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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 29, 2018, at the Blue Hill Town Office, 18
Union Street, Blue Hill, Maine, commencing at 6:00
p.m.

REPRESENTING THE STATE:	ANDREW LATHE
	MIKE WIGHT
	WAYNE FRANKHAUSER
	KRISTEN CHAMBERLAIN
FROM HNTB:	TIM COTE
	KEVIN BRAYLEY
REPRESENTING FEDERAL HIGHWAY:	EVA BIRK
	CHERYL MARTIN

1 TRANSCRIPT OF PROCEEDINGS

2 AUDIENCE MEMBER: (Jim Schatz.) Well, I
3 think we can get started now. There might be a few
4 more people coming in, but I'd like to get started on
5 time. I'd like to welcome you all to this public
6 session where we'll be discussing the future
7 transition of the bridge.

8 First of all, I'd like to introduce the
9 Bridge Advisory Committee of this wonderful group of
10 people here on this stage, but for the past 16
11 months, a long time, we met at least once a month,
12 sometimes twice, so there has been a number of
13 meetings and I've never really had a pleasure to work
14 with a group of such intelligent, hard working and
15 insightful and sensitive people. There are a lot of
16 issues, as you know, that we need to discuss and
17 ferret out and much of what they've done in terms of
18 questioning and advising the DOT and our engineer and
19 the other significant parties has resulted in and
20 created the presentation that you will see tonight.
21 In essence what you're going to see is a Reader's
22 Digest version of what we've gone through over these
23 16 months and we'll present to you the universe of
24 options that are going to be available to us in the
25 transition process. So we're not looking for new

1 ideas, but we are really trying to fine tune your
2 comments, your questions your opinions on what you're
3 about to see.

4 That said, I'd like to introduce the members
5 of the committee and then ask them if they have any
6 opening comments as well, but so we have -- I'll go
7 alphabetically -- Mike Astbury, he's hiding back
8 there. Deborah Brewster couldn't be here tonight.
9 She had a meeting elsewhere. Lynne Clark, right
10 here. John Chapman. And Bill Cousins couldn't be
11 here as well, he's out at the fairgrounds keeping the
12 dust down for you for the weekend. Vaughn Leach,
13 right here on the corner. Don't back up. Steve
14 Rappaport, who is not here at this time. I expect
15 him to come in. Lori Sitzabee there. And Lori has
16 also helped us put the stage together and serves a
17 dual purpose and I'm grateful for that. Thank you,
18 Lori. She helped freshen up the air so it's a little
19 more comfortable in here than it might be outside.
20 And then Karen Wyatt right there, who is a very key
21 member of our committee and very, very -- and I think
22 she has -- you have the attendance award. Anyway,
23 it's been a wonderful experience and I would like to
24 ask if there are any comments -- opening comments
25 from the committee. They'll have time to comment.

1 So that said, I'd like to introduce Andrew
2 Lathe who -- and his team. We've had, I think, an
3 excellent relationship with DOT and they have been
4 very patient and their knowledge is very deep and it
5 was very helpful, so these aren't often the comments
6 some people will give to our public servants, I know
7 this as a fact, and I very greatly appreciate all of
8 the work that all of you have done and I'd like to
9 turn the meeting over to Andrew and we'll move this
10 right along. Thank you all again for being here.

11 MR. LATHE: Thank you, Jim. I've got a few
12 housekeeping items and I'll go through a brief agenda
13 and some suggestions. There is a sign-up sheet at
14 the front door. If you didn't get a chance to
15 sign-in, we'll circulate our clipboard around and
16 give you a chance to sign-in now, if you could,
17 please. I just ask that you please print your name
18 so the court reporter can get it correct in the
19 minutes.

20 Let's see, a few handouts. One question I
21 wanted to ask is how many of you got these in the
22 mail? Good. A good turn out. Excellent. Yeah, we
23 sent these all over town, so hopefully everyone got
24 one of these. Also, at the front door is the Design
25 Alternative Summary. Did you all get a copy of that

1 as well? A couple of things about the Design
2 Alternative Summary, this is primarily the
3 presentation that is online at the town of Blue Hill
4 website or the town of Blue Hill, Maine website. I'm
5 not sure everybody had a chance to look at that and
6 as part of this you may want to take a look at that
7 on the website.

8 AUDIENCE MEMBER: Yeah, I looked at it.

9 MR. LATHE: Great. Great. So this is --
10 this is very similar. There is a couple of
11 modifications in here that we added some additional
12 information in the back and we also added this Design
13 Matrix at the center of the booklet. We're going to
14 talk at some depth about it this evening. This
15 presentation doesn't really follow -- the
16 presentation we're going to show you directives.
17 There is a little bit more information in this of the
18 different design alternatives and options that we
19 looked at. So don't flip through this thinking it's
20 going match the presentation, it's not specifically
21 designed that way, okay, but there will be some
22 information that you can see up there. It's not in a
23 specific order.

24 A few other things that we have out back, we
25 do have comment cards. There is also one inside the

1 booklet, but if you want to send this in it will come
2 directly to the Maine Department of Transportation.
3 The ones out back are in an envelope, feel free to
4 take any if you want to make a comment at any time
5 after this meeting. Of course, with this one my
6 contact information is also on the back, so if you
7 send me this one, you've got to put the contact
8 information in the back. So feel free to take one of
9 these comment cards and fill it out and send it back
10 to me.

11 A couple of other items out back, I bring
12 these to all public meetings, these are land owner
13 guides for anybody that may have property impacts.
14 There is some information in there for you to take a
15 look at. We bring these to all public meetings
16 whether there are property impacts or not. We also
17 have some civil rights information for the
18 Department's Civil Rights Act of 1964, that's also
19 back there as well. And I believe I've got some
20 business cards, but my contact information is also in
21 the booklet you have and it's also in the back in the
22 flier that went out in everyone's mailbox.

23 A little bit about the agenda this evening,
24 I'm going to go through the introductions. So we've
25 got several people from the Department and Federal

1 Highway and then we're going to jump into the
2 presentation. Tim will be responsible for the
3 presentation. Most of that presentation is going to
4 talk about the National Environmental Policy Act as
5 well as reviewing this information handout that you
6 all got a copy of. If you don't, let me know and
7 we'll get you one. Also, we're going review the
8 Design Matrix that's in the middle of the publication
9 and try to familiarize yourself with that. There is
10 a large printout in the back of the room as well.
11 We're going to discuss the environmental,
12 archeological and historical resources and at the
13 conclusion we'll talk about the process moving
14 forward which is part of the decision-making aspect.
15 And at the very end we'll open it up for public
16 questions and comments. I just do ask that you
17 please hold your comments until the very end
18 primarily because we may answer them during the
19 presentation, but we really want to get through the
20 presentation so that we have enough time for everyone
21 to get their comments out.

22 So a few introductions. With me and our
23 team this evening stage left I have Robin Dostie is
24 our court reporter. We bring a court reporter to all
25 of our public meetings to record public comments.

1 Also from the Bridge Program this evening I have
2 Wayne Frankhauser and Michael Wight. They are the
3 program manager and senior project manager for this
4 project. And from our Environmental Office we have
5 David Gardner, Kristen Chamberlain and Julie Senk.
6 And representing Federal Highway this evening we have
7 Cheryl Martin and Eva Birk. And HNTB will be giving
8 the presentation this evening, they are Kevin Brayley
9 and Tim Cote.

10 The meeting intent. The meeting intent is
11 really to update the public of what has transpired in
12 the last year. We met with the Bridge Advisory
13 Committee. We had a meeting back here on August 3
14 was the last public meeting. This actually
15 represents the fourth public meeting we've had in the
16 last four or five years on this project. Also, to
17 kind of restate the Bridge Advisory Committee goals
18 we had at the start of this process about 16 or 18
19 months ago and then we kind of identified all of the
20 options that are under consideration for the Falls
21 Bridge. Those options include rehabilitation first
22 and foremost as well as a replacement for an
23 alternate alignment option as well. And then we're
24 also going to provide an opportunity for you folks to
25 make comment and ask questions on those options and

1 the impacts or potential impacts it may have on the
2 resources in the area.

3 So we've had numerous public meetings with
4 the Bridge Advisory Committee meetings and multiple
5 design workshops with the Department of
6 Transportation, Federal Highway and other agencies in
7 regards to this project and we've got a wide range of
8 topics. I don't -- I have a list with me and I won't
9 go through all of them, but it's been a long, long
10 process and we've -- we've looked at about everything
11 we can to try to come up with the best opportunity at
12 this location.

13 Bridge Advisory Committee goals. Ideally,
14 it was to identify all project constraints to let us
15 know, the Department of Transportation, what the
16 communities concerns and issues are at this site
17 location, identify problems and needs that you folks
18 have, understand the National Environmental Policy
19 Act. How are you guys doing? Do you understand the
20 National Environmental Policy Act?

21 (Laughter.)

22 MR. LATHE: Also, they really wanted to
23 challenge us, the design team, the Department of
24 Transportation and HNTB on vetting all of the
25 reasonable options that we're considering at this

1 location and advise us on the creation of this Design
2 Matrix, which is just simply an additional tool that
3 the Department uses to assess and come to a
4 conclusion. It's not the sole model that we use, but
5 certainly is a tool we use to select an alternative.
6 Also, I wanted to support a broader outreach and
7 hopefully get folks interested in the process with us
8 to preliminary and final design of this project.

9 So at this point in time, I'm going to
10 invite Eva up from Federal Highway and she's going to
11 talk a little bit about the National Highway Policy.

12 MS. BIRK: Good evening everyone. Can you
13 all hear me okay? Is anyone too hot? Not yet.

14 (Laughter.)

15 MS. BIRK: Okay. Well, I, first of all, as
16 a federal official wanted to note that the only fan
17 in the room is sitting directly behind me and I
18 promise that no favors were given to me. It's behind
19 my seat, but it actually is pretty nice. So my name
20 is Eva Birk. I'm the Environmental Program manager
21 for the Federal Highway Administration, which is
22 located in Augusta. Federal Highway is the lead
23 federal agency for this project and we use something
24 called the National Environmental Policy Act or the
25 NEPA process to form our decision-making preferred

1 identification or preferred alternative for this
2 project. As part of this process, we work with our
3 state partners at MaineDOT. Our information
4 regarding options for both rehabilitation and
5 replacement of the bridge superstructure and NEPA
6 requires us to do a few things and you see on this
7 slide here in rather small print we have to consider
8 effects of the project on natural, social and
9 economic resources. We have to mitigate for those
10 effects. And lastly, requires us to make informed
11 decisions that actually solve transportation
12 problems, so all of that has to work together.

13 Later in tonight's presentation Kristen
14 Chamberlain, who is also stuck in the corner but also
15 has a fan, will go through the effects of the
16 environmental resources that we've studied so far and
17 provide some specific examples for exactly what we
18 mean when we talk about mitigation.

19 So in terms of a project development time
20 line -- next slide please. This slide just basically
21 shows you how this fits into the overall project time
22 line and the project outline overall. So our main
23 point here is to show you that by design NEPA comes
24 early in the process, so the purpose of the statute
25 is to ensure that there is early and often

1 consideration of environmental impacts and agencies
2 decision-making. In other words, after the NEPA
3 decision is complete and after we get public comments
4 taken after this meeting through September 29 there
5 are still going to be decisions made about this
6 project that affect this community and DOT is still
7 going to listen to you at that point of the process.

8 So when NEPA ends, this is something that I
9 had to ask a lot of questions about because I'm new
10 to the Federal Highway Office, when the final design
11 begins what does that mean? That means like what are
12 the materials for the bridge, it might mean how many,
13 you know, on a typical bridge project it may mean how
14 many piers are on the bridge, what is the bridge
15 going to look like, where will be street lights be,
16 where is the public access going to be, is there
17 going to be sidewalks, all those considerations can
18 happen during the final design process and we are
19 still listening during the final design, it's just
20 after the NEPA process is complete and we move
21 forward with a preferred alternative and some of
22 those finer details get hashed out. So I just want
23 to make sure clear that this is kind of the point in
24 the process we are now.

25 Next slide. A quick note here to overwhelm

1 you with all of the statutes under the NEPA umbrella.
2 It's important to understand that there are no
3 additional federal permitting or approval processes
4 happening somewhere in the background outside the
5 information we're going to attempt to present to you
6 tonight and that is because Federal Highway's NEPA
7 processes encompasses a variety of statutes as you
8 can see here. And I promise this is the only
9 regulatory line which I'll read to you tonight, but
10 our Federal Highway's policy requires us to the
11 fullest extent possible to coordinate all
12 environmental investigations, reviews and
13 consultations as a single process and reflect the
14 required regulations in the environmental
15 documentation required by NEPA. And since we have
16 many of our, you know, mandatory obligations under
17 the statute delegated to DOT, Kristen Chamberlain has
18 the fun job of preparing all of that documentation
19 required by NEPA, but we just wanted to let you know
20 that there is not some other federal funding process,
21 some other federal engagement process that are
22 happening outside this. We are consulting with, you
23 know, parties under the Section 106 of the National
24 Historic Preservation Act, but we're doing everything
25 at once and that's by, you know, per our regulations

1 to act and make informed decisions. We are early in
2 the process, we engage the public, we try to get all
3 of these documents in compliance with it as well
4 before we move forward with a major undertaking of a
5 project.

6 So in closing, I just want to address the
7 question of why public involvement is important to
8 us. Public involvement is more than simply following
9 rules and regulations. It's important to us that
10 people have the opportunity to debate issues, to
11 frame alternative solutions and affect the final
12 decisions in ways that respect the rules of
13 decision-makers. We believe that knowledge is the
14 basis of such participation. In other words, the
15 public needs to know specific details about a plan or
16 project, evaluate its importance for the anticipated
17 costs and investment. So that is very difficult when
18 we start to use jargon outlined in the 12 or so
19 statutes here. So when we start to use jargon terms
20 such as what's going to happen in final design, you
21 know, what's going to happen with trusses and
22 superstructures and substructures, what's going to
23 happen with the National Historic Preservation Act,
24 is there a resource that has an adverse affect, what
25 does that mean. If you have questions about that

1 it's important to ask us. It's important to know
2 that we only have an hour or two tonight, but you can
3 come to me or for a historic preservation question
4 you can come to Julie in the back of the room, if
5 would you raise your hand, yup, and we can help you
6 understand exactly what we try to boil down, what we
7 have for resources and what's going to be affected
8 with this project. So one example is adverse effects
9 under the Historic Preservation Act, you know, that
10 could be something to the extent of there is going to
11 be, you know, under Alternative A, B or C some trees
12 being cut down next to, you know, a historic resource
13 that's been identified as a eligible for the National
14 Historic Register, the wooded setting around that
15 resource, around the house, around the site, around
16 the archeological site that's part of what makes it
17 historic, so the adverse effect is cutting down
18 trees. It's important to understand the context of
19 what is behind the terms that we're using and all of
20 the jargon and all of the documentation and we can't
21 do that in two hours tonight, but we can be available
22 to answer questions after that.

23 So with that, I think I'll hand it over to
24 Tim to move forward and run through a lot of detail
25 in terms of the different alternatives that we looked

1 at. But in general, I just wanted to make sure you
2 understood we are available for any and all questions
3 and the best folks I think to ask questions to are
4 right behind me here. They have their PhD in how all
5 of the statutes and other design alternatives work
6 together and they have, you know, worked through that
7 for longer than I've been at Federal Highway, so I
8 look to them and ask them first and if you can't get
9 your question answered there they can get you to the
10 right professionals and experts to answer those
11 questions. Thank you.

12 MR. COTE: Thank you, Eva. And good evening
13 everybody. And I certainly echo those sentiments,
14 the Bridge Advisory Committee has been very eager and
15 engaged and have been very patient as we've worked
16 through a tremendous amount of information. As has
17 been noted already this evening, there is a lot of
18 information and really too much information to go
19 through in a single one hour presentation, which is
20 what we're trying to target here. This handout, as
21 Andy Lathe did mention, does have a good snapshot of
22 information and some additional data in here. I did
23 want to point out the Alternatives Matrix that we
24 have because recognizing that some of the information
25 on the screen especially for those in the back may be

1 a little bit hard to see and we're going to be going
2 through the matrix because it's really at the heart
3 of what this Bridge Advisory Committee and the
4 Department and Federal Highway have been working
5 towards for the last 16 months, so if you're not able
6 to see on the screen perhaps the center page in the
7 handout will be helpful.

8 So I wanted to start with what it is or how
9 we approached this project fundamentally. The first
10 was to come up with a purpose and need for the
11 project. Why are we here? We worked with Federal
12 Highway, MaineDOT and the Bridge Advisory Committee
13 to do that but then started looking at the various
14 options that achieve the goals of the project, solve
15 the purpose, solve the need that brought us here in
16 the first place, which is that the bridge is
17 deteriorated and is in need of some sort of
18 improvement, so we built two types of strategies
19 here. The first were alternatives that preserve the
20 Falls Bridge and those included in the bridge
21 rehabilitation option as essentially as it stands
22 today, the same roadway width, no sidewalks, we're
23 going to preserve it in place. The second option is
24 similar to that but with an added pedestrian walkway
25 off to the side. The third option is to actually

1 complete the construction of a brand new roadway and
2 a brand new bridge further up the Salt Pond and in
3 doing so reroute 175 and therefore not disturb the
4 Falls Bridge at all. It's our equivalent of a do
5 nothing sort of approach in terms of not disturbing
6 the structure. We also looked at options to replace
7 the Falls Bridge and we looked at those options of an
8 aesthetically enhanced girder. We recognize the
9 nature of this site and the historic significance.
10 It is a beautiful surrounding. It's a beautiful
11 setting. The Department recognizes that and
12 therefore we came in with a replacement option that
13 included an aesthetically enhanced girder as well as
14 a tied arch bridge, one that's somewhat similar to
15 what's there now with a little bit different, more
16 modern structure, different materials, but those are
17 two bridge replacement options we looked at as part
18 of this study.

19 So in general, understanding that these are
20 the solutions, this is our sand box of options that
21 we're looking at. We went through a process whereby
22 we identified the criteria at the site, the
23 constraints of the site, where are our property
24 lines, where are the utilities. There are
25 significant archeological resources nearby. There

1 are historic residences. We know that we have
2 traffic safety and pedestrian safety to be aware of.
3 What are those constraints because that really sets
4 the stage for how we evaluate and compare all of
5 these options that we've developed. From there,
6 we've taken each of these options and we did them one
7 at a time, we started with the rehabilitation option
8 and we advanced from an engineering perspective and
9 then sat down with the Bridge Advisory Committee,
10 walked through this is what we're seeing, this is
11 what we're finding. As you hear this, what are you
12 thinking, what do we need to be considering, what are
13 we missing, as a local perspective, what do we need
14 to be aware of and we refined those options. And as
15 we went through this we went through an iterative
16 process for each of these options working through all
17 five of them and essentially worked on developing
18 this Alternatives Matrix and populating the matrix
19 with that data.

20 This Alternatives Matrix is a snapshot of it
21 that you see on the screen, it really is a tool and
22 it's just a tool. It's something to help us. There
23 is so much data it allows us to aggregate all of the
24 data into a single place and get it in a snapshot.
25 It's not the only tool that we used as part of the

1 evaluation, but it is a handy reference as we look
2 through this. In the Alternatives Matrix it's
3 arranged fairly strategically. Columns in the matrix
4 are alternatives while the rows are evaluation
5 criteria and we're going to walk through this.

6 So let's start with the discussion of the
7 alternatives and walk through the matrix. That's
8 what we'll be doing for the next half an hour or so
9 is walking through the matrix and talking about the
10 alternatives and why the data that's presented in the
11 matrix is in the matrix and at the end of the meeting
12 we want to hear from you, what you agree with, what
13 might have we over-looked, what do you think might be
14 different because that's such an important part of
15 this process is getting input from the community so
16 that at the end of the day an informed decision is
17 made as to what happened with this project.

18 So as I mentioned, the Alternatives Matrix
19 shown here, the yellow column, those two left most
20 columns in the matrix are the bridge rehabilitation
21 options. The two columns shaded in blue are the
22 bridge replacement options. The columns shaded in
23 green is the alternative alignment. This is building
24 a new road and a new bridge somewhere else and just
25 leaving the Falls Bridge alone. And then all the way

1 to the far end of the matrix we have a temporary
2 bridge option. And this is not really a bridge
3 rehabilitation or a bridge replacement option, but
4 it's a traffic controlled strategy for what happens
5 when the bridge is being constructed. Whether it's a
6 rehabilitation or replacement there is some point in
7 time where the bridge needs to be closed to traffic,
8 one option is to build a temporary bridge alongside
9 of the existing structure, that far right column
10 captures the various factors associated with that.

11 So let's begin with the discussion of the
12 bridge rehabilitation option. So as part of our
13 evaluation the first thing we had to look at is what
14 needs to happen with the bridge, right. So from a
15 superstructure and for the non-bridge folks in the
16 room the superstructure is the upper part of the
17 bridge, essentially the part of the bridge that's
18 shaded and colored here on the screen. We evaluated
19 that to understand what's happening. We recognize
20 that there is a fair bit of deterioration on the
21 bridge. It's nearing 100 years old. It's seen a lot
22 of cars in its day and it's also not too far off the
23 water, which it does contribute to deterioration, but
24 we also recognize, as I think a lot of you folks also
25 have come to realize, the bridge has some load

1 capacity and its load capacity is not what is
2 required by modern standards and hence the reason for
3 the load posting of the bridge. So we know that as
4 part of a rehabilitation project not only do we need
5 to repair the deteriorated concrete and the rusting
6 reinforcing steel, we also need to add additional
7 reinforcing and concrete to get the capacity of that
8 bridge up to a modern design standard.

9 So as we worked through that, we concluded a
10 couple of key things. The first was that the
11 portions of the bridge highest off the roadway the
12 furthest away from the water where it doesn't get the
13 salt spray as much, those portions of the bridge are
14 actually in better condition. Those sections shown
15 in green we believe that much of that concrete can
16 stay in place. There are a couple of areas here and
17 there that might need to be chipped and patched, but
18 those green portions would be in pretty good shape.
19 As we start moving down the deterioration starts to
20 become more significant. So when we look at the tie
21 girders -- excuse me, the hangers rather, the
22 vertical part of the bridge railing as well as the
23 entire bridge deck that carries traffic, the
24 deterioration is so significant there that
25 rehabilitation of that is really cost prohibitive.

1 And what that means is as part of a rehabilitation
2 option these sections shaded in red actually need to
3 be replaced as part of the project and that would
4 include just chipping and removing the concrete and
5 possibly removing some of the reinforcing steel and
6 then replacing it as part of the project. The bottom
7 portion, what we call the tie girder, the horizontal
8 member, we need to have some significant concrete
9 removal and then additional reinforcement added to
10 the concrete girder.

11 So there is a fair bit of work that needs to
12 happen on the superstructure, but rehabilitation is
13 something that can be done. When we look at what
14 this bridge section looks like as we approach it on
15 the roadway this project would not change the width
16 of the roadway. The 20 feet from curb-to-curb would
17 stay as is. With the option that includes the
18 addition of a sidewalk, we're essentially looking at
19 adding a separate stand-alone pedestrian bridge off
20 to the side of the existing structure. We did try to
21 make it more integral with the existing bridge, but
22 technically it was just not feasible from an
23 engineering perspective for a number of reasons.

24 So that is the upper portion of the bridge,
25 but the part that holds up the bridge is equally as

1 important and that's the portion that we call the
2 substructure. In the substructure the portions that
3 support the ends of the existing bridge now shaded in
4 yellow, those would need to be significantly
5 replaced. They're showing a lot of deterioration.
6 The concrete is starting to what we call spall away.
7 You can see the reinforcing steel. Much of that
8 concrete needs to be removed. The stone retaining
9 wall in the lower portion of the abutments, those
10 would be preserved. And I want to emphasize that for
11 all of the options that we're looking at, those stone
12 retaining walls, those stone abutments are going to
13 stay as they are today. We're going to maintain the
14 hydraulic characteristics of the site and we
15 recognize that's an important feature. That's
16 something that was made clear as we worked with the
17 BAC as part this project. So some work does need to
18 be happen there, but those will be salvaged. The
19 upper portion of the railings shown in red, those are
20 too far gone and those will be replaced as part of
21 the rehabilitation.

22 We do have some sections here, I'm not going
23 to talk to them in a lot of detail. Essentially
24 though, we see the existing stone and the existing
25 stone abutments and retaining walls and we would

1 excavate the granular soils that are allowing water
2 to erode through the abutments. Right now there is
3 water passing right beneath the bridge and roadway
4 and is washing some of those materials away. We
5 would actually remove that granular material and
6 replace it with concrete fill and this is going to be
7 a very solid, long-lasting solution. So that is the
8 rehabilitation option in a quick nutshell.

9 As we move on to the bridge replacement
10 options, we also have a few different things that
11 we've looked at. For the bridge replacement option,
12 we're not constrained to a set roadway width. So one
13 of the first things we talked about in the Bridge
14 Advisory Committee is what does that roadway section
15 look like, how wide is it, how wide are the lanes,
16 how wide are the shoulders, is it a single sidewalk
17 on one side with a more narrow shoulder or maybe we
18 just have two wider sidewalks or two wider shoulders
19 on each side. And we see those two sections, both of
20 them are about the same total width from
21 curb-to-curb, so we would go from 20 feet to about 30
22 feet and how that space is used is a little bit
23 different with these two options. You see that this
24 one we have 11 foot lanes with two 4 foot shoulders
25 on either side; whereas, with the bottom option we

1 have two 11 foot lanes, more narrow shoulders, but we
2 have a dedicated side lane. Each of these has an
3 advantage and disadvantage when we talked with the
4 Bridge Advisory Committee.

5 Having arrived at one of these two typical
6 sections as options as we advanced forward we also
7 looked at what type of structure we were looking at
8 and we did develop a few basic architectural
9 renderings. These are really meant to be very
10 conceptual in nature. This is to help get a sense of
11 what this might look like. So we have on the
12 left-hand side a precast concrete structure and this
13 would be a long-lasting structure. In this
14 environment steel probably is not the right solution
15 because of its proximity to the water. So over here,
16 this is a concrete structure and it has some
17 aesthetic -- some aesthetic fascia panels on it to
18 give it a more pleasing appearance. On the
19 right-hand side here we have a more modern what we
20 call a tied arch. Here, the bottom portion of this
21 structure would be concrete and the upper portions
22 would be steel. Our strategy here in looking at the
23 tied arch option was to find out what is the most
24 cost-effective tied arch option that could be
25 constructed here because we don't want to go into a

1 more elaborate structure and have it be ruled out on
2 that basis. So essentially we went in with the most
3 cost-effective solution and if that wasn't able to
4 compete on its own merits then certainly a more
5 expensive one probably would not either, so that's
6 how we approached that. In terms of the substructure
7 rehabilitation, very similar approach to the
8 rehabilitation. So whether it's a rehab or
9 replacement, essentially the same type of
10 modifications and improvements are happening to the
11 stone abutments -- to the stone retaining walls.

12 One thing that was a little bit different
13 for the replacement option than it was for the
14 rehabilitation option is we looked at two different
15 construction methods. The first was conventional
16 construction and this is what we see most often, the
17 contractor shows up to the site, they bring their
18 materials, they build their concrete forms, they
19 place the material on-site, everything is stick built
20 on-site sequentially. That is the approach that is
21 necessary for the rehabilitation option just because
22 of the nature of the work being performed. It's also
23 a possible method for the replacement option. We
24 studied it for both. However, with the replacement
25 option we also looked at accelerated bridge

1 construction scenarios and these are scenarios where
2 some of the materials show up similar to an erector
3 set and they come preassembled, you bring them to the
4 site to assemble. It's like going to IKEA and buying
5 a bureau and assembling it in your living room
6 compared to building the bureau in your basement,
7 right. That is the analogy we can think of for that.
8 The advantage of the accelerated bridge construction,
9 it certainly is faster and has less impact to the
10 public.

11 As we continue to -- and that is essentially
12 the summary of the bridge replacement options. As
13 you can see, these are fairly high on the conceptual
14 level as part of this study but it did offer a very
15 good technical discussion with the Bridge Advisory
16 Committee.

17 As you move further to the right, we did
18 look at this alternate alignment for a new roadway, a
19 new bridge off to the side. This scenario we are
20 about a half a mile south of the existing Falls
21 Bridge, so in this map the Falls Bridge is somewhere
22 over here at the outlet of Salt Pond. We were
23 actually looking at building a new Route 175 and
24 extending that across this property here that's
25 currently privately owned, crossing the Salt Pond at

1 the narrows that is just up from the existing Falls
2 Bridge and then connecting back into Route 172. In
3 this scenario, this road becomes the state route and
4 the Falls Bridge and the portion of Falls Bridge
5 Road/Route 175 that are currently state owned become
6 municipality owned and the municipality is
7 responsible for maintaining it. This solution --
8 this option ends up being about a one mile long
9 section of roadway that's being built as well as the
10 construction of a 520 foot long bridge. By
11 comparison, the existing Falls Bridge today is 120
12 feet long. So this is definitely an out of the box
13 solution. It's actually one that came up through the
14 BAC and working with the local community and they
15 felt it was at least worth exploring, so that is one
16 of the options.

17 So those are the rehabilitation solutions.
18 The next thing was to look at -- the next thing was
19 to look at having reviewed the bridge rehabilitation,
20 the replacement option, we looked -- we spent a fair
21 bit of time talking about maintaining traffic on the
22 site. This is going to be quite a bit of work,
23 construction will be ongoing for quite a bit of time.
24 There is a potential that the bridge is closed to
25 traffic for an extended period of time. Certainly

1 rerouting vehicles and sending them elsewhere during
2 construction is an option, but it's not the only
3 option. We do have the scenario where we can build a
4 temporary bridge on-site and we looked at that and
5 evaluated that with the Bridge Advisory Committee.
6 And what we have here, and this is in the handout
7 packet, it's the second to last page in your handout
8 packet, but what we're showing here is a snapshot of
9 the project site. This is an engineering drawing, so
10 please bare with us, but what you can see is this is
11 the primary Route 175 roadway. The dark shaded area
12 is the permanent footprint of a possible
13 rehabilitation or a replacement option, right. So
14 these dark gray shaded areas are locations where the
15 new roadway would be, the side slopes would be --
16 whether it's a rehab or a replacement it would be
17 very similar. We also have some lighter gray shaded
18 areas and these are what we call temporary impact
19 areas. We have some temporary impacts that are
20 required for the contractor to simply access the
21 site. The contractor needs to be near the bridge to
22 be able to access it and work on it. So what that
23 requires is this working area here and then a
24 temporary bridge off to the upstream side of the
25 Falls Bridge. The reason why we are on the upstream

1 side of the Falls Bridge is because there are some
2 very significant archeological sites to the south --
3 excuse me, to the northeast quadrant of the project
4 site that really requires that we avoid that
5 location, so it really pushed us to the western side
6 or the Salt Pond side of the bridge. We do have some
7 archeological resources here. We have the Luskey
8 site, which is a Native American archeological site
9 as well as what is thought to be the John Roundy
10 site, which is John Roundy was the founder of Blue
11 Hill and this is thought to be the foundation of his
12 original cabin when he came to Blue Hill. So we do
13 have some sites of significance here, but as we
14 worked through this process we found an alignment for
15 a temporary detour off to the Salt Pond side was the
16 most appropriate. So we weighed that, the pros of
17 and cons of that and built that into the Alternatives
18 Matrix.

19 So those are the alternatives. A lot of
20 data. That was a really quick snapshot. The next
21 step was having gone through all these alternatives
22 to now start to populate data in the matrix. So we
23 want to move through and start looking at the rows in
24 the matrix, okay, and that's what we're going to do
25 next. So each alternative was assessed based on a

1 series of criteria, groups of criteria, right, and
2 those are listed here on the screen. So at the very
3 top we have a general description and a few basic
4 facts about each alternative. What is the
5 alternative you're looking at? It's essentially the
6 general features of it. From there alphabetically we
7 developed several groups of criteria such as
8 aesthetics, cost, environmental impacts, property
9 impacts, schedule, and we worked to populate this
10 matrix with the data that was available to us
11 basically in this evaluation. Some of this is
12 qualitative. It's based on numbers and facts. Those
13 are pretty easy criteria to develop and evaluate.
14 Others, as the BAC will attest to, are more
15 qualitative in nature and what one person thinks is a
16 positive may not be what the other person thinks is a
17 positive. So what we've done is we've done our best
18 to color code this based on what was thought to be
19 the most desirable versus those that are viewed to be
20 less desirable, right, and we recognize there is some
21 subjectivity to this. We're interested to hear what
22 we've gotten right and maybe what we need to
23 reconsider as part of this project.

24 So let's look through that matrix. So we'll
25 start at the top with the description. So for each

1 of these options and as we walk through this matrix
2 you can see that we're highlighting just this top
3 section and we've done a little blowup here so folks
4 can see it more clearly. We'll walk through this
5 matrix. We'll go down these rows and I'm going to
6 point out what as working with the BAC we found were
7 the key differentiators between the options. So
8 starting with the description the key factors and the
9 differentiators as we worked through this came down
10 to the roadway width. That was the major difference
11 for the options. For the rehabilitation option, we
12 have a 20 foot wide roadway, maybe we have a
13 sidewalk, maybe we don't. With the replacement
14 option we have a 35 foot wide roadway and how we use
15 that roadway is not yet determined. The alternative
16 alignment, obviously the new roadway is built to our
17 new standard. With the Falls Bridge, nothing changes
18 that.

19 The other key differentiator here with the
20 options is the service life of these solutions. Any
21 new structure that would be constructed on the site
22 would be designed to have a minimum service life of
23 100 years similar to the existing bridge. Hopefully
24 we can get a little bit longer service life, but 100
25 years is certainly a good minimum to start with. The

1 rehabilitation, however, because the bridge is
2 already advanced in age even if we went in and did a
3 rehabilitation it wouldn't be practical to expect to
4 get 100 years. Based on the experience of, you know,
5 ourselves, MaineDOT, 50 years is probably a more
6 likely time frame for an additional life that we
7 could get out of this and 50 years from now this
8 process would repeat and what happens in another 50
9 years, we'll leave that to our successors.

10 Aesthetics. I'll note here intentionally
11 there is no color coding because we recognize that
12 beauty is in the eye of the beholder. The major
13 differences though that came up were tree clearing
14 was the first one. With a temporary bridge and
15 building that structure to the upstream side there
16 will be -- there will be more tree clearing and an
17 option that puts truck traffic somewhere else on a
18 local road detour. The other differentiator is the
19 impacts to the view of the Falls Bridge. As you're
20 driving the road, you crest the hill you can see the
21 Falls Bridge and the Falls Bridge is essentially your
22 view, whereas you also have a view from the Falls
23 Bridge when you're driving across and you want to
24 look out from the bay. A rehabilitation structure
25 keeps the Falls Bridge there. The bridge itself is

1 pretty, but it does in some ways obstruct the view of
2 the bay compared to a girder bridge which doesn't
3 have anything overhead and it opens up your view of
4 the bay, so there were some differences there. We
5 talked through them with the BAC and we tried to put
6 some colors to it, but decided, you know what, we'll
7 just let the public judge for themselves what is more
8 desirable and what is less desirable.

9 We also had a couple of local interest
10 comments. The BAC really, really exercised -- we
11 recognized coming in there is a really strong
12 emotional attachment with many folks between the
13 bridge and what it means and the historical
14 significance to the community. We've tried to
15 capture that. We've tried to recognize that as part
16 of this and I hope folks do recognize and see that.

17 The next criteria is community impacts.
18 Those are things like if we reroute Route 175
19 somewhere else and then the town takes ownership of
20 the road, what does that mean financially to the
21 town. The biggest one to this community impacts were
22 that infrastructure cost. If the town now becomes
23 the owner and responsible for maintaining this, you
24 know, what are the impacts of that, but also the
25 emergency response time specifically to solutions

1 that it was looking at a temporary bridge and how
2 that could affect response times versus if you don't
3 have a temporary bridge and you're detouring traffic
4 off onto a local road and what does that mean. The
5 different options whether it's rehab or replacement
6 will take different amounts of time to construct and
7 therefore will have different amounts of community
8 impacts. So when we look at the rehabilitation
9 option that will be the slowest construction solution
10 therefore would have the greater impact to travel
11 times and to emergency response vehicles while
12 replacing this is going to be somewhat faster, but
13 obviously if you're building a temporary bridge, you
14 know, that becomes perhaps less of an inconvenience.

15 Continuing down the path, we have community
16 interests here. We're looking at bicycle
17 accommodations, pedestrian accommodations and how the
18 facility accommodates them. The existing
19 rehabilitation -- the rehabilitation option certainly
20 has less ability to maintain bicyclists and
21 pedestrians without the sidewalk. If we add the
22 sidewalk it is a little bit better, but we still have
23 a narrow bridge with narrow shoulders and with a new
24 bridge we have -- we have a wider structure and
25 available corridor.

1 One of the things that did get pointed out
2 was a local interest comment, which is there is a lot
3 of people who visit the project site, a lot of kids
4 who go swimming, they go to view the falls or stop by
5 the site. Providing some additional space in some
6 way for the community was viewed as being valuable
7 and important based on the feedback from the Bridge
8 Advisory Committee meeting, so we did note that here
9 in the matrix.

10 Continuing to move down the matrix we have
11 cost and here there was three major things that we
12 looked at and all of them were fairly noteworthy.
13 The first was user costs. And by user costs we mean
14 the cost associated with each of you when you travel
15 from here down to Brooklin, if you have to go some
16 alternate route because of construction what is your
17 time line, how much are you paying in mileage, the
18 wear and tear, you know, buying new tires, those
19 sorts of things we tax in terms of user costs and we
20 assess that based on the number of vehicles traveling
21 on the anticipated detour as well as travel time and
22 how long that takes in terms of how long that
23 construction is in place. So we see various values
24 here ranging from about \$3 million for the
25 rehabilitation solution because it's potentially in

1 place for a long time in terms of user costs. And
2 then replacement options, where depending on whether
3 it's conventional construction, it's about a half a
4 million to accelerated bridge construction would be
5 about \$300,000 and this is really just how long each
6 of you are traveling and going someplace else.

7 These values are noteworthy, but it's also
8 noteworthy that if a temporary bridge were put in
9 those travel costs would be reduced because now
10 instead of going perhaps the long way around you can
11 still go on your normal route, but you might have to
12 wait at a temporary signal because the temporary
13 bridge would only be one lane wide. It would only be
14 signalized and you can only go in one direction at a
15 time. There is some delay cost there, but those are
16 things that we did look at.

17 Additionally, we looked at initial
18 construction costs, what might it cost to build each
19 of these structures. Certainly these are conceptual
20 engineering estimates, but for the rehabilitation
21 option it was about \$8 million construction cost is
22 what we estimate. It's a very complex undertaking to
23 relocate a structure of this type. If we add a
24 sidewalk, you know, at a minimum the cost would be
25 about \$8.3 million and a separate sidewalk or I

1 should really say a separate pedestrian bridge along
2 the side of it. The replacement option is more
3 conventional construction, contractors are accustomed
4 to it, it's simpler construction and, therefore, as I
5 think most of you expect, it's more cost-effective.
6 The replacement option ranges from about \$4.6 million
7 for a conventional construction solution to about
8 \$5.2 million to do it accelerated construction.
9 There is a premium associated with asking a
10 contractor to do something in a small amount of time
11 than normally would be required. You have to pay
12 crews overtime, maybe work a few night shifts, there
13 are costs associated with that.

14 The alternate alignment, that's a lot of
15 roadway to build. It's a mile of roadway. It's a
16 500 foot long bridge. That one was \$14 million to
17 build the alternative alignment. And then for all of
18 these options that we looked at and went through the
19 temporary bridge analysis we found that adding a
20 temporary bridge to these solutions would add about
21 \$800,000 to the cost of the project. So those are
22 some of the basic construction costs we had to
23 develop.

24 Additionally, we look at what's called a
25 service life cost, all right, what's the cost over

1 the entire lifetime that we have this piece of
2 infrastructure in place, how much is it going to
3 cost, right. It's like the cost of ownership for
4 your car. Some brands of cars have a lot more
5 maintenance and they cost you more in the long-term
6 whereas others you may know are more efficient to
7 maintain. It's that same concept. So with the
8 rehabilitation option because it only has a 50 year
9 service life and 50 years needed to invest another
10 significant sum of money that gets rolled into that
11 100 year evaluation period that we're looking at and
12 there the rehabilitation option was about 15 1/2 at
13 \$15.7 million. The replacement option with a more
14 modern structure it's a, you know, we anticipated it
15 will be more durable and doesn't have to be replaced
16 again in 50 years, so those service life costs are
17 about \$7 million. The alternate alignment still
18 maintains a pretty high cost at just under \$20
19 million. So I did want to spend a little bit of time
20 walking through that. There's a lot of data. Again,
21 at the end if you have any questions, I'd be happy to
22 answer them.

23 From here, we're going to talk about
24 environmental impacts. It's really a significant
25 part of the project. Kristen Chamberlain is going to

1 come up and talk about a lot of these evaluations
2 that we have to think of in terms of environmental
3 resources on the site.

4 MS. CHAMBERLAIN: Hi, everyone. Thanks for
5 hanging in there on a hot evening. Like Tim said, I
6 have the joy of presenting the matrix within the
7 matrix. If you'll note the page after the centerfold
8 matrix there are a couple of tables that specifically
9 talk about environmental impacts, historic and
10 cultural resources as well as natural resources.

11 So I'll try, again, to summarize at a pretty
12 high level what we've assessed to date understanding
13 that if folks are more interested in specifics, feel
14 free to contact us here tonight after the meeting or
15 in the future to get more information if something
16 strikes your interest.

17 So we've done some identification of natural
18 resources on the site and we all know there are fresh
19 water and coastal resources at the site and there is
20 quite a diverse range of species. We've done -- we
21 do work ourselves, but we do reach out to state and
22 federal agencies to see what they have for
23 information and there are some local folks who also
24 captured some the species of interest. So when we
25 assess each alternative to try to characterize the

1 natural resource impact, generally fish and wildlife,
2 they fell into a couple types of impacts. One of
3 them is permanent loss of contact converting a
4 coastal wetland to non-coastal wetland and adding a
5 structure where there was not a structure there that
6 is something that we consider permanent impact.
7 Temporary impacts are things that maybe last the
8 duration of the project but over time might revert to
9 their original condition. For example, we might have
10 something in the water that might cause noise or
11 change the water quality enough to have a species, a
12 fish species or a bird species not be in that area
13 while we're under construction. We might discourage
14 feeding adjacent to the bridge during construction or
15 we might produce noise enough for a seal to go
16 someplace else or for the ducks that we know occupy
17 the area next to the bridge in the winter to maybe
18 find a different spot to be during that time of year.

19 So when we tried to lay out all of the
20 alternatives that you heard about tonight and draw
21 some type of comparison for fish and wildlife species
22 we came up with a few points that you can take away
23 from that table. One, that each of the alternatives
24 had a potential to impact fish and wildlife in the
25 area. The in-water construction activities for the

1 online replacement and rehab alternatives are fairly
2 similar because the abutments supporting the
3 structure of the bridge will remain and the in-water
4 work associated with rehabilitation and on-site
5 replacement would be quite similar. The permanent
6 and temporary footprint of the rehab and replacement
7 alternatives are also quite similar. The real, I
8 guess, change would be from the alternative alignment
9 that would introduce a new road where there isn't one
10 now with associated impacts and a larger footprint
11 than those that are -- that we looked at for rehab
12 and replacement on-site.

13 So when we looked at things that we should
14 really take a hard look at when evaluating which
15 alternative to select those came up as well as the
16 difference in severity of the impacts for the
17 alternatives really relate to the overall disturbance
18 on the site, the footprint of that, the duration of
19 construction and whether a temporary detour is
20 constructed, those are kind of the main points that
21 jumped out at me when I was looking at all of the
22 data we've collected to date.

23 We put years into cultural resources and
24 historic properties. We know there are several
25 properties in the area that are historic and

1 protected under Section 106 of the Natural Historic
2 Preservation Act, specifically the bridge and the
3 adjacent property known as Wakonda and Arcady make up
4 the Blue Hill Falls Historic District. In addition,
5 we have three important archeological sites adjacent
6 to the bridge. So the affects here that we
7 considered earlier have particularly adverse affects,
8 it's not as bad as the word implies, what we're
9 talking about are changes, where there is going to be
10 changes to the properties, changes significant to
11 them that define them as historic and there are
12 varying degrees of changes associated with each of
13 the alternatives. We spent a lot of time on this
14 particular issue. There is a lot of supporting
15 information. Julie in the back has spent a lot of
16 time really looking at these and the properties and
17 what makes it important, so we invite you to get more
18 information about that if you'd like. I'll try to
19 keep it high level for now.

20 So what's shown in the slide are essentially
21 the potential effects from the alternatives, the
22 overall project effects meaning there is an adverse
23 affect or a change to one of the properties that is
24 historic in the project area and that results in an
25 overall determination for the project. So like I

1 said, there is a lot of information. I'll try to
2 pull a few key points from the matrix within the
3 matrix. And all of the alternatives for
4 archeological resources, the Nevin site is avoided.
5 Some disturbance of the Luskey site is required for
6 the rehabilitation on-alignment and replacement
7 option. And the Roundy site has the potential to be
8 impacted if a temporary detour is constructed.

9 So in terms of different levels of changes
10 to the project in the historic district there is an
11 obvious one for the rehabilitation option would
12 maintain the existing bridge, so a little bit less of
13 a change to the historic district. However, all of
14 the alternatives except the off-alignment at a new
15 location would require some level of disturbance on
16 the Wakonda site, which is considered a change and
17 that is kind of that's why the overall determination
18 for the project is listed as adverse. So this is a
19 technical item, so please feel free to ask for more
20 information on this if you would like.

21 And finally, the replacement off-alignment
22 would avoid historical impacts at the existing bridge
23 site assuming that the Blue Hills Falls Bridge and
24 the District would remain in tact and that means the
25 bridge has to be maintained in its current condition

1 through here. So the final design had to do with
2 avoidance of renovation and mitigation. So NEPA
3 allows, which Eva mentioned earlier, they require us
4 to consider impacts in our decision-making and it's a
5 good faith effort to avoid impacts and minimize
6 things that can't be avoided. The alternatives that
7 we presented to date represent our best effort to
8 avoid and minimize. There are going to be some
9 impacts that are unavoidable. So some of the ways
10 that we'll look to further minimize those impacts
11 during preliminary and final design, I have some
12 examples of those and they seem to be a little bit
13 similar between the fish and wildlife. For fish and
14 wildlife we would try to limit interaction with the
15 fish and wildlife that we know are using the area by
16 avoiding certain activities when we know they're
17 present. We try to use in-water work windows. We
18 try to adjust the construction sequence and try to do
19 things at certain times of the year where certain
20 species are not around if we can. And then overall,
21 we try to minimize our construction duration and
22 in-water activities.

23 For both cultural and natural resources it's
24 to our advantage to look for ways to reduce permanent
25 impacts and divert our footprints, that means in the

1 water and also on the land and to minimize removal of
2 vegetation and this is both for fish and wildlife and
3 historic properties. And as I mentioned, it's likely
4 that not all of the impacts -- we won't be able to
5 avoid all of the impacts. There will be some that
6 are unavoidable and for those we'll consult with
7 state and federal agencies and members of the
8 community to make sure we have the best information
9 and if necessary try to provide mitigation for those
10 impacts. For wetlands and wildlife, examples of
11 mitigation might be monitoring and utilizing
12 construction and best management practices, maybe
13 even an offset of loss of function and values either
14 off-site or with some type of in lieu fee payment.
15 For cultural resources we might consider formal
16 documentation of historic properties, interpreter
17 panel, informational booklets, recovery of
18 archeological artifacts, those are types of things
19 we've done on similar projects with, I won't say
20 similar resources, but the same types of historic
21 resources that we're talking about.

22 So in addition to the alternatives, we
23 welcome public comment which is also important on
24 ways to avoid, minimize and also mitigate any impacts
25 from any alternatives that are unavoidable. So

1 tonight, we're really trying to collect information
2 that would inform us on which alternative to select
3 and then specific to environmental impacts we would
4 continue to take comment through preliminary and
5 final design for the selected alternative. And now
6 I'll turn if back to Tim.

7 MR. COTE: All right. Sorry for the
8 technical glitch folks. That may be the computer's
9 way of saying it's getting a little bit warm in here
10 and we need to wrap it up. The good news is we're
11 getting near the end, so to bear with us.

12 So that was the environmental part of it.
13 That section you'll notice was grayed out in the
14 matrix. In your handout the page after the full
15 matrix summarizes that environmental information.

16 So as we continue our march down the matrix
17 through these evaluation criteria, the next category
18 was other, right. This is our catch all category for
19 things that don't fit under other areas. These are
20 sea level rise, right. The tendency for the sea
21 level to come up over time has been demonstrated and
22 the options have been designed for that as that comes
23 up. All of the options were judged to have the
24 ability to accommodate sea level rise whether it's a
25 rehabilitation or whether it's a replacement option,

1 the thought is that the bridge would probably come up
2 somewhat providing some additional clearance
3 underneath the structure.

4 Another point of interest for the Bridge
5 Advisory Committee was could we possibly relocate
6 some of the utilities on the existing bridge or on
7 the bridge. Some of the telecommunication lines
8 could potentially be relocated on a replacement
9 bridge. The electrical lines would likely need to
10 stay overhead. For a rehabilitation option, all of
11 those lines would likely stay on poles on the side of
12 the existing bridge, so a couple of things were
13 brought up as points of interest as we went through
14 the project.

15 Next was property impacts, both permanent
16 impacts from when we build the roadway, it's a little
17 bit wider and those slopes get extended out and there
18 is potential for property impacts with that, but also
19 temporary impact and these are impacts that are
20 needed for a short period of time as the contractor
21 accesses and builds the bridge, but also to build a
22 temporary bridge alongside. Those impacts are for
23 the period of two years or so and then that property
24 is then, you know, given back to the land owner as
25 part of that. So we looked at the difference in

1 impacts in both -- all of these options from both
2 permanent and temporary. They're fairly similar
3 whether it's a rehabilitation or a replacement
4 option. The biggest difference that comes in with
5 the alternate route there is approximately, this
6 would be, what, 10 acres of permanent property
7 impacts for that new road that would be associated
8 with that in the new bridge. Also with the temporary
9 bridge solution obviously some additional temporary
10 impacts would happen to build that new structure on
11 the Salt Pond side of Route 175, so that has an
12 effect as well.

13 Safety. This was an important topic to the
14 Bridge Advisory Committee is community safety. And
15 we put this into two categories, the safety for
16 motorists driving down the roadway and the safety of
17 pedestrians who are out on the site or bicyclists who
18 are out on the site. The rehabilitation option is
19 viewed to have less ability to satisfy some of those
20 concerns whereas we're stuck geometrically with a
21 more narrow roadway. Certainly there is some ability
22 to provide a separate sidewalk off to the side with
23 the rehabilitation solution and we still have that
24 narrower roadway in the final condition. The
25 replacement option obviously is a modern structure

1 with a much wider roadway and that's used to
2 accommodate those better. The alternate alignment
3 solution, the alternate alignment is built to modern
4 standards, but, again, no change is really
5 significant being made for Falls Bridge and things
6 will essentially be unchanged at that location.

7 Lastly, as we get to the bottom of the
8 evaluation -- the evaluation matrix is schedule,
9 right. And the key factors here were how long does
10 it take to built the project, how long is traffic
11 impacted because those numbers might not necessarily
12 be the same and then how much night work might be
13 estimated. So from a construction duration
14 standpoint, and I'm going to speak in generality, the
15 rehabilitation project would be more intensive, more
16 detailed and therefore would take longer and it would
17 also require the longest impact to motorists while
18 the temporary bridge was built. The replacement
19 option could be constructed with conventional
20 construction in probably about six months less time.
21 If we used accelerated bridge construction that
22 overall duration doesn't change but the impact to
23 traffic does. So what we're looking at here with the
24 replacement option, conventional construction we
25 might have a 9 to 12 month window in the replacement

1 option where traffic is on a temporary bridge or
2 detoured somewhere else, whereas the accelerated
3 bridge construction that reduces to about two months
4 potentially. For a rehabilitation it's 18 to 20
5 months. It's just a longer process. With the
6 alternate alignment and building a new road someplace
7 else and a new bridge somewhere else traffic is used
8 to the flow on the Falls Bridge as it is today. And
9 then certainly with the temporary bridge, you know, a
10 lot of those traffic impacts are handled on-site and
11 it's an inconvenience but traffic is not being
12 rerouted elsewhere, so we've got some evaluation
13 criteria, some facts, figures built in here in terms
14 of a schedule impact.

15 So that brings us through the matrix. It's
16 a lot of information and I'm sure there will be
17 questions and the Advisory Committee will take
18 questions at the end. But to wrap this up, I'm going
19 to hand it back over to Andy, who is going to talk
20 about where we're going from here. Andy.

21 MR. LATHE: Thank you, Tim. We're almost
22 there. So I'll talk about moving forward and then
23 also how you guys can reach out to the Department to
24 make comment. Moving forward, right now, we're going
25 to receive public comments that may influence the

1 final preferred alternative selection to about
2 September 29. In early October, we hope to meet with
3 the Bridge Advisory Committee and go through all of
4 those public comments and decide at that point in
5 time if revisions to the Alternatives Matrix that Tim
6 has gone through need to be changed or updated or
7 modifications made to it and once we have kind of put
8 all of those comments together on the Design Matrix
9 the Department of Transportation will sit down with
10 Federal Highway and with using the Design Matrix and
11 all of the other research we've done over the last 18
12 months sometime in the October, November time frame
13 most likely we'll select a preferred alternative.

14 So opportunity for public comment or input,
15 that's tonight. Also, in addition to this evening
16 there are comment cards in the back of the room, take
17 a few with you so that if you have a comment later in
18 the week and you want to send it to us that would be
19 great. Also, if you go to the town of Blue Hill's
20 website there is additional information on the agenda
21 meetings and our presentation to the Bridge Advisory
22 Committee are posted there. There is also a website
23 which is shown here, so this is the town of Blue Hill
24 website to go and look at any of the presentation
25 information we've done in the past. And below here

1 is a link that's on the Blue Hill website or you can
2 take this pamphlet here and in the back of the
3 pamphlet and it will send comments directly to me at
4 my office and I also have my email address on the
5 comment cards in the back. So if electronic
6 communications aren't going to work for you, also the
7 Bridge Advisory Committee members are behind us, feel
8 free to chew their ear, they will bring those
9 comments back to us in October as well, but it's
10 great if we can get at least a written comment so
11 that it becomes part of the public record.

12 I'm getting ready to open this up to
13 questions and comments, all that I do ask is that you
14 please raise your hand and when I call on you please
15 just state your name for the court reporter so that
16 she can get it correct in the public record. Also,
17 one speaker at a time please. It's helpful for the
18 court reporter if there are no cross-conversations
19 going on. And, again, if you feel uncomfortable
20 getting up in front of the public and asking a
21 question or making a comment, feel free to use the
22 cards to reach out to us. So at this time, we'd love
23 to hear your comments and questions. The one in the
24 blue shirt. Sir.

25 AUDIENCE MEMBER: (Tim Seabrook.) The

1 abutments like you said would stay --

2 MR. LATHE: Sir, can I get your name,
3 please?

4 AUDIENCE MEMBER: Oh, Tim Seabrook.

5 MR. LATHE: If you could speak a little
6 louder, it's hard to hear in here.

7 AUDIENCE MEMBER: Tim Seabrook. My
8 question -- I have three questions. The abutments
9 you say are going to remain the same width regardless
10 of what -- the way the bridge is dealt with. If it
11 stays the same way with rehab or it expands as this
12 other version it's going to be wider, is that true?

13 MR. LATHE: That's correct. What we --

14 AUDIENCE MEMBER: (Tim Seabrook.) Okay.
15 How much wider is it going to be?

16 MR. LATHE: Sure. I just want to add one
17 comment too that we're trying to address also the
18 potential for sea level rise here --

19 AUDIENCE MEMBER: (Tim Seabrook.) That's my
20 second question.

21 MR. LATHE: -- and extending the width. The
22 intent is to keep the abutments in their existing
23 condition or improve them, but in order to
24 accommodate the sea level rise --

25 AUDIENCE MEMBER: (Tim Seabrook.) Yup.

1 MR. LATHE: -- and raise the bridge you'll
2 likely see a similar concrete wing wall that will go
3 on the top of these, so kind of a knee wall will go
4 on top of the concrete abutment to raise the roadway
5 on the approaches to meet the bridge elevation.

6 AUDIENCE MEMBER: (Tim Seabrook.) How high?

7 MR. LATHE: Upwards of 2 to 4 feet.

8 AUDIENCE MEMBER: (Tim Seabrook.) 2 to 4?

9 MR. LATHE: Yup.

10 AUDIENCE MEMBER: (Tim Seabrook.) Don't you
11 need more than that?

12 MR. LATHE: Well, we're looking at 4 feet.

13 AUDIENCE MEMBER: (Tim Seabrook.) 4 feet,
14 okay.

15 MR. LATHE: Sea level rise, we want to keep
16 it under the bridge decking, so ideally we're looking
17 at a 2 to 4 feet range in elevation.

18 MR. COTE: One of the things we also
19 recognize is those sites of significant
20 archeological significance. The higher we bring the
21 roadway, the further those slopes spill out into
22 those sites of significance and it starts to require
23 the addition of a retaining wall and other things to
24 keep those slopes off those sites and that's part of
25 the balance equation as we evaluate that more in

1 final design.

2 AUDIENCE MEMBER: (Tim Seabrook.) So is
3 that -- I mean, I'm envisioning driving down there
4 and the road is going to get wider over the bridge,
5 so what's going to happen coming to the bridge? Is
6 it going to be like an hourglass?

7 MR. COTE: Yeah. Kevin, do you recall what
8 the roadway width approaching it right now is?

9 MR. BRAYLEY: Right now, it's 20 feet
10 curb-to-curb on the bridge and then you have
11 shoulders that are about 3 feet.

12 MR. COTE: But away from the bridge, it's
13 actually a little bit wider away from the bridge. So
14 the new typical section is going to provide
15 additional width and it's probably going to be about
16 6 feet wider out-to-out than the existing bridge.
17 One of the things we recognize is that tied arch, and
18 we're talking about a replacement scenario here --

19 AUDIENCE MEMBER: (Tim Seabrook.) Yeah.

20 MR. COTE: -- so with a tied arch that's a
21 pretty discouraging structure, right, that's about 3
22 feet wide at its base and our new modern structure
23 doesn't require that much width. All of the
24 supporting elements are underneath instead of along
25 the side, so we can use some of that to now serve as

1 roadway instead of load carrying structure. So that
2 allows us to provide a wider roadway while only
3 expanding a slight amount on the structure itself.
4 And we also recognize that there is a lot of people
5 who hang out on the bridge, that is the attraction,
6 so --

7 AUDIENCE MEMBER: (Tim Seabrook.) Right.

8 MR. COTE: -- in that way providing a little
9 bit of extra width there seemed to make sense as we
10 worked through with the committee.

11 AUDIENCE MEMBER: (Tim Seabrook.) Right.
12 Right.

13 MR. COTE: But we did -- we did have this
14 traffic here. You can see that, you know, to
15 accommodate that extra width you can see that we're
16 sort of cantilevering out, if you will, a cantilever
17 off the edge of the existing structure, to put 30
18 foot wide structure on top of a 24 foot wide
19 something else needs to happen --

20 AUDIENCE MEMBER: (Tim Seabrook.) Right.

21 MR. COTE: -- and that's what we're showing
22 here. And whether it's on one side or split equally
23 on both sides that is part of the next design
24 phase --

25 AUDIENCE MEMBER: (Tim Seabrook.) Right.

1 MR. COTE: -- if that was to go forward, but
2 that's the concept we'll be looking at.

3 AUDIENCE MEMBER: (Tim Seabrook.) But the
4 entries to this place for land before it and after it
5 will be impacted as well.

6 MR. COTE: There will be some taper as we
7 flare into it. It will taper into that, yes.

8 AUDIENCE MEMBER: (Tim Seabrook.) So, yeah,
9 it makes sense to me. Thank you.

10 AUDIENCE MEMBER: (Jim Schatz.) You had the
11 next question right behind you.

12 AUDIENCE MEMBER: More of a comment.
13 Jennifer Green, Water Research Institute. That area
14 is not only interesting for standing waves and
15 kayakers, but it's also very, very interesting from
16 the standpoint of fluid dynamics and how it flows.
17 Standing waves, the trains of water seas and all
18 kinds of stuff, so it is a site that I take people
19 when we have water conferences and we have had
20 international water conferences and have hung out
21 there a lot, so it's very interesting from that point
22 of view, so the sidewalk will be really wonderful and
23 a lot less dangerous.

24 AUDIENCE MEMBER: Dick Evans. As part of
25 this process has any consideration been given in

1 addition to the causeway between the bay and the
2 build?

3 MR. LATHE: Yes, we looked at that causeway.
4 Repairs to that causeway, if necessary, would not be
5 part of this project specifically. That causeway and
6 the road over it is the responsibility of the
7 Department of Transportation's regional forces.
8 Recently the regional forces have been there about a
9 week and a half, two weeks ago, looking at that
10 structure we found that the actual outlet barrel
11 underneath where it's only 4 feet wide and 4 feet
12 tall and the stacked stone were in very good shape.
13 We are looking at some of the wire guardrails along
14 there as well as the -- if there is any room for any
15 potential work on the slopes. The slopes are very
16 steep. They seem to be very sound. If you get out
17 and walk around or I don't know if anyone has been
18 walking on the causeway, it's pretty narrow and not a
19 great walking site through there, but there is beach
20 areas on either side. If you were to look down at a
21 shallow time of the tide you'll notice there is not a
22 water -- not a lot of rocks that have spilled down
23 into the waterway, so those -- those shoulders are
24 holding very well.

25 AUDIENCE MEMBER: (Dick Evans.)

1 (Inaudible.)

2 MS. BIRK: Andrew, we're having a little
3 trouble hearing in the corner, so if you want to come
4 up front there is a microphone here as well and then
5 we'll also try to repeat the question.

6 MR. LATHE: Yeah, the microphone won't reach
7 terribly far.

8 MS. BIRK: You'll have to make a long walk
9 up front.

10 MR. LATHE: I'll hold the microphone, but I
11 think this is as far it goes.

12 AUDIENCE MEMBER: (Dick Evans.) My question
13 was about the width of the causeway and we're having
14 the same issue with the width on the bridge.

15 MR. LATHE: Correct. We would not be
16 correcting the width of the causeway with respect to
17 this project. I am not looking at increasing the
18 width of the causeway. It would likely become a
19 significant -- potentially significant right of way
20 impacts if the wing walls are widened to correct that
21 in there and you start getting up with water and
22 potentially on the slope of the causeway as well. So
23 we haven't done a lot of investigation into widening
24 that roadway and wouldn't do so as part of this
25 project.

1 MS. BIRK: And to the gentleman that just
2 spoke, could you state your name, please?

3 AUDIENCE MEMBER: I stated it earlier, Dick
4 Evans.

5 MS. BIRK: Thank you.

6 AUDIENCE MEMBER: Avy Claire. I -- if the
7 alternative route is built, how will that Falls
8 Bridge be used?

9 MR. LATHE: So the question was if the
10 alternative route were constructed, how would the
11 existing Falls Bridge be used. Does anybody from the
12 Bridge Advisory Committee want to make a comment?

13 AUDIENCE MEMBER: (Jim Schatz.) Well, I --
14 I could make a comment. In terms of the -- if the
15 assumption is that the town would take responsibility
16 for that it would obviously be an incredible expense
17 not only to have an ongoing responsibility for the
18 bridge itself but for that part of 175 that will no
19 longer be 175 it will become a town road, so it's not
20 something that I imagine the town would be excited to
21 take on.

22 AUDIENCE MEMBER: (Avy Claire.) I
23 understand. What we would use it for if we take that
24 on?

25 AUDIENCE MEMBER: (Jim Schatz.) It needs to

1 be maintained. In essence, I think DOT -- first of
2 all, you know, if they transferred it to another
3 entity, whether it be the town or not, that they
4 would have to recondition it and that would be
5 another cost which we probably didn't go over in
6 detail on this matrix, but so there would be a cost
7 to that. And then the entity, the town or whatever,
8 would have a responsibility to maintain the -- have
9 maintenance responsibility over the -- over that
10 structure. And then of course we would --

11 AUDIENCE MEMBER: (Avy Claire.) And then so
12 we would be able to have cars go over it?

13 AUDIENCE MEMBER: (Jim Schatz.) If we would
14 use it as town road we would have to meet all those
15 standards. If we decided to make it a park and
16 block it off and then you would have access problems
17 with people at either end, so it would probably be a
18 town road so you would have to maintain it as you
19 would any other town road.

20 MR. COTE: So this is an item that's not yet
21 totally defined and there is a couple of different
22 paths that could take place. Initially, the
23 Department would invest a small amount to do some
24 basic repairs but nothing near the level of
25 investment that we're talking about. It would be the

1 minor stuff that's needed to address any immediate
2 life safety type things for passage. From there, it
3 would be two solutions. The bridge could either stay
4 open posted for load and then as the DOT continued to
5 inspect the bridge biannually because it's open to
6 traffic, even though it's a town-owned and maintained
7 piece of infrastructure, at this point, the DOT will
8 continue to inspect it and it would reach a point
9 that the bridge would continue to deteriorate if the
10 right level of investment wasn't made and so the load
11 posting was lowered and lowered and lowered until the
12 bridge is eventually closed. The other option is to
13 simply close the bridge to traffic right off and
14 whatever happens with it then is subject to
15 discussion and that was not something that was
16 decided as part of this process. It was just
17 recognized that there are two possible branches of
18 the decision tree there that could be taken.

19 AUDIENCE MEMBER: (Avy Claire.) Thank you.

20 MR. LATHE: John.

21 AUDIENCE MEMBER: (John Chapman.) Did you
22 not say before that the ownership and responsibility
23 of the causeway would also transfer?

24 MR. LATHE: That's correct.

25 AUDIENCE MEMBER: (John Chapman.) It would

1 become part of Falls Bridge Road.

2 MR. LATHE: Yes.

3 AUDIENCE MEMBER: Yeah, the name is Gerardi.
4 I used to live on 116, so it was right across the
5 bridge. It's a really neat ecosystem. The fish in
6 Salt Pond is different, the fish in there and the
7 lobster are different and I'm just -- I want to know
8 who is going to do the full evaluation of changing
9 the width of the walk -- the abutments to allow the
10 water in and out because that's a real tough
11 calculus because you're a trying to factor in ocean
12 rising 3 feet in the next 50 years, that can
13 really -- that influx and deflux of water is one of
14 the reasons why it's a worldwide destination to watch
15 that. How is that factored in there?

16 MR. COTE: Thus far it's not expected --
17 those geometries, that geometrics with the bridge in
18 terms of the width of the existing stone abutments
19 and the openings is not expected to change
20 significantly as part of this project. So these
21 modifications that we're talking about to provide the
22 wider roadway is happening up above at the very top
23 of that structure, so that's not going to continue
24 down to the water as well.

25 AUDIENCE MEMBER: (Michael Gerardi.) Well,

1 I know, but if you were to widen the entrance about a
2 foot that would change the empty and filling times of
3 the entire causeway.

4 MR. COTE: But we're not changing that.

5 AUDIENCE MEMBER: (Michael Gerardi.) But
6 the way of the world is we have some climate change,
7 we don't know why, I'm not going to get into that,
8 but can you protect it somehow because let's say the
9 sea level is a foot in the next 50 years, the deflux
10 would take so much longer unless you widen it and it
11 floods downstream down over to South Street, has
12 anyone looked at environmental studies of that?

13 MR. COTE: And we haven't because the scope
14 of this project is to improve the Falls Bridge, it's
15 not to preserve the ecosystem per se. We recognize
16 the importance of that, but as far as the scope of
17 this project is getting this piece of infrastructure
18 to be in service and maintained to serve the
19 community that's just not within the scope of what
20 we're doing.

21 AUDIENCE MEMBER: (Michael Gerardi.) Let me
22 suggest this, to take down a tree bigger than 3
23 inches I have to go get approval, so I can't believe
24 you haven't done that study. I have waterfront
25 property, I can't take down a tree bigger than 3

1 inches, so how can you take on a project that's not
2 yet environmentally secure and geologists and
3 oceanographers to do the study?

4 MR. COTE: Yeah, and perhaps we can -- and
5 I'm probably going to maybe kick this to Kristen and
6 maybe I'm not understanding. Is your impression that
7 we are changing the size and opening that the water
8 goes through to get into the Salt Pond?

9 AUDIENCE MEMBER: (Michael Gerardi.) You're
10 not addressing it.

11 MR. COTE: So is your understanding that
12 that's not changing as part of this or are you --

13 AUDIENCE MEMBER: (Michael Gerardi.) I
14 think it is changing and you're superficially
15 addressing it and I don't think there has been a full
16 ecosystem evaluation of a very unique, pristine part
17 of the world and I am just concerned. And I think
18 for as part of the state -- I'm from out of state,
19 but I have property here, you are insufficiently
20 evaluating the impact on the ecosystem and you should
21 go deeper into it and see how you can protect it. I
22 can't take a tree out bigger than 3 inches.

23 MR. COTE: I appreciate the comment.
24 Perhaps we can talk about it in more detail after the
25 meeting. Kristen, do you have anything to add?

1 MS. CHAMBERLAIN: I think we should talk in
2 more detail later and try to understand the question
3 a little better. That would be helpful.

4 MS. BIRK: Yeah, a little bit more
5 information if you're interested. In particular when
6 you say ecosystem, are you addressing the, you know,
7 the salt marsh habitat itself or fish species in
8 particular or maybe a little bit more info would be
9 helpful to understand.

10 AUDIENCE MEMBER: (Michael Gerardi.) All of
11 the above.

12 MS. BIRK: Okay. Great. Thank you.

13 AUDIENCE MEMBER: I'm Dick Marchuetz from
14 South Blue Hill. I'm wondering if there is a fire
15 beyond the bridge on the peninsula south of the
16 bridge or a bad accident, can two pieces of emergency
17 apparatus, say a fire apparatus going toward the fire
18 and an ambulance coming back, can they cross each
19 other on the bridge replacement option at the speed
20 limit?

21 MR. COTE: I believe the answer to that
22 question is yes.

23 AUDIENCE MEMBER: (Dick Marshuetz.) Yes.

24 MR. COTE: So you're asking is the
25 replacement bridge going to provide a roadway wide

1 enough that two vehicles can pass each other at a
2 reasonable rate of speed without having to slow down,
3 I suspect, as they do today on the Falls Bridge.

4 AUDIENCE MEMBER: (Dick Marshuetz.) Well,
5 they can't today.

6 MR. COTE: The answer to that question is
7 yes.

8 AUDIENCE MEMBER: (Dick Marshuetz.) Thank
9 you very much.

10 MR. LATHE: I will add that if there is an
11 on-site temporary bridge option considered it would
12 be a single lane bridge. It would be able to carry
13 all legal loads, but obviously two vehicles are not
14 going to be able to pass at the same time and a
15 temporary bridge would be a single lane option.

16 AUDIENCE MEMBER: My name is John Candage
17 from South Blue Hill. My family has two businesses
18 down there, a retail business and a wholesale
19 business. Unless a temporary bridge was built, I
20 think the retail business would be over with in two
21 years. The wholesale business would operate
22 inconvenient. And there are other things, there is
23 another galley that's opened up down there. There is
24 all sorts of rentals, which it might not be as
25 inviting if you have to go to Brooklin to come to

1 South Blue Hill, so that's one thing. The second
2 thing I haven't heard here this evening at all is any
3 indication that during the two years that you're
4 building the bridge that you're going to have boat
5 traffic through there and there are boats during the
6 summer that go through there all of the time.
7 Sometimes there are boats in the fall. When it
8 becomes fall season they go through there. I know
9 two fishermen that go under the bridge and lobster in
10 the early part of the year in the Salt Pond. Would
11 the temporary bridge allow for boat traffic?

12 MR. COTE: I think the goal would be to
13 accommodate that, obviously with some limitations and
14 there may be some -- as far as boat traffic, the goal
15 I believe would be to replicate the existing
16 clearances that are there now. Passage may be a
17 little more narrow. Those are challenges that will
18 be faced whether it's a rehabilitation or a
19 replacement option, so at this point we have not dug
20 deep into those evaluations, but generally speaking
21 as a goal the first step in this is is there a way to
22 accommodate that boat traffic and, if so, if it's
23 reasonable to do so the goal is to accommodate it.

24 AUDIENCE MEMBER: (John Candage.) Would the
25 temporary bridge accommodate all traffic? I'm

1 talking about a 53 foot trailer and tractor.

2 MR. COTE: Yeah. So the temporary bridge
3 would be designed to carry all legal loads that can
4 travel on Maine's roadways.

5 AUDIENCE MEMBER: (John Candage.) Good.

6 MR. COTE: Whether it's weight or length, it
7 would be designed to accommodate that.

8 AUDIENCE MEMBER: (John Candage.) I think
9 that from my standpoint, I would be very much in
10 favor of having a temporary bridge. The other thing
11 I haven't heard this evening at all from the
12 committee or anybody is anything about the fish that
13 travel there that are --

14 AUDIENCE MEMBER: The what?

15 MR. LATHE: The fish that travel through the
16 causeway or through the site.

17 AUDIENCE MEMBER: (John Candage.) There is
18 elvers, there has been attempts to get alewives
19 running through there, napp will run up in there,
20 stripes has run up in there.

21 AUDIENCE MEMBER: Sturgeon are in there too.

22 AUDIENCE MEMBER: (John Candage.) Pardon?

23 AUDIENCE MEMBER: Sturgeon I understand run
24 through there as well.

25 AUDIENCE MEMBER: (John Candage.) Yeah? I

1 haven't seen those.

2 AUDIENCE MEMBER: This right here is the one
3 that's addressed all those.

4 AUDIENCE MEMBER: (John Candage.) Is that
5 right? I haven't heard anything on it. One thing
6 that I'm -- I'm in the industry, so I have a little
7 knowledge of it. I'm a little worried about
8 construction during March, April, May, June in those
9 waters interrupting the elver flow. That is a
10 considerable amount of money that people that are
11 lucky enough to have a license are able to do up at
12 Carleton Stream and the Salt Pond. And I'm concerned
13 that when the elvers are running that construction
14 could interrupt it and my understanding is that there
15 are -- some people believe that like alewives that
16 elvers return to the stream that they came from, so
17 if we interrupt that for a couple years it may be a
18 problem of having that fisheries enter the Salt Pond
19 and I hope that some consideration would be taken
20 especially in-water work during periods of migration.
21 I guess that's all I have to say.

22 MR. LATHE: I've got just two comments. In
23 regards to fisheries and in-water work windows, we
24 would be looking at an in-water work window between
25 November and March. Is that --

1 MS. CHAMBERLAIN: Yeah. So we are aware of
2 the use of the area by those species. We have a
3 number of consultations that we'll have to do with
4 state and federal agencies. Some of them manage
5 those species that you referenced and we -- on most
6 local projects end up with a recommended work window
7 for in-water activities between November and March to
8 avoid interaction with those species. And one
9 consultation in particular it really, really pushes
10 us to avoid March through the end of July, so that's
11 definitely something that will carry in a lot of our
12 construction duration and construction sequence
13 computations once we pick an alternative. It's
14 definitely something that we talk a lot about. I
15 spend most of my day talking about fish and when
16 we're going to do that. Thank you for your comment.

17 MR. LATHE: And another point I want to make
18 is that whether it's a rehabilitation or replacement
19 option at the site of Falls Bridge there will be
20 cranes set up and construction activity going on, so
21 traffic at the site will be interrupted at times.
22 There are going to be times it will be unpassable
23 because they're lifting things over the causeway.
24 There will be times when activities will be limited
25 here because it's a construction site, so there are

1 implications to the public which may require us to
2 make local activities become limited.

3 AUDIENCE MEMBER: (Jim Schatz.) And if I
4 could ask a question that -- John brings up a good
5 point. You said he stated a preference for a
6 temporary bridge and that goes along with a longer
7 building period of 8 to 12 months in some cases.
8 Would others prefer that as opposed to the
9 accelerated building where we're talking about a 60
10 day window where the bridge is closed but other than
11 that it operates as it is now whether it's
12 rehabilitated or replaced? Are there thoughts on
13 that? Yes.

14 AUDIENCE MEMBER: Hi. My name is Ann
15 Luskey. I live at the Wakonda property. First, I
16 just want to thank the committee for all of their
17 dedicated work. I know that you all have been doing
18 this for many, many months. And the state, I
19 appreciate all of the thoughtful process that's gone
20 into this and how much you have worked to look into
21 all of the different options. I would prefer to
22 rehabilitate the bridge. I understand that it's more
23 expensive and more timely. Just from a personal
24 level, I love the bridge. It's something that I look
25 at every day, so I have a great connection. But I

1 would like to request that given the degree to which
2 Wakonda, the Roundy site and the Luskey property will
3 be adversely changed. I would like to be brought
4 into the conversation in a more meaningful way. And
5 I'd really appreciate seeing a drawing of the
6 anticipated impacts not only of just the temporary
7 bridge, which is very impactful on my property in a
8 very adverse way, so it would be great and very
9 helpful for me to understand how the property -- how
10 my property and all of the valuable -- the Roundy
11 site and all of the archeology and the environment
12 and all of my trees will be impacted, so a drawing
13 would be really helpful. Thank you.

14 MR. LATHE: Thank you.

15 AUDIENCE MEMBER: (Scott Howell.) Yeah, I
16 would like to know --

17 MR. COTE: Sir, could you state --

18 AUDIENCE MEMBER: Scott Howell. I notice
19 that the cost estimate for the two replacement bridge
20 concepts were the same. It wasn't -- it wasn't a
21 difference in that. There is -- is that just because
22 there is -- we're so far away from the design or is
23 there -- are they actually equivalent? Is the girder
24 bridge and the tied arch bridge thought to be the
25 same in cost?

1 MR. COTE: The cost that was presented in
2 the rehabilitation columns, we have two columns
3 there, one was for conventional construction and one
4 was for accelerated bridge construction. Both of
5 those are based on building a aesthetically enhanced
6 girder bridge. To do a tied arch bridge there is an
7 additional cost premium to that --

8 AUDIENCE MEMBER: (Scott Howell.) Okay.

9 MR. COTE: -- but both of those -- that's
10 why they are fairly similar because we were looking
11 at conventional or accelerated construction and there
12 is not a significant cost between those.

13 AUDIENCE MEMBER: (Scott Howell.) Like a
14 percentage for the tied girder bridge over the tied
15 arch?

16 MR. COTE: The tied arch bridge is about \$7
17 million.

18 AUDIENCE MEMBER: (Scott Howell.) \$5
19 million --

20 MR. BRAYLEY: 4.2 and 5.2.

21 AUDIENCE MEMBER: (Scott Howell.) Okay.
22 Thank you.

23 MR. COTE: In the back.

24 AUDIENCE MEMBER: I'm Ellen Best. I live in
25 South Blue Hill and I certainly wouldn't have -- I

1 work in town and the impact on me wouldn't be nearly
2 what it would be on the Candage family, but I do have
3 a seasonal rental in South Blue Hill, but I'd like to
4 state a preference for the accelerated construction
5 option and a fairly short-term interruption of the
6 traffic flow. I understand there is always going to
7 be some problems with the -- with the construction
8 over an extended period of time, but that, you know,
9 really interrupting the traffic flow for a much
10 shorter time period seems like a much better option
11 to me, so that's -- I'd like to see that.

12 MR. LATHE: Thanks for your comment. I just
13 want to add that the accelerated bridge construction
14 option is only an option if the bridge is a
15 replacement of the bridge, so the rehabilitation
16 option would be a much longer construction process.
17 Yes, sir.

18 AUDIENCE MEMBER: Maybe I'll just jump in as
19 another South Blue Hill resident and say I actually
20 think the -- I am more or less indifferent between
21 whether there is a temporary bridge or an accelerated
22 bridge construction. I guess I would, like Ellen,
23 probably lean toward -- Scott Miller, Blue Hill --
24 lean toward the accelerated one because there is less
25 impacts on the adjacent properties, but what I would

1 find kind of unacceptable and a huge problem would be
2 conventional construction with no temporary bridge.
3 That's a -- from my perspective, that's a huge
4 problem and you see it reflected in your numbers in
5 the user cost of more than \$3 million. A chunk of
6 that user cost would be borne by, you know, my
7 neighbors.

8 MR. LATHE: Thank you. Other questions and
9 comments? In the back, yes.

10 AUDIENCE MEMBER: Veronica Robertson and I'm
11 for the accelerated bridge project and let's get this
12 done as quickly as possible in the safest manner as
13 possible. I work in Bangor. I commute every single
14 day and it's going to be an huge inconvenience and
15 expense and wear and tear on my car. Not to mention,
16 I live on the Wharf Road, we have a lobster industry,
17 people need to get these perishable goods out in a
18 timely fashion and these fishermen are counting on
19 those lobsters being sold and getting out of there,
20 so I go for the fastest least expensive alternative.

21 MR. LATHE: Thank you.

22 AUDIENCE MEMBER: Judy Roundtree from South
23 Blue Hill. Is there an appreciable difference
24 between what would be prefabricated sections and a
25 replacement bridge and the kind of work that you

1 would do to rehabilitate? Prefabricated things that
2 are faster sometimes make me nervous. Do you
3 understand what I'm saying?

4 MR. LATHE: Sure. Quality control sort of
5 aspect?

6 AUDIENCE MEMBER: (Judy Roundtree.) Yeah.

7 MR. LATHE: Faster is not necessarily
8 better.

9 AUDIENCE MEMBER: (Judy Roundtree.) I
10 understand you had discussed this at another meeting,
11 but.

12 MR. LATHE: Do you want to --

13 MR. COTE: Sure. It's interesting, you
14 know, going faster sometimes gives you the impression
15 that it means the quality will suffer, but in the
16 case of bridges it's actually somewhat the opposite.
17 So what happens is they would build these girders in
18 an enclosed environment likely at some shop in a very
19 controlled environment where it's easier to build
20 things within tolerance to get materials, the
21 concrete, the right quality of the concrete placed.
22 You're not having to ship concrete from Bangor or
23 wherever onto the project site and at that point the
24 concrete is already trying to set up, you're not
25 dealing with those same instances. You do have to

1 join the materials together at the site and that's
2 something that we as engineers think about carefully,
3 but there have been significant advancements in that
4 industry in the last decade particularly, but there
5 are some really good state of the art materials where
6 it's shown that some of those joints are actually a
7 higher quality product than the actual beams
8 themselves. So in the case of this, we don't
9 anticipate that there would be any reduction of
10 quality in the bridge. In fact, there may be a
11 slight increase in quality of the bridge if you do it
12 accelerating construction.

13 AUDIENCE MEMBER: (Judy Roundtree.) Thank
14 you.

15 MR. LATHE: What I'd like to add too is that
16 any accelerated bridge units that are constructed
17 would be built by plans and specifications and the
18 Department of Transportation would have an inspector
19 at these plants as they're fabricating them, so we
20 would be supervising all of that.

21 AUDIENCE MEMBER: (Jim Schatz.) There is a
22 question back here. Go ahead, sir.

23 AUDIENCE MEMBER: (Michael Gerardi.) I just
24 wonder what the room feels about the aesthetics of
25 the replacement bridge, do they like the tied arch or

1 the more contemporary structure? I think the tied
2 arch bridge would fit the need of the aesthetic
3 beauty of and history of the bridge. Does that
4 factor in?

5 AUDIENCE MEMBER: I agree. I would like to
6 see a tied arch and go that route.

7 MR. LATHE: Can I get your name, please?

8 AUDIENCE MEMBER: Jack Titcomb.

9 MR. LATHE: Sure. So as we look at all of
10 the options we're going to be looking very hard at
11 the rehabilitation first and foremost as our first
12 stop on picking a feasible option for construction.
13 When we start to look at the other options all of
14 them will need to compete with each other based on
15 public needs, engineering needs, needs of the site
16 and the cost. So aesthetics will certainly be a
17 local need that will play into this, but all of the
18 options will compete on an equal playing field.

19 AUDIENCE MEMBER: (Jim Schatz.) You had a
20 question in the back there. Did you have a question?

21 AUDIENCE MEMBER: Me? Oh. Hi. I'm
22 Charlotte Wier. I live in the Wakonda residence. I
23 would like to state that I prefer absolutely no
24 temporary bridge because it has a huge impact on my
25 house and the -- and all of the wildlife and our

1 trees and the archeological sites that are right next
2 to our house, so please no temporary bridge.

3 MR. LATHE: Thank you for your comment.

4 AUDIENCE MEMBER: (Jim Schatz.) Anybody
5 else want to take a stab at any of these options?
6 Don.

7 AUDIENCE MEMBER: Don Mallow, Blue Hill. It
8 just seems like a lot of money expended for a 50 year
9 patch job. I really think at this point it really
10 would -- and I am an architect and I would like very
11 much to preserve that old bridge, but I think it's
12 time to really be realistic about it and realize that
13 that bridge should not have good money thrown after
14 it. I think it is time to just say goodbye to that
15 beautiful old bridge and replace it with something
16 that's solid and that will last a century and I think
17 that's very important. I would ask one thing to
18 consider and that is that as we have to think about
19 waters rising possibly like -- not possibly, but will
20 happen. The pressures on the abutments are going to
21 increase and the real issue is when it's going to
22 come into affect and to raise those with only 60 feet
23 for the water to get through. That is not going to
24 change, but the pressures are going to be increased
25 dramatically against that, so I think it would

1 behoove you to do some computer modeling. The
2 granite looks very pretty and very nice, but I don't
3 know if it's really want you want to hold onto. I
4 think you should study the abutments very, very
5 carefully.

6 AUDIENCE MEMBER: John Chapman from the
7 Bridge Advisory Committee. Can you go back to the
8 picture showing the rehabilitation of the abutments?
9 If you notice on the right-hand picture there is two
10 red lines that go vertical --

11 AUDIENCE MEMBER: (Don Mallow.) Yup.

12 AUDIENCE MEMBER: (John Chapman.) -- and
13 the intent there that we have been told is the
14 engineers expect to pin and stabilize those stones --

15 AUDIENCE MEMBER: (Don Mallow.) Right.

16 AUDIENCE MEMBER: (John Chapman.) -- to
17 bedrock --

18 AUDIENCE MEMBER: (Don Mallow.) Correct.

19 AUDIENCE MEMBER: (John Chapman.) -- in
20 anticipation of your concern.

21 AUDIENCE MEMBER: (Don Mallow.) So it is in
22 anticipation of increased pressures?

23 AUDIENCE MEMBER: (John Chapman.) Yes.

24 AUDIENCE MEMBER: (Don Mallow.) Oh, really.

25 AUDIENCE MEMBER: (John Chapman.) So

1 instead of a pile of rock --

2 AUDIENCE MEMBER: (Don Mallow.) I thought
3 it was just to stabilize them as they are now.

4 AUDIENCE MEMBER: (John Chapman.) Well, it
5 is to stabilize them as they are now, but to support
6 them in the future as well, so it's not just during
7 the construction process as I understand it.

8 MR. COTE: That is correct.

9 AUDIENCE MEMBER: (John Chapman.) It's
10 meant to be forever.

11 AUDIENCE MEMBER: (Don Mallow.) They were
12 considering an increase in height of water, do you
13 know that?

14 MR. COTE: Conceptually we've given that
15 thought. This is a concept. We need to go through
16 engineering. One of the things that is showing in
17 these rock anchors that go vertically down through
18 the retaining walls and anchoring that into the
19 bedrock --

20 AUDIENCE MEMBER: (Don Mallow.) To rock,
21 that's right.

22 MR. COTE: Yeah. So that's what we want to
23 do is fill this thing with concrete so it weighs a
24 lot and then physically anchor it to the bedrock
25 below. The thought is that this is going to be a 100

1 year substructure in this location because we want to
2 ensure that whatever is holding up this bridge will
3 be solid. So we understand that and we haven't
4 gotten into the details and design yet. We're just
5 not there yet, but it's certainly on the docket of
6 things to evaluate.

7 AUDIENCE MEMBER: Tom McLaughlin. You also
8 might mention what you have in previous meetings that
9 some of it as suspected does not sit on bedrock
10 presently.

11 MR. COTE: That's correct. So portions of
12 the abutment as the gentleman pointed out actually
13 are not founded on bedrock or not believed to be on
14 bedrock. There is actually some soil between the
15 bottom of the foundation and the bedrock and that
16 soil is being eroded away, which is leading to some
17 destabilization of the abutments, so this proposed
18 solution addresses that. So we're creating a belt
19 and suspenders approach where we're providing
20 multiple load paths to get the weight from the
21 structure down into the ground recognizing the
22 limitations of the site and the limitations of the
23 existing foundation.

24 AUDIENCE MEMBER: (Tom McLaughlin.) Thank
25 you.

1 MR. COTE: I'm sorry, we've got a comment
2 from --

3 AUDIENCE MEMBER: (Mike Astbury.) Yeah, I
4 came here and sat down and it's been hot and I wanted
5 to at least earn some of my keep. I thought that
6 this whole process that we've been through was
7 nearing the end, but I see that with the questions
8 and things that are brought up, some of which we've
9 addressed and heard from, but it sounds to me like
10 there is more exploration to do and we'll be getting
11 together a few more times here in the future. I had
12 some different -- some definite criteria when I
13 joined this committee and my first criteria was
14 whatever happens there I want it to be safe. Passing
15 the two emergency vehicles, if they're going slow
16 enough happens, but when you come down over those
17 hills and you can't see the car coming or the vehicle
18 coming from the other side, you don't tend to put the
19 brakes on as much as you tend to let the car or truck
20 glide down over the hill, so that's a very great
21 concern. The width of the bridge, the rehabilitation
22 of the bridge is not going to do anything to help
23 that situation. I also want to say that no matter
24 what we decide or what the MDOT eventually decides
25 will be the best remedy something is going to happen

1 to that bridge. If it's left to the town, it's going
2 to be a great expense to clean it up when it starts
3 falling away, which it will. And whatever time that
4 is whether it's 10 years from now or 50 years from
5 now it's going to impact the population of people in
6 Brooklin and South Blue Hill and people in Blue Hill
7 and trying to get to Brooklin and South Blue Hill, so
8 I think rather than kicking the can down the road and
9 passing the buck that we should be looking at taking
10 care of that bridge rather than the alternative of
11 having the town have it in an alternative route is
12 going to be a very expensive one, which basically
13 just postpones the problem that we will end up having
14 to take care of.

15 MR. LATHE: Anybody else want to make --

16 AUDIENCE MEMBER: Hi. Ann again. Ann
17 Luskey. Your comment made me wonder about the speed
18 limit. I know just because I live there that people
19 don't obey the speed limit. People drive very fast
20 approaching the bridge and then after they've crossed
21 the bridge accelerating in front of my house and I'm
22 wondering if there will be -- if the bridge was made
23 more safe, which of course would be ideal, will -- I
24 would imagine people will increase their speed. One
25 of the things that slows people down is knowing that

1 they're going to bottom out if they don't slow down.
2 And the large trucks, you know, slow down and
3 everybody slows down to go across the bridge, which
4 is a good thing. I -- so I am concerned that with
5 the improvement of the bridge that there would be
6 increased speed and more people driving faster and
7 not obeying the speed limit and would the speed limit
8 change or would it be maintained?

9 MR. LATHE: Sure. I certainly appreciate
10 your concern. I don't think the speed limit would be
11 changed. At this point the speed limit through that
12 zone is 20 miles an hour, so a speed study would have
13 to be requested to make any changes and that would be
14 requested by the town and the speed limit is already
15 down to 20 and that's as low as that could go. So
16 unfortunately, the side effect of making something
17 smoother, flatter, wider and safer also has the
18 tendency to induce a different driving pattern and
19 that also means higher speeds, so the best we can do
20 is we can't really -- we only have so many tools in
21 the toolbox to affect driver behavior. So the best
22 we can do really is to make the road safe for the
23 traveling public as best as we can at the site and
24 with a replacement option that would be wider and
25 either a shoulder at grade or a raised sidewalk and

1 with the rehabilitation potentially a sidewalk to get
2 pedestrians off of the bridge. We're trying to make
3 it safer for all users at the site.

4 AUDIENCE MEMBER: (Jim Schatz.) Gene.

5 AUDIENCE MEMBER: Gene Martin, South Blue
6 Hill. I live right over the bridge at the top of the
7 hill and it's eight miles around for me. But I came
8 here to defend rebuilding the bridge and looking at
9 all of the facts I think I could live with that arch
10 bridge and having the bridge closed for 60 days or so
11 and it's a lot cheaper. I think, you know, if you
12 look at all of the facts that's the way I'd want to
13 go. Thanks.

14 AUDIENCE MEMBER: (Jim Schatz.) Thanks.

15 MR. LATHE: Anybody have any comments or
16 questions for the Bridge Advisory Committee?

17 AUDIENCE MEMBER: (Tim Seabrook.) Yeah.
18 You're saying the arch. My question is is the
19 replacement bridge -- Tim Seabrook again. It's going
20 to be the arched bridge, the metal arched bridge,
21 right?

22 MR. LATHE: It would be end cable and
23 concrete.

24 AUDIENCE MEMBER: (Tim Seabrook.) Yeah.
25 Are those arches structural or are they just

1 cosmetic?

2 MR. LATHE: They would be structural. We
3 would not want to engineer something that's strictly
4 cosmetic in nature for the safety of putting the arch
5 back in place.

6 AUDIENCE MEMBER: (Tim Seabrook.) Well, the
7 other bridge design you have, this cosmetic, the
8 cement has cosmetic placards as you see on the
9 website.

10 MR. LATHE: Sure.

11 AUDIENCE MEMBER: (Tim Seabrook.) So that's
12 my question --

13 MR. LATHE: Yup.

14 AUDIENCE MEMBER: (Tim Seabrook.) -- is the
15 arch bridge is more reminiscent of the existing
16 bridge now because it's arched? The support systems
17 go diagonal and not down, but they are an intricate
18 part of the design; is that true?

19 MR. LATHE: That's correct.

20 AUDIENCE MEMBER: (Tim Seabrook.) Okay.
21 Because that's important to me. I don't know if
22 aesthetics is as important.

23 MR. LATHE: Correct. We agree.

24 AUDIENCE MEMBER: (Tim Seabrook.) I prefer
25 the arch.

1 AUDIENCE MEMBER: Tom McLaughlin, South Blue
2 Hill. Aesthetically, the bridge before the present
3 one had the very similar resemblance to that tiered
4 structure, so aesthetically in terms of history and
5 sense of place it's kind of curious that lineage of
6 those three different bridges, the third being the
7 proposed new one.

8 AUDIENCE MEMBER: (Don Mallow.) No, but the
9 other consideration is a composite bridge of concrete
10 and steel you're putting in the makings problems with
11 steel in a corrosive atmosphere. You've got salt air
12 and you've got steel and you're going to be painting
13 that bridge over and over and over.

14 AUDIENCE MEMBER: (Tim Seabrook.) That's
15 just the nature of the salt.

16 MR. LATHE: It is a maintenance concern.

17 AUDIENCE MEMBER: (Tim Seabrook.) It
18 certainly is.

19 MR. LATHE: Any other comments from the
20 Bridge Advisory Committee on the aesthetics?

21 AUDIENCE MEMBER: (John Chapman.) Not a
22 question on aesthetics, but just a point of
23 observation. One of the impacts on the safety of
24 that bridge is the transverse component, the big
25 headers, if you will, that cross over the roadway,

1 those do limit your vision to oncoming traffic.
2 They -- you can't see things at times. Another
3 vehicle approaching or what not. I don't know if
4 there is any feeling as to that continued impact with
5 the tied arch structure versus a modern, you know, a
6 modern alternative, I guess.

7 AUDIENCE MEMBER: (Scott Miller.) Can I ask
8 the DOT to describe -- I guess I'm a little concerned
9 that some people who haven't been deeply involved in
10 this process may not appreciate some of the -- some
11 of the subtleties. For example, the sidewalk may
12 sound nice but just to be clear that would only be --
13 there would only be a sidewalk on the Salt Pond side
14 and it comes at the expense of a shoulder on the bay
15 side. So anybody who wants to sit on the bay side
16 and take pictures of Eider ducks is going to be, you
17 know, standing on a 1 foot shoulder. So just to be
18 clear, you know, you need to understand the focus is
19 on the design and that may change or moderate your
20 views on the -- on the -- see the sidewalk to the
21 bottom.

22 MR. LATHE: Yeah. So there is two different
23 options as far as road configuration. The one on the
24 top has two 4 foot shoulders that are at grade, so
25 you have white lines on the side and there will be

1 room for pedestrians and bicyclists, but they will be
2 at road level with moving traffic. The other option
3 below that shows a 5 foot sidewalk, which is a
4 typical ADA wide sidewalk, but the shoulders are only
5 1 foot, so that sidewalk would be up on the Salt Pond
6 side, as Scott said, and you would have a limited
7 shoulder on the outlet side, so those are kind of the
8 two different road configurations we'd be looking at
9 with a replacement option. The issue -- one of the
10 issues with the sidewalk would be it's typically not
11 the Department's responsibility to maintain the snow
12 removal in the wintertime. It would be a town
13 responsibility to maintain a raised sidewalk and
14 typically raised sidewalks are something that
15 connects to other sidewalks and there are really no
16 connectivity on either side, so those are things to
17 consider versus an at grade wider shoulder or an
18 individual raised sidewalk.

19 AUDIENCE MEMBER: (Scott Miller.) The
20 second thing I wanted to raise was in terms of the
21 rehabilitation of the existing bridge my sense from
22 the previous meetings were there were -- nonetheless
23 there were going to be a number of changes to the
24 bridge that will be apparent that will affect the
25 aesthetics and I'm thinking, for example, of metal

1 inner guardrails. I think you described how patching
2 the concrete, you know, it's not going to match. It
3 will be evident patches. And then on the earlier
4 maybe one or two slides earlier there is that big red
5 section where you were going to replace a big chunk
6 of the bridge. Yeah, there. My question there is,
7 and I don't think I've really heard the answer to
8 that was, are those red portions going to be replaced
9 with identical castings or are they going to be
10 replaced with something else? And, again, I think
11 people who love the existing bridge should understand
12 what they're getting at the end of the -- what they
13 should expect to get at the end of rehabilitation.

14 MR. LATHE: Sure. So a couple of comments
15 on the rehabilitation option. The guardrail -- the
16 bridge rail that's there now that's in red, the
17 actual railing itself, the rail on the approach
18 that's concrete there is really three different types
19 of existing rail on the bridge now that are not crash
20 worthy. So when we look to rehabilitation to replace
21 the guardrail -- the cast in place guardrail, it will
22 still be a cast in place guardrail but it would be
23 designed to modern design standards, so it would not
24 look exactly the same. It would be a variation.
25 Also, the current guardrail, especially the bridge

1 rail, doesn't support the hangers, the vertical
2 members that are there, the green and the red, it
3 doesn't support them so a vehicle could actually
4 strike the hangars and cause damage to the bridge.
5 There is not a mechanism there that's currently
6 protecting those, so we want to take a look at
7 providing some sort of rail that could protect those
8 members as well. So similar but not exact.

9 Oh, and you mentioned the -- yeah, go back
10 to the -- yeah, the other one, Tim, please. Yeah.
11 So where we would replace the -- the bridge deck
12 itself would be completely replaced. The knuckles on
13 the end would receive some major rehabilitation. The
14 red would be completely replaced. The green would be
15 patched and repaired. There would be color
16 variations between cast in place concrete that comes
17 off the truss. A person will come and mix up mortar
18 and cement into a bucket and applying it to the
19 surface of the green areas. It's not going to have a
20 uniform appearance necessarily throughout and
21 certainly some of the concrete that doesn't have to
22 be patched will have more of an aged look, a patina
23 look than the rest of it, so it's not as if it's all
24 going to be painted white and it all matches. It's
25 going to be a little different variations of color

1 and shading.

2 MR. COTE: It's because of the texture
3 difference with the surface as well. You know, the
4 new concrete will likely have a relatively smooth
5 finish because it's freshly formed versus the
6 concrete that's been there for 100 years and its
7 weathered and the very top surface of the concrete
8 that exists is falling away leaving the rough stone
9 sandpaper like surface, so there is some color
10 variation but also some textural changes too.

11 MR. LATHE: Anything further?

12 AUDIENCE MEMBER: (Avy Claire.) Is it being
13 raised too?

14 MR. LATHE: Yeah, so as we discussed
15 earlier, so below the yellow knuckles right there,
16 those bridge seats, those will be completely replaced
17 and raised upwards of 2 to 4 feet so that bridge deck
18 is going to come up 2 to 4 feet. It will help on the
19 approaches a little bit because right now you come
20 down the hill on the south side and it's kind of a
21 kaboom, kaboom and that will take some of the curve
22 off of that, but we'll have to feather out that
23 elevation change in height over the course of the
24 approaches as well so it will get back into the
25 existing grade. So, yes, you would see that concrete

1 below the yellow instead of being 2 to 3 feet tall,
2 you know, it would be upwards of 7.

3 AUDIENCE MEMBER: (Don Mallow.) The
4 shoulders as you leave the bridge and approach the
5 bridge, a 4 foot increase in height is going to be
6 very difficult to match.

7 MR. LATHE: Well, 2 to 4 feet --

8 AUDIENCE MEMBER: (Don Mallow.) It's going
9 to slide right over.

10 MR. LATHE: 2 to 4 feet at the bridge and
11 we're going to taper it off as quickly as we can.
12 Yes, those shoulders -- those rip rap slopes on the
13 shoulders can certainly encroach out more than they
14 do now, but -- so Tim has got a diagram there now,
15 the darker gray may not show upgrade, but it may --
16 in the booklets you have those would be the extent of
17 the toes of the new slopes that's up there whether it
18 was a rehabilitation or a replacement.

19 MR. COTE: So for this graphic here what
20 we're showing is you in essence have about 300
21 feet -- 350 feet of approach work on either side and
22 that is assuming that we raise the bridge 4 feet,
23 which is probably the most we'd look to raise it if
24 even that much. The reason we can tie-in so quickly
25 is that when we raise it we're just simply flattening

1 out the curve and we're not chasing, you know, we're
2 not chasing the grade, so we're able to tie-in
3 reasonably quickly. There are some fill slopes we
4 need to balance and understand and the team is very
5 aware of that.

6 AUDIENCE MEMBER: (Don Mallow.) The
7 concrete and abutments come in pretty fast on the
8 shoulders.

9 AUDIENCE MEMBER: (Tim Seabrook.) But it's
10 a logical concern at the same time, I mean, how the
11 hell are you going to do that?

12 AUDIENCE MEMBER: (John Candage.) I think
13 it was either two or three years ago we were in this
14 room and we were deciding what we really liked about
15 redoing the bridge. One of the things I brought up
16 at that time was the detour. Have you thought any
17 more about the detour?

18 MR. LATHE: We have -- we have looked at a
19 detour that we utilize state routes 117 to 175 takes
20 you down across the bridge. It's like a 20 mile loop
21 around.

22 AUDIENCE MEMBER: (John Candage.) So you're
23 not utilizing the Hales Hill?

24 MR. LATHE: It would not be our intention at
25 this point in time to sign the Hales Hill Road as a

1 state detour --

2 AUDIENCE MEMBER: (John Candage.) Great.

3 MR. LATHE: -- but people are going to
4 travel in the direction they want to travel.

5 AUDIENCE MEMBER: (John Candage.) Oh, yeah,
6 I realize that.

7 MR. LATHE: So two of the options that we've
8 kind of looked at as opposed to a 20 mile detour from
9 one end of the bridge to the other utilizing state
10 routes involved either that temporary bridge off to
11 the side or accelerated bridge construction. If it
12 were to be a replacement option that would limit the
13 detour.

14 AUDIENCE MEMBER: (John Chapman.) Andrew.

15 MR. LATHE: Yes.

16 AUDIENCE MEMBER: (John Chapman.) I believe
17 there was discussion, and I'm not going to speak for
18 the selectmen for either Sedgwick or Brooklin, but
19 there was discussion that they could actually post
20 those roads and that would be their right and their
21 responsibility and therefore they could keep heavier
22 loads off those roads.

23 AUDIENCE MEMBER: (Vaughn Leach.) And
24 they've already done it. It's all posted. They've
25 just got the signs covered up, but they're there

1 right now, but the process has taken place.

2 AUDIENCE MEMBER: (John Chapman.) Sorry.

3 AUDIENCE MEMBER: I can't hear what's
4 happening.

5 MR. LATHE: So there was discussion on
6 another project in Brooklin for the Benjamin River
7 Bridge in which the towns of Sedgwick and Brooklin
8 were concerned about the bridge over the -- on the
9 Hales Hill Road. It's a town-owned bridge. It
10 actually splits between both towns and they have
11 concerns about the condition of that bridge and
12 potentiality of additional increased traffic over it
13 because in that event the Benjamin River Bridge could
14 actually be a detour route for traffic is my
15 understanding. I'm not the project manager of that
16 project, so I don't have all of the details, but both
17 towns looked into putting signs at either end posting
18 their road. So both Brooklin and Sedgwick I believe
19 is doing that. I'm not sure they completed that. I
20 know there has been some discussion and there may
21 have been some signs, but I'm not sure that they
22 actually followed through on a road posting for Hales
23 Hill Road.

24 AUDIENCE MEMBER: (Jim Schatz.) If there
25 are no other questions...

1 MR. LATHE: Any comments? Anything you guys
2 want to ask the public?

3 AUDIENCE MEMBER: (John Chapman.) Please
4 tell us anything you want. I mean, we welcome any
5 comments.

6 AUDIENCE MEMBER: Elsa Niehoff-Gurwin. And
7 I guess at this point nothing has been brought up
8 about an alternate route and obviously it greatly
9 impacts me as well as my brother's property because
10 you're taking 10-11 acres. Do I gather that this
11 cost, the fact that Blue Hill probably does not want
12 to take on the Falls Bridge and the road, are we
13 still dealing with this?

14 MR. LATHE: Sure. So the alternate
15 alignment option sort of represents a no impact
16 option to the Falls Bridge, so up until the 29th of
17 September we'd like to get everyone's comments on the
18 impacts to the resources in the area, not just at the
19 Falls Bridge but at the potential new crossing where
20 your property is located. Once we receive all of
21 these public comments, I will sit down with the
22 Bridge Advisory Committee and decide if there should
23 be any additional information to the Alternatives
24 Matrix and hopefully in the month of October or early
25 November I would say whether that's a viable option

1 any longer. I wish I could tell you tonight, but I'm
2 not at that point.

3 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.) I
4 mean, obviously that hasn't come up and we are
5 talking about building and impacting the water and
6 the environment at two locations now --

7 MR. LATHE: Yes.

8 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.) --
9 so we still don't know if there are any archeological
10 issues, you know, with Shellman or whatever on their
11 property as well.

12 MR. LATHE: And that's an excellent point.
13 I'm glad you brought it up. Our investigation of
14 archeological and historical resources on the
15 alternate alignment is very, very preliminary. The
16 Maine State Historical Preservation Commission has
17 looked at maps and records of that area and they
18 assume that there is evidence of some nature, but
19 they've not done the due diligence that we have with
20 the Falls Bridge. We've gone up and done several
21 archeological digs to identify the extent of
22 historical resources there, so in order to consider
23 an alternate alignment we would have to bring in the
24 Maine Historical Preservation Commission and they
25 would have to go down there and do exactly what

1 you're saying. Perhaps there is, you know, an
2 archeological concern on that site in there, which is
3 a game changer, but I appreciate you bringing that
4 comment up because we haven't gotten to that extent
5 yet.

6 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.)
7 And also you're talking about another bridge and
8 usually in Columbus, Ohio where I live most of the
9 time, you know, bridges are not friendly to the
10 environment and in the water and the surrounding, you
11 know, you're now a 500 foot bridge and you're now
12 going to have more people stopping on two bridges to
13 get out and take pictures or look or -- and I know
14 that you did a curve on the east side but then you T
15 in on the other side and that is a blind elevation
16 change and I don't know if you're doing a light there
17 or you're going to do a stop sign somehow or...

18 MR. LATHE: Sure. And I can toss this to
19 Tim and Kevin as well, but our look at that site is
20 very preliminary. We have not done an actual survey
21 and set it up and put boots on the ground and
22 actually done survey. We've just looked at
23 topographical maps. There is going to be a lot of
24 investigation that would need to be done to
25 accommodate that. The way that that option kind of

1 landed primarily is because it's the next narrowest
2 point in the Salt Pond.

3 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.)
4 And it was also brought up to you by a citizen
5 initially.

6 MR. LATHE: Ah, yeah. Essentially it's been
7 brought up by -- I'm not sure how many, but it's been
8 brought to the Bridge Advisory Committee and there
9 have been other ideas from the locals that just
10 didn't happen to make it onto our watch list because
11 primarily because it isn't at the Falls Bridge. So
12 as we look under that umbrella what we want to do is
13 look at what's the least impact we could do to that
14 bridge and one of those options is do nothing to it
15 and put the traffic somewhere else.

16 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.)
17 Right, but it impacts me because you would have the
18 embankment starting from my back door at the screen
19 with a new embankment.

20 MR. LATHE: Yeah, that is your house right
21 there.

22 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.)
23 Yeah. And my leach field. You're taking part of the
24 leach field.

25 (Laughter.)

1 AUDIENCE MEMBER: Point that out.

2 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.)
3 It's just right there.

4 AUDIENCE MEMBER: (Jim Schatz.) And one
5 thing you have to understand one of the most
6 frustrating things for me in my role is that
7 initially we were told that the role of the Bridge
8 Advisory Committee was to narrow down the options and
9 maybe come up with a preferred option and very
10 quickly that changed because it was the feeling that
11 the whole process should take place including what's
12 happening tonight before we -- or they arrive, we
13 arrive, at a preferred option. So you've seen and
14 pointed this out that from a practicality point of
15 view there may be just things taken off the table for
16 just logically, but none of us even though we may
17 think that way cannot say the process is over and I'm
18 frustrated with that because I think we've heard so
19 much and learned so much that I think we can expect
20 the outcome to be a little more --

21 AUDIENCE MEMBER: (Elsa Niehoff-Gurwin.)
22 And just for conversation, a lot of what it is was
23 about, you know, an alternate, I mean, a new
24 construction and like, you know, an arch that goes
25 back to the metal arch that was a little more angled

1 in those days, but I just want to say that.

2 MR. LATHE: Thank you very much for your
3 comments. Do you guys want to make any comment on
4 the alternate alignment?

5 AUDIENCE MEMBER: (Scott Miller.) Can I ask
6 a process question? My understanding was that I
7 think it's Maine law required, maybe it's federal,
8 requires DOT to have a public hearing to discuss
9 their preferred alternative and my understanding, if
10 I understood it correctly, was that you had to kind
11 of identify alternatives, lay it out for the public
12 maybe 30 days'ish before a public hearing and then to
13 have the hearing. Since you haven't identified
14 the -- have I got that sort of generally right or
15 wrong? And if I've got it generally right, when are
16 you going to identify the preferred alternative and I
17 presume there will be a further public hearing to
18 solicit input on that rather than today's one, which
19 is kind of, you know, here is a bunch of things we
20 might do, you know, tell us what you think.

21 MR. LATHE: Due process --

22 MS. MARTIN: Well, I'll address this.
23 Really under the NEPA process we don't want to just
24 make a decision and then bring it to the public. We
25 want to have public input throughout the

1 decision-making process. It helps us to make an
2 informed decision on what is the best option to
3 satisfy the transportation needs, try to minimize
4 impacts, looking at costs, engineering and all of
5 those aspects. So this has been a pretty intensive
6 process to be able to understand how each of these
7 different alternatives will all meet the purpose and
8 need for the project and what kind of ramifications
9 that they will have to the environment and to cost
10 and so that's why we're asking you to provide your
11 comments now to help us to really identify what is
12 the best solution in this case for this project. And
13 then I think it's under state law that there is a
14 requirement when there is a, and correct me if I'm
15 wrong, when there is a preliminary design report
16 done, which typically identifies a preferred
17 alternative, I believe at that point in time you
18 would normally hold the public meeting.

19 MR. FRANKHAUSER: Yeah, and I believe in the
20 last slides that Andrew pointed out we are planning
21 on coming back to another public meeting, you know,
22 after we've worked through this process of coming up
23 with a preferred alternative between the Department
24 of Transportation and Federal Highway and the Bridge
25 Advisory Committee, you know, once we've narrowed

1 this down and come up with our recommendations we
2 will be back --

3 AUDIENCE MEMBER: (Scott Miller.) Okay.

4 MR. FRANKHAUSER: -- so you will see us
5 again.

6 AUDIENCE MEMBER: (Scott Miller.) So if,
7 you know, lightening strikes and you decide to go the
8 alternative route, Elsa will have plenty of -- and
9 her neighbors will have plenty of opportunity to
10 weigh in.

11 MR. FRANKHAUSER: Absolutely.

12 MR. LATHE: Any other comments or questions?
13 Are there any questions of the Bridge Advisory
14 Committee?

15 AUDIENCE MEMBER: (Rebecca Wentworth.) Just
16 a point of clarification. Is there any point where
17 the -- where we vote on this or --

18 MR. LATHE: No.

19 AUDIENCE MEMBER: (Rebecca Wentworth.)
20 Right. That's what I thought.

21 MR. LATHE: Could I have your name though,
22 please?

23 AUDIENCE MEMBER: Oh, Rebecca Wentworth.

24 AUDIENCE MEMBER: What was the question?

25 MR. LATHE: If there was any point at which

1 the community votes on the preferred alternative and
2 the answer is no. The selection of the preferred
3 alternative will be made in conjunction with the
4 Department of Transportation and Federal Highway.
5 The Department will make that final decision.

6 AUDIENCE MEMBER: Thank you.

7 AUDIENCE MEMBER: (Mike Astbury.) I just
8 wanted to say that throughout this process even
9 though it's tedious we've had a lot of good expert
10 opinions and advice and work by all of these people
11 over here that presented us with a lot of facts and
12 taken our silly comments sometimes and turned them
13 around on us. They're a good group to have working
14 to get the best solution.

15 AUDIENCE MEMBER: (Jim Schatz.) Well,
16 everybody have a great Labor Day weekend. Thank you
17 for coming and you know how to get a hold of me.

18 MR. LATHE: Enjoy the weekend.

19

20 (Meeting concluded at 8:15 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: September 10, 2018

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August 29th, 2018

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