

1 MS. TIMBERLAKE: Good evening everyone.
2 On behalf of the Maine Department of Transportation I'd
3 like to welcome all of you to this meeting to present
4 the recommendations for the Cape Jellison bridge here
5 in Stockton Springs. My name is Leanne Timberlake and
6 I'm the project manager with DOT. With me tonight I
7 have Jim Wentworth and Lauren Flanders. They're
8 representing Kleinfelder. They're the designers that
9 we've hired to do the engineering on this project and
10 they're going to present the proposed details and then
11 later on we're going to open it up to you for questions
12 and comments.

13 I have a few housekeeping items that I'd
14 like to go over. I have these handouts that are right
15 on the edge of this table here. There's a copy of the
16 public meeting notice that was published in the papers
17 and sent to abutting property owners. I have extras of
18 this because it has my contact information at the
19 bottom, so if you have any questions at any time, you
20 know, feel free to call me or e-mail me, either way.
21 Another way to contact me is this envelope contains a
22 comment card and you can take those and you can write a
23 comment if you'd like and just mail it to me as well.
24 I also have -- I only have a few copies, I meant to
25 grab some extras, but these are a landowner's guide to

1 property acquisition process. This will explain if we
2 were taking any kind of temporary or permanent rights
3 from anyone. I don't think we're taking any permanent,
4 probably will be some temporary ones, but this explains
5 the process and I also have brochures from our civil
6 rights office that talks about the Title 6 program of
7 the Civil Rights Act of 64. You're welcome to take
8 these if you would like. And I do have a sign-up sheet
9 going around, I would like you to sign your name on
10 that if you could, please. And I did forget to
11 introduce Lorna Prince, she's the court reporter.
12 She's going to be taking down everything we say tonight
13 for our accurate record for tonight.

14 We were here last August and we were
15 just getting started with the project and asking
16 questions and so we've taken those into consideration
17 and come up with a recommendation and so with that,
18 I'll turn it over to Jim and Lauren to talk about.

19 MR. WENTWORTH: Sure. Like Leanne said,
20 my name is Jim Wentworth. I'm from Kleinfelder, the
21 engineering company, consulting engineering company
22 that the Maine DOT hired. I was not here at the last
23 meeting, but I did read the minutes from the meeting
24 and I know the concerns from everybody out there so we
25 took those into consideration when we went through the

1 design. With me is Lauren Flanders, she'll get into a
2 little bit more of the technical aspects of the design
3 in a few moments. Bear with us, we'll be sliding from
4 presentation to some other slides on here so we'll have
5 some clicking of the computer and all that fun stuff,
6 so just bear with us on those transitions if you would.

7 So, just to give you a little bit of
8 project background, the project was programmed here
9 back in the '15, '16, '17 work program from the Maine
10 DOT. It was fully funded for construction so that's
11 good. You don't have to wait around for any money to
12 construct the bridge. I think probably Leanne touched
13 upon that at the last meeting, I just wanted to
14 reiterate that for everybody because sometimes the
15 projects get programmed for engineering money and they
16 have to wait a little while to get built for
17 construction money, so this one is fully funded which
18 is good.

19 We said this before, the preliminary
20 meeting was back in about August, ten months ago almost
21 to the day. So a little bit of history of what's
22 happened since then. Since that meeting we went back
23 and took the comments that we received from the
24 meeting. There was some comments on bridge closures,
25 how long it's going to take, what type of bridge was

1 going to be out there, whether it's going to be steel
2 type, concrete type, are you going to reuse the
3 existing granite abutments, you know, what type of
4 other materials may be used. A lot of concerns
5 centered around the construction schedule, which we'll
6 get into in a few moments.

7 So what we did is we probably -- since
8 that meeting you probably saw some equipment out there.
9 I think they probably mentioned that at the last
10 meeting. We had somebody -- we had what we call a
11 geotechnical boring crew, they came in, poked some
12 holes in the ground because we had to look at the
13 stability of the existing granite abutments to see if
14 they were stable enough to put a new bridge on and
15 also, you know, what type of bridge could go on them.
16 So from that point we did this geotechnical stability
17 analysis and found out what was there for soil and how
18 stable the abutments, the granite abutments were. We
19 took that information and we also -- that would be the
20 substructure piece of the pie. We also went back and
21 started looking at what types of superstructure of the
22 top portion of the bridge what we could use. We
23 investigated steel girders, steel prefabricated trusses
24 and some precast concrete options. We also went
25 through and did a cost estimate on each one of these

1 options, Lauren will get into that in a few minutes,
2 and then we proposed a recommendation which we're here
3 tonight to present to you. So we'll get -- like I
4 said, Lauren will take over from here. She'll go
5 through a few pieces of the slides and then at the end
6 I'll have a little bit of discussion on the schedule
7 and the estimated cost and then we'll open it up to
8 questions, so it shouldn't take too, too long. I'll
9 sit down and stop talking and let Lauren talk.

10 MS. FLANDERS: So we'll start by talking
11 about the existing bridge. It was built in 1935. It's
12 about 42 feet long and 22 feet curb to curb width, so
13 it's 11 foot travel lanes and it's currently painted
14 steel girders with a timber deck and timber curb which
15 you can see here and a steel railing. It has many
16 structural deficiencies. I know we talked at the last
17 meeting about how it's currently posted for 12 tons,
18 still posted for 12 tons and gets about 348 vehicles
19 per day now, which is -- the projected increase would
20 be 522 vehicles per day in 20 years. Go back.

21 UNIDENTIFIED SPEAKER: You had one job.

22 MR. WENTWORTH: And we practiced this.

23 UNIDENTIFIED SPEAKER: It's dark in
24 here.

25 MR. WENTWORTH: It is dark.

1 MS. FLANDERS: So you can see here some
2 of the structural deficiencies. This is the main steel
3 girder so you can see it's deteriorated quite a bit and
4 then this is the travel way where it ties into the
5 bridge. You can see there's some issues with the
6 pavement there. Now you may go to the next one. These
7 are just some other pictures of the bridge to give you
8 an idea of some of the things we'll be talking about
9 later. These are the approaches to the bridge. This I
10 believe is the north approach and here you see some of
11 the rip-rap slope protection on both sides of the
12 bridge and then there's some more pictures of the
13 superstructure, again, a lot of rusting from being in
14 the marine environment. And then some pictures of the
15 existing granite abutments. You can see that some of
16 the stuff has shifted, but for the most part they're
17 pretty plumb.

18 So then for the proposed bridge I'm
19 going through an overview of our design and then we'll
20 show you the actual plans and point some of these
21 aspects out to you. The bridge is going to be -- the
22 proposed bridge is a detailed build design so the
23 contractor who builds the bridge would choose between
24 two options which are precast concrete and the two
25 options are precast, NEXT D beams and then there's the

1 voided slab option. Both options would have a
2 bituminous wearing surface, so just regular asphalt
3 pavement, and it would be a steel railing on a concrete
4 curb. And we went with the precast concrete option
5 because it's durable in a saline environment. The salt
6 gets to steel and rusts it pretty quickly so the
7 concrete lasts a bit longer and it's also less
8 expensive than the steel options based upon our cost
9 analysis and they're also much faster to construct
10 because they're precast beams that they can place right
11 in and the work that's after that is a lot shorter than
12 it would take to put down. For instance, steel girders
13 and then cast concrete deck and wait for that to cure.

14 And the bridge will be the same length,
15 but the travel way width will be increased by 8 inches
16 so you'll have a little bit more room on there. And
17 the bridge is designed with current design codes and
18 weight limits so there will not be a posting on it
19 anymore. The abutments will remain. The existing
20 granite abutments will be reused and they'll be reset
21 during the construction so that they'll be plumb again.
22 And what we'll do to put the new bridge on is cast a
23 concrete cap on top of that and then just set the new
24 bridge on top of that.

25 And then for the approach work tying

1 the road into the bridge, it will be pretty limited.
2 It's just going to be 70 feet at the south end of the
3 bridge and 60 feet at the north end of the bridge and
4 the roadway width isn't going to change. The alignment
5 isn't going to change. It will just tie the bridge
6 into the existing roadway.

7 So now we'll show you some of the plans
8 that we drew up. So, this is an overview of the bridge
9 here and this is -- we're around here right now in
10 Stockton Springs and what you can see here are the
11 approaches so that's the approach work. This is the
12 tidal inlet that the bridge goes over and here you can
13 see the rip-rap on either side of the bridge that I
14 pointed out earlier and then there's the new bridge.
15 And then this red line here shows the wrought portion
16 for the right of way.

17 So the proposed bridge it stays within
18 the wrought portion except for this little corner of
19 rip-rap to keep the -- basically the tide that flows
20 through there during the changing of the tides can --
21 is basically what caused those granite abutments to
22 shift before, so putting the rip-rap, which is
23 basically big stones, putting that down keeps it from
24 washing away the abutments basically. So here we have
25 the proposed -- so this is a cross-section of the

1 existing bridge and then these are the cross-sections
2 of the two proposed options that the contractor will be
3 choosing between. This is the voided slab option,
4 which has a leveling slab on it to give the -- the road
5 is crowned to shed water and then it's got asphalt
6 pavement on top and then the other option is the NEXT D
7 beam bridge which these are three sections that are
8 lifted into place during the construction and then the
9 only pour that they have to do is this closure pour to
10 squish them all together and that just has the pavement
11 directly on top of it.

12 So then this shows the profile of the
13 bridge, so this is the road coming in this way and
14 that's the tidal inlet and the bridge is over. So then
15 this is the limits of the approach work right here so
16 the approach work is limited. What was it, 60 feet on
17 the south, 60 and 70, yes, and then you can see just
18 the concrete cap here, which is the only thing added to
19 the superstructure or to the substructure and then the
20 new superstructure there. And the new bridge increases
21 the hydraulic opening a little bit.

22 I know that you mentioned at the last
23 meeting that there wasn't much of a problem with
24 flooding, but this gives the water a little bit more
25 room to move through the channel. So now Jim, do you

1 want to talk about construction?

2 MR. WENTWORTH: Yeah. So, like we said
3 before, there's not many vehicles across here, on
4 average there's 350 plus or minus depending on the
5 season, but overall it's very minimal compared to Route
6 1 traffic or any other highly traveled road. So we're
7 proposing right now to close the road during
8 construction, which I think was discussed at the last
9 meeting quite a bit. It's a short detour. Five miles
10 is not a very long detour. It's about ten minutes
11 around plus or minus and the only road out there is the
12 Cape Jellison Road since it loops back into itself, so
13 obviously that's the only road that can be used as a
14 detour.

15 Right now the closure we have estimated
16 that we'll have a two to four month construction
17 schedule. I'll go through these a little bit. If we
18 close the road fully, you'll have a 10 to 12 week
19 closure. If you try to do this in stage construction
20 where you would build one half of the bridge and then
21 you'd switch traffic over to that and then you'd build
22 the other half of the bridge, you're probably talking a
23 16 to 18 week stage construction option. So obviously
24 there's some benefit for a full closure. At this point
25 we're open for discussion obviously, but we're

1 recommending to start after Labor Day and the
2 contractor would work -- they close the bridge, they'd
3 work roughly until November and they'd pave the bridge
4 and they get the bridge open to traffic for the winter.
5 With this option though they would have to come back
6 and put final paving on in the spring because the
7 work -- DOT in their specifications they're allowing
8 paving dates, they only allow final paving dates up to
9 about October 15th so this is pretty tight to get that
10 work done in that -- after Labor Day, October 15th
11 window, the work.

12 So the other option on the table is to
13 do a conventional summertime closure for 10 to
14 12 weeks, get the project done, paving isn't a problem
15 because it's warm, the whole bridge is done in 10 to
16 12 weeks and the contractor's gone.

17 A third option is winter construction,
18 highly not recommended. It's going to add a much --
19 it's going to increase the cost, it's going to increase
20 the schedule, plus you have a lot of winter conditions,
21 you're trying to heat your concrete. I am sure it's
22 not much fun to get out on that causeway area in the
23 wintertime with the wind blowing and that will affect
24 production as well having, like I said, to heat the
25 concrete and other things. So winter conditions play a

1 factor. It's probably even a little more than that,
2 but that's our estimated time.

3 It's a local road, Cape Jellison Road,
4 so the town and the DOT will have to work together to
5 try to make this happen to make sure that the town buys
6 into this option as well. And so here, of course
7 everybody knows this, I think, I don't have to pretty
8 much explain it, there's a nice picture up there, an
9 old picture from, I think from 1954 that Lauren and I
10 noticed that we almost thought about grabbing that and
11 putting it up here.

12 So this is the road, Cape Jellison Road,
13 the five-mile detour, ten-minute detour. That's what
14 would be used during construction and right now the
15 total estimated cost is about a half million dollars.
16 This is 80 percent federal money, 20 percent state
17 money. There is no local share, no town share, which
18 is good, you know, there is obviously your state taxes
19 going into this bridge, but sometimes the towns have a
20 share in these local projects, so.

21 And what's next before we open it up to
22 questions and everything? What we do from this meeting
23 if we get a good feeling from everybody that this is
24 going to work, we'll go back, we'll get into what's
25 called the final design phase where we would develop a

1 final set of plans. These plans right here there's a
2 little detail, but there's not a lot of detail.
3 There's a lot more detail in the final design set so
4 the contractor has something with lengths, widths,
5 dimensions on concrete and other things to bid from.
6 We developed those plans, we developed certain
7 specifications, which would be the road closure
8 specification, the timeframe specification and we'd
9 also put a little bit more time into this detail cost,
10 we'd really nail it down. Once we have a lot of those
11 quantities from the plans, the final plans, we can
12 actually put a lot better numbers to that, but it's
13 still going to be around the half million dollar
14 estimate.

15 Right of way property process, we
16 finalized the plan impacts. Those are shown on the
17 colored up plan which Lauren touched upon and the DOT
18 would start doing the right of way negotiations.
19 They'd come out, if there's an easement that they need
20 for construction, they'll talk to the property owners.
21 I'm not sure if there's four property owners or two, I
22 apologize for that, but they come out and negotiate
23 that easement, those rights for that construction. I
24 think there's only one corner that they're going to
25 need to have an easement for those purposes.

1 Environmental permitting is definitely a
2 concern. We'll get into that and permit the project
3 and the plan is to advertise the project in 2017. So
4 construction could be, like we talked about, there's
5 kind of three different -- I'd say two different
6 scenarios, a fall and summer scenario. It would be in
7 that season of 2017 at some time.

8 If you could, we'll open it up to
9 questions. I don't know if Leanne is going to flag
10 those or me.

11 MS. TIMBERLAKE: I just wanted to expand
12 a little bit on the summer construction schedule.

13 MR. WENTWORTH: Sure.

14 MS. TIMBERLAKE: We do have an in-stream
15 work window restriction, so doing the rip-rap that goes
16 into the water we may be -- have to wait until I think
17 it's like November 9th at the beginning of that date
18 unless we can negotiate something better, but -- so
19 that -- but that wouldn't affect the traffic other than
20 maybe a one lane at a time or something temporarily.

21 So with that, we'll open the meeting up
22 to questions. Any questions?

23 KEN HALL: Yes, you talked about it
24 being an easement on one corner, is that a corner of
25 the bridge or a corner on the road?

1 MS. FLANDERS: It's the corner of the
2 rip-rap here, just this one.

3 KEN HALL: So you won't be rerouting the
4 road at all?

5 MS. FLANDERS: No, no, the alignment is
6 not changing at all.

7 MS. TIMBERLAKE: It looks like easements
8 here as well.

9 KEN HALL: And that would be the north
10 side, right?

11 MS. FLANDERS: Yes.

12 KEN HALL: And you talked about the
13 hydraulic opening being a little bit more, is that
14 wider or taller?

15 MS. FLANDERS: It will be taller.

16 MR. WENTWORTH: Not much.

17 MS. FLANDERS: A couple of inches was
18 one of the options.

19 MS. TIMBERLAKE: Did you get his name?

20 KEN HALL: Ken Hall. I'm one of the
21 property owners next to it. I've got to go further
22 than anybody else in order to get here and I don't mind
23 it.

24 MS. TIMBERLAKE: Yes, sir?

25 UNIDENTIFIED SPEAKER: What's the

1 projected life of the new bridge? What do you figure,
2 how many years?

3 MS. TIMBERLAKE: Since this is not a
4 full replacement, a full replacement would be at least
5 75 to 100 years. I would probably say at least 50.

6 VERN THOMPSON: I think winter wouldn't
7 be a good time. That would be hard for plowing and
8 sanding because it dead ends so fall would probably be
9 the best I would assume.

10 KATHY KAMZELSKY: I was thinking summer
11 because of the school traffic.

12 VERN THOMPSON: Schools can't go there.

13 KATHY KAMZELSKY: I know they can't,
14 that's why I'm saying. Because of the traffic, because
15 of the school traffic, I'm on the backside of the Cape
16 and I sit there and I watch the school busses go down
17 and turn around and have to come back currently. They
18 would still have to do the same thing, especially in
19 the winter and the fall so I'm thinking summer is a
20 better time as far as that is concerned. I also watch
21 a lot of the delivery trucks doing the same thing.
22 Unfortunately in the summer we also pick up a lot with
23 the summer traffic and the boats being put in and
24 pulled out of the water so we have that to deal with in
25 the summer. So to me I'm thinking, you know, if

1 anybody is going to be inconvenienced, I feel as though
2 it should be temporary residents more so than permanent
3 residents because of the traffic, sorry folks, because
4 of the way the traffic pattern normally is.

5 MS. TIMBERLAKE: Could you state your
6 name?

7 KATHY KAMZELSKY: Kathy Kamzelsky.

8 VERN THOMPSON: Vern Thompson.

9 UNIDENTIFIED SPEAKER: The other thing
10 that I'm concerned about with road closure, right now
11 people can get over in case of an emergency, we have
12 had situations where we've had severe storms and wind
13 damage where trees have been knocked down on the other
14 side of the Cape Road and that's the only way that we
15 can get out. So if we close that, I'm concerned for
16 the timeframe in which it's going to take for
17 completion for an emergency access standpoint of view
18 regardless of the time of year.

19 UNIDENTIFIED SPEAKER: Safety should be
20 the top project. I just thought that, you know, safety
21 should be the top concern here anyway, you know, no
22 matter what date it is or what, but in the winter it
23 would be probably the most harmful.

24 KEN HALL: It's narrow on the backside
25 of the Cape and we have some corners that go around on

1 themselves. You're going to have some people off the
2 road in the wintertime.

3 MS. TIMBERLAKE: Like I said, we're not
4 recommending the winter construction. It can be done,
5 but we would prefer summer or fall.

6 MS. FLANDERS: I will say that we are
7 recommending the bridge closure instead of the staged
8 construction also for the reason that it's a very
9 narrow bridge so the stage construction would be very
10 difficult to coordinate because you have certain lane
11 width requirements for vehicles to get through and with
12 the existing 22 foot roadways it would be very
13 difficult to do.

14 KARL WARD: I was wondering if you could
15 summarize just quickly comparing the fall construction
16 with spring finish overlay option versus the straight
17 out summer construction, I call it tear off the
18 Band-Aid really quick option in terms of the duration
19 phase. I know you covered it once, but I just wondered
20 if you could just summarize it?

21 MR. WENTWORTH: Sure. They're going to
22 be similar durations obviously, but you're not going to
23 get the pave done with the fall one. You're not going
24 to get final paving done. So you may be in there for a
25 6 or 7 week timeframe say from or Labor Day forward,

1 which would get you to almost October, maybe a little
2 bit before October. Again, it's really a tight
3 schedule because you do have concrete curing times you
4 can't do much about. You have concrete curing. You
5 have to cure concrete and the specifications you need
6 time to do that and can't put traffic on it and then
7 you run into the paving piece, so I'm kind of talking
8 through it, but I recommended the fall only because we
9 thought summertime would be a problem because of a lot
10 of higher traffic, but really summertime would be the
11 best time to do it and again, the rip the Band-Aid off
12 approach, get it done, be a ten week closure, the
13 contractor would be in and gone. The only thing you
14 run into with that is the other piece that Leanne
15 mentioned is the work window so you got to work around
16 that work window which is -- I should know that.

17 MS. TIMBERLAKE: November 9th throughout
18 March 15th is when you can be in the water.

19 MR. WENTWORTH: So if you can only be in
20 the water during that timeframes, you can't get that
21 rip-rap done so, you know, that's where you can almost
22 get all of it done in the fall and get the rip-rap
23 done. The only thing you can't get done is final
24 paving, which is going to be say a week. The
25 contractor will come in in the spring and they'll do

1 flagging, it will be flagged so there will be traffic
2 going through in the spring and they will pave a
3 section -- they'll final pave the road and they'll --

4 MS. TIMBERLAKE: There's not a lot of
5 roadway associated with this project. That wouldn't
6 take very long.

7 MR. WENTWORTH: It's a day operation to
8 pave and then you got to stripe it and then you're done
9 and then there will be a little, you know, you're
10 talking a week in the spring plus or minus. And the
11 good thing is you get your project -- you get the road
12 open for the winter and the fall without running into
13 the work window because that does -- you got all these
14 things you're juggling with the project. You got
15 in-stream work windows, you got concrete cure time, you
16 got paving and you're trying to do the best to get --
17 what's the best option to get in and get out, which
18 would be, again, if you didn't have the work window,
19 summertime would be that way. Otherwise, the fall is
20 probably your best option.

21 VERN THOMPSON: Either way you're going
22 to have a tremendous amount of traffic going around the
23 Cape summer or fall. Summer you're going to have all
24 the people that are here from the summer plus putting
25 all the boats in, plus any construction that's going

1 on, in the fall you're going to have school busses,
2 boats being pulled, so it's going to equal out as far
3 as traffic on the Cape.

4 MR. WENTWORTH: And that's stuff we
5 don't know, you know, we don't live here, so.

6 UNIDENTIFIED SPEAKER: There will be a
7 lot of log hauling.

8 KEN HALL: That will be all done by
9 then.

10 MS. TIMBERLAKE: Yes, sir?

11 PHIL DION: My name's Phil Dion. Was
12 any consideration done to a large or multi-culverts
13 instead of building a concrete bridge?

14 MR. WENTWORTH: No only because of the
15 impact out there. If you went in and you -- you'd have
16 some severe impacts to the stream bed because you
17 possibly would have a bottom on it, you're doing a dual
18 culvert, that's a 42-foot span, so that would take much
19 longer to put that type of structure in there even if
20 it was -- it wouldn't be cost effective here, but no,
21 we didn't -- that wasn't an option that was put on the
22 table due to the fact that --

23 MS. TIMBERLAKE: I think it might be
24 difficult to permit it as well because this is Section
25 7, salmon, sturgeon, I'm not sure which it is that's

1 here, but it's going to be -- we're going to have to
2 jump through a lot of hoops with the environmental
3 agencies to get permits for the projects so the less
4 work we do in the water, the better.

5 VERN THOMPSON: Plus you got a water
6 line that runs underneath right near the bridge, which
7 a culvert would -- probably if you put it in you would
8 have to disturb.

9 MS. TIMBERLAKE: Yes, sir?

10 CHARLES HARE: Charles Hare, ambulance
11 director, EMA director. Are you anticipating any
12 problems with environmental permits?

13 MS. TIMBERLAKE: No, not at this time.
14 Yes, sir?

15 UNIDENTIFIED SPEAKER: Aside from
16 choosing when to do the construction, what other major
17 decisions have been made? When do you decide when it's
18 going to happen?

19 MR. WENTWORTH: That's it really. The
20 design is the next thing and we're ready to go any time
21 to get that design done. It will take a little while
22 to get the permitting, which will go through DOT and
23 the right of way takes a little time. There's not
24 much -- this little piece out here and over here, it's
25 not like a full blown highway project that's miles long

1 and you have a lot of property owners that you've got
2 to talk to and negotiate with. That process shouldn't
3 take DOT too, too long, you know, but because there's a
4 lot of projects in their queue, you know, it may be a
5 full month process for them to even get through that.

6 MS. TIMBERLAKE: Our right of way
7 process has been taking a little bit longer in the last
8 couple of years simply because it's taking us longer to
9 get titles when we order them, but we do our best to
10 get them as quickly as we can. You had a question.

11 BASIL STAPLES: Basil Staples. I live
12 on the other side of the Cape where the lighthouse is.
13 That road there is state aid, the state takes care of
14 that to the corner where you go down to the lighthouse,
15 they maintain all of that except for plowing. On this
16 road you're going to start on the whole backside, it
17 needs quite a bit of work, culverts and everything is
18 rough and you're going to put a lot of traffic in there
19 because that's the only way off the Cape and I think
20 there should be something done on that road. It's
21 narrow and there's a good chance of all the cars on
22 there. It's going to be -- I think it's going to be
23 too many cars on there. You can't stop them and back
24 them up, you know, but you need to take a look at that
25 on the road on that backside of the Cape. And one

1 other thing I thought about is how much height is there
2 going to be from the water to the top of the bridge?

3 MS. FLANDERS: It varies depending on
4 low tide, high tide. I can pull up the profile.

5 BASIL STAPLES: Because the water level
6 what they say is going to rise, you know.

7 MS. FLANDERS: This here is the existing
8 profile and -- so the proposed, the road alignment is
9 currently on a dip, the vertical alignment is going up
10 a little bit, so the bottom cord of the bridge is going
11 to go up considerably or at least --

12 MR. WENTWORTH: Right now your water
13 elevation, the low tide high tide through there doesn't
14 seem to appear to be -- there's not a lot of change,
15 around elevation 5 ish.

16 KEN HALL: You got about 5 feet.

17 MR. WENTWORTH: Right, so you're going
18 to have -- you're only going to get another -- you're
19 only gaining about 8 inches of clearance there say.
20 It's not a lot more, so you're going from 5 feet to
21 6 feet on that tide.

22 KARL WARD: That comes --

23 MR. WENTWORTH: Coming from the bottom
24 of the bridge.

25 KARL WARD: You're gaining the 8 inches

1 because you're adding --

2 MS. FLANDERS: You're gaining the 8
3 inches because the road profile is going to go up.

4 KARL WARD: Are you going to raise it?

5 MS. FLANDERS: And the superstructure
6 is --

7 MR. WENTWORTH: It is thinner.

8 MS. FLANDERS: Depending on the option,
9 both ones are slightly thinner than the existing.

10 KEN HALL: So there should not be any
11 less clearance?

12 MR. WENTWORTH: Correct.

13 MS. FLANDERS: Exactly.

14 VERN THOMPSON: There should actually be
15 more clearance because you're getting rid of the steel
16 girders?

17 MR. WENTWORTH: Correct.

18 KARL WARD: I'm curious about one last
19 thing, you mentioned stone rip-rap, is it your
20 contention that the rip-rap work, the work in the
21 water, which can only occur after November 9th because
22 of the salmon or the sturgeon, and I assume that's an
23 EPA or DEP requirement, that work is best done when the
24 superstructure is off and being replaced?

25 MR. WENTWORTH: No, it can be done, it's

1 just better done when the road is closed because --

2 KARL WARD: Because of construction --

3 MR. WENTWORTH: You're reaching down in
4 there and you're getting trucks in and it's a narrow
5 road already and you think about that and then you want
6 an excavator. It's easier to close the road down and
7 get the project done. It's a narrow site versus trying
8 to even, you know, put flaggers out there and put
9 people through that site half, half, do it as minimal
10 as possible.

11 KARL WARD: But if the folks wanted to
12 go with the tear off the Band-Aid option, no matter
13 what, they're going to come back and partially close
14 down the brand new construction to do the brand new
15 rip-rap in November?

16 MR. WENTWORTH: You would, that's
17 correct and then you have guardrail out there too
18 that's going to go there that you're going to pull back
19 out and put back in to put the rip-rap in so it's
20 better to get in there, close the road, tear the
21 superstructure off, tear the whole bridge off, reset
22 the granite abutments and while they're doing that,
23 somebody else can be -- the same contractor or an earth
24 work contractor and a bridge contractor could work side
25 by side, you go over here and do the rip-rap while I'm

1 over here doing the granite abutments and they're
2 working together and parallel versus in that scenario
3 where they come back in and the bridge guys are done,
4 the earth work guys whose subcontractor is coming in to
5 do the work to do the rip-rap. It's just order of
6 operations and sequencing.

7 VERN THOMPSON: You as DOT would rather
8 do it in the fall and get it done?

9 MR. WENTWORTH: Yes, that's what we
10 recommended except for final --

11 MS. TIMBERLAKE: It's not a real strong
12 recommendation.

13 MR. WENTWORTH: Yeah, I mean, it's not a
14 strong recommendation, that's what we come here for.

15 MS. TIMBERLAKE: We have the luxury here
16 we can do it in the summer and try to limit the -- try
17 to get the bridge open in time for school busses to be
18 able to use the bridge or we can come in in the fall
19 and avoid the higher summer traffic, you know, it
20 really depends a lot on what you tell us and what you
21 prefer.

22 KEN HALL: We see a lot of people coming
23 down from the bridge that's overweight, the trash
24 trucks, you haven't got much of a turnaround area down
25 there, they usually back up into my driveway or the

1 driveway across the road and it could get -- I mean, I
2 seen it get a little -- and if you're shut right down,
3 you're going to have cars and everybody trying to find
4 a place to turn around.

5 MS. FLANDERS: There will be signs that
6 say bridge closed ahead.

7 KEN HALL: Yeah, but some people go by a
8 sign just to see what's on the other side of it.

9 MR. WENTWORTH: There's no perfect
10 scenario obviously. It's construction, like always
11 it's going to have its issues. It's going to be messy.
12 It's going to be dirty. It's going to be noisy and
13 especially when you shut stuff down then you have
14 traffic coming in turning around into people's
15 driveways which --

16 KEN HALL: It's fine as long as, you
17 know, someone out there directing traffic on them, but.

18 SUSAN HENKEL: Susan Henkel.

19 UNIDENTIFIED SPEAKER: Which design are
20 you going to use? Do you know exactly which design you
21 are going to use?

22 MS. FLANDERS: It's a detailed build
23 model, so the contractor will chose between either of
24 these two options. They're both precast concrete.

25 MR. WENTWORTH: The reason that these

1 cost out the same, it's -- the reason is that it's a
2 detailed build or the Department would like to go that
3 route is because it's the procurement of sometimes the
4 precasters have room in their schedule to do this one
5 faster or this one and it's a matter of economics
6 really so it flushes out the most economic value versus
7 telling them this one. Now, if this one costed out
8 better, then this is the one we'd recommend, but it's
9 pretty much even so we let the economics tell us what
10 to do. Yes, ma'am?

11 SUSAN HENKEL: Susan Henkel. What are
12 the days that this will be occurring, Sunday through
13 Saturday or Monday through Friday and what are the
14 hours of operation?

15 MS. TIMBERLAKE: Typically, unless we
16 give a contractor special permission to work Sundays
17 and holidays, they're allowed to work six days a week
18 except for federal holidays and Sundays and hours --

19 MR. WENTWORTH: It will be 7:30 to 4 or
20 5.

21 MS. TIMBERLAKE: They usually work
22 daylight hours.

23 MR. WENTWORTH: There's no incentive
24 here to get done faster and there really isn't any
25 monetary value on it to get it done faster. We

1 squeezed the schedule down to what it takes to do the
2 project so you can't make them work faster and my
3 anticipation is that they're not going to work
4 Saturdays. It costs them money. They have to price it
5 in the bid. It's not something that I would do and
6 anybody that's done contracting out there probably
7 would say the same thing. Why would you pay more on a
8 Saturday when you can get the work done in the
9 timeframe?

10 SUSAN HENKEL: So if it was done during
11 the summer, it would be 6 a.m. to 9 p.m. Monday through
12 Friday, daylight hours?

13 MR. WENTWORTH: I would say that you
14 would see them showing up at 6:30 in the morning, doing
15 their typical -- getting their equipment ready and
16 starting at 7, 6:30 to 7 and be done by 5 to 6 at night
17 unless they get squeezed and they somehow fall behind
18 schedule, which can happen.

19 SUSAN HENKEL: Never happens.

20 UNIDENTIFIED SPEAKER: They'll work over
21 if we get a bad summer and it rains a lot.

22 MR. WENTWORTH: I mean, it all depends
23 on certain situations that none of us have control
24 over.

25 KATHY KAMZELSKY: If the project was

1 actually completed in the fall versus the summer, you
2 do have more daylight hours in the summer than you do
3 in the fall, so could that actually delay it if it was
4 done in the fall?

5 MR. WENTWORTH: No because that schedule
6 is based off of a typical 7 to 5, 7 to 6 work day.
7 Most contractors are going to work that. Again,
8 they're going to price that out to get in and not -- if
9 you get outside of those 40, 45 work weeks and you
10 start making people work 60 hours, it's a cost to that
11 project and they're bidding on it as competitive bid
12 and that means their competitor will probably skip the
13 bid so everybody is going to come in on the same
14 playing field, they should. If they don't, then they
15 lose the bid, so.

16 KARL WARD: What you're looking for from
17 the folks here is just a general sentiment given the
18 parameters you've discussed sounds like winter
19 construction really is sort of off the table, you're
20 sort of leaning on the fall option because the tear off
21 the Band-Aid, well, it's really you got to come back
22 the next year and tear off the Band-Aid again in
23 November and block the road right on top of the new
24 construction, take out the guardrails and do it all
25 over again so it's -- I mean, that's been my take on

1 it, but these are the folks you need to hear from.

2 MR. WENTWORTH: That's kind of why we're
3 recommending the fall, you'll have everything done, you
4 can open the bridge, get it open. The only thing you
5 have to do is wait for springtime to have them come
6 back and pave, put the final paving and it will be a
7 little touch up stuff.

8 MS. FLANDERS: To be clear, it will be
9 paved, it's just not the final coat.

10 MR. WENTWORTH: The bridge will be paved
11 before it gets open to traffic.

12 MS. TIMBERLAKE: It's a base pavement
13 and they'll come in and put the better grade final --

14 MR. WENTWORTH: Final course on.

15 KATHY KAMZELSKY: How does that base
16 grade wear over the winter months?

17 MR. WENTWORTH: It will be fine, yup.

18 VERN THOMPSON: That's what's on the
19 Cape now.

20 KATHY KAMZELSKY: That's why I'm asking.

21 VERN THOMPSON: It's just a bigger rock.

22 MR. WENTWORTH: And it will wear fine
23 and if it doesn't perform, there is again
24 specifications that say this has to perform under
25 certain situations through the winter, blah, blah,

1 blah, so if not, they're paving it again and this isn't
2 a big stretch of paving, you know, it's 130 feet plus
3 the bridge deck, so there's 170 feet there, two lanes,
4 there's not a lot of -- this is a couple -- you got a
5 day of paving, two days of paving.

6 VERN THOMPSON: It takes a half a day to
7 set up everything.

8 MR. WENTWORTH: And it depends on the
9 paver, you know.

10 VERN THOMPSON: Traffic wise, I think
11 fall would be more ideal than summer for everybody on
12 the Cape because a lot of traffic goes away come
13 September.

14 KATHY KAMZELSKY: I just want to have it
15 done because I'm tired of the double traffic on the
16 backside of the Cape, I really am.

17 VERN THOMPSON: I'm tired of having to
18 go around it.

19 BOB HICKEY: Do you want us to vote on
20 this at this point or how do you want to proceed? Bob
21 Hickey.

22 MS. TIMBERLAKE: I'm not hearing from
23 everybody so maybe, you know, take a little straw vote.

24 KARL WARD: Does everyone feel
25 comfortable holding your hand up for a vote just to

1 give these guys a general idea?

2 MS. TIMBERLAKE: So summer construction?

3 Nobody.

4 MR. WENTWORTH: Winter construction?

5 MS. TIMBERLAKE: Fall construction? I

6 think we got an answer. Any other questions?

7 KARL WARD: Do you have future meetings

8 scheduled right now, any idea when the next update for

9 these folks or anyone else that would be interested?

10 MS. TIMBERLAKE: I wouldn't anticipate

11 coming back for another meeting because this is what

12 we're going to do, we just put the plan together, but

13 if you have questions at any time, like I said, always

14 contact me, give me a call or send me an e-mail, I'll

15 be happy to update you.

16 KARL WARD: How about when you put the

17 project out to bid and he established the schedule

18 parameters in the bid, when the contract will be

19 allowed to work, could you re-notify everyone? I mean,

20 there was a notice that went out from the DOT, I sent

21 everyone in the town a notice with my own stamp to get

22 as many folks here so we'd get a good response, but

23 just one more time to let them know hey, we're going to

24 be starting in September or?

25 MS. TIMBERLAKE: A meeting you mean?

1 KARL WARD: No, just a notice.

2 VERN THOMPSON: 2017 we're starting
3 September 1st.

4 MS. TIMBERLAKE: Sure, sure, we can do
5 that.

6 KARL WARD: As part of your
7 specifications, the contractor will be required to put
8 some sort of signage out in advance of the
9 construction?

10 MS. TIMBERLAKE: Oh, yes, there will be
11 a lot of communication requirements within the
12 contract. They have to give advance notice of when
13 they shut down the roadway and, you know, and what --
14 when they're going to start and all that.

15 MR. WENTWORTH: And there will be a
16 preconstruction meeting, which isn't usually open to
17 the public, but it will probably be held right here and
18 usually it involves the town officials so the town
19 officials have something or fire departments or
20 emergency so that everybody is on the same page at
21 those meetings.

22 UNIDENTIFIED SPEAKER: How much would it
23 add to have an observation tower put in?

24 VERN THOMPSON: With an elevator.

25 MS. TIMBERLAKE: Any other questions? I

1 want to thank you all for coming and like I said, I
2 have stuff up here if you want to take some information
3 with you. Thank you all for coming.

4

5 (The hearing was concluded at 6:50 p.m.)

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CERTIFICATE

I, Lorna M. Prince, a Notary Public in and for the State of Maine, hereby certify that the hearing was stenographically reported by me and later reduced to print through Computer-Aided Transcription, and the foregoing is a full and true record of the hearing.

I further certify that I am a disinterested person in the event or outcome of the above-named cause of action.

IN WITNESS WHEREOF I subscribe my hand and affix my seal this 1st day of July 2016. Dated at West Gardiner, Maine

Notary Public

My Commission Expires
February 6, 2019

MAINE DEPARTMENT OF TRANSPORTATION

June 29, 2016 Formal Public Meeting
 Stockton Springs, Cape Jellison Bridge #3176
 WIN 016665.00

Leanne Timberlake, Project Manager

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