14 minutes. I worry about the ambulances. There is a
15 lot of old people in the community that are in
16 Sedgwick or Brooklin that can't afford those extra 10
17 or 15 minutes if there is no bridge alternate source
18 of getting around. It's fine in the summer months,
19 you just worry about your deer and whatever animal is
20 going to run in front of your car, but it's different
21 after October. And I really think -- there is no one
22 talking here about the economic impact this will have
23 on our community for the people who rely on having
24 that bridge functional. I do -- I do worry whether
25 it's a new bridge versus the nicer bridge, but I also

1 after hearing about one bat has to be protected and
2 people who lived here 4,000 years ago have to be
3 protected, I don't hear the conversation being
4 discussed about the people that -- the summer people
5 rely on and that the people who live here year-round
6 have to live and have to function and have to know
7 the fire department can get to their house and the
8 ambulance can get to their house and that we don't
9 really hurt the economy of this community whatever
10 bridge we decide to do. There has to be another --
11 in my opinion, I can't imagine not having an
12 alternate bridge whether you have to sit at a stop
13 light for 5 minutes and not during the months that
14 are -- that you're going to be working and so that is
15 a real concern for me. I love the existing bridge.
16 It's very nice, but I am also shocked that there has
17 only been two accidents because I almost get hit
18 three times a week. Only because I know how to drive
19 over that bridge and I almost -- somebody just ran
20 out in front of me, a young person, on that bridge
21 too. They were, you know, going to jump over the
22 side. It's an accident waiting to happen. If there
23 is records for two years or three years and there are
24 only two accidents, thank God, we've been blessed,
25 but I do get concerned about the summertime with

1 getting hit or somebody being hit and I'm also
2 concerned about treacherous -- our road commissioner
3 does a great job on that bridge, but it's still
4 treacherous in the wintertime which some people have
5 to deal with and those are my concerns. And I hope
6 that there would be a meeting with the stakeholders
7 of the economy of this community year-round and hear
8 what they have to say, not just about aesthetics but
9 how this will impact their livelihoods and the cost
10 of what this community is about.

11 MR. WIGHT: Thank you.

12 AUDIENCE MEMBER: (Don Mallow.) What is the
13 \$5 million repair of the bridge based on? Just
14 removing concrete and replacing concrete? Do you
15 know what the steel connections are like now? Have
16 all of those steel connections that are encased in
17 concrete been looked at or is this really just an
18 open-ended affair that this becomes a can of worms?
19 Once you begin to work on the repair of the bridge
20 you don't really know where it goes.

21 MR. LATHE: Sir, could we get your name,
22 please?

23 AUDIENCE MEMBER: (Don Mallow.) I'm sorry?

24 MR. LATHE: Your name, please?

25 AUDIENCE MEMBER: Don Mallow, M-A-L-L-O-W.

1 MR. WIGHT: Good question, Don. Several
2 years ago I was out here with a whole team for about
3 a week in December and we did some extensive
4 exploration of the bridge to determine if it can be
5 repaired, what is the condition of the bridge. We
6 did a number of concrete samples. We did -- we
7 crawled all over the bridge. We actually chipped a
8 couple of spots right down to rebar so we could get a
9 sense of what condition the reinforcement steel is
10 in. And we also made some use of some technology
11 that kind of looks into the concrete and we're pretty
12 confident the bridge is repairable. It's got some
13 life left in it, but I also give the caveat it's like
14 anything, you start fixing up a used car and
15 sometimes you find more problems once you actually
16 get out there and start hammering.

17 AUDIENCE MEMBER: (Don Mallow.) If you fix
18 up the bridge, will it be as good as when it was
19 first built because it's gone almost 90 years?

20 MR. WIGHT: It will be darn close. I can't
21 say it's going to be absolutely 100 percent back
22 to --

23 AUDIENCE MEMBER: (Don Mallow.) But why are
24 we only assuming 30 or 40 years for the repaired
25 bridge?

1 MR. WIGHT: Basically there is one or two
2 spots where we showed rebar and the rebar is just
3 starting to corrode just a little bit and basically
4 it's very difficult to stop that corrosion totally
5 dead in its tracks. The rebar will slowly corrode
6 over time. There are some strategies you can use to
7 delay it, but eventually that rebar will corrode and
8 basically that's kind of where we got 30 to 40 years.
9 Concrete repairs only last so long.

10 AUDIENCE MEMBER: (Don Mallow.) How long
11 will the bridge go now before you declare it shut
12 down? How bad is it?

13 MR. WIGHT: Right now the bridge is safe for
14 all legal loads. Right now we're inspecting it on
15 roughly a yearly cycle. If any issues do come up
16 they will either do a maintenance repair or we'll
17 load post it, but the bridge is safe.

18 AUDIENCE MEMBER: (Don Mallow.) So would it
19 go 10 years, 15 years --

20 MR. WIGHT: I really can't --

21 AUDIENCE MEMBER: (Don Mallow.) -- before
22 you shut it down?

23 MR. WIGHT: -- give you that number because
24 a lot of times with older bridges what happens is it
25 will be good for quite a while and sometimes it will

1 take a quick nose dive. I'll be honest, it's tough
2 to predict when they really go downhill. We're
3 hoping to get there before it does that.

4 AUDIENCE MEMBER: (Don Mallow.) Okay.

5 MR. LATHE: Michael, woman in the back.

6 MR. WIGHT: The woman in the back.

7 AUDIENCE MEMBER: Thank you. My name is
8 Anne Luskey. I own the house on the northwest
9 corner, Wakonda. Thank you for giving us this
10 opportunity to hear what you have planned. I have a
11 number of questions, which I have written down so I
12 won't forget them. Is the clearance under the
13 proposed new bridge higher than the original bridge
14 and, if so, I am concerned that that would increase
15 traffic in the Salt Pond. Boat traffic. Does the
16 width of the approach increase with the new bridge
17 and, if so, how far north will it go up into my
18 property? Would the utility lines be buried if
19 you're doing utility work? As far as speed control,
20 does the State of Maine use speed cameras and, if so,
21 would they consider putting speed cameras on the
22 bridge? If the state decides to build a temporary
23 bridge, which I can totally understand them needing
24 to do, it would significantly impact my property and
25 the property across the water from me and I am

1 wondering would the state repair or replace trees
2 that they're taking down? What would they do to
3 protect the trees on my land and how would they
4 repair or replace that? And then I just wanted to
5 state that I would prefer that they refurbish the
6 bridge, the existing bridge. One of the real things
7 that brought me to that property, to buy that
8 property, was the bridge. It's, you know, it's
9 something that I love and adore and I get to -- I am
10 blessed to look at every day and it's an incredibly
11 beautiful bridge, so I just want to go on record for
12 saying that. I really hope that the state would
13 repair the existing bridge.

14 MR. WIGHT: Okay. This is a long list.

15 AUDIENCE MEMBER: (Anne Luskey.) Yup.

16 MR. WIGHT: Okay. Item one, clearance over
17 the water for the new structure. Right now our
18 thinking is if we put a new modern bridge in here the
19 bottom of the beam would be the same elevation of the
20 bottom of the beam of the current bridge. We
21 wouldn't be increasing the clearance. It's kind of a
22 basic philosophy. Or probably the worst case if we
23 want to deal with the sea level rise it may go up a
24 foot or two but nothing dramatic. So that's your
25 clearance question.

1 Width of the new bridge and how far the
2 approaches would extend. Like I mentioned earlier,
3 for a modern bridge it would be 28 feet wide
4 curb-to-curb. That means you have two 11 foot lanes
5 and 3 foot shoulders. We haven't necessarily
6 finalized the footprint for this project. It will
7 come up soon, but kind of worst case is, let me see,
8 about 250 feet to the north and probably another 250
9 feet to the south beyond the bridge is probably the
10 kind of the limits of what we're thinking. You know,
11 right now you have roughly two 12 plus or minus lanes
12 of pavement and 2 to 3 foot shoulders. In reality
13 our 28 foot road is really just going to kind of pave
14 what's gravel right now for shoulders and we'll
15 basically match into the existing end of the project,
16 so roughly 250 feet in either direction from the
17 bridge.

18 AUDIENCE MEMBER: (Anne Luskey.) And so
19 that would go 8 feet in from the existing road on all
20 sides or just on the on the Wakonda side?

21 MR. WIGHT: The only place we're going to go
22 wider than the 3 foot shoulder we're thinking right
23 now is on this northwest shoulder. There is kind of
24 a wide shoulder right now where all of the kayakers
25 park and in this location we're considering an 8 foot

1 shoulder. We're basically we're going to pave what's
2 gravel right now.

3 MR. WIGHT: Okay. Next one. Utilities, are
4 they going to be buried. Right now there is no plans
5 to bury the utilities. Right now state law -- there
6 is some state law that basically says the utilities
7 will go with the least cost option. If folks want
8 utilities buried that's another issue we'd have to
9 talk with the town about paying for burying
10 utilities.

11 MR. LATHE: It's also a ledge consideration
12 as well. Ledge is right there in most instances.

13 AUDIENCE MEMBER: (Anne Luskey.) I'm sorry?

14 MR. LATHE: There is ledge right there as
15 well, so you'd almost have to, you know, drill and
16 blast into the ledge if you wanted to try to do that.

17 MR. WIGHT: Speed cameras. Right now as far
18 as I know there is no state law actually allowing us
19 to do speed cameras. I know a few other states in
20 the country have done it. I am not aware of any plan
21 of laws to be passed to allow speed cameras, so if
22 you want to talk to your local legislator and start
23 that process, good luck.

24 And a temporary bridge, your questions about
25 the impacts, there will be impacts. As part of our

1 right of way process generally to put in a temporary
2 bridge we have to get temporary rights from the
3 abutting property owners and we do our best to kind
4 of restore the land back the way it was before. I
5 know this particular site there is pretty good
6 screening trees that will be coming and we would
7 probably most likely will include landscaping plan
8 with this project and include a number of large trees
9 to try to restore as best we can. Okay. Next.

10 AUDIENCE MEMBER: I'm Elizabeth Nevin. Just
11 a quick question, what is the process by which you
12 obtain permission from property owners to operate
13 beyond your legal right of way? How does that go?
14 How does that work?

15 MR. WIGHT: I'll touch on the highlights.
16 Have you grabbed a little blue book? This goes
17 in-depth. It's a multi-step process. First of all,
18 we determine the footprint of the project. Our right
19 of way folks actually then look at the right of map
20 to determine, you know, what are the impacts on a
21 property and we have to decide are we going to take a
22 piece of property or are we going to get just
23 easements. Some of those easements are permanent
24 like to do slope work, do drainage work, like put a
25 ditch in or something. Sometimes it's just a

1 temporary right. One great example here is if we do
2 a temporary bridge, I mean, we just get temporary
3 rights from the abutters to put a temporary bridge in
4 and then remove it and it's outlined in here. And
5 then we basically go through a process where we
6 determine the fair market value for a property and
7 then we determine an offer based on the fair market
8 value. We actually look at properties in the area
9 and what they sell them for and then they talk to the
10 property owner, try to do it face-to-face and make an
11 offer. That's kind of the basic steps in the
12 process. Help yourself to a brochure and it goes
13 into a lot more depth. Over here, plaid shirt.

14 AUDIENCE MEMBER: My name is Dick Marshuetz
15 and I didn't know what Mindy was going to say, so but
16 she shortened what I was going to say considerably.
17 We live a couple of miles from the reversing falls.
18 We're here year-round. I figure we cross that bridge
19 5 or 600 times a year. It is an attractive bridge
20 and we did very much move here for the beauty of the
21 area, but I think if you rank the waters and the
22 islands and the landscape and the architecture and
23 all of the other aspects of this beautiful peninsula
24 the bridge doesn't make it to the top five and then
25 you do have the economic impact. We've got three

1 restaurants empty and decaying downtown not paying
2 any taxes. We've got similarly vacant buildings all
3 over this peninsula, which to me is another aspect of
4 beauty. It means that the people -- the young people
5 here can't find work who want to stay here and they
6 can't raise their children here and earn a decent
7 living wage so they have to move away and almost any
8 place they move to is less beautiful than this. And
9 then I look at the choices we've been given and,
10 frankly, I think they're a choice between bad and
11 worse. I looked up the -- something about 1925 when
12 the bridge was built. The Model T Ford was a little
13 over 5 feet wide. Updated version of that, the Ford
14 F-150 and the Dodge, what is it, Ram and the
15 Chevrolet Silverado and the Toyota version, all of
16 those are over 8 feet wide, so combined 6 more feet
17 when they cross each other and it does seem like
18 about half of the vehicles on this peninsula are
19 pickup trucks. 6 more feet. That bridge doesn't --
20 yes, you can do it. That bridge was not built for
21 that. It was built in 1925 for Model Ts. And then I
22 think about what you folks did, I think you gave away
23 a secret when you replaced a beautiful but
24 deteriorating and rickety bridge over the Penobscot
25 River with a beautiful cable stay bridge that is

1 sturdy and accommodates today's needs. I'm not
2 suggesting we put a cable stay bridge over the
3 reversing falls, but I am suggesting that modern
4 public works don't have to be ugly. So, I mean, I
5 would hope that one of the things that comes out of
6 this meeting is that we do discuss the two options
7 that you've been pretty clear are and trying to say,
8 I guess, that those are our only options. I don't
9 accept that. We all pay taxes. We pay federal
10 taxes, we pay state taxes and I don't think many
11 people here would raise their hand as candidates to
12 be second class citizens. I think we deserve a
13 better choice and I think that you folks ought to go
14 back and do at least as good a job as your
15 predecessors did in 1926 and as your colleagues did
16 about eight or nine years ago with the Penobscot
17 River Bridge. I think this is the -- we're just
18 talking about the least worse option and I don't
19 think we ought to be there in 2015.

20 (Applause.)

21 MR. WIGHT: Thank you. Over here.

22 AUDIENCE MEMBER: Yes, my name is Donna
23 Constantinople and I live near the Mill Pond, which
24 of course is fed in from the Salt Pond, so it's
25 really all one.

1 MR. WIGHT: Yup.

2 AUDIENCE MEMBER: (Donna Constantinople.)
3 My questions have to do with your previous reference
4 to the NEPA and also I want to talk about the public
5 participation process and the third is the temporary
6 bridge cost that you're mentioning if we do have to
7 do one. So going back to the NEPA process, does this
8 project require an environmental impact statement and
9 that has a timeline and also a cost, which I just
10 want to understand. And usually that requires an
11 esthetic landscape piece from my professional
12 background. I know that. On the public
13 participation process, which is part of -- which is
14 where we are now I would like to know where in that
15 process you are because it seems to me this could be
16 the last opportunity -- my understanding was you had
17 one previous meeting and then this one is really sort
18 of for the from aways and that would indicate that
19 you are then going to make these decisions and it's
20 really not -- I mean, we can give our input, but my
21 understanding of the public participation process is
22 this is the last of that and you will then make the
23 decision and that's it. These are the two options.
24 The gentleman who just spoke mentioned he'd like a
25 third. There really isn't a third. So I would like

1 you to level with us about where you are in the
2 public participation process in terms of further
3 input that we would have on this project. And then
4 the final one is the bridge, the temporary bridge,
5 because you've not mentioned any budgetary cost to do
6 that and I'm not -- I am confused about where that
7 is. Those are my things. Thank you. And you have a
8 tough job. I really, you know, I really --

9 MR. WIGHT: Thank you.

10 AUDIENCE MEMBER: (Donna Constantinople.)
11 -- appreciate you trying to --

12 MR. LATHE: Did you get that and put it on
13 the record.

14 AUDIENCE MEMBER: (Donna Constantinople.) I
15 know how difficult it is and this is not, you know,
16 it shouldn't be us against you. I understand that
17 you want also to see the best outcome and I think
18 it's worth saying. This is not an easy project
19 clearly.

20 MR. WIGHT: It is not. This is probably
21 going to be one of our most complicated projects in a
22 long time for the Department. As Andrew mentioned
23 earlier, we've got a tremendous number of constraints
24 here. There are certain options, you know, I'd love
25 to do, but I've got to get historic okay, I've got to

1 avoid archeological concerns --

2 AUDIENCE MEMBER: (Donna Constantinople.)

3 Right.

4 MR. WIGHT: -- a whole slew of issues that
5 really tie my hands at DOT. The first concern is
6 about the NEPA process. The NEPA process follows --
7 there is three levels of the NEPA process --

8 AUDIENCE MEMBER: (Donna Constantinople.)

9 Right.

10 MR. WIGHT: -- There is categorical
11 exclusion, which is 95 percent of the projects that
12 we do. These are projects that have minimal impacts.

13 AUDIENCE MEMBER: (Donna Constantinople.)

14 Right.

15 MR. WIGHT: Projects that are built
16 virtually on the same alignment, you're not taking
17 homes. There is also -- there is kind of an
18 intermediate called environmental assessment. We're
19 not quite sure if it's a little project or a big
20 project. If it's a really big project where you're
21 drastically moving the road, generally it's like 500
22 feet or more, those are environmental impacts. My
23 best assessment right now is this project falls into
24 the categorical exclusion category. It's a project
25 that isn't going to impact any homes, it's virtually

1 on the same alignment and we're doing our bare bones
2 best to keep all of the impacts to a bare bones
3 minimum.

4 AUDIENCE MEMBER: (Donna Constantinople.)
5 Well, but the environmental issues you cited earlier
6 can also ignite the environmental community with
7 regard to wildlife, fisheries, commercial people who
8 will weigh in, my question is are you -- have you put
9 that -- is that done? I mean, you've already gone
10 through that and you're well beyond that or is that
11 something you face in the future?

12 MR. WIGHT: We have done preliminary
13 outreach on a lot of these issues. We have some
14 preliminary information. We know there is endangered
15 species of a variety of numbers here.

16 AUDIENCE MEMBER: (Donna Constantinople.)
17 Right.

18 MR. WIGHT: We still have to get final
19 sign-off as part of our NEPA process. There is a
20 Section 7 sign-off --

21 AUDIENCE MEMBER: (Donna Constantinople.)
22 Okay.

23 MR. WIGHT: -- we have to get, so there is
24 still some extensive --

25 AUDIENCE MEMBER: (Donna Constantinople.)

1 So you haven't done the Section 7 yet?

2 MR. WIGHT: No. Until we pick an option --

3 AUDIENCE MEMBER: (Donna Constantinople.)

4 Okay. Now, I understand.

5 MR. WIGHT: -- then that process will move
6 forward.

7 AUDIENCE MEMBER: (Donna Constantinople.)

8 Okay.

9 MR. WIGHT: You had a question about public
10 participation. This is our third meeting that we've
11 had. We had kind of an initial, you know, blank plan
12 where we have no idea, kind of a start-off meeting.
13 Last year we had a meeting in November and we got
14 feedback from folks. We're here again to get
15 feedback from everybody, but we wanted to come back
16 in the summer for summer folks and that would be
17 additional public participation, but we're going to
18 go back after this meeting and finalize our
19 preliminary design and pick an option and then we
20 will be back to talk about that option.

21 AUDIENCE MEMBER: (Donna Constantinople.)

22 But at that point the decision is made.

23 MR. WIGHT: Not necessarily. It we get
24 significant public opposition -- at times as a
25 Department we have taken a step back and

1 re-evaluated.

2 AUDIENCE MEMBER: (Donna Constantinople.)

3 And what's your time line for that?

4 MR. WIGHT: We're hoping probably sometime
5 next year. Hopefully in the first half of the year
6 we'll be back with a selected option. A lot of it is
7 dependent on how the archeological dig gets complete
8 this year. That's really the key issue that we need
9 to know about to finalize the footprint of our
10 project. But, just to give you a for one instance,
11 Andrew and I were recently out at a project in North
12 Haven, we presented a project and we encountered some
13 significant opposition and instead of pushing ahead
14 with the project we did tell the locals, hey, we're
15 going to hold the project off for a year, we're going
16 to work with the locals and sometimes that does
17 happen. And even if we pick an option sometimes
18 there are still small things we can deal with even
19 when we pick an option, so there is going to be
20 additional public participation.

21 The temporary bridge, you know, right now
22 our project will include this. In a perfect world
23 I'd love to close this, but I do understand we have
24 got feedback from emergency management folks, they
25 are concerned about long response times. There is

1 definitely impacts to the school busses. There is
2 impacts to area folks getting to work and going
3 grocery shopping. But, you know, it does save money
4 and the project can get done quicker if you're not
5 having to fight with traffic. Even a temporary
6 detour off to the side at times you're going to be
7 fighting with traffic. At this particular site this
8 is going to be a very challenging spot to build a
9 temporary detour. There is very fast, deep water
10 here.

11 AUDIENCE MEMBER: (Donna Constantinople.)
12 Yeah.

13 MR. WIGHT: I mean, we haven't
14 cost-estimated it, but just based on past experience
15 it's probably going to be a quarter of a million
16 dollars and up.

17 AUDIENCE MEMBER: (Elizabeth Nevin.) That's
18 low.

19 MR. WIGHT: It's a very difficult spot to
20 construct a bridge.

21 AUDIENCE MEMBER: (Elizabeth Nevin.) That's
22 low. That's a low number --

23 MR. WIGHT: It's a low number.

24 AUDIENCE MEMBER: (Elizabeth Nevin.) -- and
25 you know that.

1 MR. WIGHT: I bet it will be closer to
2 probably half a million dollars. We haven't done the
3 estimate, but it's going to be in that vicinity. But
4 the other issue I want to just touch on is it's not
5 just pure cost, it's the impacts. You've got
6 historic properties here, here, archeological stuff
7 we're trying to avoid. It's going to be a big impact
8 to properties and we really want to try to minimize
9 impacts. I think that was all three. Okay. In the
10 purple here.

11 AUDIENCE MEMBER: So you've given us one
12 option for a new bridge and clearly it's pretty
13 generic. Is there nothing else in your arsenal that
14 the State Transportation Department where you have
15 different bridges for different sites or it's
16 something that's more interesting than what you've
17 presented?

18 MR. WIGHT: There are other structures that
19 fit here --

20 AUDIENCE MEMBER: But what made you go to
21 that one generic one?

22 MR. WIGHT: For this particular span, the
23 span is about 100 feet, the most cost-effective, most
24 constructible bridge is a beam type bridge. A lot of
25 bridges like arches, as mentioned earlier cable stay

1 bridges, they fit and they're the most cost-effective
2 in a lot bigger spans, you know, and 80, 90 percent
3 of the bridges in Maine are beam type bridges. This
4 is the -- in this span range a beam type bridge is a
5 good fit.

6 AUDIENCE MEMBER: (Don Mallow.) That's
7 precast that comes in a 100 foot span?

8 MR. WIGHT: It would be a 100 foot long
9 precast beam with a deck on top of it.

10 AUDIENCE MEMBER: (Elizabeth Nevin.) Did
11 you ever come up with an estimate for building the --
12 replicating the existing bridge from scratch as the
13 gentleman suggested?

14 MR. WIGHT: At this point, no, we haven't.

15 AUDIENCE MEMBER: (Elizabeth Nevin.) You
16 haven't looked into that. Are you going to?

17 MR. WIGHT: We'll consider it, yeah.

18 AUDIENCE MEMBER: (Elizabeth Nevin.) Why
19 haven't you considered it?

20 MR. WIGHT: Number one is cost. It will
21 cost quite a bit more.

22 AUDIENCE MEMBER: (Elizabeth Nevin.) Yeah,
23 we all know what it's going to cost.

24 MR. WIGHT: I can tell you right now based
25 on experience I've seen it done in other states, it

1 is -- to prefab it and literally to get it to the
2 site it's a challenge. And this particularly -- I
3 mean, a lot of times this will be barged in and due
4 to the reversing falls it's tough to get something
5 that big, 600 tons --

6 AUDIENCE MEMBER: (Elizabeth Nevin.) It
7 sure is.

8 MR. WIGHT: -- is a challenge.

9 AUDIENCE MEMBER: Just a couple points from
10 the municipality point of view. Jim Schatz, a
11 selectman. Two -- first of all, our expectation is
12 no matter what option is selected that we'll have an
13 opportunity to sit down and talk about special
14 features whether it be pedestrian walkways, external
15 or internal, but I say external, we talked about
16 those earlier, and any design features if they have
17 to be cost-shared with the town we would want to put
18 it before the -- put that before the legislative body
19 and probably be able to participate in those
20 modifications and that would include landscaping that
21 goes beyond what was provided in the actual plan.
22 And then we've already started the conversation,
23 obviously we don't know starting dates, but deploying
24 emergency vehicles and what does it mean for school
25 busses, you know, and what might we do as alternative

1 transportation options. So those -- that seems to be
2 started. Obviously, we don't have any plans in
3 place, we won't until it gets to be more specific,
4 but we would also be receptive to ideas around those
5 logistical pieces that people would think of after
6 you leave this meeting or sometime in the next six
7 months or year or whatever so that we can incorporate
8 that into this negotiating process that will be
9 taking place I believe.

10 AUDIENCE MEMBER: (Dottie Hayes.) Yes, I'm
11 one of those people who remembers being driven across
12 the new bridge when it was built as a very small
13 child. I am very interested in preservation of what
14 is old and valued and so on, but my main concern in a
15 case like this is what is good for the generations
16 coming up, what is going to be the most practical,
17 safest, the most reasonable, the most efficient, the
18 most economical because we can't regress and go back
19 to what's been and so in moving on either repair and
20 preserve what we thought for as long as it can last,
21 but don't to the expense of doing something purely
22 because it might please our eye. That is not going
23 to be a practical solution to the needs of the
24 community. And if the community is going to grow as
25 it seems to be doing with young people coming along

1 and hopefully working here and that sort of thing,
2 you need good serviceable roads, you need a good
3 serviceable bridge. I'd like to think that the
4 Department would be conscientious in trying to design
5 whatever they build to be pleasing within reason of
6 practicality. And I think, though I personally would
7 regret that the old bridge had to go, I would like to
8 be sure that my great-grandchildren would have a good
9 bridge to go on.

10 MR. WIGHT: Thanks for the comment. Can I
11 get your name for the record?

12 AUDIENCE MEMBER: Dottie Hayes.

13 MR. WIGHT: Thank you. Way in back in the
14 white.

15 AUDIENCE MEMBER: I am curious to find out
16 something -- Jan Drior-Crofoot from Blue Hill Falls.
17 When I returned this spring I was horrified to see
18 the whatever you want to call the construction
19 rebuilt, whatever, on the south side by Arcady and I
20 am wondering, did the DOT have any conversations with
21 the public on that? I don't remember anything in
22 advance to fore warn us of what was being done there
23 and I find it just so unattractive. It's very
24 volatile and was that done in anticipation of the
25 eventual reconstruction or rebuild of the bridge?

1 MR. WIGHT: That work was not done in
2 anticipation of this project. Actually, the abutting
3 property owner brought this concern to us. They were
4 concerned about erosion. They realized that their
5 trees weren't in the best of condition and we
6 basically worked -- our maintenance folks, our region
7 out of Bangor worked with the abutting property owner
8 and realized, you know, there is an erosion issue and
9 he kind of worked cooperatively and we got an okay
10 from the property owner to take those trees down and
11 unfortunately when a slope is this steep, you know,
12 when it's a slope with a 15 percent grade the only
13 way to prevent erosion is to put rip rap on.

14 AUDIENCE MEMBER: (Jan Drior-Crofoot.)
15 Thank you.

16 MR. WIGHT: In the corner over here.

17 AUDIENCE MEMBER: Dave Putnam again. Thanks
18 for letting me speak twice. I wanted to say
19 something sort of philosophical maybe about the
20 narrowness of bridge. Bridges are, you know, sort of
21 by definition the narrow point in a flow system.
22 We've got to expect this. And I think to -- I think
23 one of the first speakers brought up the possibility
24 that the very intimidating visual picture which this
25 bridge presents quite clearly to people at the top of

1 both hills is a pretty strong safety encouragement
2 factor. This is not a bridge you come upon blind
3 folded. I am frequently very willing to pause and
4 let a wide truck cross the bridge before I jump on
5 there. It's easy to see it coming and it's easy to
6 pause. It requires a little bit of patience. It
7 requires a little bit of observational capacity, but
8 for us to expect bridges to allow total free-flow the
9 same way as an 11 lane road with 3 foot shoulders
10 does a lot. I think it's asking maybe something the
11 bridges aren't necessarily required to give us.
12 Bridges restrict our access and this is okay in a lot
13 of ways. This is why Brooklin is the way it is for
14 one reason. I wonder whether you have considered the
15 possibility of a bridge without a 3 foot shoulder on
16 either side, which would allow it to be only a 22
17 foot wide bridge, which perhaps would significantly
18 cut down on the expense and on the landscaping
19 considerations on the approaches to the bridge. We
20 don't -- do we really need 3 foot shoulders? That's
21 one question. And I also would strongly wish they
22 would consider the cost and be able to inform us
23 somewhat of the cost of replacing the existing
24 structure with our sophisticated and superior
25 technology with something which is quite similar to

1 what it is was. We have a very good bridge
2 department at the University. They're doing all
3 sorts of research in alternate construction
4 techniques with fiberglass for example. Very light
5 weight, very strong carbon fibers, you know, this is
6 available to us. We don't need to build it out of,
7 you know, however many tons of concrete for it to
8 look just the same and basically from the same
9 footprint. And I would wish that you would be able
10 to present to us the next time you come with your
11 suggestions to ask them what we think of them, maybe
12 you would be able to give us that as another
13 consideration and also the narrower bridge as another
14 consideration. Thank you.

15 MR. WIGHT: Okay. Thanks for your comment.
16 There was one question there about a 3 foot shoulder
17 for a replacement bridge. I guess for right now we
18 would be very leery about putting some sort of
19 shoulder on there to accommodate pedestrians and
20 bikes. We're really concerned about trying to
21 improve safety a little bit for those folks. And our
22 general rule is to kind of try to match what's on the
23 approaches and depending on where you measure the
24 gravel shoulder, I mean, the road itself is roughly
25 26 to 28 foot wide and we try to match the road

1 that's out there. Right here in green.

2 AUDIENCE MEMBER: David Gray. I am a
3 building contractor down in South Blue Hill, so I'm
4 concerned with the -- as far as the business aspect
5 of it goes, but more concerned and curious as far as
6 the state goes as the first responders. Being on the
7 fire department there is probably three including the
8 chief that live in South Blue Hill and I'm wondering
9 at what point the state puts -- how much the first
10 responders weigh in on being able to get across a
11 temporary bridge, you know, how much of a, you know,
12 do you put the price of that bridge in front of say
13 loss of life because I don't think there are too many
14 people here in this room that actually understands
15 the response times. You have a medical emergency or
16 you have an emergency with the fire department that
17 where you need to call in mutual aid, now all of a
18 sudden that mutual aid is a lot further away, you
19 know, so right now we have great mutual aid, you
20 know, the towns do an excellent job of mutual aid,
21 but not having a bridge there you're going to -- you
22 really increase the loss of life by not having a
23 bridge there. I mean, like seriously increase it.
24 And I don't think there are a lot of people that
25 understand that in this room that by -- I mean,

1 you're talking say however many minutes that you guys
2 are figuring, you're talking like, you know, it's a
3 make or break situation, so I'm just wondering how
4 much do they actually take that into consideration.

5 MR. WIGHT: Thanks for the comment.

6 (Applause.)

7 MR. WIGHT: It's definitely a factor. We
8 definitely take it into account. Virtually every
9 project where it's a concern we talk with the fire
10 chief, talk with the police, we talk with the town
11 officials. On some projects it's a very short-term,
12 you know, a lot of times mutual aid you have mutual
13 aid and try to make sure those agreements are in
14 place and pre-planning is done. We've got a few
15 projects where it is only closed for a few days or a
16 week, you know, we'll talk with the fire chief and
17 he'll say, okay, I'll place an ambulance on the other
18 side of the bridge, you know, or I'll put at fire
19 truck. There are ways to deal with this, but it
20 definitely is an issue we take seriously and
21 definitely consider as a factor. In the pink.

22 AUDIENCE MEMBER: Peg Petro again. You
23 know, I am -- to your point, too, really concerned
24 about extra pedestrians being on that bridge because
25 they jump off the rails. I mean, it is not folks

1 just walking out to see something. I mean, if we had
2 to have sidewalks there I think safety-wise on the
3 outside is more safe, but I just -- that makes me
4 nervous actually. As bikers, I think the same thing
5 as a wide truck, right, we slow down, we let them go
6 over it, it's 100 feet. It's not a lot of time, but
7 I think the wider, the faster the speed, the more
8 people, the more chances for accidents, you know.
9 And then one other thing, I have a question, you said
10 that the temporary bridge needs to go towards the
11 Salt Pond side, is that because of easements? Is
12 there any potential that it can go to the other side?
13 And the only reason I bring that up right now is, not
14 to bring up a sore subject, but the trees are already
15 down. And so is something like that possible to come
16 over the rip rap and down onto the road just
17 temporarily and then it gets, you know, a little bit
18 more esthetic later on. I'm still not -- I'm
19 bothered by more pedestrians. The bikers, we -- I
20 think we just slow down. You just let them go. It's
21 100 feet.

22 MR. WIGHT: Thanks for the comment. A
23 question about temporary bridge location. Just for
24 everybody's information, if we build a temporary
25 bridge in order to accommodate the swing of large

1 tractor trailers, and we have to, it requires a fair
2 amount of real estate to accommodate the swing of the
3 truck in and out. Even if we put it down here there
4 is going to be trees taken here and there will be
5 trees taken here, so there is going to be impacts
6 whether we go upstream or downstream. The big reason
7 we're leaning towards upstream is, you know, a lot of
8 the archeological concerns are on the downstream
9 side. I don't want to say 100 percent certain that
10 you couldn't go downstream, but I'm 99 percent sure
11 it's going to be very difficult to go downstream. In
12 the middle here. Oops, finish up.

13 AUDIENCE MEMBER: (Peg Petro.) One more
14 question. So like on the tractor trailers and stuff,
15 I mean, can't we have like limitations or
16 restrictions for vehicles that large and that heavy,
17 number one, that will help make the bridge last a
18 little longer. They don't -- I mean, I don't know
19 how many tractor trailers go over it a year, but for
20 the number that do going around may not be a big
21 deal, but for safety, again, getting first responders
22 across that bridge and for folks that live there all
23 year or folks that are just summering here that may
24 be an industrial bridge that may cost \$250,000
25 instead of 500. Just food for thought.

1 MR. WIGHT: Yup. I'm not sure if they're
2 here, but at the last public meeting there are
3 several businesses in South Blue Hill that have
4 trucking. We actually drove the bridge this
5 afternoon and a large tractor trailer almost clipped
6 us pulling up to 175. There are tractor trailer
7 trucks and we need to accommodate all legal vehicles
8 on the road.

9 AUDIENCE MEMBER: (Peg Petro.) But we're
10 either not accommodating any or we have to
11 accommodate all, so like there is only two options
12 for a bridge is there a potential happy medium for
13 that where we provide for the majority?

14 MR. LATHE: If you started to not
15 accommodate the large tractor trailer trucks you
16 start to not accommodate the large emergency and
17 first responder vehicles as well.

18 AUDIENCE MEMBER: (Peg Petro.) But not an
19 ambulance.

20 MR. LATHE: No, but the fire trucks and --

21 AUDIENCE MEMBER: (David Gray.) No, not the
22 fire trucks. You're not talking the same --

23 AUDIENCE MEMBER: (Peg Petro.) A fire truck
24 can be on the other side again, maybe that's a
25 potential, right, you have a fire truck on the other

1 side, an ambulance can go over it. A tractor trailer
2 is not going to save anybody's life.

3 MR. WIGHT: Thanks for the comment. Next?

4 AUDIENCE MEMBER: My name is Deborah
5 Brewster, I'm a selectwoman in Brooklin. And I agree
6 that I think you should consider a temporary bridge
7 for emergency vehicles only. And secondly, I am
8 wondering if MDOT helps with engineering or looking
9 at the best possible detour routes because the roads
10 that you're talking about through Brooklin are very
11 much secondary, very narrow roads and they both have
12 very narrow bridges. So I'm hoping that there will
13 be a lot of communication and some help with
14 engineering to determine the best detour routes.

15 MR. WIGHT: As part of this process our --
16 myself, Andrew, the region traffic engineers, we will
17 be looking at the detour routes. We'll drive them,
18 we'll make some assessments and be talking to all of
19 the local towns.

20 AUDIENCE MEMBER: (Elizabeth Nevin.) I
21 wonder if you're interested in polling the group to
22 see who is in favor of a new bridge, an old bridge or
23 a rebuilt bridge.

24 MR. WIGHT: I'm going to do that at the very
25 end.

1 AUDIENCE MEMBER: (Elizabeth Nevin.) You're
2 going to do that at the very end. All right.

3 MR. WIGHT: I want everybody to hang on
4 until the end. I want everybody to make their
5 comments.

6 AUDIENCE MEMBER: (Elizabeth Nevin.) I was
7 hoping it was the very end.

8 MR. WIGHT: We're almost there. Any other
9 questions, comments? Anybody want to comment on
10 temporary bridge versus detour or replacement versus
11 new bridge?

12 AUDIENCE MEMBER: Hi. I'm Robin Wilder,
13 South Blue Hill. I have two questions. One is about
14 materials that -- would you be using the same
15 materials and whether it's the replacement bridge or
16 rehabbing the bridge? I mean, I know there are all
17 kinds of modern kinds of concrete and materials or
18 would you just be using older stuff? That is the
19 first question. The second question is the
20 approaches to the bridge, you were talking -- I think
21 you mentioned asphaltting one side for cars to park?

22 MR. WIGHT: Yes.

23 AUDIENCE MEMBER: (Robin Wilder.) Wouldn't
24 that degrade the environment there? I mean, you're
25 not supposed to use asphalt and use gravel or

1 whatever is much better than run -- for run-off
2 purposes.

3 MR. WIGHT: The first question as far as
4 materials, we're going to use somewhat more modern
5 materials if we do the rehab. We'll patch it as best
6 we can. We'll try match the color as best we can,
7 but I can't guarantee it will -- it won't be a
8 perfect match. There will be spots. It will look a
9 little different than the current concrete. I mean,
10 I can't guarantee it's going to be a perfect match.

11 AUDIENCE MEMBER: (Robin Wilder.) No, I
12 wasn't talking about matching, I was talking about
13 longevity. The concrete that you use nowadays is
14 much stronger or different formulas than were used
15 when this was made and rehabbed over the years, are
16 you going to be using the latest materials?

17 MR. WIGHT: We will be using the latest
18 materials on this project.

19 AUDIENCE MEMBER: (Don Mallow.) How much?

20 MR. WIGHT: Basically, we kind of call it --
21 we'll give it a generic name, high performance
22 concrete. It's concrete that's very dense and very
23 strong and holds up better and is more durable than
24 what was used before.

25 AUDIENCE MEMBER: (Robin Wilder.) And it's

1 going to be concrete? The gentleman that was talking
2 about the other materials, the University of Maine
3 Bridge Institute, any of these new materials that
4 could be used for more lasting results?

5 MR. WIGHT: We might consider some new
6 materials. There is also different reinforcing
7 materials and we have been considering a lot more
8 materials than in the past. We'll consider it.

9 AUDIENCE MEMBER: (Robin Wilder.) So
10 because you're giving statements about the longevity
11 of the bridge -- of the new bridge or an older
12 rehabbing bridge you're -- is it because of the rebar
13 underneath or rehabbing the bridge or are you just
14 giving it a 30 or 40 year longevity, is that the
15 reason because of rebar and not other materials?

16 MR. WIGHT: It's the rebar itself.
17 Eventually it does corrode. The current rebar is
18 what's called black bar and there is no corrosion
19 protection on it and it does have a limited life. I
20 mean, we can only patch things so often. And the
21 concrete itself, I mean, we'll patch it and put new
22 stuff, but eventually the older concrete that's on
23 there it will develop cracks, it will get soft.
24 Concrete does have a limited life. It doesn't last
25 forever.

1 AUDIENCE MEMBER: (Robin Wilder.) But these
2 new materials last longer?

3 MR. WIGHT: Yes.

4 AUDIENCE MEMBER: (Robin Wilder.) So when
5 you're talking about rehabbing, you're not going all
6 the way in and sort of rebuilding from the inside?

7 MR. WIGHT: No. it's just pretty much the
8 stuff on the outside and patch it. Your second
9 question, what was that again?

10 AUDIENCE MEMBER: (Robin Wilder.) The
11 second was you mentioned on the north side of the
12 bridge --

13 MR. WIGHT: Oh, the paving.

14 AUDIENCE MEMBER: (Robin Wilder.) -- the
15 paving.

16 MR. WIGHT: Right now on this northeast
17 corner there is quite a bit of erosion because this
18 is a pretty steep hill and, you know, just leaving it
19 gravel is actually probably worse for the environment
20 because this gravel is just washing right down into
21 the Salt Pond and into the ocean. If we pave it more
22 than likely we'll put some curbing around it and
23 some -- a couple of catch basins and the catch basins
24 any sands and stuff would collect -- most of it would
25 collect in the catch basins and not end up into the

1 Salt Pond.

2 AUDIENCE MEMBER: (Robin Wilder.) But you
3 still have cracked asphalt, can't you do catch basins
4 with graveling and curbs and everything? I mean, it
5 just seems like you're making a little city parking
6 lot over there.

7 MR. WIGHT: Well, we want to make something
8 that's stable that is going to last and gravel just
9 isn't going to hold up. It's washing away right now
10 unfortunately. It's a steep --

11 AUDIENCE MEMBER: (Robin Wilder.) There are
12 pavers that grass grows out of it. It's more
13 expensive of course, but.

14 MR. WIGHT: Yeah, there are other products,
15 but they have their own issues. We've tried a
16 product called porous pavement --

17 AUDIENCE MEMBER: (Robin Wilder.) Right.

18 MR. WIGHT: -- but one problem with porous
19 pavement if you don't vacuum it every year the winter
20 sand fills in all of the voids and it doesn't work.
21 So unfortunately there is no perfect fix. Let me go
22 back there first.

23 AUDIENCE MEMBER: I'm Elizabeth Nevin. I
24 just have a question about what we're discussing this
25 paved area and what could conceivably be a paved

1 area. What size is that that you're talking about?
2 In other words, how far up would that go if you did
3 it? Would you simply take what's currently sand and
4 pave it? Would it go further up? Would it be
5 shorter? What area -- what size of an area are you
6 talking about for that? I mean, would it go up
7 across from the beacon that far or how -- yeah, that
8 area. How far --

9 MR. WIGHT: This area right here, I mean,
10 we're essentially just planning -- if we did this
11 we'd have an 11 foot lane, the center of the road
12 would be the same place where it is now --

13 AUDIENCE MEMBER: (Elizabeth Nevin.) Yeah.

14 MR. WIGHT: -- and we'd have like an 8 foot
15 shoulder and we'd pave that and it's pretty much the
16 same area right now and it's over widening and where
17 there's kind of a big shoulder.

18 AUDIENCE MEMBER: (Elizabeth Nevin.) It
19 doesn't seem to be, I mean, I live on the other side,
20 but it doesn't seem that it goes quite that far up,
21 but you're saying you will simply blacktop what is
22 currently white sand and not paved basically?

23 MR. WIGHT: Roughly, yup.

24 AUDIENCE MEMBER: For how many cars?

25 MR. WIGHT: You know, somewhere in the

1 neighborhood of five or six cars could fit in there.

2 AUDIENCE MEMBER: Five or six.

3 AUDIENCE MEMBER: (Elizabeth Nevin.) So
4 that's a lot bigger. And how wide is it?

5 MR. WIGHT: It would be 8 foot wide. It
6 would be an 8 foot shoulder.

7 AUDIENCE MEMBER: (Elizabeth Nevin.) So
8 essentially what --

9 MR. WIGHT: It's parallel parking. I mean,
10 I've seen several times, you know, vans with big
11 trailers and it takes two of them and another car can
12 park there, so roughly five or six vehicles.

13 AUDIENCE MEMBER: (Elizabeth Nevin.) Why --
14 Is that a discussion? I mean, is that negotiable?

15 MR. WIGHT: It's up for discussion. Do you
16 have concerns about it? We're here to capture them.

17 AUDIENCE MEMBER: (Elizabeth Nevin.) Well,
18 my concern is if you're going to put in a new bridge
19 and you're going to encourage people to be
20 pedestrians there and then start building parking to
21 accommodate pedestrians then, you know, 10 years from
22 now we're going to be sitting here now talking about
23 adding more parking spaces to accommodate more
24 pedestrians. So, I mean, I just -- that's my
25 concern.

1 AUDIENCE MEMBER: (Donna Constantinople.)
2 You've done a traffic count, have you done a
3 pedestrian usage that you're showing a trend of
4 greater pedestrian demands? I am trying to figure --
5 I guess what maybe some of us are trying to
6 understand is is this a car bridge or are we looking
7 at a recreational almost tourist attraction that we
8 are looking at over time? Is that what you're -- is
9 that somewhat of your thinking?

10 MR. WIGHT: Well, it's up for discussion. I
11 mean, my impression is this is a tourist attraction.
12 Folks come here for the reversal falls. I've seen
13 tons of kayakers in the summer time, even myself on
14 several occasions, I've seen folks just pull over and
15 take snapshots and folks painting. I mean, it is an
16 attraction. If I'm wrong --

17 MR. LATHE: It's listed as a destination in
18 the Maine Gazetteer as well.

19 MR. WIGHT: Yup, in the Gazetteer.

20 AUDIENCE MEMBER: (Elizabeth Nevin.) No,
21 the question is in deciding to do what you're doing
22 are you encouraging it to be more of a tourist area
23 than a commercial roadway because those two plans are
24 going to collide at some point, those two objectives.
25 I mean, you've got kids now jumping off the bridge

1 while 18 wheelers are going over it and nobody is
2 policing it and it goes on all day long. So, you
3 know, if you're going to encourage more pedestrians
4 and you're going to, you know, encourage the same
5 kind of traffic, put parking in and then what you're
6 saying is what your primary objective is to make it
7 more of a pedestrian -- more of a tourist attraction.

8 MR. WIGHT: Well, I think our thinking is,
9 you know, folks already park here. We're not adding
10 anything, we're just improving it so this whole thing
11 doesn't keep eroding. We're kind of just fixing up
12 what's already there. We're not going to add
13 anything to it. We've got no plans to expand it.
14 Because of all of the issues and historic nature
15 we're really to trying minimize and just maintain
16 what's here.

17 AUDIENCE MEMBER: (Elizabeth Nevin.) Right.
18 But if you're going to build a bridge that attracts
19 more people then you're going to need more parking,
20 right?

21 MR. WIGHT: Not necessarily. I mean, we're
22 pretty much limited on parking because of the
23 physical nature of the site.

24 AUDIENCE MEMBER: (Elizabeth Nevin.) Why
25 don't you add parking on the other side?

1 MR. WIGHT: We're generally trying to stay
2 away from impacts on this side because of the
3 archeological concerns that are here.

4 AUDIENCE MEMBER: (Anne Luskey.) The south
5 side.

6 AUDIENCE MEMBER: I've got a question of
7 sequencing here. The Maine Historic Preservation
8 Commission has to weigh in about the archeological
9 sensitivities of the site, correct?

10 MR. WIGHT: Correct.

11 AUDIENCE MEMBER: Where in the process do
12 they affect your decision about the rehabbing or
13 building a new bridge? You talk about going back and
14 starting preliminary plans so you can come back to us
15 and tell us what you're going to do, but where -- if
16 the Maine Historic Preservation Commission says, wait
17 a minute, you know, you're planning a new bridge but
18 we really think you shouldn't be doing that, what
19 happens?

20 MR. WIGHT: Basically what will happen is
21 after this meeting we'll develop some alternatives
22 and as a Department we'll pick an alternative and at
23 that point we'll present that to the federal
24 historical review process with MHPC. We actually
25 already talked to them some and we're working with

1 the head archeologist. He'll be doing that extensive
2 archeological dig late this year and we're basically
3 waiting for those results and if those archeological
4 resources are very close to the road that will change
5 what we do with our road work because some of these
6 resources can be moved and certain resources if they
7 find are close to the road can't being moved. And
8 we've been told, you know, certain resources, you
9 know, we need to avoid completely.

10 AUDIENCE MEMBER: What's a resource?

11 AUDIENCE MEMBER: (Elizabeth Nevin.) Indian
12 graves.

13 MR. WIGHT: Potentially human remains. So
14 there are federal laws that protect those human
15 remains and we need to basically pretty much avoid
16 them at all costs. That's a key issue we're waiting
17 to find out the results of the archeological dig
18 that's going to be done this year. But once we pick
19 our alternatives then we start a formal process with
20 MHPC looking at both the archeology and the
21 historical issues and they still have the ability
22 like you said, you know, they could say, hey, no,
23 you're not doing this Department or another worst
24 case is, okay, Department you're having an adverse
25 impact but you'd got to mitigate. You've go to do

1 something to improve this site or another historic
2 site, so it's a long, involved process.

3 AUDIENCE MEMBER: (Robin Wilder.) So you if
4 wait to hear, you do your plan -- that's what we're
5 trying to figure out, you do your plan and then hear
6 from them? You don't hear from them first and adjust
7 your plan? It's the chicken and the egg.

8 MR. WIGHT: It's the chicken and the egg.

9 AUDIENCE MEMBER: (Robin Wilder.) That's
10 what we're trying to figure out.

11 MR. WIGHT: We know -- we already know this
12 site -- this bridge is one of their top historic
13 sites. We know that. That's why I'm trying to get
14 feedback on do you folks want to save it or do we
15 pursue some sort of replacement option and it helps
16 us decide, you know, how much do we want to battle
17 with MHPC.

18 AUDIENCE MEMBER: But it could be a moot
19 point if they come back and say you can't.

20 MR. WIGHT: It could be. We could hit that
21 road block.

22 AUDIENCE MEMBER: So in other words, if you
23 say to them we want to build X bridge and they say no
24 because of some archeological remains then you go
25 back to the drawing board, but you make a decision

1 first and then wait to hear from them, that's we're
2 trying to figure out.

3 MR. WIGHT: At some point the Department is
4 going to decide if we're doing this to come up some
5 sort of plan so they can make an evaluation.

6 MR. LATHE: One of the things that they need
7 to know is with either plan we go with what are the
8 actual impacts. We could say that -- so the impacts
9 will be shown on the aerial as to where like the toe
10 of slopes would be or where the final alignment would
11 be and they can look at this map and say, hey, whoa,
12 you know, you've gone too far this way, you've gone
13 too far that way. And so we'll proceed with trying
14 to look at the impacts that we might have an option
15 and they'll look at after they're done their dig as
16 to where they would not like us to be. So they do
17 kind of walk side-by-side until they both meet at the
18 end here and we make a decision. So they kind of
19 need us to tell them what we want to do and they need
20 to look at their dig and say, well, you can't really
21 do this here.

22 MR. WIGHT: It's simple, somebody's got to
23 go first. Here in the middle.

24 AUDIENCE MEMBER: I do just want to clarify
25 one more thing you had said earlier, did you say the

1 construction could only take place between November
2 and March and then it would be idle other months?

3 MR. LATHE: No, in-water work. So if we
4 need to get in the water, put a coffer dam in, do any
5 kind of restoration work with the piers, anything
6 that involves us disturbing the water we're kind of
7 tied to November to March time frame. There can be
8 other activities going on outside of that window as
9 long as we're not in water. So they could erect a
10 bridge if they didn't have to be in the water to do
11 it, they could do approach work or drainage work if
12 they weren't in the water doing it, but as far as
13 being in the water would be limited to that winter
14 season.

15 AUDIENCE MEMBER: (Thom McLaughlin.) There
16 is a vote coming up and from what I think I'm hearing
17 we're going to be faced with two choices, to restore
18 the bridge, to repair the present bridge or to go in
19 favor of a wider bridge using 100 foot concrete
20 precast span with 20 balusters. I wonder if we can
21 have a third choice of another bridge that uses some
22 sort of visual input other than that 100 foot cast
23 concrete beam?

24 MR. WIGHT: We could. I'm looking for
25 suggestions. Your thoughts?

1 AUDIENCE MEMBER: (Thom McLaughlin.) Well,
2 we would like to have that choice because it's --
3 it's a really torn vote that you've heard a lot of
4 good input about, the need for safety, the aesthetics
5 of that area, the economy of the area, but I think
6 we're torn by addressing that in our heart but we're
7 being faced with an incredibly boring option that's
8 going to be placed there. I'd like to have a third
9 choice personally.

10 MR. WIGHT: Okay. Thank you. We'll take
11 that into account.

12 AUDIENCE MEMBER: (Jim Schatz.) Well, I
13 support that because I think I don't know which
14 option to vote for because I want to be able to
15 negotiate some features around either one. So should
16 we -- you come up with plan A because of what other
17 agencies tell us and we want to negotiate some
18 features around that and the same would be true if
19 you come up with plan B. But I think there is a plan
20 C, which would be incorporating features that come up
21 at our discussions, whether it be landscaping,
22 whether it be some other hardware or walkways, who
23 knows, but I would have a hard time making a choice
24 without that opportunity later.

25 MR. WIGHT: Anybody else have a comment or

1 question or concern?

2 AUDIENCE MEMBER: (Robin Wilder.) I'm
3 getting back to a third option, so do you have any
4 other pictures to show us?

5 MR. WIGHT: No, nothing handy.

6 AUDIENCE MEMBER: I think you need a take a
7 vote before everybody wants to leave.

8 MR. WIGHT: Yeah, I'll get to this question
9 here and we'll take a little straw poll.

10 AUDIENCE MEMBER: (Dave Putnam.) I would
11 just like to speak a little bit about the third
12 option C. I think it's a mistake to view the present
13 bridge as nothing but a historical reconstruction
14 project. The present bridge can be recreated on the
15 same footprint as a new bridge, which will have a
16 life span of at least 70 years which will not
17 involve -- possibly it can be done quicker, if it can
18 be built lightweight at the University if it were
19 suggested as a design project, for example. The
20 Civil Engineering Department is top notch at that
21 university and we deserve to use it. The true cost.
22 The true cost of a replacement facsimile bridge
23 compared to what we would have to do to ameliorate
24 the archeological concerns which may come up to what
25 we may have to do to rebuild the road infrastructure

1 that we have to use for detours compared to what we
2 have to do to build a temporary bridge. These need
3 to be factored in as costs of the replacement bridge.
4 I don't think it's fair to the community to only name
5 the cost of the precast concrete as the cost of that
6 bridge because that bridge is actually much greater
7 and I think it needs to be put into the public record
8 so that we can consider that fully. And I would urge
9 you to be able to present the structure that exists
10 now as a candidate for reconstruction rather than
11 rehabilitation. Reconstruction has a 70 year at
12 least. They could do 70 years in '23, you know,
13 can't we do better than that now, you know? It's a
14 possibility, you know. I'd like to be able to
15 consider that possibility instead of chipping away as
16 if it were a Georgia mansion, which we're trying to,
17 you know, people make a lot of money doing that work
18 because I know because I'm sort of at the edge of it
19 and that's not really what we might need to do. I'd
20 just like to present a third option.

21 MR. WIGHT: Thank you. At this point, I'd
22 just like to do a quick straw poll and have folks
23 raise their hand. I think the first, you know, I
24 just want to get a quick vote on is how many folks
25 would prefer a temporary bridge at this site during

1 construction versus sending folks around? Hold your
2 hand up so we can do a count.

3 AUDIENCE MEMBER: (Anne Luskey.) The
4 temporary bridge though there were two options
5 before, one was only --

6 MR. LATHE: I count 34.

7 AUDIENCE MEMBER: (Anne Luskey.) -- EMS and
8 one was everybody, so it's hard to sit here and vote
9 for that.

10 MR. WIGHT: I'll put the caveat for a bridge
11 that takes everybody.

12 AUDIENCE MEMBER: Even large trucks?

13 MR. WIGHT: Yes, everybody including large
14 trucks.

15 AUDIENCE MEMBER: Are we revoting then?

16 MR. WIGHT: Just for clarification,
17 everybody put their hands back up. Who supports the
18 temporary bridge that accommodates all vehicles?
19 Just to clarify, who supports using a temporary
20 bridge versus a detour where the detour accommodates
21 all legal vehicles.

22 AUDIENCE MEMBER: (Thom McLaughlin.) Where
23 the temporary bridge will handle all vehicles?

24 MR. WIGHT: Yes, the temporary bridge can
25 handle all vehicles.

1 AUDIENCE MEMBER: (Robin Wilder.) So we're
2 voting for a temporary?

3 MR. WIGHT: If you support a temporary
4 bridge that is all vehicles.

5 AUDIENCE MEMBER: (David Gray.) So a quick
6 question, why does it have to be commercial vehicles
7 that are allowed to go over it?

8 AUDIENCE MEMBER: Just thinking about some
9 of the signs that there is a limit if the truck is
10 that height then you can't take it, like why can't
11 that be a situation here?

12 MR. WIGHT: The general rule as the
13 Department of Transportation we support all users of
14 the road.

15 AUDIENCE MEMBER: It's a temporary bridge.

16 MR. WIGHT: It's temporary, but this is
17 going to be here for years and there are businesses
18 that have big trucks. They have concerns, too.

19 AUDIENCE MEMBER: So East Blue Hill Village
20 Bridge is shut down to heavy weight limit --

21 MR. WIGHT: Correct.

22 AUDIENCE MEMBER: -- so why does this have
23 to be any different?

24 MR. WIGHT: I happened to be on the load
25 posting committee when we made that decision, you

1 know, that bridge is load posted because it is in
2 poor condition. This bridge is not in poor
3 condition, it can handle all legal loads.

4 AUDIENCE MEMBER: No, we're talking about
5 the temporary bridge now.

6 MR. WIGHT: Even the temporary bridge, you
7 know, we want to support the economy of Maine. We
8 want trucks to be able to go through. There are
9 large trucks that use this. At our last public
10 meeting there were several businesses that use large
11 trucks south of here expressed some serious concerns
12 they'd love to have a temporary bridge. We have to
13 accommodate all truckers. It's hard to be selective.

14 AUDIENCE MEMBER: (Don Mallow.) I have a
15 question about construction sequence. Since the
16 bridge -- the new bridge that you're proposing if you
17 go that route is wider than the existing bridge can a
18 lot of the work be ongoing before the old bridge is
19 taken down? For example, these concrete precast
20 members are being brought in, can they -- you have to
21 build new foundations to support it, right?

22 MR. WIGHT: Yes, we do.

23 AUDIENCE MEMBER: (Don Mallow.) You have
24 to -- and then you're going to have to put beams
25 across that, so a lot of the work seems like it might

1 be able to be done before the old bridge is taken
2 down. Can that be done? From an engineering point
3 of view is that possible?

4 MR. WIGHT: From an engineering point of
5 view a lot of work could be done ahead of time, but
6 unfortunately the site is so tight the strain is very
7 difficult to do a lot of work ahead of time. It's a
8 very narrow roadway through there.

9 AUDIENCE MEMBER: (Don Mallow.) How are
10 they going to get a 100 foot beam down those curves?

11 MR. WIGHT: Very carefully.

12 AUDIENCE MEMBER: Can you finish the poll?

13 MR. WIGHT: Yup. I guess the next big
14 question is -- I'll break it into two parts. Who
15 supports or prefers rehabilitation of the current
16 bridge?

17 AUDIENCE MEMBER: Are we going to have a
18 third option?

19 AUDIENCE MEMBER: Yeah, we're going to have
20 to vote more than once.

21 MR. WIGHT: Okay. I'll do three options.
22 I'm not sure what the third option is. If you would
23 like a poll on that, I don't even know what it is,
24 but who supports rehabbing the current bridge?

25 AUDIENCE MEMBER: What's the third option?

1 AUDIENCE MEMBER: What's the third option?

2 (Several people speaking at once.)

3 MR. WIGHT: Maintain the current bridge and
4 then second option would be replacing with a modern
5 beam type bridge that's 20 foot wide and I'm not sure
6 what the third option is --

7 AUDIENCE MEMBER: (Elizabeth Nevin.) The
8 third option is to recreate the existing bridge.

9 MR. WIGHT: And probably the third option
10 would be to recreate.

11 AUDIENCE MEMBER: And the Town of Blue Hill
12 will pay for that recreation.

13 MR. WIGHT: They would probably pay for some
14 of it.

15 AUDIENCE MEMBER: (Robin Wilder.) So what
16 are the three options?

17 MR. WIGHT: The first option is repair the
18 current bridge, second option replace the bridge with
19 a modern beam type bridge, the third option is
20 basically a modern replica.

21 AUDIENCE MEMBER: (Dave Putnam.) I'm not
22 satisfied with the first statement of the first
23 option.

24 AUDIENCE MEMBER: (Robin Wilder.) That's
25 not what he said.

1 MR. WIGHT: Okay. I'll take suggestions.
2 I'm not sure -- a lot of folks mentioned they'd like
3 a third option that's esthetically pleasing.

4 AUDIENCE MEMBER: Right. Right.

5 AUDIENCE MEMBER: Stop right there.

6 MR. WIGHT: But I'm not sure what that --
7 that can be many different things to many different
8 people.

9 AUDIENCE MEMBER: Reconstruction --
10 reconstructed and esthetically pleasing bridge. Is
11 that the third option?

12 AUDIENCE MEMBER: The replica.

13 AUDIENCE MEMBER: Call the question.

14 AUDIENCE MEMBER: I think people want more
15 options. I think people want not just a choice
16 between A and B.

17 AUDIENCE MEMBER: Yeah.

18 MR. WIGHT: Well, I'm just trying to get a
19 relative feel. It's not set in stone.

20 AUDIENCE MEMBER: What if you have a
21 refurbishment or replacement and you're not satisfied
22 with either or them then it's a third one?

23 MR. WIGHT: Okay. That's probably a better
24 approach. Yeah, we'll do that. Okay. Let's take
25 that approach. Who supports rehabbing the current

1 bridge? Can I get a show of hands?

2 AUDIENCE MEMBER: Wait. Are we getting a
3 third option?

4 MR. LATHE: Rehabilitating the current
5 bridge.

6 MR. WIGHT: Who wants to rehab the current
7 bridge as we talked about?

8 AUDIENCE MEMBER: Can we vote more than
9 once?

10 MR. WIGHT: I'll let you vote more than
11 once.

12 AUDIENCE MEMBER: Okay.

13 MR. WIGHT: Yeah, you can vote more than
14 once. Okay. I want to see a show of hands who would
15 like to see a modern replacement bridge.

16 AUDIENCE MEMBER: (Robin Wilder.) The beam
17 bridge.

18 MR. WIGHT: The beam bridge, 28 feet wide.
19 Who would like to see a third option of some kind?

20 AUDIENCE MEMBER: (Don Mallow.) Of some
21 kind. Everybody raises their hand.

22 AUDIENCE MEMBER: That's all right. It
23 makes them think outside the box.

24 MR. LATHE: I got about 26.

25 MR. WIGHT: At this point, any other

1 comments or questions?

2 AUDIENCE MEMBER: (Peg Petro.) I'd like to
3 invest in the future of our young engineers and I'd
4 like to propose that we meet up with the Department
5 at the University and have some of the incoming
6 seniors do a senior project and come up with a third
7 option with current materials and get it together
8 with the Landscape Architecture Department if they
9 have one and tie it all together.

10 MR. WIGHT: I will talk to the University
11 about that.

12 AUDIENCE MEMBER: (Peg Petro.) And it won't
13 cost us anything because they'll do it pro bono.
14 Senior project with state of the art technology.

15 MR. WIGHT: Yup.

16 AUDIENCE MEMBER: (Peg Petro.) Design
17 concepts.

18 MR. WIGHT: I'm familiar with it. My
19 daughter is going to the University right now.

20 AUDIENCE MEMBER: (Peg Petro.) I'm sorry?

21 MR. WIGHT: My daughter is going to the
22 University and they do what that call a Capstone
23 Project.

24 AUDIENCE MEMBER: (Peg Petro.) Yes, what a
25 great opportunity for them.

1 MR. WIGHT: Any last comments before we end
2 the meeting? Thank you. With that, we'll officially
3 adjourn the meeting and I'll be around for a few
4 minutes.

5

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(Meeting concluded at 8:11 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: August 13, 2015

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August 5, 2015
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February 6,
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