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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE BLUE HILL FALLS BRIDGE

WIN 017712.00

Public Meeting At The Blue Hill Town Office

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on
August 8, 2017, at the Blue Hill Town Office, Blue
Hill, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE:	ANDREW LATHE
FROM HNTB:	TIM COTE
	KEVIN BRAYLEY
FROM FEDERAL HIGHWAY:	CASSIE CHASE

1 TRANSCRIPT OF PROCEEDINGS

2 AUDIENCE MEMBER: (Jim Schatz.) I believe
3 we're ready to begin. As you may know, there was an
4 announcement in one of the papers, I won't mention
5 which one, these was going to be a marijuana meeting
6 tonight as well. So I think we've diverted a few
7 people, but if you are here and wanting to be at that
8 meeting just stay and take the high road actually.

9 (Laughter.)

10 I won't go any further with that sort of
11 thing. But I first of all I want to welcome all of
12 you this evening and I think we have a good
13 representation. Basically, there will be four parts
14 to this meeting. First, will be an introduction. I
15 will introduce the Bridge Advisory Committee and then
16 we'll introduce our DOT team and then there will be a
17 presentation by our engineer that will be kind of a
18 sample of what we have as a committee been -- has
19 been given to us over a period of time. So a lot of
20 the content has been condensed, but you'll see in
21 review what we have absorbed and what we are working
22 with. And then finally, will be -- the meeting will
23 be turned over to all of you and so we'll encourage
24 your questions, your statements, your opinions and
25 whatever you feel comfortable giving at this meeting.

1 And then later at the end of the -- I mean, before we
2 get into the last part, I'll give you some
3 housekeeping instructions since tonight's meeting
4 will be recorded by this wonderful person on my right
5 who is moving those fingers so wonderfully, so we
6 need to speak loudly and maybe not so quickly as
7 we're used to so you can catch everything. And
8 before you do ask a question or say anything, please
9 say your name so she can capture that and then we'll
10 have a publication that will be in print at some
11 level and so that will be exciting and we'll get the
12 residuals.

13 Anyway, that said, I would like to introduce
14 our committee. Last spring we were tasked to
15 organize a committee of up to nine people who would
16 have the interest, the ability and the passion and
17 patience to work on this project to come up with a
18 rehabilitation or replacement plan for the Falls
19 Bridge. So the nine people I'm going to introduce
20 were willing to put forth that effort and I will do
21 it alphabetically because otherwise one gets in
22 trouble. And I do know the alphabet, so if you bear
23 with me.

24 Anyway, Michael Astbury right here is a long
25 time resident, former road commissioner and a

1 wonderful person. I've known him for all of the
2 years that I've been here and of course his knowledge
3 both in terms of his businesses and the offices that
4 he's held go very deep into our fabric.

5 Then I have Deborah Brewster behind me here.
6 Deborah is a select person on the board in Brooklin
7 and is very not only intelligent, but I know she
8 serves her constituents with passion and she brings a
9 good deal of that knowledge and passion to our table,
10 so we're very fortunate to have her as a member.

11 Then we have John Chapman over here. John
12 is not only a resident of South Blue Hill but is
13 deeply engaged in things that pertain to the harbor
14 and the fire company and fire department, so he
15 brings those experiences to the table as well and
16 very important to our view of what might happen in
17 the future.

18 Then Lynn Clark. And Lynn, again, has deep
19 roots in Blue Hill, been associated with the historic
20 society and with the cemetery committee for years and
21 she's a go to person if you want any old pictures.
22 She has a little portfolio that she carries around I
23 think. I'm not sure, but I bet you do.

24 Bill Cousins is our road commissioner, a
25 good friend, a colleague and talk about a go to

1 person, he's on the spot and with many things that
2 come up I personally trust him to take on any task
3 with short notice. So it's good to have somebody
4 with those capabilities, his knowledge, not only as
5 road commissioner, he has all of the plowing
6 experience he would ever want to have and probably
7 more, so he brings that to our table.

8 An Vaughn, Vaughn Leach, my friend and
9 colleague is a selectman. It's an honor and
10 privilege to serve with him on that board and he too
11 with his business -- he started a business here in
12 town, spun it off and also has a business that's
13 related. He's very familiar with the capacity and
14 limitations and challenges of our road system, so he
15 also along with his governing expertise brings very
16 much important things to our table.

17 And then we have Steve Rappaport, who is
18 right behind me. Oh, no, he's over there. No, don't
19 get behind me. Anyway, Steve is a reporter for the
20 Ellsworth American and literally covers the
21 waterfront. He lives in East Blue Hill and is a good
22 voice and gives context to a lot of things that we've
23 been talking about, so it's not only exciting to have
24 his input but very comfortable to have him as a
25 member of our committee.

1 And then we have Lori Sitzabee, who Lori is
2 our director of the Peninsula Chamber of Commerce.
3 Lori is a more recent -- she came here more recently,
4 but she hit the ground running and is an incredible
5 advocate for our visiting community and for our
6 business community and I really appreciate her
7 perception and that she can bring to this whole
8 effort.

9 And then finally, but not least, Karen
10 Wyatt. Karen, a resident of South Blue Hill, very,
11 very -- she networks very well. If you need a
12 petition over night of hundreds of people, Karen can
13 make that happen and so -- and I've seen it in work.
14 But her knowledge and her contact with the
15 constituent base over there is so incredibly useful
16 to us and it's greatly appreciated.

17 So that's our committee and I thank them
18 and, again, it's an honor to be part of this as the
19 facilitator. So that said, I will introduce Andrew
20 Lathe, who is the administrator, I would guess, or
21 the engineer -- how do you phrase your --

22 MR. LATHE: Project manager.

23 AUDIENCE MEMBER: (Jim Schatz.) Yeah.
24 Okay. Well, he's in charge of all things that
25 pertain to DOT and he's our go to person and provides

1 tremendous support. I've been very impressed with
2 the expertise and the follow through that DOT has
3 given us. Andrew is -- well, how would you
4 characterize yourself, obsessive compulsive, which is
5 really a good thing to have somebody working with
6 you.

7 MR. LATHE: And now I'm nervous.

8 (Laughter.)

9 AUDIENCE MEMBER: (Jim Schatz.) So that,
10 again, has brought so much support to us that I don't
11 think we have ever had before, so I thank Andrew.
12 Andrew will introduce his team and then we'll move
13 forward with the program.

14 MR. LATHE: Great. Well, thank you very
15 much, Jim. With me tonight I have two consultants
16 from HNTB, the designing consultant that we have for
17 this project, and with me is Tim Cote and Kevin
18 Brayley. I, myself, will give a brief introduction
19 for a few slides. Tim will give the bulk of the
20 presentation and then we will move on to more of a
21 question and comment period, sort of a dialogue
22 between the community and the Bridge Advisory
23 Committee as well as myself and HNTB. And we also
24 have a representative from Federal Highway, Cassie
25 Chase is here somewhere in the back from Federal

1 Highway.

2 I do have a couple of housekeeping items if
3 you folks are interested. On the way in you may have
4 seen -- hopefully you all picked up this handout. It
5 kind of provides information on the specifics or the
6 terminology for bridge parts and components. As Tim
7 goes through his presentation he'll be referring to
8 these items, so they're available on either side of
9 the door in the entryway. Also, and I bring these to
10 all public meetings, we have our State of Maine
11 Landowners' Property Acquisition Process for any
12 right of way process. If anybody has any questions
13 about it, we bring this to all public meetings
14 whether we have any right of way concerns or not. I
15 have also Civil Rights Title VI Program information
16 from the Department of Transportation. Again, that's
17 available to pick up. And also some people don't
18 like to speak in public or ask questions in public,
19 so if you want there are envelopes in either entryway
20 if you want to take them with you, it's addressed
21 directly to me. There is a question or a comment
22 card in there, you fill that out, put it in the
23 envelope and it will come directly to the Bridge
24 Program and we'll get your comment from there. There
25 are other public outreach opportunities and I'll

1 present those in one of our slides coming up. Also,
2 there are notices that people might have seen in the
3 newspaper or may have gotten in the mail if you're an
4 abutting property owner or a local official you may
5 have gotten one of these in the mail. The benefit to
6 this is this is just the meeting announcement
7 information, but it has my contact information as
8 well as the bridge project information number on it.
9 We have sort of a project identification number and a
10 bridge number and I also have my business cards back
11 there. So I just wanted to show you all that if
12 you'd like to take some of that with you when you go.

13 And I'll go ahead and start with the
14 presentation. So the intent for the meeting from the
15 Department's standpoint really is to update the
16 public on the project activity since the last public
17 meeting, which we had two in 2015. We also want to
18 kind of explain the creation and goals for the Bridge
19 Advisory Committee. And also, Tim will be going
20 through and identifying the rehabilitation and
21 replacement options that are currently being
22 considered. It's not a finite list, it's just our
23 starting position. I would also want to really
24 provide an opportunity for the public to ask
25 questions and make comments for further consideration

1 for the Bridge Advisory Committee and the Department.
2 What we won't be doing at this meeting though is
3 going into very much for specifics on rehabilitation
4 or replacement design, so you won't get a lot of red
5 meat out of this meeting with respect to that because
6 we want to try to provide as much opportunity to have
7 a dialogue between the community and the bridge
8 advisory group.

9 So a little bit of the project update. As I
10 stated, we had two meetings back in 2015, one was in
11 August and one was in November. Mike Wight was in
12 attendance with me at both of those meetings and we
13 found from the first meeting in August there was a
14 strong sense of preservation and that rehabilitation
15 of the structure was a very important aspect to the
16 community, a very important goal. We came back in
17 the November time frame and it was a different
18 temperature in the room. There was a lot of focus on
19 safety concerns. As you know, it's a narrow bridge
20 and there is a lot of pedestrian activity in the
21 area, so there was a lot of -- a lot of emphasis on
22 trying to improve site safety whether that was a
23 rehabilitation or replacement option was arguable
24 from the sense that we get from that meeting.

25 Now, since 2015 there has been two

1 archeological investigations. One was done in the
2 summer of 2015 and that was to try to determine the
3 extent of a 1936 excavation done on the Nevin site
4 and really kind of identify where the outer limits of
5 that site is located. Then they came back in the
6 summer of 2016 to test the other two corners, which
7 would be the northwest corner of the bridge and the
8 southwest corner of the bridge to see if there were
9 any evidence of habitation over there and of course
10 they did find a few things. Tim will go into more
11 detail, but of interest on the northwest corner was
12 an old wigwam foundation and the foundation
13 potentially for the Roundy homestead.

14 So we took a look at what we got for
15 responses from the two public meetings. It was kind
16 of mixed. And then we took the information that we
17 got from MHPC, the Maine Historic Preservation
18 Commission, and decided that we really kind of needed
19 to reboot this public process. We had already had
20 two public meetings, but we thought with the
21 environmental or historical and archeological
22 implications and really not having our pulse on the
23 direction from the community we thought we'd open it
24 up and have a more controlled Bridge Advisory
25 Committee process where these folks can represent the

1 community, we can query them with questions and they
2 can give us ideas and we'll get more of a -- of a
3 flavor from the community standpoint on the needs at
4 this location. So essentially that's why we wanted
5 to form the Bridge Advisory Committee to -- instead
6 of coming back in a big public process like we're
7 doing today, have a more in-depth focus discussion
8 with a smaller group.

9 So these are essentially the Bridge Advisory
10 Committee goals. These are the kind of goals that I
11 put together back at the onset back in the March or
12 April time frame and it's really to have these folks
13 identify all of the project constraints as best we
14 can, help us to identify the community problems and
15 needs at the site and also to understand, this is
16 important, to understand the National Environmental
17 Policy Act decision-making process, which Tim will go
18 into much more detail on, but there is federal money
19 involved in this project, so we need to take serious
20 consideration of all options and their impacts to the
21 community and to any historic properties that might
22 be out there, so we definitely wanted to walk through
23 with a slow and methodical approach to come into a
24 final conclusion or final alternative. Also, we want
25 to challenge the design team to bring us all

1 reasonable options and I think they can speak on my
2 behalf that we certainly do want to hear all options
3 out there and make sure when we come back with a
4 preferred alternative that is selected from the
5 Department or Federal Highway's standpoint that we
6 haven't missed something, that there is not an idea
7 in the community that got overlooked, so we really
8 want to get all ideas out on the table.

9 Let's see. Also, they're going to assist us
10 in the creation of an alternative design matrix, so
11 we're not going to go into too much detail about that
12 tonight, but an alternative design matrix essentially
13 is a spreadsheet of options across the top and
14 impacts along the side and we populate it based upon
15 what we know from engineering standards and from
16 impacts and it will lead us to a path of which is the
17 most or least harmful option. So they're going to
18 help us -- assist us in putting together that design
19 matrix. Also, to support the broader public
20 outreach, which is something we're doing today and
21 maybe help us participate in and then should they be
22 willing to continue this advisory process right
23 through preliminary and final design, which is going
24 to be the stages of the design for the rehabilitation
25 or replacement option once we've come to a preferred

1 alternative.

2 I mentioned earlier there is other
3 opportunities for public process and public outreach.
4 Our public -- our Bridge Advisory Committee meetings,
5 they are open to the public. There has been a pretty
6 decent turnout that we've had. If you're interested
7 in attending any of these, please refer to the Blue
8 Hill town website, which should give you the most
9 current meeting dates as well as the meeting minutes
10 are posted on the town website. And also on the town
11 website is a link should you decide to leave a
12 comment, you can click on that link, it will ask you
13 for a little bit of information and it will send your
14 comment directly to me and to Michael Wight, who is
15 in the Bridge Program as well. I then take those
16 comments and bring them to the Bridge Advisory
17 Committee. They're anonymous when they go to the
18 Bridge Advisory Committee and they can be shared with
19 the community, also anonymous, but it's another
20 avenue for you to provide an opinion, comment
21 electronically if you so wish.

22 Let's see. Also, the Bridge Advisory
23 Committee, they're up here today, but they're also
24 available able in the public. They're around, so if
25 you see one in the grocery store getting groceries by

1 all means feel free to give them your opinion. And I
2 do promise the Department will -- we'll hold future
3 public meetings especially when we come back to
4 discuss a selected preferred alternative.

5 So with that, I am going to hand the
6 controls over to Tim Cote, who is going to talk about
7 the existing conditions of the Falls Bridge.

8 MR. COTE: Thank you, Andy. Thank you,
9 everybody. It's great to see a nice turnout tonight.
10 I'm excited to see the participation here in this
11 project. It's a really interesting bridge and
12 project to be part of and we're appreciative of that.

13 I really want to cover a couple of things in
14 my part of the presentation. The first is to provide
15 a little bit of background on the bridge itself and
16 primarily its condition because that really provides
17 the foundation for why are we here completing this
18 project, what is it that brought this project forward
19 in MaineDOT's program to have something done. I want
20 to talk a little bit about the site condition, the
21 features that we need to be aware of as we develop
22 this project. We want to talk about the federal laws
23 and regulations that this project needs to be
24 developed in consideration of and then move into some
25 potential options that we'll be evaluating as part of

1 the project and what that process may look like
2 moving forward.

3 So I'm going to start here with the
4 discussion of the load rating that our firm is
5 currently working on and I start with this slide and
6 this topic only because it provides an opportunity to
7 talk about the tied arch and its components, which is
8 going to be helpful as we talk about the bridge
9 condition slide later on. So in this slide here you
10 can see that there are several primary components
11 that are part of the tied arch bridge. This bridge
12 is a tied arch and several primary components make up
13 the structural system of tied arches. That primarily
14 includes the orange highlighted arch rail, right.
15 This is one of the main carrying components. And
16 then highlighted in blue is the tie girder. This is
17 sort of like the bow in the bow string, that really
18 holds the arch together and makes the structural
19 system. Additionally, we have these hangers that
20 come down vertically highlighted in yellow that
21 support the bridge deck underneath and the floor
22 beams that generally run underneath the bridge
23 between those hangers, right. So these primary
24 elements, these arch ribs, the tie girders, the
25 hangers and then the floor beams are the primary

1 structural components of this bridge and they're the
2 ones that we really want to understand the condition
3 of and the load capacity. So that's why as part of
4 this project we're taking into consideration the
5 inspection data available, but we're also looking at
6 the capacity of these elements because if we find
7 that the bridge does need to be strengthened we would
8 need to work that into any type of bridge
9 rehabilitation options to evaluate. So we're
10 currently working on that load rating analysis now.
11 We're going to see how much capacity, how heavy a
12 vehicle can this bridge take. It's important to know
13 and we'll know that. We're not there yet. This is a
14 fairly detailed evaluation that we're working through
15 and we should have the results in the next few
16 months. So that's part one of understanding the
17 existing bridge.

18 The second part is looking at existing
19 conditions and every other year or every two years
20 MaineDOT completes a bridge inspection for all of the
21 bridges in the state's inventory and they look at
22 several primary components of the bridge. They look
23 at the superstructure, right. In this case, that's
24 the tied arch component. They look at what we call
25 the substructure or the foundation supporting the

1 bridge. And they also look at the bridge deck, which
2 is the roadway surface that vehicles drive on. And
3 all of those receive a condition rating that helps us
4 engineers understand the condition of that, right.
5 So when we look at the superstructure for this bridge
6 the last inspection that was completed in 2016 rated
7 the superstructure as being in fair condition, right.
8 So that's a mediocre type condition. It's somewhere
9 between poor and satisfactory condition, right. So
10 that's the middle of the road rating-wise. And
11 that's some of the reasons why the superstructure
12 received this rating is there is a number of cracks
13 in the concrete. They don't show up too well in this
14 particular picture, but you can see the cracking and
15 the staining on the surface is indicative of the fact
16 that this concrete is deteriorating and is in need of
17 some repairs.

18 As we look at other portions of the tied
19 arches and another photo of the arch rib down at the
20 roadway surface and as you can see the blowup here on
21 the right-hand side there are some rather large
22 cracks that go right through the top of that arch
23 rib. The reason for that is we believe the
24 reinforcing steel that's encased within that concrete
25 has corroded. When reinforcing steel corrodes it

1 expands significantly and those forces actually push
2 the concrete apart and what we're seeing here is
3 actually cracking develop just from those forces
4 pushing the concrete apart from the inside out. So
5 those are some things to be aware of. And also when
6 we look at the tie girder, this is the west side of
7 the bridge, we see what we call spalling or the areas
8 of the surface of the concrete is falling away. And
9 we also see some pretty extensive cracking and
10 moisture throughout. So this tells us that the
11 superstructure certainly is in need of some repair
12 and is what led to the fair rating that it received.

13 Perhaps the part that most people are
14 familiar with is the roadway deck, right, what you
15 drive across every day if you go across this bridge.
16 The deck is rated in poor condition. This is the
17 lower end of the condition spectrum and that is
18 because we see there is large areas of cracking along
19 the bridge deck primarily along the center line of
20 the roadway and also near the abutments. When we go
21 underneath the bridge though it's even more
22 pronounced. So the view that most people don't get
23 often is this view from underneath and you can see
24 that there is extensive cracking. The reinforcing
25 steel has actually been completely exposed and is

1 corroding. This puts the bridge deck in the poor
2 condition category.

3 The third and final component that I want to
4 talk about the bridge condition rating on is the
5 substructure and there are several parts of the
6 substructure I want to talk about this evening. The
7 first is this retaining wall system that supports the
8 roadway. One of the things we know is there is large
9 tidal variations at this bridge and we actually see
10 that water actually goes right through this abutment
11 or, excuse me, right through the roadway underneath
12 the roadway on the north approach of the bridge and
13 literally squirts out the stones on the other side.
14 And this is because over time those tidal forces have
15 penetrated through those materials, they've washed
16 the fine grain materials out of the fill and has
17 basically left a series of voids that allows this
18 water to pass through. This can eventually lead to
19 movement of the stones that make up the retaining
20 wall, can cause settlement of the roadway. It's
21 something that would need to be addressed as part of
22 the project. There is ways to do that, we just need
23 to understand that.

24 Additionally, on the substructure if we move
25 towards the parts that actually support the bridge,

1 right, so these are the foundations that support the
2 bridge roadway. We have the stonework underneath and
3 then we have these concrete caps. So this concrete
4 cap here is the top portion over the granite and you
5 can see the top is heavily cracked. This is the tied
6 arch up here that rests right on top of it. There is
7 extensive cracking and deterioration of this concrete
8 cap and it needs some significant repair as well.
9 And then when we look at the stonework, we actually
10 see there are these large gaps that started
11 developing in the stones because they're actually
12 beginning to shift. And the reason we believe that
13 that is occurring is this particular abutment, this
14 is the south abutment here, is not entirely founded
15 on bedrock. So there is a layer of soil between the
16 bedrock and the stone foundation that over time these
17 currents have washed that material away and led to
18 movement of the abutments. So these findings here
19 put the substructure for the bridge in a poor
20 condition as well. So these are all things that the
21 team needs to be aware of and thinking of as any type
22 of bridge rehabilitation is considered. We'll have
23 to work those into the scope of work. Also, on the
24 top of the abutment here, this is the roadway side,
25 you can see the extensive cracking at the top of the

1 concrete, so this portion here that we were just
2 looking at is also -- this is the top of that
3 concrete and you can see there is some significant
4 deterioration. All of these are things that could
5 be, you know, resolved as part of a rehabilitation
6 project, but we just need to understand what the
7 process would be, how that would be constructed and
8 what that might mean in terms of construction and
9 time frame, costs, impacts to the natural
10 environment, et cetera. So that's a little bit about
11 the bridge.

12 Let's talk about the site because there is a
13 lot of interesting things going on at this particular
14 site and let's start with archeology. There are two
15 or actually three archeological sites at this
16 location. So the first is in the northeast quadrant,
17 what we refer to as the Nevin site, and this is the
18 most significant site in the project area. This is a
19 prehistoric site dating back about 4,200 years. And
20 a lot of these coastal sites over time because sea
21 levels have risen over the course of hundreds of
22 years have been washed away due to that sea level
23 rise, so this is actually one of the very few
24 remaining coastal sites of this type in -- certainly
25 of the type in the State of Maine and for that reason

1 this site is really significant. It's eligible for
2 National Historic Register. And this site was
3 actually discovered shortly after the bridge was
4 built in 1936-1937. It was a fairly significant
5 archeological excavation that was completed here to
6 assess what's there, but as part of that excavation
7 they did not take all of the materials out and bring
8 it somewhere else, you know, a lot of those artifacts
9 remain there today and for that reason major impacts
10 to this site really aren't permissible. And we use
11 the term major, but in this particular case adding
12 anything more than several inches to a foot of fill,
13 you know, within a couple of feet within the existing
14 toe of embankment is probably not acceptable in this
15 particular case. So what that informs us as the
16 project team is that any significant work beyond the
17 existing toe of the embankment here in the northeast
18 quadrant is probably not permissible.

19 On the other side of the roadway we have two
20 sites of significance, the Luskey site and the Roundy
21 site. The Luskey site is a prehistoric site. There
22 was the wigwam foundation that was discovered last
23 summer that Andy referred to. This dates back about
24 2,000 years. So there is a wigwam foundation and a
25 hearth there. In addition to that, nearby, just a

1 little bit further to the west is the Roundy site.
2 And the Roundy site is the old homestead of John
3 Roundy, who was believed to be the first settler of
4 Blue Hill, which dates back to about 1762 to 1771.
5 So these sites are also significant. They're not
6 quite as significant or sensitive as the Nevin site
7 and for that reason we can actually do a little bit
8 of work on the west side of the roadway, it would
9 just mean that any disturbance there would require
10 either an archeological excavation and recovery of
11 those artifacts or protection and covering those over
12 so they're not damaged and disturbed if the work is
13 temporary in nature such as a temporary detour. So
14 we have a little bit more flexibility on what could
15 happen on the west side of the roadway, but it is
16 certainly something that we would need to be aware of
17 as we work through this project.

18 There is also historic conditions here. The
19 Blue Hill Falls Bridge is part of a historic district
20 and to have a historic district you need three
21 historic properties. And in this particular location
22 the historic properties are the Wakonda residence,
23 the Arcady residence and the Falls Bridge itself.
24 All three of these are historic structures that are
25 eligible for the National Register and the three of

1 them comprise the historic district on this project.
2 So if we change the Falls Bridge and we alter its
3 historic nature that is something that would need to
4 be mitigated because now it affects the entire
5 historic district and it's something we need to be
6 aware of as we advance this project.

7 There is a number of environmental site
8 constraints. We have natural resources including
9 coastal wetlands, so the area between the high tide
10 and low tide lines, that's called the coastal wetland
11 area, impact or disturbance of that will need to be
12 addressed. We have a number of fish species, several
13 of which are endangered species, so Atlantic salmon,
14 alewives, eels, elvers all could potentially be
15 traveling through the bridge opening and swimming in
16 and out of Salt Pond. They haven't identified all of
17 those species at present, but there is the
18 possibility they could be in this area so they need
19 to be treated as though they are. Shellfish and
20 waterfowl, scallops, soft shell clams, over wintering
21 eider duck population, a number of species use this
22 area. It's really a biologically diverse area.
23 Marine mammals, there is a number of seal haul-outs
24 nearby that we are aware of as well as the Northern
25 Long-Eared Bat, which is a threatened species that

1 affects when tree clearing can occur as part of the
2 project. So all of these are environmental
3 considerations that need to be taken into
4 consideration.

5 In addition to the archeological, historic,
6 environmental aspects there is also some things just
7 about the structure itself that's interesting. The
8 first we want to talk about is hydraulics. A couple
9 of interesting points here, the freeboard, what we
10 call freeboard on the structure is the distance from
11 the bottom of the structure to the highest water
12 level. In this particular case, that's about 6 feet
13 and that's okay for today. I'll jump to the bottom
14 of the slide here, but we recognize that, you know,
15 sea levels may rise over time and as we develop this
16 project we want to be cognizant of that and if we're
17 looking for a long-term solution here, if we can
18 raise the existing bridge or raise a new bridge
19 higher, provide more freeboard that's something that
20 the project would look to do or see if it's practical
21 to do that. But the thought is at a minimum the
22 existing freeboard would be maintained at 6 feet, all
23 right, we wouldn't want to decrease that or go any
24 lower than that. We also notice with the existing
25 bridge opening that it's only about 100 feet wide and

1 about 6 feet deep at low tide and we know that's a
2 really large impoundment. Salt Pond is a fairly
3 large body of water. It's about a mile -- one square
4 mile in area and when we have that volume of water
5 coming in and out with the tide it creates this
6 hydraulic feature that I think folks are very
7 familiar with, right. We have high flow velocity
8 being passed through a very tight constricted opening
9 and it creates these rapids through the area that
10 really generate a lot of interest. It's good for the
11 biologic diversity of the ocean. It's very poor
12 feeding eider ducks and things of that nature. But
13 it also draws people that are sight seers,
14 recreational users such as kayakers and other water
15 sports and it really becomes a draw for the community
16 and you folks certainly know this. In addition to
17 those water sports there is bird watching, there is
18 sight seeing and then there is bicyclists and
19 pedestrians that just walk across the bridge on a
20 daily basis, so this particular feature brings a lot
21 of interest to the project.

22 I want to touch briefly on subsurface soil
23 conditions. As part of the project earlier on this
24 spring they completed some geotechnical
25 investigations. They actually drilled down through

1 the roadway through the fill on the approaches and
2 went down to bedrock and that helps us as engineers
3 to understand the characteristics of the soil that
4 support the roadway, where the bedrock is, how deep
5 it is, the competency of the bedrock, but it also
6 tells us things and confirms our beliefs with respect
7 to the washed out fill on the north side of the
8 roadway that's allowing the water just to pass
9 underneath, right, those samples confirm that, yes,
10 in fact, there is -- there are voids. It also
11 confirmed that on the south abutment we have a layer
12 of soil between at least a portion of that south
13 abutment and the bedrock and when you take high flow
14 velocities and soil that leads to what we call scour
15 or just the washing away of the materials from
16 beneath the structure and that is important
17 information that we will take into consideration.

18 Right of way and utilities. There is a 66
19 foot wide right of way on this project and the
20 roadway actually meanders within the right of way.
21 And what I mean by that is that the roadway and
22 bridge is not always centered within the right of
23 way, right. So depending on where you are along the
24 roadway, you might be a little bit to the right or a
25 little bit to the left of the center line of the

1 state's right of way here. Sometimes in some
2 locations that may work to our advantage and in some
3 locations that may not. Our goal will be to try to
4 stay within the state's right of way to the extent
5 practical whatever the solution may be. That's not
6 always possible, but the state does have a defined
7 right of way process for dealing with those
8 situations. Additionally, there are aerial utility
9 lines that cross over from the east side on the north
10 end of the bridge to the west side and you can see
11 they actually go overhead about 10 to 15 feet west of
12 the existing bridge. Those utilities will likely
13 need to be adjusted or changed in some manner as part
14 of the project because they are very close to the
15 bridge and whether the bridge is replaced or
16 rehabilitated having construction workers and
17 equipment in very close proximity to electrical lines
18 is not desirable. So some utility adjustments will
19 likely be required and, again, the Department does
20 have a defined utility coordination process to make
21 sure that is worked through thoughtfully and we
22 minimize the disturbance as a result of that work.

23 A couple of facts about the bridge. It's
24 100 feet long from abutment to abutment, so the main
25 span, the tied arch itself is about 100 feet long and

1 we've got 100 feet of approach structure or approach
2 causeway on the north side and about 30 feet on the
3 south side. And the curb-to-curb width here is about
4 20 feet and I think most folks recognize it's a
5 fairly narrow bridge. It actually matches pretty
6 well into the roadway, which is actually a little bit
7 more narrow. The roadway pavement is about 20 feet
8 wide, so it's pretty consistent across the corridor.
9 We do recognize that the bridge width is more narrow
10 than current state standards. So current state
11 standards would say that the roadway -- a new
12 structure might be 24 feet wide for roadway width,
13 but that doesn't necessarily mean that the existing
14 bridge can't stay 20 feet long -- 20 feet wide,
15 rather. And the reason for that is we look at the
16 crash history and the traffic at the site is about
17 1,730 vehicles per day and we look at the crash data
18 and this is a database of reported accidents that
19 occurred at the site and we don't see a significant
20 history of accidents over the last three year period
21 that would indicate that the narrow bridge is
22 creating a condition that at least has resulted in
23 accidents at the project site. So, you know, as
24 engineers and working with the Department we have the
25 ability to rationalize and take a judgement-based

1 approach and say, okay, this bridge is more narrow
2 than modern standards but perhaps that's acceptable
3 and, right, and that's something we would evaluate as
4 part of the project.

5 A few miscellaneous features. So here we've
6 got the right of way line shown in red. The green
7 represents the existing embankment for the roadway
8 and the brown areas here represent some wide gravel
9 shoulders. So on the north side we have these wide
10 gravel shoulders on both sides which is used as an
11 informal parking area. Additionally, we've got some
12 granite steps that go down to the west side of the
13 bridge at the north abutment and also a more informal
14 footpath to the water on the northeast side. We'll
15 be working with the Bridge Advisory Committee to
16 understand if these features should be maintained,
17 perpetuated, modified in some manner as part of the
18 project.

19 So what does all of this information mean,
20 the bridge condition, the historic, archeological,
21 all of those things, those are all things that need
22 to be evaluated and considered and worked together
23 with a couple federal regulations and processes that
24 dictate advancing these projects, right, and then
25 regulatory constraints that we need to work with.

1 These all fall under the National Environmental
2 Policy Act or what we commonly refer to as NEPA. And
3 NEPA is essentially an umbrella policy meant to
4 ensure that all of these individual federal
5 regulations are properly adhered to as part of
6 project. And the ones that apply to this particular
7 project are highlighted in green and we'll talk about
8 those as part of the -- as part this presentation.
9 But essentially, NEPA requires that we develop and
10 analyze a reasonable range of alternatives, so it
11 means that we can't come in and say we just want to
12 do X and evaluate just that. It means we need to
13 come in and evaluate X, Y, and Z and then evaluate
14 those against the range of environmental effects,
15 right, and the effects that those have on
16 archeological, environmental, historical, et cetera,
17 and we analyze each of those options and what the
18 impacts are. And then where we find that there are
19 impacts the team works to minimize those impacts and
20 if they can't be minimized, the team would have to
21 mitigate the adverse impacts, right, and we can
22 minimize them by minimizing or just avoiding the
23 impacts all together. In some cases, we may -- that
24 may dictate that we repair or preserve the bridge.
25 In some cases, if that's not possible compensation

1 may be required and compensation is not necessarily
2 monetary, it could be recording and documenting the
3 existing bridge if it were to be replaced and putting
4 up some signs and placards to document the history of
5 site. So there is a process and we're working
6 through this and we'll talk about that a bit more.
7 In addition, there is a requirement for a public
8 involvement process that's part of the meeting here
9 tonight, the involvement of the Bridge Advisory
10 Committee is part of the NEPA process. And then
11 there is also there compensation with various
12 agencies including the Maine Historic Preservation,
13 U.S. Fish and Wildlife and other parties that
14 regulate the resources at this particular site and
15 then the document -- we have to document the
16 outcomes. And what this means is when we follow
17 through this process, this process and the
18 requirement that we adhere to this can influence the
19 outcome of the project and this is one case where
20 that may be so.

21 So let's talk about the individual
22 regulations that NEPA is covering in this particular
23 case. So the first is Section 4(f). And forgive me,
24 but I am going to read this because I don't memorize
25 it, but 4(f) essentially stipulates that the Federal

1 Highway Administration and other DOT agencies cannot
2 approve the use of land from publicly owned parks,
3 recreational areas, wildlife and waterfowl refuges or
4 public and private historical sites unless the
5 following conditions apply. And I'm going to pause
6 there to say the historical site in this particular
7 case is the Falls Bridge, which kicks us into the
8 4(f) category. So they apply -- the following
9 conditions apply: There is no feasible and prudent
10 avoidance alternative to the use of land and the
11 action includes all possible planning to minimize
12 harm to the property resulting from such use or the
13 Administration determines that the use of property
14 will have a de minimis or a trivial or minor impact.
15 So that's a requirement that we need to adhere to and
16 we need to work through that as part of this project,
17 right, and understand what are the ways that we
18 could -- what are the feasible and prudent measures
19 to preserving the existing bridge, do these prudent,
20 feasible measures exist and can those be built in a,
21 you know, are they reasonable alternatives and that
22 needs to be evaluated as part of this.

23 Section 106 of the National Historic
24 Preservation Act. As part of the historic nature of
25 this bridge FHWA with MaineDOT will be working with

1 the Maine State Historic Preservation Office and
2 others to understand any changes to the bridge and
3 whether they create any adverse effect on the
4 project. And that could be rehabilitation to the
5 bridge, changing the railing system, now you've made
6 the bridge look a little different, that's an adverse
7 effect, and the parties would need to get together to
8 determine, you know, is that, in fact, an adverse
9 effect and, if so, you know, how should that be
10 mitigated, how should that be addressed, is that
11 reasonable, is that acceptable? Examples of adverse
12 effects are takes, removal, demolition and these can
13 also include atmospheric, audible and visual elements
14 as well. If you change the appearance of it, you
15 know, that can affect it. And then obviously change
16 if you -- if you take a bridge from a highway
17 structure and convert it into something completely
18 different, you know, that may be considered a change
19 of use. So where adverse effects cannot be
20 reasonably avoided mitigation of the effects is
21 negotiated by MaineDOT, FHWA, the State Historic
22 Preservation Office and the Tribal Historic
23 Preservation Officers in order to determine, you
24 know, what's the right path forward in that
25 particular case.

1 And the last one is natural resources.
2 There is a number of federal laws that regulate
3 natural resources including Section 7 of the
4 Endangered Species Act, the Marine Mammal and then
5 the Magnuson-Stevens Fishery Conservation and
6 Management Act. These are really geared towards
7 protecting habitats for those species and not doing
8 activities, either permanent impacts or temporary
9 impacts, and activities that might damage the habitat
10 or actually injure the species, the fish, the seals,
11 et cetera, themselves. And it essentially requires
12 that those impacts be avoided and if they can't be
13 avoided that they be minimized. So an example of
14 this is if there is a temporary bridge that's built
15 here and there is fish going through the waterway, we
16 know there are certain times of year that fish spawn
17 and they just may require that that in-water work to
18 construct a temporary bridge occur during a certain
19 time of year when we know the fish are less likely to
20 be there and they're less sensitive to the
21 disturbances, so that's an example of how those
22 impacts could be avoided or mitigated.

23 So in understanding that we need to evaluate
24 the range of alternatives, we've been working with
25 the Bridge Advisory Committee to understand what is

1 that range of options, what should be on the table.
2 Right now, there are three primary alternatives that
3 we are evaluating. We have actually not started them
4 because it was just the last Bridge Advisory
5 Committee two or three weeks ago that we actually
6 talked about this. You know, up to now we've been
7 talking about a lot of the background information
8 that we've just shared up until this point, but the
9 three options that have been identified thus far is
10 bridge rehabilitation, right. So we're looking at
11 ways to preserve the existing bridge in a similar
12 fashion how it is today. And then bridge replacement
13 with either a traditional girder bridge similar to a
14 lot of the modern highway bridges that you would see
15 where you have a concrete girder or a steel girder
16 supporting the concrete roadway deck. That
17 particular option would have esthetic enhancement.
18 We recognize the, you know, the esthetic value that
19 the tied arch has and the thought is that any girder
20 bridge we have would have esthetic enhancements to
21 have it reflect the nature of the community that it's
22 within. And then thirdly, a tied -- excuse me,
23 secondly, for the bridge rehabilitation a tied arch
24 bridge, a modern version of what's there today either
25 constructed with steel or concrete, you know, that

1 may be, you know, a reasonable alternative here. And
2 then thirdly, looking at some other alternatives such
3 as what if we rerouted 175, Route 175, so that
4 instead of going across the Falls Bridge it cut to
5 the west, crossed over Salt Pond where Salt Pond is
6 much more narrow and connected back into 172 and then
7 perhaps the Falls Bridge could be repurposed into
8 some other use. And these things are obviously not
9 fully developed yet, but that's a concept that the
10 Bridge Advisory Committee, the Department and HNTB
11 will be evaluating together.

12 On all of these we're working with the
13 Bridge Advisory Committee to help develop them,
14 talking about the esthetics and the particular
15 features that would be incorporated and all of the
16 options as we develop them would be advanced through
17 that NEPA process. So we'll be looking at for each
18 given option how can we minimize impacts, avoid them
19 where possible and how does that pan out to the
20 entire option as a whole as we evaluate it. And then
21 at the conclusion of this process once we've worked
22 through the evaluation of the alternatives, the
23 iteration of the various options, at the conclusion
24 of the process a preferred alternative will be
25 developed and presented back here to the public.

1 So as part of the evaluation, what are we
2 going to be looking at? Well, certainly we'll be
3 looking at all of the things we talked about this
4 evening, the existing condition of the bridge,
5 archeological, historical, impacting the existing
6 hydraulic opening, the goal is not to change that.
7 We recognize that the draw brings value to the
8 community, so the goal will be to maintain that
9 hydraulic feature that exists today. And certainly
10 looking at cost and engineering needs, right.
11 MaineDOT has a budget. They've got lots of bridges
12 to maintain. Cost is a factor. Engineering need is
13 a factor. So if we put a bridge in there there needs
14 to be an engineering need for the type of bridge
15 that's put in, right. So it would be perhaps great
16 to put in a large suspension bridge to span across
17 this whole opening, but that's not really
18 engineering -- is not necessary from an engineering
19 need, there is other ways that that could be
20 accomplished like, you know, a smaller tied arch,
21 right. So that's part of the fact, that's part of
22 the equation we need to be evaluating, you know, the
23 reasonable range of alternatives in this particular
24 case and so that's what's meant by engineering need
25 here.

1 And the last thing we're working with the
2 Bridge Advisory Committee on is traffic management.
3 You know, for some period of time the bridge will be
4 closed whether it's a rehab or a replacement and
5 thought needs to be given to how we maintain
6 connectivity for the community. So there are two
7 options here that are being evaluated. The first is
8 an on-site temporary bridge and in this particular
9 case it would be a one-lane bridge most likely
10 because we want to really minimize impacts. It would
11 be a one-lane bridge with a traffic signal at either
12 end and the bridge would have to be on the west side
13 of the bridge because we know that we can't impact
14 the Nevin site on the east side, but we recognize
15 that there are temporary impacts associated with
16 that. It's going to require tree clearing. It's
17 going to have property impacts. Those things need to
18 be evaluated and discussed, you know, with the Bridge
19 Advisory Committee and receive input from the
20 community. The other option is to close the bridge
21 during construction and have an off-site detour. And
22 I recognize this may be a little hard for folks in
23 the back to road, but the potential detour route that
24 we're looking at currently we'd use state routes.
25 There has been some discussion about possibly putting

1 a detour on town roads, but that would need to be
2 coordinated with towns and agreements established.
3 We're not there yet. So at this point, we're showing
4 you a detour that shows traveling on state routes.
5 So if you're coming from Brooklin at the bottom of
6 the map here and going to the intersection of Route
7 172 and Route 175 your original travel time is about
8 14 minutes, about 9 miles. If you detour onto Route
9 172, you know, that's a fairly similar travel time.
10 It's 3 minutes longer and about 2 miles longer. It's
11 a little bit more of a challenge if you want to go
12 from the very south abutment of the Falls Bridge and
13 for whatever reason you want to come back up to the
14 north end and you have to make the full loop, you
15 know, that's where the travel times become a little
16 bit longer. It's about 31 minutes to go from
17 abutment to abutment driving this loop. So we're
18 still very early in this process in evaluating what
19 the right solution is. Certainly part of the
20 equation is how long would this be in place for,
21 right. Are we talking two months? Are we talking a
22 year? Are we talking two years? The team is not
23 there yet. We haven't even determined exactly what
24 the options are. So these are part of the
25 evaluations that we'll be completing and working with

1 the Bridge Advisory Committee to understand a little
2 bit better because that will certainly affect the
3 decision on this, but we at least wanted to share the
4 current thinking to perhaps get a little bit of
5 feedback here this evening. Emergency responders are
6 also something to be aware of as is school bussing
7 routes and things of that nature. All of these are
8 coordinated in detail with the communities that are
9 most affected.

10 So with that, that concludes my part of the
11 presentation. I'm going to hand it back over to
12 Andrew.

13 MR. LATHE: Thank you, Tim.

14 MR. COTE: Thank you.

15 (Applause.)

16 MR. LATHE: The only smart thing I did was
17 hiring him on the project. I want to talk a little
18 bit briefly about what we did before, but I just
19 wanted to make note that I see people taking
20 pictures, but we'll make this presentation available
21 and get it posted on the Blue Hill website, the town
22 website, so if your pictures don't come out great, I
23 can get you a PDF copy of it. We'll give it to Jim
24 in the next day or two here, so if you want to grab a
25 copy of it.

1 I just want to talk about what we'll be
2 doing moving forward. As you probably heard from
3 Tim, we're now entering the really involved
4 engineering stage of this project in this process and
5 it will take -- it will take months of looking at
6 options and looking at constructability concerns,
7 traffic concerns and to finally come to a conclusion
8 as to what the best alternative is moving forward, so
9 it's likely this process will carry on well into the
10 fall and perhaps even into the early winter of 2018.
11 As part of that process, I mentioned earlier we're
12 going to create a design matrix for all of the
13 different alternatives and from that design matrix
14 Federal Highway and the Department of Transportation
15 will assess the rehabilitation of the existing bridge
16 and the other alternatives to determine whether it
17 meets the purpose and need of the project and if the
18 alternatives create an impact or an adverse affect on
19 the bridge's historic integrity. Also, Federal
20 Highway and MDOT will select an alternative from that
21 design matrix that will best balance the
22 environmental, cultural, social and it's written
23 behind here, I'm sure. Social, economic impacts,
24 transportation needs, also considering cost,
25 constructability, traffic, utilities and public

1 input. And then we'll return at a minimum to present
2 to the town the selected alternative likely to be
3 sometime in early 2018.

4 At this time, I'm going to hit it back over
5 to Jim and we're going to open it up to public
6 comment. As Jim had said earlier, lots of you, lots
7 of them, only one of her, so if you get an
8 opportunity Jim and I will call on you and if you
9 could state your name at first, please. And if you
10 didn't get a chance, if you could put your name on
11 the sign-in sheet so that she's got the correct
12 spelling for the record it would be great. And I
13 also ask the Bridge Advisory Committee too for her
14 sake if you have a comment to tell her your name as
15 well. And I don't mean to be rude, but I might
16 interrupt people at times just to get that
17 information again because I sometimes forget. So
18 with that, Jim, I'll hand it back to you.

19 AUDIENCE MEMBER: (Jim Schatz.) Sure. Just
20 for a brief moment, the rest of the meeting is all
21 yours, so please make your comments along the
22 guidelines that Andrew just gave you. And also I
23 would ask the committee as the conversation moves on
24 you may have questions to fire back to some of our
25 constituents that would help clarify some of the

1 conversation, so feel free to do that. So that said,
2 the rest of the meeting is open to you and it will
3 only end when you're exhausted or the questions are
4 exhausted. So it's yours. Yes, in the back.

5 AUDIENCE MEMBER: Hi. My name is Charlotte
6 Weir. I'm here with her Ann Luskey and she probably
7 signed us on the paper, but I am a resident of the
8 Wakonda House and I remember last year when they did
9 the archeological dig. We actually helped dig it
10 too. We actually helped a little bit. And I'm just
11 a little bit concerned about the environmental impact
12 and the archeological impact of the option of a
13 temporary bridge. And I'm aware and I understand
14 that there aren't really any great options. We're
15 kind of in a kind of a hole here that we can't really
16 dig ourselves out of, but I'm very concerned about
17 how it will affect the habitat of the species and
18 endangered fish and birds and everything that live in
19 the Salt Pond. So are there going to be measures
20 like if we do a temporary bridge, are there going to
21 be rules that you can't, you know, harm any of the
22 species that live in the Salt Pond or that you can't
23 litter or you have to be very careful about the waste
24 that you put out when you're possibly building a
25 temporary bridge or doing any of the reconstruction?

1 AUDIENCE MEMBER: (Jim Schatz.) Maybe I can
2 give just one response and then others who have been
3 asking that same question. The idea is to minimize
4 the adverse impact and my understanding does not mean
5 that we can necessarily eliminate all adverse impact,
6 so I guess having the sensitivity brought to, you
7 know, coming out of our planning process is at least
8 the best thing we can do initially and then it will
9 come out at the public -- in the public as to whether
10 those mitigations are good enough and what kind of
11 harm, if any, would take place.

12 MR. LATHE: And there are very specific
13 federal regulations as to what can occur in the water
14 itself and in the watershed and the environment
15 around it that we adhere to. In particular, this is
16 an environment for Atlantic salmon,
17 short-nose/long-nose sturgeon, so there are certain
18 seasons that we can be in the water or not be in the
19 water. Inland it's more you can't be in the water
20 until -- you can only be in the water from July 15 to
21 September 30. On the coast it's a bit different,
22 it's like from November to early April. Also in
23 regards to other environmental impacts, Tim talked
24 briefly about the bat issue where clearing would have
25 to take place at a specific time of year. Also like

1 with marine mammals, a lot of times when there is
2 construction that's going to be in the water they
3 actually have marine mammal observers to make sure
4 that there is nothing in the area when there is
5 activity going on, so there are a number of different
6 measures that's set up by the federal agencies to
7 protect those resources.

8 Now, specifically the archeological
9 resources that are there, there are -- Tim mentioned
10 that we're looking at two different possibilities,
11 which I think MHPC will probably agree with both of
12 them, MHPC is the Maine Historic Preservation
13 Commission, and that is if there is any disturbance
14 out there the potentiality of covering those
15 resources so that they're not damaged, but there may
16 be concern about crushing, you know, if something is
17 not buried deep enough, so they would be even on
18 board with a complete removal of those resources, a
19 cataloging and removal of those resources so they're
20 not there any longer or completely avoid it entirely.
21 So those are issues that we as a group are trying to
22 navigate in addition to HNTB. So I don't have an
23 answer for you as of yet, but they certainly will be
24 part of our analysis as we're looking at it. And I
25 didn't get your last name.

1 AUDIENCE MEMBER: Um, Luskey.

2 MR. LATHE: Luskey.

3 THE REPORTER: What was your first name?

4 AUDIENCE MEMBER: My first name is
5 Charlotte.

6 THE REPORTER: Okay. Thank you.

7 MR. LATHE: Thank you.

8 AUDIENCE MEMBER: (Jim Schatz.) Yes, right
9 here.

10 AUDIENCE MEMBER: My name is Steve Wright,
11 Falls Bridge Road. I sent you some information on
12 the Wickford Bridge -- Hussey Bridge in Rhode Island.
13 Its restoration has taken about a year. It's cost
14 about 3 million. It's roughly twice the size of our
15 bridge. Have you looked into that at all?

16 MR. LATHE: We've looked at the photographs
17 and we contacted the DOT agency itself. Very
18 different set of dynamics there with regards to the
19 location and the resources that are there. I think
20 this group would admit that there are a lot of
21 hurdles here to try to get around with all of the
22 archeological, historical and environmental concerns.
23 So to look at that particular project and compare it
24 directly with this one is not necessarily a fair
25 appraisal. We certainly are looking at

1 rehabilitation similar to what they did. I think
2 they draped and did one whole side first and they
3 maintained traffic on the bridge and then they draped
4 another whole side and maintained traffic, so there
5 wasn't a --

6 AUDIENCE MEMBER: (Steve Wright.) No, there
7 were periods in which it was completely closed.

8 MR. LATHE: It was completely closed?

9 AUDIENCE MEMBER: (Steve Wright.) At least
10 two periods where it was completely closed.

11 MR. LATHE: I thought they had maintained
12 for some duration traffic on the bridge itself.

13 AUDIENCE MEMBER: (Steve Wright.) For some
14 duration, yes.

15 MR. LATHE: So with this particular project
16 one of the things we have kind of looked at is we
17 wouldn't be able to maintain traffic on the bridge
18 whether it was a rehabilitation project because the
19 deck itself would likely have to be removed entirely
20 and there is no more driving surface. I do have your
21 information and I did reach out to that DOT. I
22 haven't spent -- I'll be honest with you, I haven't
23 spent a lot of time on that particular topic, but,
24 yeah.

25 AUDIENCE MEMBER: (Steve Wright.) There was

1 a lot of concrete deterioration on that bridge and
2 there were additional features such as electric
3 lighting, which were native to the original
4 installation.

5 MR. LATHE: Right.

6 AUDIENCE MEMBER: (Steve Wright.) And so
7 there were considerations on that bridge that you
8 don't have on this bridge that probably would have
9 added to the expense and won't be accruing to this
10 project.

11 MR. LATHE: There were, I think, more
12 reasonable detour routes around that detour location
13 as well. That's down in a marine area as I recall.

14 AUDIENCE MEMBER: (Steve Wright.) Yeah, the
15 detour was -- we experienced the detour and it was
16 interesting. It wasn't really very well signed. But
17 in any event, it was not a short detour.

18 MR. LATHE: Yup. Thank you.

19 AUDIENCE MEMBER: Hi. My name is Donna
20 Constantinople and I am listening to the presentation
21 and it occurred to me I live on the Mill Pond, which
22 I found out from my tax assessment is the Salt Pond
23 and I face the causeway bridge, which is the other
24 bridge which has never been mentioned in any of the
25 presentations or notes that at least I've been able

1 to follow. And it all of a sudden occurred to me
2 that any work that will be done on the bridge is
3 going to have to use the causeway bridge for you to
4 bring in heavy equipment, et cetera, and as I gaze at
5 that almost on a daily basis I note it too doesn't
6 look great.

7 MR. LATHE: Okay.

8 AUDIENCE MEMBER: (Donna Constantinople.) I
9 don't know whether you've assessed it and it struck
10 me that once this project is completed a lot is going
11 to be coming over that very narrow somewhat crumbling
12 causeway bridge, so I wanted to bring up that issue
13 because it seemed to me even going over to Deer Isle
14 where you see now that that causeway bridge has been
15 redone because they did all of that work to buttress
16 the Deer Isle Bridge, so that little causeway bridge
17 is a pretty important piece of this project and I
18 just have not heard anyone address it.

19 MR. LATHE: No, that's a fair point. And to
20 explain how projects come into Project Development in
21 the Bridge Program, Tim had gone over the condition
22 ratings of the bridge, more of the higher -- the
23 higher view have talked about specifics about the
24 substructure and the superstructure and the deck
25 being in failed or poor condition. It's done on a

1 rating system of 0 to 9 and when the inspectors who
2 go over there every two years to look at a bridge
3 sometimes -- we have some bridges that are a yearly
4 inspections, but different elements of the bridge get
5 rated from 0 to 9, 0 being closed, 9 being brand new,
6 and as those inspection numbers start to drop then
7 the bridges come into our Work Plan. So it's likely
8 that the condition of the causeway bridge hasn't
9 deteriorated to the point that they were put into our
10 Work Plan and our Work Plan usually tries to take a
11 look at something that needs attention in the next 10
12 years. So --

13 AUDIENCE MEMBER: (Donna Constantinople.)
14 Well, it may not now, but are you looking to bring
15 equipment, trucks, all of your construction
16 employees, et cetera, over the causeway bridge to get
17 to the next bridge?

18 MR. LATHE: Well, it's likely. There are
19 two access points, obviously there is the north and
20 southbound side, and it's a very valid point. We
21 certainly can take a look at that bridge and have
22 some comfort level, whether the wearing surface needs
23 to be improved or improved when the project is done
24 as well because, you know, it will take some beating
25 as construction activity is going across it, but it's

1 a very good point. Thank you.

2 AUDIENCE MEMBER: (Jim Schatz.) Back there.

3 AUDIENCE MEMBER: Thank you. Christopher
4 Marks. I live off the Falls Bridge Road adjacent to
5 the Salt Pond. Repurposing I think is the verb used
6 of the bridge as one of the alternatives. What does
7 that mean and what are examples of that?

8 MR. LATHE: We're not sure what repurposing
9 means yet, but and I'll tell you what my explanation
10 of repurposing would be. If the Department were to
11 put a new bridge in in a new location to reconnect
12 175 to 172 it would not want to be in possession of
13 the Falls Bridge likely any longer. We would want to
14 take it out of our inventory so that we're not
15 maintaining that bridge. So we would want there to
16 be an entity out there that would want to take on the
17 responsibility of that bridge. The Department would
18 still by its mandate inspect that bridge every two
19 years, but repurposing could be no longer any motor
20 vehicle traffic going over it. It could be an
21 observation platform. It could be a bike path. It
22 could be any number of things, but they would want
23 there to be to a willing entity to take over
24 responsibility of maintaining that bridge because
25 once the Department of Transportation decided that it

1 was in a condition that was dire and needs to be
2 removed it's really no longer the responsibility of
3 the Department's, it would be the responsibility of
4 whoever wanted to take over that structure. So
5 repurposing can be any number of things providing
6 there is an interested party that wants to maintain
7 it.

8 AUDIENCE MEMBER: (Christopher Marks.) So I
9 guess as part of that alternative of repurposing
10 there is a fairly significant potential burden placed
11 on the local political community and fiscal community
12 to pay for such a reemployment as well; is that a
13 fair -- I think all of the implications of that
14 alternative.

15 MR. LATHE: Correct.

16 AUDIENCE MEMBER: (Christopher Marks.) As
17 attractive as it may be, someone has to, as you said,
18 needs to carry the cost and the rehabilitation so
19 that it serves its purpose safely.

20 MR. LATHE: Yeah. And if there is an
21 opportunity that -- because the Department really
22 wants to try to connect all forms of modes of
23 transport and transfer and transportation and so we
24 look at all sorts of intermodal opportunities whether
25 it's rail or bussing or ferry services, so if there

1 something that's advantageous there for a travel
2 corridor for bikes or pedestrians, the Department may
3 be willing to go a certain distance, but I don't know
4 what that is. We have not gone that far into this
5 process, but my understanding is the Department would
6 not want to be the owner of the bridge if we've
7 replaced it with a new alternative.

8 AUDIENCE MEMBER: (Christopher Marks.)
9 Thank you.

10 AUDIENCE MEMBER: My name is Noel Stookey
11 and I live with my wife Betty in Blue Hill Falls.
12 And as many of you know, I was the -- I am an
13 advocate for building a new bridge in a new location
14 preserving the value both historically and
15 environmentally of the current bridge recognizing
16 that, in fact, it would have to have new ownership,
17 as Andrew suggested, but also understanding that
18 governments have many different ways in which they
19 can contribute to communities from the historic
20 society to preservation to -- I think that that is
21 one area that could be explored for the possible
22 support -- financial support and maintenance of what
23 we consider to be a very valuable part of this
24 community. However, that said, I am a pragmatist and
25 while we hear numbers ranging somewhere between 4.5

1 and 7 million dollars for either the repair or the
2 replacement of the bridge at its current location,
3 the third alternative sort of begs the question,
4 well, what kind of price tag do we have for a third
5 alternative. You did mention X, Y and Z, so consider
6 that the alternative bridge location might be Z, how
7 do we achieve an understanding of what the
8 comparative cost would be? And then it seems to me
9 that we have to weigh its emotional attraction as
10 well as just the practical aspect of who is going to
11 pay for it. And then there of course are the issues
12 of the abutting neighbors who would be not
13 necessarily persuaded to contribute their property
14 for a relocated bridge. However, all of those issues
15 seem to be unimportant unless we know how much it's
16 going to cost. If we have 4.5 for the rehabilitation
17 and we have 7 for a brand new bridge and we don't
18 know what the third one is how can we make an
19 effective choice?

20 AUDIENCE MEMBER: (Jim Schatz.) Well, I
21 think it is, at least as I understand it, the task
22 before us is to look at that alternative and put some
23 prices to it ultimately. So it's not like we're
24 going to kind of hold that out as a fail safe or
25 anything like that, so I think anything that we're

1 exploring as an option will be assessed along the
2 same lines, apples and apples.

3 AUDIENCE MEMBER: (Noel Stookey.) Great.

4 MR. LATHE: Yeah, we'll put together, you
5 know, a comparative cost analysis. And just so you
6 know, it's not just X, Y and Z, we look at A through
7 W as well if there are viable options. If there is
8 anything out there for an option that we -- we'd like
9 to hear from the community and have the Bridge
10 Advisory and the DOT consider.

11 AUDIENCE MEMBER: (Noel Stookey.) Well, you
12 did mention ferry.

13 MR. LATHE: I did mention ferry. I did.

14 AUDIENCE MEMBER: (Jim Schatz.) Ruth.

15 AUDIENCE MEMBER: (Ruth Miller.) What's
16 your plan to take the --

17 AUDIENCE MEMBER: (Jim Schatz.) Name.

18 AUDIENCE MEMBER: Oh, sorry, Ruth Miller,
19 South Blue Hill. For the other option, I mean,
20 unless you plan to take the land by eminent domain,
21 you know, maybe it would be wise to speak with the
22 abutters to see how they feel about that before you
23 even bother looking at the cost.

24 AUDIENCE MEMBER: (Jim Schatz.) The red
25 shirt. The gentleman in the red shirt, did you have

1 your hand up?

2 AUDIENCE MEMBER: (Greg Bush.) I did
3 before. I am a new resident of South Blue Hill
4 and --

5 AUDIENCE MEMBER: Could you speak up,
6 please?

7 AUDIENCE MEMBER: Sure. My name is Greg
8 Bush. I'm a new resident of South Blue Hill and I
9 come from Miami where I struggled with public
10 waterfront for a number of years. And I come here
11 and I see a lot of potential out of this area, but
12 I'm also looking at the large context and I see, for
13 example, the roadways are unsafe for bikers and
14 walkers and I think that's an important issue that
15 needs to be brought to your attention and I'm sure
16 you're aware of it. And I also see -- I'm very much
17 in favor of the possibility of another roadway and
18 preserving that bridge as a recreational bridge.
19 Chattanooga, as you may know, does something like
20 that and it did a lot for the area. But I'm curious
21 because there is so little access to the Salt Pond by
22 the public as I understand, there was a lot that was
23 foreclosed if I'm not mistaken by the city and I'd
24 like to know if there is more information about that
25 in that part of the plan.

1 AUDIENCE MEMBER: (Jim Schatz.) Well, I
2 could brief you a little bit on that. You're right
3 about those properties being available. We haven't
4 organized a plan around that nor is it necessarily
5 part of a feature of this alternative route.

6 Obviously, when those considerations go before the
7 engineers and it goes on the table, but there is
8 no -- nothing happening right now in that regard.

9 AUDIENCE MEMBER: (Greg Bush.) I guess I'm
10 just urging that there be more attention to those
11 kind of issues when you're planning.

12 AUDIENCE MEMBER: (Jim Schatz.) Scott.

13 AUDIENCE MEMBER: Scott Miller, South Blue
14 Hill. I have a process question, which is in April I
15 think MaineDOT showed kind of a matrix -- was talking
16 to the committee about a matrix that had all of the
17 evaluation criteria and alternatives in columns and
18 my understanding at the time was that that was
19 something you were encouraging the Bridge Advisory
20 Committee to come up with. I thought it made a lot
21 of sense to sort of lay out what all of the
22 evaluation criteria would be, cost, time, you know,
23 the impacts on all of the environmental history, et
24 cetera, but it doesn't seem like that's happened yet
25 and I think I saw in your last slide that you guys

1 were going to do that. So I guess my process
2 question is where does that stand, you know, has it
3 been done, when are we going to have an opportunity
4 to see it and have input on it? Or, again, your last
5 slide sort of suggested the next public meeting is
6 when you select an alternative and you're going to
7 unveil it, which strikes me as being kind of the end
8 of the process rather than -- instead of the point at
9 which public can have input.

10 MR. LATHE: Publicly --

11 AUDIENCE MEMBER: (Jim Schatz.) No, I don't
12 I think that's our -- our understanding is really
13 that we're really at the cusp of the -- of kind of
14 construction that matrix around the various options
15 that are evolving, so I think Tim mentioned that as
16 part of the process just a little while ago. So
17 you're right, it hasn't surfaced as a tool yet, but
18 once we get evaluations on the options then he said
19 we would set those in that context -- that matrix
20 context and I'm certain that that will be available
21 during this next phase of Bridge Advisory Committee
22 meetings not at the end alone; is that right?

23 MR. LATHE: Yeah. It will -- to get some
24 context, we've had about seven meetings, six or seven
25 meetings --

1 AUDIENCE MEMBER: (Jim Schatz.) Eight all
2 together.

3 MR. LATHE: Eight. I think six of them were
4 all very focused on specific information that we
5 force fed this poor group up here and so we
6 haven't -- we didn't spend much time yet on design
7 and filling out that matrix, which they're going to
8 help us to populate and as a group we'll take a look
9 at how those issues weigh across the different
10 options. And to be fair, this meeting is a little
11 bit ahead of where we wanted to be in that we wanted
12 to make sure that we reached out to the community
13 before, you know, the end of the summer and when I
14 said that there will be one more meeting in which we
15 show a preferred alternative there will be at least
16 one more meeting when we unveil an alternative. What
17 I've said to this group as well is if there is a need
18 for additional public meetings during this process,
19 we're more than happy to do that. So I don't want to
20 leave you the impression that this is the only
21 opportunity for the public to hear or speak out. I
22 indicated that there are a number of options for you
23 to actually reach the Bridge Advisory Committee as
24 well, but at the very least there will be an
25 additional public meeting or more as is warranted by

1 the Bridge Advisory Committee. Yes, that tool for
2 the design matrix hasn't been, you know, really
3 released. It will be available to the public. There
4 is nothing that we're doing behind doors here, so
5 that information will be provided. We're just not in
6 the position to give it to put it out yet, so.

7 AUDIENCE MEMBER: (Jim Schatz.) Yes.

8 AUDIENCE MEMBER: I'm Gary Loft, South Blue
9 Hill. You were talking earlier about pedestrian
10 traffic on the bridge and around the bridge, are you
11 going to be -- well, where does the bridge start and
12 stop? Are you going to be addressing the area on the
13 south side up to the top of the hill where Arcady is
14 and on the hill the other way, the north side? And
15 how wide because there is no shoulders there and
16 people that are walking now or riding bikes have to
17 ride in the roadway or walk on the road.

18 MR. LATHE: We have some limitations as to
19 how much of that roadway, especially on the north end
20 because of the northeast corner the impacts to the
21 Nevin site. Tim mentioned earlier that we'll look at
22 trying to raise that bridge profile as much as
23 practicable, whether it's a rehabilitation or a
24 replacement. But at a minimum, we won't make the
25 freeboard appearance any worse than the existing

1 conditions, but what happens is as soon as you raise
2 something a foot you have to chase that all the way
3 out to the extents of the approaches. Typically in a
4 bridge project we don't go much more than 100 feet or
5 so beyond the end of the bridges to tie into the
6 existing approaches. That's pretty standard for a
7 lot of our bridge projects. We don't want to make a
8 highway project on 175 out of this bridge project, so
9 we'll correct as much deficiency as we can, but it's
10 likely we won't go to the very tops of either of the
11 hills unless we want to put in some signage whether
12 it's, you know, for safety, you know, whether it's
13 advance warning signage that might be further along
14 on Route 175 on the approaches to the bridge, but
15 it's likely that we'll try to keep the roadway
16 elevation changes as much at the minimum as we can so
17 that we don't -- every time you raise the road you
18 increase the slopes and you keep encroaching out
19 further and further and with all of the historic and
20 archeological stuff that's going on there we want to
21 minimize it as much as possible.

22 AUDIENCE MEMBER: (Gary Loft.) So you
23 aren't going to be addressing the shoulders on either
24 side?

25 MR. LATHE: Well, no, I -- that will be

1 certainly part of our scope, but it probably won't be
2 going more than 100 feet or so from the end of each
3 approach of the bridge, so where the abutments stop
4 on either end, one of the abutments is 100 feet long
5 and the other one is 30 feet.

6 MR. COTE: Yes, that's correct.

7 MR. LATHE: So it's likely within 100 feet
8 at the end of the road the project extents will stop
9 with the exception of, you know, and I'm just trying
10 to think out loud here, if we -- if there was a
11 direction to put in a temporary bridge then maybe
12 those impacts go further out because we'll have to
13 tie it back into the original roadway. So I don't --
14 if the bridge were to be rehabilitated and stay 20
15 foot 4 inches wide, it's likely the approaches
16 wouldn't be much different than they are today, maybe
17 a foot shoulder on either side, but it wouldn't be a
18 dramatic increase. If the bridge were replaced, the
19 bridge would likely be made wider and we'd try to
20 accommodate the approaches as best we can, but it may
21 not be as wide as 24 or 28 feet just because we don't
22 want to have those environmental impacts and
23 archeological and historical impacts as the road gets
24 wider and sheds the shoulders out.

25 AUDIENCE MEMBER: (Gary Loft.) And just a

1 quick follow-up. Do you have a time frame for when
2 the load limits will be determined on the bridge?

3 MR. COTE: I'm sorry, when will the load
4 rating analysis be completed?

5 AUDIENCE MEMBER: (Gary Loft.) Yes.

6 MR. COTE: We're working on that now.
7 Probably two months. By the end of the year, I would
8 expect that we have something complete and ready for
9 distribution.

10 AUDIENCE MEMBER: (Gary Loft.) All right.

11 AUDIENCE MEMBER: (Noel Stookey.) I just
12 wondered in connection with that how long a life span
13 do we have for the old bridge? How long can we
14 reasonably plan to travel on it before it's
15 absolutely condemned and we have to...

16 MR. LATHE: In its current condition or --

17 AUDIENCE MEMBER: (Noel Stookey.) Yes.
18 Yeah, no, I mean, right now. I mean, how long do we
19 have?

20 MR. LATHE: Well, it's in our Work Plan to
21 be rehabilitated or replaced. I mean, I would think
22 the bridge is inspected every two years, it's safe to
23 the traveling public and it's monitored by Bridge
24 Maintenance, so we can probably maintain the
25 structure by small repairs indefinitely, I mean,

1 for -- I shouldn't say indefinitely.

2 AUDIENCE MEMBER: (Noel Stookey.) Yeah,
3 come on now.

4 (Laughter.)

5 MR. COTE: Do you mind if I jump in?

6 MR. LATHE: Yes, please, please jump in now.
7 Throw me a line. Phone a friend.

8 (Laughter.)

9 MR. COTE: So typically what happens when a
10 bridge reaches what I'll say is the end of its
11 service life, and I'm not saying this bridge is bad,
12 but that deterioration is there, so when the bridge
13 reaches a point where the deterioration is advanced
14 to the point where we are now what typically starts
15 to happen is unless work is performed that bridge
16 continues to deteriorate and the load rating
17 evaluations that are done shows that that bridge
18 because of its deterioration can carry less and less
19 weight. So typically what we would see is that over
20 time if work were not done this bridge may start to
21 be posted per load. So perhaps it starts at 30 tons,
22 a couple years later it goes to 20 tons then it goes
23 down to 10 tons.

24 AUDIENCE MEMBER: (Noel Stookey.) But we'd
25 have six years?

1 MR. COTE: It's hard to say until the load
2 rating is done. Again, at this point, I'm not
3 worried that the bridge is at risk of eminent
4 closure.

5 AUDIENCE MEMBER: (Noel Stookey.) Okay.

6 MR. COTE: So that's what typically happens,
7 those bridge postings happen progressively over time.

8 AUDIENCE MEMBER: (Noel Stookey.) I see.

9 MR. COTE: It's okay for passenger vehicles,
10 but large heavy trucks would probably need to find an
11 alternate route. But the goal is that's why this
12 project is in the Department's Work Plan now so that
13 we can avoid being in that position, right.

14 AUDIENCE MEMBER: (Noel Stookey.) I see.

15 MR. COTE: We want to do the work now while
16 the bridge is still safe and while it can safely
17 carry loads so that we don't end up in a situation
18 where the bridge needs to be posted because we
19 recognize that's an impact to the community.

20 AUDIENCE MEMBER: (Jim Schatz.) Back in the
21 pink you had a question.

22 AUDIENCE MEMBER: No, I just wanted them to
23 speak up.

24 AUDIENCE MEMBER: (Joe Schatz.) Okay. Yes,
25 please speak up because your back is to the audience.

1 AUDIENCE MEMBER: Thank you.

2 AUDIENCE MEMBER: (Joe Schatz.) Over here.

3 AUDIENCE MEMBER: Robin Wilder, South Blue
4 Hill. I was wondering, you were talking about all
5 these mitigation measure for the environmental
6 impacts on the bridge, now we know we have a census
7 pretty much for the traffic and of course it's a
8 roadway, do we have any sort of idea besides
9 anecdotal about kayaks being loaded into the Salt
10 Pond or how many viewers there are, cars stopping on
11 the bridge to view the change of current, walkers,
12 bicycle riders? Do we know kind of what we're
13 talking about except anecdotally? And I understand
14 with kayakers if there is a place for them to debark
15 from a side of the Salt Pond if there is available
16 land there they could use that, so that would
17 mitigate some of the traffic stoppage on the bridge
18 and people getting in and out of kayaks. And I was
19 wondering what do we know about pedestrian traffic,
20 bike traffic, viewership?

21 MR. LATHE: Did you guys get that in the
22 back about the -- okay. We don't have -- we haven't
23 done a pedestrian count down there specifically to
24 identify bikers or pedestrians and certainly haven't
25 done anything to identify day use such as --

1 PARTICIPANT: (Noel Stookey.) Kayakers.

2 MR. LATHE: -- kayakers or arborists or bird
3 watchers or whoever might be going down there to
4 enjoy the location, but I will defer to the Bridge
5 Advisory Committee because I'm getting from them
6 their sense of use and activity at that site, so
7 that's a resource that I'm leaning more on them.
8 They'll tell me, I think, if it's worth having
9 someone go down there and do a count. It's probably
10 a viable consideration. There's going to be a
11 seasonal flux obviously. I'm relying on the Bridge
12 Advisory Committee and making that better as to the
13 local use and the frequency of it.

14 AUDIENCE MEMBER: (Robin Wilder.) Because
15 make it available and they will come. So but what
16 are we going to make available or not available is
17 part it seems to me of what we do with the bridge.

18 AUDIENCE MEMBER: (Jim Schatz.) John.

19 AUDIENCE MEMBER: John Miller, Blue Hill. A
20 comment. I would like to hear a little more from the
21 committee and is there a chance of turning the lights
22 up so we can see all the way up back here?

23 AUDIENCE MEMBER: (Jim Schatz.) Yeah, we're
24 going to turn them on.

25 AUDIENCE MEMBER: (John Miller.) Can you

1 recognize Mark Astbury and call on him? He's had his
2 hand up. He and Steve, I'd like to hear what they
3 have to say.

4 AUDIENCE MEMBER: (Stephen Rappaport.) I
5 just wanted to address John's remark. All of us here
6 react like hell and we have all plenty to say and
7 some of it may even be of some value, but really the
8 purpose of this meeting, I think, is for us to hear
9 what the people in Blue Hill and the surrounding
10 communities who are affected by this project,
11 whatever the project is going to be, have to say to
12 us. I mean, I have all kinds of opinions about all
13 kinds of issues that some of you have raised and some
14 have not been raised. I don't think -- and obviously
15 I'm not speaking for my colleagues, but I really want
16 to hear you. I've heard all of these guys and I've
17 heard Andrew and, you know, and it would be
18 tremendously helpful, but you haven't been here and
19 this is a great chance for us to hear the concerns
20 that the community has and I'd really rather focus on
21 that.

22 AUDIENCE MEMBER: (John Miller.) I'm not
23 interested in your personal opinion, but what the
24 committee has done, so where the committee is at.

25 AUDIENCE MEMBER: (Stephen Rappaport.) And

1 I think that the, you know, the committee's opinion
2 right now is that we are gathering information and
3 this is part of an information gathering process and
4 I would assume there are nine of us and there are
5 probably nine opinions about -- at least nine
6 opinions about every issue, but I would hope that the
7 one opinion that we share is that the real function
8 of this committee is to represent the community and
9 the only way we can really do that is if we listen
10 when we get the chance to what people in the
11 community have to say. What your concerns are. What
12 should we be thinking about that we haven't already
13 thought about. I'm sure that list is as long as my
14 arm and then some. So, I mean, I think that's really
15 the purpose.

16 AUDIENCE MEMBER: (Jim Schatz.) Mindy. I
17 didn't catch your arm before.

18 AUDIENCE MEMBER: Thank you. Mindy
19 Marshuetz, full-time resident, South Blue Hill. I
20 have gone to many of these meetings since this all
21 started and one of the -- and I'm very sensitive to
22 this historical and the wildlife issues, but one of
23 the things that stands out to me and putting off of
24 what you just said is I don't see any information of
25 how this is going to impact the people of the

1 community, economically, emergency services, whether
2 the bridge is closed, whether there is a temporary
3 bridge. This is -- this will impact people who are
4 making a living here, who through the winter months
5 or through any of the months, how is that all going
6 to impact the people that live here year-round who
7 are trying to make a living and I have a real concern
8 over that because I don't see any evaluation. There
9 were multiple slides about, you know, historical
10 people from 4,000 years ago, but I don't see any
11 information about how this will impact economically
12 the community and what this will do to people during
13 the months that the bridge is either closed or have a
14 detour or if there is a temporary bridge how that
15 would impact it. As well as emergency services, and
16 I do know you're going to look into it, however, when
17 you put that up on the board that's in the summer.
18 How will this impact the condition of the road in the
19 winter? If emergency services have to get to your
20 house it is not going to take the same amount of time
21 it will take in the summer months. It would be nice,
22 but any of us who are here when it's snowing or when
23 the roads are full of ice how will that impact the
24 safety and well-being of the people of the community
25 which is my -- I guess I'm asking as much -- almost

1 as much attention to how this will impact everybody
2 living here, young, old, school children, safety,
3 emergency services, you name it, but especially the
4 economy. It will hurt people who live here who have
5 to clean houses, go lobstering, whatever it is to
6 make a living and rerouting 30 minutes is going to
7 impact their bottom line because of the cost of that.
8 So I would just ask -- I'm giving my input to ask to
9 see some kind of a study done on how this will impact
10 to not just Blue Hill, but all of the surrounding
11 towns which their livelihood is getting on and off
12 the island.

13 AUDIENCE MEMBER: (Jim Schatz.) I would
14 just suggest that it would be a mistake to think that
15 we're not making those considerations and are not
16 aware of them. And as Stephen just said, we would
17 like to hear those articulated specifically from our
18 constituents as well, but we have looked at the
19 various challenges to whether it be a renovation or
20 replacement and dealing with time and isolation of
21 population and the economic people, so those have
22 been topics of our meeting. So we, again, this is to
23 further that discussion, so you brought up several of
24 those areas of concerns which we have noted and will
25 continue to focus on.

1 AUDIENCE MEMBER: (Mindy Marshuetz.) Just
2 respectfully, it wasn't part of your presentation and
3 it was about everything else other than the
4 year-round community and that was my concern.

5 AUDIENCE MEMBER: (Deborah Brewster.) I
6 think for me that's why we're having this meeting is
7 to get the human reactions, response, concerns. You
8 know, what you saw tonight in this presentation was
9 just a shortened version of a lot of detail about all
10 of the same subjects that have been presented to us.
11 Tonight is the human face of the issue and it's
12 really important.

13 AUDIENCE MEMBER: (Vaughn Leach.) In
14 reference to Scott Miller's question on the design
15 matrix, five slides back it gave a description of a
16 couple of types of bridges, a bridge replacement and
17 a repurpose, that was the start of the headline so to
18 speak --

19 AUDIENCE MEMBER: (Scott Miller.) Columns.

20 AUDIENCE MEMBER: (Vaughn Leach.) -- the
21 columns for our bridge matrix and in order to
22 complete this matrix we need to find out the
23 information like Miss Marshuetz is bringing and John
24 Miller or anybody else in this room. That's why
25 we're looking them because all of that stuff applies

1 to this matrix for every bridge choice and the
2 environmental and the marine life. If you can't work
3 from November to April that affects the time of year
4 when there might be closures or might not. It's
5 complex. Every time you add another factor that
6 matrix is going to keep changing. And we apologize
7 we haven't moved completely where we wanted to be
8 before this meeting, but like Andrew said, we wanted
9 to catch people who were just here seasonally and get
10 their thoughts.

11 AUDIENCE MEMBER: (Mike Astbury.) Can I
12 follow-up, Jim?

13 AUDIENCE MEMBER: (Jim Schatz.) Sure. Go
14 ahead.

15 AUDIENCE MEMBER: (Mike Astbury.) I've
16 forgotten what I wanted to say before, but I think
17 one thing that would help this advisory board and
18 probably the MDOT is to hear where this alternative
19 bridge location might happen because we can talk
20 about an alternative bridge location for a long, long
21 time, but until somebody presents us with an actual
22 place where it could happen -- thank you. We'd love
23 to see it because how can we evaluate it if we don't
24 know about it?

25 AUDIENCE MEMBER: (Noel Stookey.) But

1 notwithstanding the crude sketch that I've made to
2 present, Andrew himself or Tim, I can't remember
3 which one, said that there is a narrow gap between
4 the Salt Pond and 172; is that right? Which is even
5 narrower than the one that's currently bridged?

6 MR. COTE: It's about the same.

7 AUDIENCE MEMBER: (Noel Stookey.) I think
8 it's about the same. And so I did a little -- kind
9 of a little Google map showing it.

10 AUDIENCE MEMBER: (Mike Astbury.) So that's
11 one of the purposes of this meeting is to get
12 information like this. And when I hear that this
13 advisory committee is going to work until we come to
14 a conclusion, I'd like it to be sooner rather than
15 later. So we definitely -- I think what we have
16 heard, I will reiterate, almost everything that's
17 been talked about here tonight we have talked about
18 and we are glad to get the input from you people and
19 we need more of it, so please hit us up at the
20 grocery store and tell us your thoughts.

21 AUDIENCE MEMBER: (Jim Schatz.) Go ahead.

22 AUDIENCE MEMBER: Thom McLaughlin,
23 full-time resident of South Blue Hill and I'd like to
24 speak very much again for repurposing of the bridge.
25 That bridge, it serves an economic purpose and it

1 also has a great cultural value and it's not just the
2 bridge. It's that whole area that's there. It's
3 about framing. It's about how we view our area. As
4 you come down -- in the wintertime, you come down
5 that hill by Arcady and Blue Hill Mountain stretches
6 before you. And there used to be a sign and I think
7 there is still part of it there on a telephone pole
8 that said hope and in the dark of winter I feel a
9 great deal of hope coming down that bridge and seeing
10 the landscape. Coming back the other way across that
11 causeway past the cove it is so picturesque. And,
12 yes, I know it's picturesque I am sure over this
13 alternative site, but it's not the grand history
14 that's there. So I -- as a committee, I really
15 encourage you to think about the whole totality of
16 that landscape, not just the bridge.

17 AUDIENCE MEMBER: (Jim Schatz.) Okay.

18 AUDIENCE MEMBER: My name is Dick Marshuetz
19 and we didn't really mean to double-team. I think
20 I've been to every -- a majority of the meetings and
21 I've read all of the reports and I'd like to make two
22 points specific about the potential of saving or
23 rehabilitating the bridge that we already have. The
24 first requires a little bit of imagination. Suppose
25 you live in South Blue Hill, which is pretty easy for

1 us to imagine, and you have a little bit of a
2 household emergency, maybe a kitchen fire, and you
3 got it out, but as you get it out you feel a numbness
4 on one side of your face, people notice you're
5 slurring your words and recognize the potential
6 symptoms of a stroke and now you're in an ambulance
7 headed towards the bridge. As you get right toward
8 the bridge, the ambulance stops and the attendant
9 says, oh, summertime, there is a bunch of
10 photographers and some people watching kayakers and a
11 couple of bikers, but don't worry about it, they're
12 getting off. Well, just as he finishes, you hear
13 another siren. Now, this guy is maybe a -- he's an
14 excellent medical technician but maybe not much of a
15 diplomat and he says, are you sure that fire was out
16 because there is a fire engine coming the other way.
17 I think two questions go through your mind at this
18 point, one is you know that the bridge was designed
19 in 1926 for Model T Fords, which were 3 feet narrower
20 than the current vehicles. So you know an ambulance
21 and a fire truck can't cross each other at the speed
22 limit, which one has the right of way on that bridge
23 and why should we even have such a choice? The
24 second question I think is if the bridge is -- if the
25 new bridge is -- if we rehabilitated that bridge,

1 what in the world were we thinking of to get
2 ourselves a bridge that doesn't meet our needs out of
3 a bridge that didn't meet our needs and spent 6 or 7
4 million dollars doing it.

5 The second point is if we don't put in a
6 temporary bridge, I've heard numbers like 14 minutes
7 and things like that. I've clocked it. Remembering
8 that an ambulance has to go round trip, it's a half
9 an hour longer across Hales Woods and Hales Hill
10 Road. Half an hour. If you have to go through
11 Brooklin it's an hour. This in a situation in an
12 emergency vehicle where minutes can make the
13 difference between being paralyzed for life or
14 getting away unscathed or in the case of a cardiac
15 event die. In a society that will spend 17 or 18
16 percent of GEP on healthcare is that where we want to
17 economize?

18 The second point I make involves respect.
19 And I do think we should respect wildlife, we should
20 respect those who came before us, we should respect
21 property owners, those who are here today and those
22 who are coming tomorrow and those yet unborn. With
23 respect to wildlife and those were here before us,
24 one thing is for sure, they're not going to be using
25 that bridge to get from one side to the other. With

1 respect to the people here today and those as yet
2 unborn, I think we can divide them for purposes of
3 the bridge consideration into two groups, the summer
4 people and the people who are year-round.
5 Remembering that the summer people and the
6 vacationers we invite here. We wear it on our
7 license plate. We call it Vacationland. And I can't
8 think of a way that we could make that area less
9 hospitable than it is. You can't really stand safely
10 and walk on the bridge. There are places to put a
11 car, but, you know, you don't really want to park
12 there and if you open the door you take your life in
13 your hands. As far as the beauty of the area, I
14 don't know, maybe this gentleman enjoys the beauty of
15 the area. I think if you're thinking about the
16 beauty of the area, and I cross that bridge twice a
17 day, four times a day, six times a day, if you think
18 about the beauty of the area when you're going across
19 that bridge, I don't think you're operating the
20 vehicle in a very safe way with school busses coming
21 toward you, snowplows in the wintertime, slippery
22 roadways, there is all kinds of problems to that.
23 With respect to the people who are here year-round
24 all of us need that bridge. As I say two, four, six
25 times a day, school busses are needed, everybody sees

1 the UPS truck, the EBS truck, the oil truck. Mindy
2 and I needed a new septic field, we needed Mike's --
3 Mike Astbury has very sophisticated and bulky and
4 heavy equipment to get it done well and to get it
5 done fast and I think it came across that bridge, but
6 that bridge wasn't built for that purpose, so why on
7 earth would we saddle especially future generations
8 with a bridge that doesn't fit our needs. And I
9 think -- and Mindy and I own both sides of the road,
10 we're quite prepared for that road to be widened for
11 bikers, for walkers and, you know, we would sort of
12 welcome that. The point is that road isn't going
13 to -- I don't think you can argue that that road is
14 going to get any narrower than it is, so the bridge
15 is going to become even more of a concern. And we
16 have a template -- I'm almost finished. We have a
17 template in front of us, I think, in the case of the
18 Verona Island Bridge where we replaced a beautiful,
19 graceful suspension bridge that didn't suit our needs
20 anymore with a robust, well-engineered, I think it's
21 a beautiful cable stay bridge that fits everybody's
22 needs including people who want to enjoy the view and
23 people who want to park. And I think if we don't
24 do -- we obviously won't put a cable stay bridge in,
25 but if we don't follow some formula like that people

1 in the future are going to say to us what in the
2 world were they thinking about?

3 With respect to the wildlife and the
4 archeological sites and the property owners, I think
5 it tells us to be very careful in the construction
6 process. And for my money MaineDOT has been just
7 terrific in their expertise and their caring and
8 their listening and they've got to be careful during
9 the construction process and then they have to
10 restore the land to the best they can to the way it
11 was beforehand. And just one more point, if you
12 think about this land around here and you look at any
13 of the art work that was done a century ago, you can
14 see from where Tradewinds is today all the way up to
15 top of Blue Hill Mountain. There weren't any trees.
16 Trees grow back. So thank you very much.

17 MR. LATHE: Any follow-up questions or
18 comments?

19 AUDIENCE MEMBER: (John Miller.) Maybe --
20 you mentioned in some part or made previous mention I
21 could have sworn on the first one or eluded to
22 someone had suggested maybe option C. But the idea
23 of having two bridges and each bridge being one-way
24 keeping the current bridge and with the intent of
25 answering a lot of the questions and concerns that

1 people had as far as the studies of the existing
2 bridge and removal of the bridge or each bridge being
3 one-way, obviously opposite directions.

4 AUDIENCE MEMBER: (Jim Schatz.) Scott.

5 AUDIENCE MEMBER: Scott Miller still in
6 South Blue Hill. One thing -- so I've done a lot
7 of -- because I happen to live just across the
8 bridge, just on the wrong side of the bridge so when
9 you talk about the distance, you know, especially
10 with a big detour there is only a handful of us that
11 are there year-round, probably -- well, there is
12 probably 10. Well, it depends on how close to the
13 bridge you want to be, but anyway. So I have kind of
14 a strong interest in terms of how the bridge unfolds.
15 I've done some research and it seems to me that a lot
16 of transportation departments, it may be a
17 requirement, do effectively a user cost analysis and
18 say, okay, how many cars are going across per average
19 daily traffic volume, how far is the detour going to
20 have to be, how long will it be and what's the value
21 for that, you know, there are formulas for that
22 attributing a comparative value. And really to
23 Mindy's point, I'm kind of making the same one in a
24 slightly different way, which is -- and a more
25 narrower one, which is it seems to me that a basic

1 tenant in transportation work, highway work, is doing
2 that cost analysis to say how much is a closure going
3 to cost, how, you know, should we be considering
4 accelerated techniques so that we can -- like this
5 one in Rhode Island, you know, have the bridge closed
6 for a total of whatever, four weeks. There is a big
7 difference between four weeks and two years, an
8 enormous difference. And so that's point one. And
9 point two, and it will be my last one, is I've talked
10 a little bit about process and what information we
11 get back. I hear you saying, you know, give us your
12 feedback, we want it now. Well, it's really --
13 you're getting unguided feedback because we don't
14 actually know what you're seriously considering. We
15 don't know what the relevant costs are. We don't
16 know whether there is -- really, we don't know the
17 evaluation criteria for whether, you know, is a
18 temporary bridge realistic or not. You've said you
19 don't know what a third alternative, you know, might
20 be. You haven't really looked at it. So my point is
21 before I can give you useful feedback, you've got to
22 give me a little bit more guidance as to what you're
23 seriously considering rather than coming and saying,
24 oh, well, you didn't mention it back in August, you
25 know, you're, you know, I understand we'll have more

1 time for feedback, but I think everybody here,
2 including the summer folks, you know, it should be
3 much more of an interactive process. And so from my
4 perspective just asking us for feedback now saying,
5 hey, the bridge is going to fall down at some point,
6 give us your feedback as to what he we should do is
7 not really a constructive way to get useful feedback,
8 so. And you'll certainly hear more from me as time
9 goes on and I think the community should as well.

10 AUDIENCE MEMBER: (Jim Schatz.) Well, some
11 of the committee members have said this was rushed,
12 so to get part of the population, the seasonal
13 population involved and I think we have talked -- we
14 talked earlier about wanting to have more of what you
15 just outlined available. So we made a choice, and
16 I'm not sure we all agreed with that choice, but made
17 a choice to enter into this discussion now may be
18 prematurely, so I think you have to give a little bit
19 of a pass on that, but I do understand what you're
20 saying. That said, but, Andy, did you --

21 AUDIENCE MEMBER: (Mindy Marshuetz.) I have
22 a question. This has been going on for a
23 year-and-a-half. When was the first meeting, two
24 years ago? Do you have a plan of what -- when you're
25 going to land the plane on this? I'm sorry.

1 AUDIENCE MEMBER: I can't hear you.

2 AUDIENCE MEMBER: (Mindy Marshuetz.) I'm
3 asking do you have a plan -- I went to the first
4 meeting, which was two summers ago, I think.

5 MR. LATHE: Mmm.

6 AUDIENCE MEMBER: (Mindy Marshuetz.) The
7 way it sounds, do you have a plan on when you're
8 going to land this plane and make a decision and come
9 up with a date to decide when you're going to have
10 some information? We can't keep going on another two
11 years before you decide, so I was just wondering do
12 you have a plan as a committee when you're going to
13 come to terms about landing the plane? I don't know
14 how else to put it.

15 MR. LATHE: Sure. As I indicated earlier,
16 we're really to going to exhaust the engineering
17 process and it can be months as we work through this
18 process, so it's not likely that we'll have a
19 selected preferred alternative until sometime until
20 2018. From that point in time, it takes I would say
21 probably six months to produce a preliminary design
22 and then probably another additional year once the
23 preliminary design is complete to do a final design.
24 If there is any need for any sort of right of way
25 acquisition for an easement needed for

1 constructability that process is going to take 8 to
2 10 months as well. So it could be, you know, a
3 couple more years before you see boots on the ground
4 there. And I'm sorry, I'm almost done, and I know
5 Mr. Astbury indicated earlier that the sooner the
6 better and I agree, but we want to make sure that
7 we're very thorough in this process, so we don't want
8 to skip any steps and Federal Highway is on board
9 with us. There is laws that we simply can't plow
10 through and they'll take time, so. And what's
11 transpired since our last meetings in 2015 with the
12 archeological exploration really kind of changed our
13 window of view on this project in the process moving
14 forward. Typically, we don't go through an involved
15 process like this. It's very easy for us to come in
16 as bridge engineers or designers and run rough shot
17 through here and say this is what we're going to do,
18 this is the cheapest, it's the best, it's going to
19 last 100 years. We want to make sure we do due
20 diligence and really reach out and really we have one
21 chance to do this right and a lot of ways to do it
22 wrong, so I'd like to say that we'll have more clear
23 direction to give to the community in 2018 as early
24 as we possibly can, but, yeah.

25 AUDIENCE MEMBER: Gary Loft. I was going to

1 ask about where we are at the in queue. I mean, once
2 the design is settled, are there hundreds possibly of
3 bridges in the same condition as Falls Bridge across
4 the State of Maine, so, you know, we have to come up
5 with -- the state has to come up with the money
6 somehow.

7 MR. LATHE: This project is fully funded for
8 construction now --

9 AUDIENCE MEMBER: (Gary Loft.) It is?

10 MR. LATHE: -- but to be fair, again, the
11 numbers have been sort of banding around a little bit
12 from our original 2015 presentation. It's a very --
13 it's a slice in time, so as we look at more
14 construction or rehabilitation alternatives and in
15 the back mentioned about accelerated construction,
16 accelerated construction opportunities, those
17 estimates we're going to refine those. So we have an
18 approved budget now for construction of this project,
19 but it's likely that budget number will slide up or
20 down depending on the most recent estimates, which
21 the current estimates are about now two years old.
22 And I'm sorry, there was a --

23 AUDIENCE MEMBER: (Jim Schatz.) Ann.

24 AUDIENCE MEMBER: So my name is Ann Luskey.
25 I live in South Blue Hill. I live in Wakonda, one of

1 the properties that abuts the bridge with some of the
2 significant archeological treasures in the property.
3 And I -- Andrew, I think you just nailed it when you
4 said we have one chance to do this right. I
5 personally would love the committee and I know -- and
6 I really want to commend the work that the committee
7 has done. I've attended a lot of the meetings and
8 feel like they're really examining all of the very
9 complicated aspects of this bridge. It's incredibly
10 complicated. What I leave -- what I take away is
11 that there is not going to be one solution that
12 pleases everyone in the room and there are -- we all
13 are going to have to compromise in one way or
14 another. I hope that the state will support and that
15 the town will support a reconditioning, a
16 reconstruction, a preservation of one of Blue Hill's
17 most treasured things. I have -- I am a summer
18 person. I have been visiting Blue Hill since I was
19 16. I've -- when I was 16, I fell in love with
20 Wakonda and I thought to myself some day I want to
21 live there and it magically worked out that the
22 universe put me in that place looking at that bridge
23 every day. It's a very spiritual place. The bridge
24 is -- sorry. I am a steward of Wakonda and I want
25 our town and our state to be a steward of this

1 magical place and this incredible bridge. I'm the
2 lucky one who gets to hear the kids screaming
3 with joy as they jump off that bridge, as they play
4 on my beach. I'm happy to have them play on my beach
5 and climb on my dock and run around and jump off that
6 bridge again. The kayakers are there every day.
7 It's, you know, I love the idea that that is a
8 beautiful bridge that I'm blessed to look at every
9 day and I love driving over it and I love looking at
10 it at night. I love all of these beautiful things
11 about this bridge and I hope that we as a community
12 can really look at the long-term of this decision
13 that, you know, I'm going to be dead and gone, the
14 trees will be repaired, they'll grow back, you know,
15 all these things will right themselves, but if we
16 take away that bridge we're taking away a central
17 artery of our community and I think that we really
18 need to think about that. We don't -- it's a big
19 decision of replacing it, taking away something
20 that's been a keystone to the Blue Hill town.

21 (Applause.)

22 AUDIENCE MEMBER: (Jim Schatz.) This
23 gentleman over there.

24 AUDIENCE MEMBER: Yeah, I'm Tom Morris. I
25 live in North Brooklin. I wanted to thank you guys

1 for a great presentation. It was very thorough. It
2 was very reassuring in terms of what you're looking
3 at and I think the process you laid out looks great
4 for evaluating all of the situations. I am also
5 assistant chief of Brooklin fire and Matt Dennison is
6 here and John Chapman from Blue Hill and Ben is here
7 from Sedgwick. I'm a bigger mouth than they are. I
8 want to tell you all that there are provisional
9 agreements in place for Brooklin to cover South Blue
10 Hill if the bridge is out including with our EMTs.
11 And I spent some time looking at Google maps today
12 and Brooklin can actually be at the bridge as quickly
13 as Blue Hill can currently be at the camps. So there
14 won't be a significant change in response time and we
15 have EMTs that will respond. And for the series of
16 situations that you mentioned we pull in LifeFlight
17 and they can land in your field. So I think there is
18 pretty good coverage in place for arrangements to be
19 in place should be bridge be out.

20 AUDIENCE MEMBER: (Jim Schatz.) There was a
21 hand in the way back first.

22 AUDIENCE MEMBER: Ellen Best and I'm from
23 Blue Hill and I have been a full-time resident in
24 Blue Hill for more than 35 years now and I've worked
25 in Blue Hill Village during all of that time, so I

1 have a lot of time going over that bridge. And I'll
2 go with Ann's statement on how I feel about the
3 bridge. I love the bridge, but if it comes to that
4 we're going to replace the bridge I would really,
5 really like that we not try to duplicate it and that
6 we go for what is a new and appropriate and modern
7 approach to it and not and try and replicate it
8 because it won't be -- it won't be the same bridge.
9 It won't feel the same. It won't be exact. It won't
10 be the same patina. It's isn't the same concrete
11 anymore, you know, it's all different. So let's, you
12 know, if we're going to build that bridge let's look
13 at it with a clear eye as to what's going to work for
14 the future. And also I would really suggest that if
15 you really think that's a super bad idea that you --
16 if you have any long-term association with this area
17 and driven around that you go for a ride up Route 1
18 and go through over what used to be the Singing
19 Bridge between Hancock and Sullivan and then keep
20 going on to Milbridge and both places arch bridges --
21 concrete arch bridges, but arch bridges have been
22 replaced with open bridges and when I recently drove
23 over them a few months ago I was really struck
24 because I was thinking about this about how I didn't
25 miss those bridges. I really saw for the first time

1 the incredible landscape that the bridges obscured
2 and that it was actually more beautiful when you
3 drove over those -- what's now those modern bridges
4 and were able to see the panoramic view. So, you
5 know, that's just something to, you know, think about
6 while you're making your decisions. But I'm also --
7 I'm really grateful for what Tom said because it has
8 occurred to me that not everybody in Brooklin has
9 dropped dead in the last few years, so I think we can
10 probably work that out.

11 AUDIENCE MEMBER: (Jim Schatz.) Matt.

12 AUDIENCE MEMBER: Matt Dennison, fire chief
13 in Blue Hill and I'm going to add a little bit to
14 what Tom said. We may have agreements with Brooklin
15 or Sedgwick or whoever may cover it if it comes to
16 that. Ultimately, being responsible for fire
17 protection service in this town makes me nervous. I
18 don't like -- no offense to you, Tom, other people to
19 be responsible for my stuff. Now, on the other hand,
20 with a comment to that what if half your volunteers
21 are in Blue Hill, where is our coverage then?

22 AUDIENCE MEMBER: (Tom Morris.) But you
23 also have at least three officers that live in this
24 town, right?

25 AUDIENCE MEMBER: (Matt Dennison.) At

1 night.

2 AUDIENCE MEMBER: (Tom Morris.) At night.

3 AUDIENCE MEMBER: (Matt Dennison.) At day
4 they're on this side of the bridge with no equipment.
5 So it's going to be something to really think about
6 other than just say, yeah, we'll be all set. There
7 is going to be a lot of variables in it. And I think
8 it really comes down to what decision is made on what
9 bridge and where and how and I can't really answer
10 those questions.

11 AUDIENCE MEMBER: (Donna Constantinople.)
12 And you're all coming over the causeway bridge.
13 Don't forget my little causeway bridge, which is
14 getting shakier every second here.

15 (Laughter.)

16 AUDIENCE MEMBER: (Dick Marshuetz.) I would
17 like to address the business of the ambulance service
18 and the equation between that and the fire service.
19 They're both of untold value, but they're different.
20 You know, they may quack like a duck, but they're not
21 ducks of the same kind. I am on the board of the
22 ambulance board and chairman of the finance committee
23 and the ambulance are professional people. I don't
24 mean that the fire department isn't, that's not what
25 I mean, it's the ambulance people are paid and

1 they're on duty 24 hours a day 7 days a week around
2 the calendar. When you call for an ambulance you can
3 always find one unless of course it's out on another
4 call. The notion of using EMTs from Brooklin, that
5 would be some help maybe in sort of a first aid way
6 but they cannot carry patients, so it doesn't help a
7 lot. That the business of putting an ambulance -- an
8 extra ambulance, we only have two on the other side
9 of the bridge. We're in the process of buying a new
10 ambulance. Stripped down they're 171,000 bucks and
11 they reach the end of their life pretty quickly.
12 It's hard on those vehicles. So the notion of
13 keeping one on the other side of the bridge and then
14 staffing and paying at least two more people and
15 finding a place for them to stay warm over night is
16 just -- it doesn't make any sense. So I don't
17 believe there is an equation between the fire
18 department and the ambulance. The ambulance has got
19 to live where the ambulance is and it's going to have
20 to get to the other side of that bridge. And as I
21 said over Hales Hill Road and Hales Woods Road that's
22 an extra half an hour round trip.

23 AUDIENCE MEMBER: (Tom Morris.) Actually,
24 just to follow-up, it's actually four minutes faster
25 to get to the bridge going down through Hales Woods

1 than it is to get to the end of Naskeag and to think
2 about all the calls they have in Castine. There is
3 some delay, but we haven't lost any lives.

4 AUDIENCE MEMBER: (Dick Marshuetz.) So you
5 choose to do that.

6 AUDIENCE MEMBER: (Tom Morris.) You choose
7 to live there.

8 AUDIENCE MEMBER: (Jim Schatz.) Are there
9 more comments from the committee or more from the
10 audience or are you ready to call it a night?

11 MR. LATHE: Any --

12 AUDIENCE MEMBER: (Rebecca Wentworth.) I
13 would just like to say one thing about experiencing
14 the Orland Bridge. Has anybody experienced the
15 Orland Bridge when it was redone? No? Yes?

16 AUDIENCE MEMBER: (Jim Schatz.) Name.

17 AUDIENCE MEMBER: Oh, Rebecca Wentworth from
18 Blue Hill not South Blue Hill. And the bridge done
19 in Orland was such a disappointment to me. It really
20 tore out a lot of the environment and, I don't know,
21 it just -- and it was an open bridge and it was flat
22 and it just really disappointed me a lot. So I would
23 hate to see that happen at this bridge. That's all I
24 would like to say.

25 AUDIENCE MEMBER: (Jim Schatz.) Thank you

1 all very much. There will be another meeting.
2 Hopefully you'll all be able to attend. Thank you so
3 much.

4

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(Meeting concluded at 8:36 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:

 /s/ Robin J. Dostie

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: August 20, 2017

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 August 20, 2017
 98:17
 August 8, 2017
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 February 6,
 2019. 98:15
 July 15 46:21
 September 30
 46:22

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MAINE DEPARTMENT OF TRANSPORTATION

members of public who spoke at meeting
 August 8, 2017 Informational Public Meeting
 Blue Hill Falls Bridge, Blue Hill #5038
 WIN #017712.00
 Andrew Lathe, Project Manager

ATTENDANCE SHEET

NAME	PHONE NUMBER	E-MAIL ADDRESS
Anne Nevin		naskeag@aol.com
John Chapman		johnchapman66@gmail.com
Tyler Chapman		TMC1097@aol.com
Beel Corvus		CorvusConstruction@ycslee.com
Steve Wright		SWright@aol.com
Uj Nevin		BH - Pitts + 67 @ AOL
April Chapman		
✓ Thom McLaughlin	374 5839	—
Dolores Seymour	374 5839	—
✓ Michael Astbury	374-5649	michael.astbury@meastbury.com
Deborah Brewster	359-2169	
Butler Smythe	374-3838	COERULEAN@me.com
✓ MATT DENNISON	610-9255	Md.bhfd77@yahoo.com
✓ ANN LUSKEY	374 2416	Ann@happynomad.com
✓ CHARLOTTE WELCH		
CELE WELCH		
DANNY CARBUM		
✓ ROBIN WILDER		
BEN ASTBURY	479-4421	sedgwickselect@gmail.com
Holly Parby	374-5428	
✓ JIMMY O'NEILL		
✓ CHRIS MARKS	374.2218	ccmarks@loudon@qwest.com

MAINE DEPARTMENT OF TRANSPORTATION

August 8, 2017 Informational Public Meeting

Blue Hill Falls Bridge, Blue Hill #5038

WIN #017712.00

Andrew Lathe, Project Manager

ATTENDANCE SHEET

NAME	PHONE NUMBER	E-MAIL ADDRESS
Philippa Marks		icemarks@mac.com
✓✓ Gary Loft		greenloft@aol.com
Joe Wardwell	374-9955	JoeW@peninsulaems.org
DIANE LYON	374-5180	diane.lyon@mc.com
Nicole Juntun		
✓ Greg Bush	305926-5001	publicbush@gmail.com
Anne Berleant	374-2341	anneb@pbp.me
██████████ Maddy Woods	904 910-1151	mwoods@meriresearch.org
✓ Ruth Miller	374-2003	rutl@ostiger.net
✓✓ Scott Miller	"	Scott e "
Jenney Wilder	374-5633	jw@allkindsoftherapy.net
sherry Degroff	374-2543	sherry.degroff@roadrunner.com
✓ Rebecca Wentzel	479-1520	enahawk@yahoo.com
✓✓ Mindy Marshuet	374-3858	mstkat22@aol.com
✓✓ Dick Marshuet	374-3858	rijm@mail@aol.com
Elizabeth Ghe Snow ^{lect by-sub for selectman}		
^{selectman} Vaughn + Melanee Leach		Blue Hill-
✓ Ellen Best - selectman		" "
ALDEN BREWSTER	917-459-4915	ALDEN.BREWSTER@GMAIL.COM
George Palermo	941 3567756	georgepalermo@gmail.com
Jim Schatz - selectman		

