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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE IMPROVEMENT OF BEALS ISLAND BRIDGE

WIN 022626.00

Public Meeting At The Beals Elementary School Gym

Reported by Robin J. Dostie, a Notary Public and court reporter in and for the State of Maine, on April 29, 2014, at the Beals Elementary School Gym, Beals, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE:	LEANNE TIMBERLAKE
	WAYNE FRANKHAUSER
FROM VHB:	TIM BRYANT
	STEVE HODGDON
	BOB BLUNT

1 TRANSCRIPT OF PROCEEDINGS

2 MS. TIMBERLAKE: Good evening. Can you all
3 hear me? No? Good evening. Can you hear me? Well,
4 on behalf of the Maine Department of Transportation,
5 I'd like to welcome all of you here tonight for this
6 preliminary public meeting for the future improvements
7 to the Beals Island Bridge in Jonesport-Beals. My
8 name is Leanne Timberlake and I'm the project manager
9 with MaineDOT. With me tonight I have Tim Bryant with
10 VHB. He works for a consultant that we've hired to do
11 the engineering for the project. Working on the
12 speaker is Wayne Frankhauser. He's the program
13 manager for the Bridge Program at DOT. We have Robin
14 Dostie, who is the court reporter. She's taking a
15 complete, accurate record of tonight's proceedings so
16 we can put that up on the website later so you can
17 read it. We also have with VHB Bob Blunt and Steve
18 Hodgdon.

19 At this time, I'd like to ask are there any
20 town officials, if you could please stand and
21 introduce yourself. Any town officials?

22 AUDIENCE MEMBER: Daniel Davis, chairman,
23 board of selectmen, Town of Beals.

24 AUDIENCE MEMBER: Clara Smith, select person,
25 Town of Beals.

1 AUDIENCE MEMBER: Mariner Bunker, select
2 person, Town of Beals.

3 AUDIENCE MEMBER: Terry Beal. I'm treasurer,
4 clerk, tax collector, registrar, Town of Beals.

5 AUDIENCE MEMBER: Dwight Alley, selectman,
6 Town of Jonesport.

7 AUDIENCE MEMBER: Billy Mulliken, selectman,
8 Jonesport.

9 AUDIENCE MEMBER: Harry Fish, selectman, Town
10 of Jonesport.

11 MS. TIMBERLAKE: Did I get everybody? Thank
12 you. A few housekeeping items before we get started.
13 I do have copies of the notice that was published in
14 the paper and also sent to abutting property owners.
15 If you want to take one of these with you, you may.
16 It has my name and contact information at the bottom.
17 So at any time during the development of this project
18 you have any questions, feel free to contact me. I
19 also have comment cards. If you don't have -- don't
20 want to ask your question here tonight and you want to
21 take a card and send something in later you're free to
22 do that. And if you think you might be impacted
23 property-wise potentially, I have the DOT Landowner's
24 Guide to Property Acquisition Process, feel free to
25 take one of these as well. And one thing I did

1 differently for this project than I usually do is I
2 sent out these postcards to just about everybody that
3 lives in the Town of Beals and Jonesport, so I wanted
4 to make sure everybody at least heard about this
5 project. So later on when we get into the question
6 and answer period I would appreciate your feedback if
7 you think this was effective for you to get.

8 So now what I'd like to do is turn it over to
9 Tim Bryant. He'll give you some background
10 information on the bridge itself and some of the
11 thoughts that we're thinking about at this time and
12 then later we'll open it up to you for questions.

13 MR. BRYANT: Thank you, Leanne. Can you all
14 hear me? All right. Great. So like Leanne said, I'm
15 the project manager for the design consultant for this
16 project. And one of the main focuses tonight is to
17 get input from all of you, so I'm going to go through
18 a few slides and kind of set the stage and then we're
19 going to turn it over to you and get as much input as
20 we can from all of you, so.

21 The introductions are already taken care of,
22 so I'll give you an overview of what we're going to
23 talk about tonight. I'm going to just briefly discuss
24 the project development process, which we're just
25 beginning, what some of the goals of the project are,

1 one of the big issues which is pretty clear for this
2 project is maintenance of traffic, so we'll talk a
3 little bit about that and then, like I said, the real
4 main point of tonight is public input from all of you.
5 So the basic project development process that DOT
6 tries follow for all of the bridge projects is we
7 start with preliminary design, which is where we are
8 right now and try to establish what the project is.
9 And then once we've completed that we'll come back to
10 you at the end of that design process, have another
11 meeting and then once there is consensus around what
12 the project is we'll move into final design, put the
13 project out to bid and get into the construction
14 phase.

15 So we're in the preliminary design phase right
16 now. We're at the beginning. We've had a kick-off
17 meeting with the Department and, you know, the next
18 step really is where we are right now, which is public
19 input meeting that we're having now. So after the
20 preliminary design, we'll be doing some geotechnical
21 investigation, which a little later this summer you'll
22 see they'll be out getting some borings and things
23 like that. We're going to develop alternatives,
24 evaluate them and then sum that all up in a
25 preliminary design report, which will come back to you

1 with the results of that.

2 At this meeting we want to let you know about
3 the project, especially want to make sure those who
4 are directly affected by the project are aware of it
5 and then, you know, get input from resource agencies,
6 from the public, from municipal officials -- let's try
7 that. Better? Thank you. I wasn't aware of the
8 feedback, so. So that's where we're at.

9 So the goals of this project, you know, we
10 wanted to determine whether we're going to rehab the
11 existing bridge or, you know, is it time to build a
12 new one. You know, in that evaluation we're going to
13 be looking to minimize impacts to all of the local
14 businesses, residents, the traveling public, I mean,
15 there will be some as there are with all projects, but
16 we certainly try to minimize those as we go through
17 design. In this project obviously there is marine
18 traffic, we're going to --

19 AUDIENCE MEMBER: Talk like you're manly.

20 MR. BRYANT: Any better?

21 AUDIENCE MEMBER: Yes.

22 MR. BRYANT: Thank you for that. Minimizing
23 impacts to environmental resources is a key thing as
24 well and we've got to coordinate utilities because
25 there are utilities on the bridge carrying key

1 utilities over to the island.

2 So this is an aerial of the bridge. You know,
3 we'll come back to this if we need to in some of the
4 interactive discussion and people will be able to
5 point out where their concerns are and do that, so.
6 We do have access to the existing bridge construction
7 photos, which we had some fun with these, so I'm not
8 sure if anybody in the room actually remembers any of
9 this, but maybe some of you do. That's a picture of
10 the causeway construction in '57 and this is a picture
11 from that when the bridge is much nearer to
12 completion. The -- one of the constraints obviously
13 is the Coast Guard station is at the northwest corner,
14 so minimizing impacts to federal property is always a
15 key concern of ours in the project. The bridge itself
16 has two long approaches about 750 feet on the north
17 side and about 250 on the south. Those are rock
18 filled causeway approaches, which we saw in the
19 historic photo when they were building by dumping an
20 awful lot of rock. The existing bridge roadway
21 approaches, there is a 5 percent roadway grade, which
22 is fairly steep. We've got 10 spans at 105 feet each.
23 The navigational clearance, 75 feet horizontal between
24 the fenders and 39 feet vertical.

25 AUDIENCE MEMBER: It's your mic.

1 MR. BRYANT: Is that better?

2 AUDIENCE MEMBER: Yes.

3 MR. BRYANT: Thank you. At 22 feet
4 curb-to-curb on the existing bridge and obviously a
5 painted steel beam superstructure. As some of you can
6 see, the paint is starting to fail. We've got
7 utilities on both sides, cable tv, electric and
8 telephone. The concrete piers are in fair condition.
9 The concrete abutments as well are in fair condition.
10 You know, thankfully the bridge being in fair
11 condition does present the possibility of doing a
12 rehabilitation so, you know, some of the preliminary
13 rehab concepts that we're looking at now would be a
14 new concrete bridge deck, the last one was done in
15 1987. We've cleaned and painted existing structural
16 steel and then the steel H-piles, which support those
17 concrete piers are in need of some rehab or perhaps
18 some system to strengthen and support toward those.
19 If we're looking at a new bridge and, again, no
20 decision has been made yet. This is the early phase
21 where we determine what the project is. A possible
22 superstructure type would be a pre-stressed concrete
23 girder bridge. This happens to be a picture of a
24 project -- a DOT project down in Falmouth at the
25 Martin's Point Bridge that's under construction now.

1 The Veteran's Bridge some of you may have seen in
2 Portland, this is the new Veteran's Memorial Bridge,
3 which is a segmental post-tension concrete structure
4 that's another possible superstructure type.

5 One of the significant construction
6 considerations clearly this being the only bridge to
7 the island is maintaining vehicular traffic during
8 construction. The latest traffic data that we have is
9 2060 vehicles is the average annual daily traffic, so
10 we'd be looking to try to maintain two lanes during
11 construction and a new bridge would be a parallel
12 bridge to the existing. It's possible that during,
13 you know, that construction we would have to have some
14 periods, short ones with short duration, closures
15 where we'd have one lane of alternating traffic
16 controlled by temporary traffic signals. And then
17 clearly during construction we want to minimize
18 impacts to the marine traffic as well.

19 And that's basically where we're at. We
20 haven't decided whether it's rehab or if it's a new
21 bridge what kind of bridge it is. So one of the
22 things that we'd really like to get now is your input
23 on the things we should take into consideration as we
24 make that decision. I know Wayne, I think, has the
25 other microphone or Leanne does, so if people have

1 questions or comments.

2 MS. TIMBERLAKE: One thing I forgot to
3 mention, there should be a sign-up sheet going around,
4 so I would appreciate it if you sign your name on that
5 if you see it coming. Thank you. So at this point,
6 if you have any questions, I would ask you to please
7 raise your hand and state your name so that we have it
8 for the record. Any questions? Yes, sir.

9 AUDIENCE MEMBER: I'm Harry Fish. I'm one of
10 the selectmen of the Town of Jonesport. One of the
11 things that the two towns are interested in is clean
12 renewable energy and we have currents going back and
13 forth in the reach every six hours, so we would like
14 the state to consider in the design and construction
15 of the bridge the possibility of having under water
16 turbines placed under the bridge and the power leads
17 for them under the bridge and the sale of that
18 power -- any proceed or profits from that we would
19 like to be shared by the Town of Beals and Town of
20 Jonesport to go towards municipal expenses. So I
21 would like for you, I'm speaking for the two towns, to
22 consider that possibility. And I know that's a fairly
23 new technology, but if we're going to build a new
24 bridge structure, not a better place to put it.

25 MS. TIMBERLAKE: Thank you. That's an

1 interesting idea. We'll take that into consideration.
2 Any other questions?

3 AUDIENCE MEMBER: (Harry Fish.) Don't
4 everybody speak at once.

5 AUDIENCE MEMBER: Dave Wardwell. My concern
6 is has money been appropriated for this project or is
7 this something we're going to do and find out that we
8 don't have the money to do it?

9 MS. TIMBERLAKE: Right now it's funded for
10 engineering only, so construction will depend on
11 obtaining future funding. Probably the earliest we
12 could do construction would be 2017, so when we do get
13 the funding I -- there are no guarantees, but, you
14 know, usually they're pretty good about getting the
15 funding when we need to, so.

16 AUDIENCE MEMBER: Well, the state is
17 supposedly on board with this?

18 MS. TIMBERLAKE: Yes, we're on board with this
19 project.

20 AUDIENCE MEMBER: Thank you.

21 AUDIENCE MEMBER: Terry Beal. I'm sure that
22 everyone is wondering that if you are planning on new
23 construction where is it that you're planning on
24 locating a new bridge?

25 MR. BRYANT: Yes. Kind of the early ideas

1 that we have now we're looking actually on the east
2 side; is that right, Steve?

3 MR. HODGDON: Yes.

4 MR. BRYANT: But we haven't decided anything
5 yet. We have to look at the impacts and, you know,
6 figure out what makes the most sense, but kind of the
7 earliest thoughts that we have are looks like doing
8 something very close to the existing but just a little
9 bit east in alignment there and it ties back into the
10 existing causeway.

11 MR. FRANKHAUSER: And that's one of the things
12 we're really here is to try to get your feedback on
13 what your thoughts are on, you know, where the
14 alignment should go, things like bridge width, how
15 wide the lanes and the shoulders should be and that
16 type of information. We're also very curious about,
17 you know, navigation clearances and what you think
18 about the curvature on the bridge. Really this is,
19 you know, every project we do a similar meeting to
20 this and sometimes it takes people back if we're not
21 coming with a proposed option, but really this is just
22 us getting feedback and information from you folks and
23 we'll take that back and do our engineering at some
24 point and come back and present what we found, so any
25 feedback you have is great.

1 AUDIENCE MEMBER: (Inaudible first name.)--
2 Beal and I'm a member of the board of directors in the
3 Jonesport Co-Op. If you go east of the bridge, how
4 much area will that involve? How much east of the
5 bridge will the new bridge take?

6 MR. FRANKHAUSER: Well, it could be, and you
7 guys correct me if I'm wrong, it could be anywhere --
8 to be honest with you, the way this bridge was built
9 the permits for the environmental -- the bridges
10 weren't nearly as much as we are now. We would --
11 with modern day environmental permitting standards we
12 would have an incredibly hard time building these
13 causeways. It would virtually be impossible. So
14 that's not to say we couldn't widen one out or add a
15 little bit to it, so our first inclination is to go as
16 close as we can to that existing bridge, you know,
17 whether that's coming out staying very close or coming
18 out along the causeway and curving up, but at the same
19 time we have to look at maintaining traffic out there
20 so we have to keep the traffic going over the bridge,
21 boats going under the bridge and we're also looking at
22 any concerns maybe about the approaches. So I guess
23 the answer to your question is our first stab at this
24 is going to be try to get just as close to that
25 existing causeway as we can because that's going to

1 be -- I mean, that is a huge effort to fill that in
2 and the cost of doing that nowadays would be
3 monumental.

4 AUDIENCE MEMBER: (Mr. Beal.) Okay. Thank
5 you.

6 AUDIENCE MEMBER: Bertina Carver Merchant. It
7 would seem common sense would say that we do not
8 disturb any more structures or any more people than we
9 have to when we're rebuilding the bridge, so it would
10 be wonderful if we could reinforce it and not bother
11 the landowners and the wharf owners and the shop
12 owners and all those things.

13 MR. FRANKHAUSER: So you're saying work with
14 the existing bridge and repair it.

15 AUDIENCE MEMBER: (Bertina Carver Merchant.)
16 Right. It makes sense.

17 MR. FRANKHAUSER: Okay. Good.

18 AUDIENCE MEMBER: Mark Carver. I think if
19 you're using the original causeway, which makes
20 tremendous sense, they've been there forever. Go look
21 at them, there's not a rock that has ever moved.
22 We've been doing a lot of traveling in 60 years. Now,
23 you're thinking about widening those out a little bit?

24 MR. FRANKHAUSER: Well, and that's a question
25 for you is how is the width on the bridge in the

1 causeway?

2 AUDIENCE MEMBER: (Mark Carver.) Well, nobody
3 ever makes contact on the bridge. We have tractor
4 trailer trucks, you know, you've got to pay attention.
5 I was going to ask you, does it have to be wider than
6 22 feet?

7 MR. FRANKHAUSER: It doesn't necessarily.

8 AUDIENCE MEMBER: (Mark Carver.) That's
9 great. That's great. That's what we've been hearing,
10 it needs to be widen out and you can't use the old
11 bridge.

12 MR. FRANKHAUSER: Yeah. No, we have extremely
13 flexible standards on width and we want to -- the
14 traffic right now is probably a little bit higher than
15 what we typically expect for 22 feet --

16 AUDIENCE MEMBER: (Mark Carver.) You'll have
17 a lot of happy people if you use those existing
18 causeways.

19 MR. FRANKHAUSER: Okay.

20 AUDIENCE MEMBER: (Mark Carver.) No,
21 seriously. A show of hands, how many would like to
22 the have the existing causeway?

23 AUDIENCE MEMBER: Existing causeway!

24 MR. FRANKHAUSER: Is that 22 feet acceptable
25 on the bridge as well as the causeway and so that

1 serves the purpose and meets everybody's needs?

2 AUDIENCE MEMBER: (Mark Carver.) I've
3 never -- I've been going across there since -- I've
4 never -- how many sideswipes have you ever had?

5 AUDIENCE MEMBER: It's a little narrow if
6 you're walking.

7 MR. FRANKHAUSER: Yeah. Well --

8 AUDIENCE MEMBER: (Mark Carver.) We do
9 have -- we do have business -- business on the island
10 that does use tractor trailer trucks and that corner
11 is a son of a gun on the Beals side.

12 MR. FRANKHAUSER: Yes.

13 AUDIENCE MEMBER: (Mark Carver.) So, I mean,
14 if you could take and, you know, widen it out a little
15 bit and on the next corner take that out a little bit
16 and take -- nobody needs to go 30 miles an hour
17 through there.

18 MR. FRANKHAUSER: Yup.

19 AUDIENCE MEMBER: (Mark Carver.) You know,
20 that would be super if you could use those existing
21 causeways. I think it would be great.

22 MR. FRANKHAUSER: Okay.

23 MS. TIMBERLAKE: Thank you. Yes, sir.

24 AUDIENCE MEMBER: I'm Robert Beal, shore
25 property owner near the Beals side of Jonesport-Beals

1 Bridge. I do not want anyone to lose their shore
2 property, wharves or boat moorings to bridge
3 construction and many of these things just could not
4 be replaced. There is very little usable shore
5 property left that can be used for wharves and boats.
6 My brother Willis and I own a wharf used by several
7 boat owners besides us who work on their boats. I
8 have a statement signed by them, which I will leave
9 with you. My brother and I believe the old bridge
10 should be repaired from the end of either widening a
11 few feet and taking out a sharp turn. Also Norita
12 Gale has land on one corner, she wants to sell, which
13 would take out another turn. Doing the project in
14 this manner would not take away the working waterfront
15 property away from anyone or any business. Also, it
16 would save the State of Maine millions of dollars in
17 construction costs. I'm also a former director of the
18 Jonesport-Beals Co-Op located on the Jonesport shore.
19 The co-on property is irreplaceable. More than 60
20 boats sell their catch there every day during fishing
21 season. The Beals-Jonesport co-op is a multi billion
22 dollar business and very important to the local
23 economy as almost all of the money goes back to the
24 fishermen. Losing the co-op property during bridge
25 construction would be devastating to area economies.

1 Considering all of this I hope the State of Maine DOT
2 will use good judgement in making decisions which
3 could be detrimental to individuals and business in
4 our area. Now, I have photographs of boats grounded
5 at my brother's and my wharves and I have a statement
6 that was signed by several fishermen that I'll leave
7 with you. Thank you.

8 (Applause.)

9 MR. FRANKHAUSER: The co-op is located here?

10 AUDIENCE MEMBER: Right there.

11 AUDIENCE MEMBER: I was just going to go along
12 with others and say I've got property and the bridge
13 does need to be wider somehow. The Jonesport folks
14 coming on with trailers that are 53 feet long isn't
15 that bad. It's on the Beals Island side that is
16 really, really tight. You take the whole road.

17 MR. FRANKHAUSER: That's between these two
18 points.

19 AUDIENCE MEMBER: That first turn, if I come
20 off the bridge and I'm headed say to Albert's and I
21 take -- I'm going to use the whole road for the first
22 two turns, if anybody is coming they've got stop.

23 MR. FRANKHAUSER: Yup.

24 AUDIENCE MEMBER: Because we can't --
25 something has got to be done there. It's got to be

1 wider and easier to get around.

2 MR. FRANKHAUSER: Yup.

3 MS. TIMBERLAKE: Thank you. I think I saw a
4 -- yes.

5 AUDIENCE MEMBER: Have you got precedence of
6 repairing the bridge similar to this bridge and how
7 long does it last?

8 MR. FRANKHAUSER: The question was if everyone
9 couldn't hear is do we have precedence on repairing a
10 bridge of that nature and how long does it last. And
11 this bridge is unique in that it's -- it has H-piles,
12 it has what they call a floating -- can everybody hear
13 me okay? I can use the mic.

14 AUDIENCE MEMBER: Use the mic.

15 MR. FRANKHAUSER: Use the mic. So the bridge
16 is a little unique in that it has up through the water
17 column it has exposed steel H-piles and then it has
18 what we call a floating seal and I don't think we have
19 a picture of that. So our concern and one of the
20 major concerns with the bridge is that that steel
21 piling that's always below the water and it's always
22 submerged is actually corroding and it's not to the
23 point now where it's to be of any concern, but one of
24 the difficulties is it's constantly covered with
25 marine growth, so when our divers go down there, which

1 they're actually coming out -- you should actually see
2 some MaineDOT dive team members out here I believe
3 next week. They're going to be inspecting that
4 portion of the bridge. It's difficult -- you can't
5 just look at it and see how much rust and corrosion
6 has occurred there, so it's -- it's a little bit of an
7 unknown and that would be a large expense that the
8 expense of repairing those H-piles may actually make
9 it more expensive to rehabilitate the bridge than
10 replace it with something new and that's what our next
11 effort is really going to look at is what that costs.
12 In addition to those H-piles below water the deck --
13 the concrete riding -- the concrete deck, the bridge
14 deck as we call it, the riding surface, has really
15 reached the end of its life. That's bad. That all
16 needs to be replaced. Painting steel on coastal Maine
17 over salt water is really not the greatest idea, so
18 that's also something else we'd want to look at
19 fixing. It's not too bad right now. It is very
20 expensive to paint that bridge and over salt water the
21 paint doesn't tend to last all that long. So, you
22 know, getting into repairing that bridge is -- it's
23 really going to be a toss-up over what's cheaper, to
24 work with the existing bridge or to build something
25 more modern that can be very similar in that, you

1 know, as close to that location as we can possibly
2 get, so. That was a very long response to your
3 question.

4 MR. BRYANT: Wayne, we do have that.

5 MR. FRANKHAUSER: Okay. Yes. So this is what
6 I was referring to is the floating seal. This is all
7 concrete and the tide line in the mean low water in
8 this area and these are the steel pipe piling -- or
9 the steel H-piling and there is in the neighborhood of
10 a dozen or so per pier out there. And these are
11 really just totally coated in marine growth and when
12 our dive team goes out and inspects them they actually
13 have to take picks and pick that marine growth off so
14 they can see the steel underneath that growth to get a
15 sense of has it lost too much --

16 AUDIENCE MEMBER: (Mark Carver.) Tell them
17 not to hit them too hard.

18 (Laughter.)

19 MR. FRANKHAUSER: Okay.

20 AUDIENCE MEMBER: Albert Carver, business
21 owner. Earlier in your conversation you were talking
22 about using the existing abutment work, the leg work
23 and maybe widening it out.

24 MR. FRANKHAUSER: Yeah, the question was
25 earlier we talked about reusing the existing, what I

1 was meaning to talk about was this rock filled
2 causeway that's there and, you know, what that could
3 look like is, you know, one of the main concerns is
4 maintaining traffic of course to the island. So what
5 we could do is we could come out and maybe widen out
6 portions farther out and build just enough to be able
7 to build a parallel bridge. Or in other cases, I
8 don't know if it would work out and would be possible
9 here, we've actually taken existing bridges with truss
10 -- a lot of times we have the old-fashioned truss
11 bridges and we'll actually slide those to one side and
12 rebuild along the same alignment. Really, that just
13 becomes an exercise of what's the most economical.

14 AUDIENCE MEMBER: (Albert Carver.) I think
15 everybody concerned with the building is property
16 owners on either side of the bridge --

17 MR. FRANKHAUSER: Yes.

18 AUDIENCE MEMBER: (Albert Carver.) -- so by
19 using the existing trusses and when we talked about
20 repairing the old bridge, I think the people that are
21 talk are worried about land that they own that might
22 be taken up with a new bridge. What I hear you saying
23 is it's possible to build a new bridge and not take up
24 anybody's land by widening out those stone piers.

25 MR. FRANKHAUSER: It is most definitely

1 possible, yes.

2 AUDIENCE MEMBER: (Albert Carver.) Which I
3 think would make more sense than anything because then
4 we get, one, a new bridge that may have a longer
5 lifespan than the one we have and we wouldn't be
6 bothering any landowners at all.

7 MR. FRANKHAUSER: Okay. Thank you.

8 AUDIENCE MEMBER: I agree with Albert and the
9 bridge should be widened and we should use the old
10 abutments and widen it out to have a sidewalk on the
11 east side because it's scary when you're out going
12 across at night and that's -- and pedestrians wearing
13 dark clothes. The bridge is too narrow.

14 MR. FRANKHAUSER: Yeah, that comment was more
15 support for staying on the alignment but with the
16 addition of a sidewalk. Any other --

17 AUDIENCE MEMBER: And wider.

18 MR. FRANKHAUSER: And wider. Okay. Thank
19 you.

20 AUDIENCE MEMBER: Good evening. I'm probably
21 in a very unique position. Probably the only person
22 who is in this position in the room today. My concern
23 as a daughter of a wharf owner and boat shop owner, a
24 mother of a future lobster fisherman who is just
25 getting ready to graduate from high school soon and is

1 hoping to utilize the property in the family; I have a
2 husband who has a wharf that would be affected; I have
3 my husband's family who has adjacent wharves that
4 would be affected; and I own two pieces of property at
5 the end of the bridge that would be affected, so I
6 feel I have a huge stake in what's decided in this
7 project. I obviously want to have a safe route to
8 Beals Island, everyone does; however, I think that in
9 the cost figuration if you figure that you're going to
10 build a new bridge and veer it towards Littlefield's
11 Boat Shop as was stated you're going to have to
12 compensate some people that's going to be part of the
13 cost of the new bridge. Those wharves are worth far
14 more to our fishing community than just the wood that
15 built them. Those wharves are in a place that is
16 unique to Beals Island and has been used for
17 generations and many families. I have a letter in my
18 hand that I have written for my husband to take around
19 to about 12 other fishermen who use that wharf
20 regularly and they all have signed to state that it is
21 needed to perform maintenance. There are not a lot of
22 places in Beals and Jonesport to ground out on tide
23 because either we've got too much drainage and you
24 can't get in on a tide or there is no drainage in the
25 area. There is no suitable property if you take this

1 and compensate to build new wharves. You're going to
2 be hurting a lot of fishermen by taking away that
3 opportunity. There are also moorings that are going
4 to be affected. I'm going to say it, my husband's
5 mooring, my son's mooring, probably my uncle's, my
6 father's, they might all be affected as well. You can
7 see where the clusters of boats are. There aren't a
8 lot of other places that are safe to moor boats, so
9 I'm also going to ask that you take that into
10 consideration. And I did talk to you on the phone
11 earlier, I don't know if you remember. One other
12 thing, if we build another bridge parallel to this one
13 another cost in consideration is going to be tearing
14 down the old bridge because I'm sure none of us want
15 to look at a decaying relic that would spoil our
16 scenic view that we prize and just appreciate, so
17 those are all my concerns. I do want to submit this
18 letter to you before the evening ends and I appreciate
19 you for listening.

20 (Applause.)

21 MR. FRANKHAUSER: Thank you. Thank you.

22 MS. TIMBERLAKE: Thank you. I will say you
23 mentioned about the old bridge, if we do build a new
24 bridge we definitely do take down the old bridge
25 because it would not be safe to leave it. Any

1 questions on this side? Yes, sir.

2 AUDIENCE MEMBER: I'm Billy Mulliken from
3 Jonesport. I'm a selectman there. I understand how
4 the process works. The public input here is
5 overwhelmingly we'd like to keep it as low of an
6 impact to those people that are around the existing
7 bridge as possible. I understand that an option is to
8 widen out the existing causeway and what I would like
9 to put in for input right now is that if that is done,
10 if the remaining portion of the causeway that is not
11 used with whatever we end up with if that could be
12 designed such that it could be used to compliment our
13 fishing economy by municipalities. In Jonesport right
14 now we have a multi-million dollar breakwater that
15 does a great job breaking water but we can't use it.
16 You know, I heard a lot of people say, you know, if
17 they would have just put a road over to it it would
18 have been great. This is an example where both
19 communities could benefit from reusing this part of
20 this causeway that will no longer be used, so I hope
21 that you take that into consideration. As well as if
22 a new structure is built, it would probably benefit
23 the communities if it was a little bit higher, the
24 span, so that more boats could come through our area.
25 We have a lot of boat traffic outside of the islands

1 right now because they can't fit under the bridge and
2 that will definitely have a positive impact to our
3 economy if it's a little bit higher. So thank you.

4 (Applause.)

5 MS. TIMBERLAKE: Thank you.

6 AUDIENCE MEMBER: My name is Dale Smith. I
7 own the wharf and the house closest to the eastern
8 side of the bridge on Beals. If you -- my suggestion
9 would be if it needs to be wider I think you can widen
10 that causeway without ever making it any wider on the
11 bottom. The bottom of that bridge is three or four
12 times as large as the top. I think you could square
13 up the wall and make it plenty wide enough so when you
14 got out to the end of the causeway they would have
15 room enough to build another bridge right beside it,
16 and the same way on the Jonesport side, you can square
17 that up without taking any more beach or waterfront
18 and then make the bridge beside it. And as far as the
19 corner goes, it's already been stated that Norita Beal
20 owns that land on that corner and if you cut that
21 corner right off and made it straight, made the
22 approach wider there shouldn't be any problem there on
23 the corner.

24 (Applause.)

25 MS. TIMBERLAKE: Thank you, sir. Any other

1 questions on this side? How about over here?

2 MR. FRANKHAUSER: I have a question. The
3 rocks on the causeway, this could be very difficult to
4 retain those from a safety standpoint.

5 AUDIENCE MEMBER: (Albert Carver.) As long as
6 you don't paint them.

7 MR. FRANKHAUSER: We more than likely would be
8 looking to take that out and, you know, put guardrail
9 up there. We can do a lot of things, but I think it's
10 going to be, you know, from a safety standpoint and
11 vehicles going over the edge it's going to be very
12 hard to --

13 AUDIENCE MEMBER: Oh, they stop cars.

14 (Laughter.)

15 AUDIENCE MEMBER: I'm Harry Fish from
16 Jonesport. We talked about removing the rocks because
17 it's no longer considered a safety -- a safe barrier.
18 How many vehicles have we lost over the side of the
19 bridge in 60 years?

20 AUDIENCE MEMBER: None.

21 AUDIENCE MEMBER: (Harry Fish.) So, I mean,
22 try to take that into consideration when you talk
23 about it.

24 MR. FRANKHAUSER: We will.

25 MS. TIMBERLAKE: Okay.

1 AUDIENCE MEMBER: Okay. That bridge was
2 designed -- really was an extremely well designed
3 bridge. I mean, I was 12-years-old when it was built
4 and I watched every rock and I watched every piece of
5 rebar that was put in there, but it's -- I was just
6 telling him, I says, I can't imagine what some poor
7 guy was going to be doing when he's out there in the
8 middle of the winter on construction and, I said, I
9 hope that you -- that you time your construction so
10 not to get the poor devils out there in the middle of
11 winter. I mean, that would be so brutal it would be
12 unbelievable. Bangor Hydro was putting cables the
13 whole way across the bridge just to save along an
14 unbelievable mess, but they're -- the construction on
15 the part you was talking about the cement is starting
16 to go away and give away, the tide is -- the wooden
17 construction around it and once that let go the tide
18 now is just beating on the cement, but if I'm not, you
19 know, there must be some high tech material that you
20 could replace that with and if you could come up with
21 some high tech material and have the forms put in
22 there so that you can just pump them right into that
23 you could almost do it in a short period of time
24 compared to what it would take to -- I just can't
25 imagine building another bridge. I wouldn't attempt

1 it because the rock construction is so solid right
2 now. It's been there for over 50 years and it will be
3 there 200 years from now.

4 MR. FRANKHAUSER: Yeah.

5 AUDIENCE MEMBER: So put the -- those pilings
6 is what kept it in place. Even the steel is strong.
7 I mean, that is just designed properly. There is
8 nothing fancy about it, you just -- it was just a
9 plain bridge and that was what it was called and it's
10 held up because of it. It's got expansion. It's got
11 places where it expands in the cold and the heat and
12 that's safer. I remember it's just like fingers, they
13 slide in and out.

14 MR. FRANKHAUSER: Yes.

15 AUDIENCE MEMBER: But it's well-constructed
16 and, like I say, it seems like out of all of the
17 bridges built in the United States we should be able
18 to come up with something different than cement and
19 steel and iron or whatever. If we could, it would
20 make it so much simpler and so much more durable and
21 easy to repair. I mean, what you said about the
22 painting, you've got -- around here everyone had
23 wooden boats and they fiberglass them now.

24 MR. FRANKHAUSER: Yes, yes.

25 AUDIENCE MEMBER: So maybe that's a

1 suggestion, a fiberglass bridge.

2 MR. FRANKHAUSER: Yes. Yes.

3 AUDIENCE MEMBER: Okay. Thank you.

4 MS. TIMBERLAKE: Yes.

5 AUDIENCE MEMBER: My husband and I own the
6 house that's in danger on the Beals end of the bridge
7 and I hope you can redo the bridge without taking our
8 property of course, but I have been a public school
9 teacher for quite some time and I've gone across that
10 bridge with a bus load of school children and I'd feel
11 so much better if it was 4 feet wider. It's very
12 scary.

13 AUDIENCE MEMBER: I think you can hear me. My
14 name is Rocky Allen. I've got a question for you.
15 With the technology you have --

16 AUDIENCE MEMBER: We can't hear you.

17 AUDIENCE MEMBER: (Rocky Allen.) Why can't
18 you drill those piers, core drill them, put your pipe
19 down through, seal them back up, then you don't have
20 to move the bridge. If you want to widen it, leave it
21 where it is and widen it a little to get across, but
22 at least you haven't got to tear anything down to
23 build anything. Have you thought of doing that?

24 MR. FRANKHAUSER: The question was could we
25 drill down through the existing piers somehow to

1 reinforce it and then also to allow us to widen. And
2 we absolutely are looking at that, you know, again, it
3 comes down to kind of a cumulative cost to reuse that
4 bridge versus the replacement, but by all means we are
5 looking at options almost identical to that to add
6 some sort of supports to the side or actually going
7 down through to address the --

8 AUDIENCE MEMBER: (Rocky Allen.) Another
9 thing you mentioned is about the expense of painting
10 steel. Well, they do have an undercoating spray that
11 will last it seems like forever called vinyl coating.

12 MR. FRANKHAUSER: Yes.

13 AUDIENCE MEMBER: (Rocky Allen.) It's called
14 rhino coating.

15 MR. FRANKHAUSER: Yes.

16 AUDIENCE MEMBER: (Rocky Allen.) Why not
17 spray it with that?

18 MR. FRANKHAUSER: We have rhino lining, you
19 know, industrial grade rhino lining on steel pipe
20 piles that are in marine environments and it's lasting
21 well, yes.

22 AUDIENCE MEMBER: (Rocky Allen.) All right.

23 MR. FRANKHAUSER: Yup, by all means. By all
24 means, we will.

25 AUDIENCE MEMBER: I don't think I need the mic

1 either. I'm just curious -- I'm Laura Fish from
2 Jonesport. I'm just curious because I came expecting
3 you to have some of the ideas instead of us all having
4 the ideas of what to do and what not to do, so you
5 guys really don't have any drawings or plans or we
6 think this would work the best or we're waiting for
7 the divers?

8 MR. FRANKHAUSER: We resist all temptation to
9 come up with plans.

10 (Laughter.)

11 AUDIENCE MEMBER: (Laura Fish.) I mean, I
12 expected you to say --

13 MR. FRANKHAUSER: We have all talked about
14 this at considerable length and you'll find maps and
15 sketches and conceptually, but really like I started
16 out by saying this is something we do at the beginning
17 of most every project we do and we promise we'll come
18 back once we have those, but we want to, you know --

19 AUDIENCE MEMBER: (Laura Fish.) I just
20 expected some recommendation.

21 MR. FRANKHAUSER: Yes, that's a common comment
22 that we get is why don't you guys have anything to
23 show us. We will. We just want to make sure that we
24 take your feedback, your comments, concerns and we
25 start with that to start developing our options and

1 cost and everything instead of just kind of doing that
2 in a vacuum on our own, which is really important for
3 us to get your thoughts.

4 AUDIENCE MEMBER: I have two questions. The
5 first is in your opening remarks you said something
6 about the Coast Guard Station and you don't want to
7 mess with federal property. Are we to assume that if
8 you widen on the Jonesport side on that on the
9 northern side that it will all be to the east towards
10 the co-op? That's the first question. The second is
11 will you take a straw pole at this end of this, a vote
12 between rehab and brand new?

13 MR. FRANKHAUSER: The first question is we
14 really need to look at what the, you know, the
15 property boundaries are. You know, we don't want to
16 impact any property whether it's federal, private, we
17 just don't want to do it. And obviously there is, you
18 know, the lesser degree versus the, you know, the
19 extent that it would severely impact the property, but
20 I'm not actually sure -- obviously, you know, with
21 this facility there is a little bit of room to widen
22 out slopes to do some work, so it is absolutely not a
23 given that everything will be pushed, you know, to
24 this side of the bridge. It is really going to depend
25 on, you know, where the property lines are and the

1 options that we start to look at. There was comments
2 earlier about just coming up vertical or more vertical
3 than these existing slopes. We were talking about
4 those slopes a little earlier and those are as
5 vertical as we've ever seen a fill slope before. The
6 fact that that's all rock allowed them to go easily
7 twice as steep as what we do on a typical new roadway,
8 so the next step from there is going to be some sort
9 of retaining structure on the wall structure.

10 The second question is do we want to take a
11 pole or a vote on rehab versus replacement and I
12 really want to resist doing that because we are -- we
13 have to be concerned with the economics and, you know,
14 it would be easier for us to go through the process at
15 the Department for rehabbing this bridge, but we do
16 have to be conscious of the cost and I wasn't joking
17 when I said that the cost of taking that and working
18 on each component and bringing it up to something
19 that's going to last could be more expensive than just
20 replacing it with a more, you know, modern material
21 parallel on alignment. So at the same time, I would
22 like to say we do hear your concerns about, you know,
23 minimizing the impact to the adjacent properties, but
24 I do want to stop short of, you know, getting your
25 definitive vote on rehab versus replacement right now

1 just simply due to that we need to really take a close
2 hard look at what the cost is going to be.

3 AUDIENCE MEMBER: Follow-up question. In the
4 scheme of things, which ranks higher priority-wise,
5 the cost or what the people here want?

6 MR. FRANKHAUSER: You're full of tough
7 questions. They both weigh equally. They really do,
8 you know, we are here to get your feedback and are
9 very interested in hearing what you have to say and
10 honestly you can't do this project that you guys are
11 going to use without your feedback, so that is
12 absolutely critical to us. At this same time, we
13 can't go out there and, you know, spend a lot more
14 than what we could get away with as a minimum.

15 AUDIENCE MEMBER: My name is Stan Beal and I'm
16 sandwiched in between Mrs. Beal up here and Mr. Beal
17 on the other side with my land along with my
18 brother's. And we're sandwiched in between and we
19 have one wharf of that we use all of the time to get
20 to the boats and that sort of thing. On the other
21 hand, we've got three other wharves along with this
22 ladies harbor walk with my nephew in the pathway. If
23 you come across there we're going to be -- on that
24 shore we will be devastated as far as ever being able
25 to use the property again. What I'm wondering --

1 another thing is when you're coming -- if you should
2 come that way, what is the plan for the road when you
3 hit the road on Beals Island side, is that going to be
4 widened or are you going to leave it as it is or that
5 sort of thing because just beyond where you come
6 ashore there, we've got houses the whole length of
7 both sides of the road for a ways and I wondered if
8 your plan was to widen that road out and where you
9 were going with it if you did. That's another thing
10 that kind of runs through my mind, so when you come
11 off of there if you did use the old bridge coming off,
12 what's your plan when you come off of there? Now, I
13 heard this young fellow here talked about, you know,
14 turning with the big trucks down there there is no
15 question that, you know, they don't really have that
16 much turning space. I don't know how much that held
17 up. I see a lot of traffic going and coming on all
18 sides of the bridge and any time of night, but I was
19 wondering if you planned on trying to hook-up with
20 someone to maybe purchase that piece of land on the --
21 after you come off the bridge and to make that turn
22 wider like he suggested you really need -- you really
23 need more room there. I think the land was available
24 for sale a while back. I don't know if she still has
25 it for sale but she owned it or did anyway last I

1 knew.

2 AUDIENCE MEMBER: Yeah, I'm here.

3 AUDIENCE MEMBER: (Stan Beal.) So I'm just
4 concerned about all of the mix up coming on the other
5 side from Robert Beal's property to her property to
6 our property to the Smith property or Dale Smith who
7 just spoke from over there. And we've got a, you
8 know, we've got quite a mess there about coming in
9 there because it's going to -- if it's very wide it's
10 going to clean us all out, so just was wondering if
11 you could touch on that if you could.

12 MR. FRANKHAUSER: Yeah, thank you. To cover
13 some of that the idea of taking, you know, looking at
14 considering this -- this is the parcel you were
15 speaking of right here?

16 AUDIENCE MEMBER: (Stan Beal.) Right east of
17 the bridge.

18 MR. FRANKHAUSER: Yeah.

19 AUDIENCE MEMBER: (Stan Beal.) Yup.

20 MR. FRANKHAUSER: We most definitely will look
21 at that and our first step is to start putting
22 alignments and looking at bridge types. We're not
23 going to run out and look at buying property before we
24 know what our alignment is, so we need to go through
25 the process of, you know, looking at the rehab versus

1 the replacement, the alignments and that's going to
2 take us some months to do. The PDR is scheduled for
3 when?

4 MR. BRYANT: Fall. September.

5 MR. FRANKHAUSER: Our kind of mid-phase for
6 our project when we have a recommendation on the
7 alignment or rehab versus replacement is what we call
8 a preliminary design report and that's scheduled --
9 we've asked the consultant, VHB, to complete that by
10 this fall. So at that point we would really have
11 enough information to be able to look at acquiring
12 properties in that time frame, so it would be looking
13 at sometime late fall or early winter before we'd be
14 at that point.

15 AUDIENCE MEMBER: (Stan Beal.) Well, we went
16 back a while back with some of the folks, I'm not sure
17 who, but they had a discussion about that bridge quite
18 sometime ago about putting a walkway on it for the
19 pedestrians. I guess they dropped the idea of it
20 coming off the bridge, they felt at that time they
21 really needed, you know, a bigger area to go off so,
22 you know, you'd have room. This is not the New York
23 throughway, but it's close to it. Or it seems that
24 way.

25 MR. FRANKHAUSER: Yeah. We didn't see any

1 evidence -- no investigation of sidewalk, but that's
2 not really --

3 AUDIENCE MEMBER: (Stan Beal.) Well, they
4 talked about that, some of the folks.

5 MR. FRANKHAUSER: Yeah.

6 AUDIENCE MEMBER: (Stan Beal.) That was years
7 ago, but my concern was coming in there and if you
8 widen that road out, I mean, we've got a house on the
9 outside, we've got a boat shop right there and my
10 house is just above that, I don't know whether you can
11 move me down further anymore, but I'm pretty close to
12 it know.

13 MR. FRANKHAUSER: And in regards to that, you
14 know, we're --

15 AUDIENCE MEMBER: (Stan Beal.) And on the
16 other side my brother, his house, and my mother's and
17 father's house is behind there and my cousin's house
18 is behind there and I have the trap shop there and I
19 was wondering if you're going to widen that all out
20 what you're going to do with that.

21 MR. FRANKHAUSER: Yeah, we're 100 percent --
22 we don't -- you know, widening is extra money. We'll
23 look at adding a few feet extra to give it a little
24 bit more comfort, but that's not going to be anything
25 too expensive and we'd honestly really limit that on

1 the approaches to just the amount we need. If we look
2 at fixing some of these curves really we would not
3 extend that roadway work any further than we
4 absolutely have to for the bridge.

5 AUDIENCE MEMBER: I just have one comment.
6 The stop sign on the Beal side -- my name is Travis
7 Beal. I actually own the property on the Beals Island
8 side and that little driveway that comes over the
9 bridge, a little driveway to the right --

10 AUDIENCE MEMBER: I think you need a mic.

11 AUDIENCE MEMBER: (Travis Beal.) Can you hear
12 me?

13 AUDIENCE MEMBER: Yes.

14 AUDIENCE MEMBER: (Travis Beal.) Okay. My
15 wife and I own the piece of property, the little ranch
16 house that's on the Beals Island side that sets back a
17 little ways and it's got the driveway with the little
18 garage and --

19 MR. FRANKHAUSER: Right here?

20 AUDIENCE MEMBER: (Travis Beal.) Right. So
21 we'd be -- if you need to make a sweep, you know, we
22 could help -- we'd be willing to help make that
23 happen. My sister owns the other piece.

24 MR. FRANKHAUSER: Right here?

25 AUDIENCE MEMBER: (Travis Beal.) The other

1 parcel.

2 MR. FRANKHAUSER: Okay.

3 AUDIENCE MEMBER: (Travis Beal.) And I'm
4 pretty sure she would be anxious to sell that, but I
5 was just sitting there thinking that stop sign is a
6 blessing at Beals Island because it slows people down.
7 If you go the other way, if you take the bridge east
8 you're going to have a straightaway with no stop sign
9 and that is a very populated area and I'm concerned
10 you're going to have the same people, you know, they
11 go across the bridge now stepping on it, but they have
12 to stop and then by the time they get up to speed
13 again, you know, they've gone through a lot of the
14 traffic area. So the stop sign is a big concern and I
15 would like to see -- I'd like to see the stop sign.
16 And my recommendation is buy my sister's, we'll help
17 you make the turn, put at stop sign-in and all of the
18 people I've talked to are totally for that.

19 (Applause.)

20 AUDIENCE MEMBER: There's been people that's
21 come across that bridge and you probably saw the rocks
22 that are sitting right there, they've gone over the
23 rocks several times. There used to be a house right
24 there, they've gone into the house, but the rocks
25 weren't there when that house was there.

1 never come up into Beals and Jonesport to leave some
2 of their hard earned money behind. I would like to
3 see the bridge higher for multiple reasons to improve
4 the recreational boat traffic. I understand the Coast
5 Guard Cutter has a little bit of a concern and has to
6 lower their antennas and stuff to get under that
7 bridge if they have an emergency run to go to the east
8 and it's high tide. I mean, they can get under it,
9 but it's not easy. And the other question I'd like to
10 ask, this bridge I understand was designed with kind
11 of like a 50-year life span, it's now pushing 60.
12 What are you looking at for the life span of whatever
13 else is there whether it's refurbished or it's
14 replaced?

15 MR. FRANKHAUSER: A new bridge -- we typically
16 look at our new bridges to be 75 plus years. And
17 looking at, you know, re-working or reusing that
18 existing bridge would really depend on the extent that
19 we do to it, what we do to it. It could be, you know,
20 we could look at options that repairs specific pieces
21 of it that really only gain us, you know, 10 or 15
22 years just throwing out a number.

23 AUDIENCE MEMBER: (Harry Fish.) And what
24 would make it higher?

25 MR. FRANKHAUSER: To make that higher that's

1 when you really, you know, that would be one of the
2 facts that would push you towards full replacement and
3 that's the exact reason why I asked about what people
4 thought about the curvature on there. It's -- right
5 now it is 5 percent. By the time you start pushing
6 6-and-a-half or 7, you're getting pretty darn steep.
7 We can look -- that's something we'll do when we
8 coming back is, you know, we'll kind of get some
9 landmark references on what the steepness is of the
10 grades on bridges are so you guys can get a feel for
11 what that incremental increases would be and what it
12 would feel like when you're driving it.

13 AUDIENCE MEMBER: I'm just going to say
14 something that's probably not going to be popular with
15 some about the vertical height of the bridge, but all
16 I'm going to say about this is Camden. You know, the
17 fishermen, I mean, right now the waters in this area
18 you just see fishing boats from the lobstermen. You
19 don't see sail boats taking up all of the spaces and
20 when it comes to the point that the sail boats can
21 come and go that's when all of the properties will be
22 bought up by people from -- that have the sailboats
23 and the fishing industry and the fishermen will be --
24 just think of Camden when you have to take your skiffs
25 home in the back of your truck because you can't have

1 them on the shore anymore. We don't need the bridge
2 any higher.

3 (Applause.)

4 AUDIENCE MEMBER: I'm sandwiched between my
5 cousin over here and this one here and I got my lot
6 beside his and if they widen out anything on the Beal
7 side it's really going to be devastating to, let's
8 see, there is one house, three workshops, four
9 wharves, eight moorings, pretty devastating on the
10 Beals side. The Jonesport side is the co-op, the same
11 thing. I don't know what the answer is to try to
12 widen out a little bit of what's there and if you
13 build something out around in the middle then it's not
14 going to, you know, affect anybody's property, but
15 that spot there is devastating to me and my family and
16 if I lose two wharves and he loses his and but they're
17 willing to step up to the plate and give a little bit
18 of their property to at least widen it out for the
19 bigger trucks they ought to be commended for that and
20 as far as the rest of it I haven't got a clue.

21 MR. FRANKHAUSER: Thank you.

22 AUDIENCE MEMBER: I think everybody can hear
23 me. I just want to ask you a question on the
24 feasibility of that starting where that curve swings
25 on the Jonesport side and heads to the bridge, go out,

1 go put your finger on it there. No, no, on the other
2 side.

3 MR. FRANKHAUSER: Right here?

4 AUDIENCE MEMBER: Keeping going that way.
5 Right there. If you started right there and started
6 gradually widening the curve until you got down to
7 where the bridge is enough to set an abutment there it
8 wouldn't affect anything. And on the Beals side you
9 can design a concrete retaining wall and anchor it
10 back into the ledge and you won't have to take any
11 more land.

12 MR. FRANKHAUSER: Absolutely. So the
13 suggestion was that we if we take off from this curve
14 --

15 AUDIENCE MEMBER: Just start at that curve and
16 start to widen it out and that will be into the --

17 MR. FRANKHAUSER: Yup. And gradually widen
18 out the causeway and then over the other side use the
19 retaining wall.

20 AUDIENCE MEMBER: On the other side put a
21 concrete panel and back fill it in and you're not
22 bothering anybody.

23 MR. FRANKHAUSER: Absolutely. That will be
24 one of our options we look at.

25 (Applause.)

1 AUDIENCE MEMBER: If I understood you right --
2 I'm Jen Fagonde, I live on Beals. If I understood you
3 right if you -- with some, let's say, rehabilitation
4 you were saying that that might only last 10 or 15
5 more years, maybe 20 years that that -- the
6 feasibility of rehabilitation is that going to be
7 cost-effective versus keeping the causeway and
8 building a new bridge. And the other thing is I want
9 to make a comment, I don't think there is anybody here
10 that doesn't agree that we need to do something with
11 our bridge. I don't think that's an issue. And I
12 also think that most of us realize that whatever is
13 going to happen will happen regardless of whether it's
14 something we agree with or not and personally I would
15 just like to thank you folks for at least allowing us
16 to have our comments and our concerns voiced whether
17 it happens or not you could just come and just do it
18 and say this is it and this is the way it's going to
19 be. So I think that you at least -- government
20 doesn't always get a good name and reputation and so I
21 personally want to just say I think that it's nice
22 that you at least have given us a voice of whether
23 it's what we want or not and I think all of us agree
24 that something has to be done. We want the safety of
25 our children and our school busses and the safety of

1 our people back and forth and I agree if it could be a
2 little wider it would be kind of nice because
3 sometimes it's pretty close and it could be a little
4 bit scary at times, so I just wanted to thank you
5 personally for allowing us to have input.

6 (Applause.)

7 MR. FRANKHAUSER: Thank you.

8 AUDIENCE MEMBER: Another thing you mentioned
9 to these people that if you started your bridge and
10 made your bridge a little longer you could go higher
11 and have the same bridge.

12 MR. FRANKHAUSER: Say that again.

13 AUDIENCE MEMBER: If you make the bridge
14 longer between the causeways --

15 MR. FRANKHAUSER: Yeah.

16 AUDIENCE MEMBER: -- the new bridge you can go
17 higher and keep the same grade.

18 MR. FRANKHAUSER: Yeah, if we started the
19 causeway --

20 AUDIENCE MEMBER: You would be able to keep
21 the same grade going across.

22 MR. FRANKHAUSER: Yes, we may be able to gain
23 some. There is probably limitations as to how much.

24 AUDIENCE MEMBER: It seems like you could
25 build those causeways up quite a ways.

1 (A show of hands.)

2 MS. TIMBERLAKE: So it did reach a lot of
3 people and I really wanted to make sure nobody got
4 left out of this process, but thank you for coming
5 tonight. And like I said, I have some information
6 down here, Property Owners -- Landowners Guide if you
7 want, feel free to come up. Thank you.

8 (Meeting concluded at 7:11 p.m.)

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C E R T I F I C A T E

I, Robin J. Dostie, a Court Reporter and
Notary Public within and for the State of Maine, do
hereby certify that the foregoing is a true and
accurate transcript of the proceedings as taken by me
by means of stenograph,

and I have signed:

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: May 12, 2014

<p>< Dates > April 29, 2014 1:13 February 6, 2019. 53:15 May 12, 2014 53:17 '57 7:14</p> <p>< 0 > 022626.00 1:6</p> <p>< 1 > 10 8:1, 44:14, 45:14, 48:25 100 41:12 105 8:1 12 25:6 12-years-old 29:16 15 45:14, 48:25 1987. 8:19</p> <p>< 2 > 20 48:25 200 30:16 2017 11:17 2060 9:13 22 8:7, 15:13, 15:22, 16:6 250 7:21</p> <p>< 3 > 30 16:23 39 8:3</p> <p>< 4 > 4 31:24 49 44:15</p> <p>< 5 > 5 7:24, 45:23 50 30:15 50-year 45:3</p>	<p>53 18:22</p> <p>< 6 > 6-and-a-half 45:24 60 15:3, 18:2, 29:7 60. 45:4 6:00 1:14</p> <p>< 7 > 7 45:24 75 8:2, 45:8 750 7:20 7:11 52:6</p> <p>< A > able 7:7, 22:15, 31:5, 37:15, 40:2, 50:16, 50:18 above 41:1 Absolutely 32:15, 35:11, 37:3, 41:20, 48:6, 48:18 abutment 22:6, 48:1 abutments 8:13, 23:21 abutting 3:15 acceptable 16:6 access 7:9 accurate 2:15, 53:5 acquiring 40:2 Acquisition 3:25 across 16:10, 23:23, 30:1, 31:22, 32:9, 37:14, 43:2, 43:13, 50:17 actually 7:12, 12:6, 20:5, 20:9, 20:10, 20:17, 21:21,</p>	<p>22:18, 22:20, 32:19, 35:9, 41:23 add 13:20, 32:19 adding 41:14 addition 20:21, 24:2 address 32:20 addressing 44:12 adjacent 24:15, 36:14 aerial 7:5 affect 47:7, 48:2 affected 6:6, 24:14, 24:16, 24:17, 25:16, 25:18 agencies 6:8 ago 40:9, 40:23 agree 23:19, 49:5, 49:9, 49:19, 49:22 Albert 19:3, 22:4, 22:24, 23:3, 23:13, 23:19, 28:18 alignment 12:14, 12:19, 22:21, 24:1, 36:11, 39:15, 39:23 alignments 39:13, 39:17 Allen 32:2 Allen. 32:5, 32:21, 33:1, 33:4, 33:10 Alley 3:6 allow 32:14 allowed 35:20 allowing 49:11, 49:25 almost 18:6, 30:11, 32:18 already 4:23, 28:7 alternating</p>
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Beals-Jonesport, Beal Island Bridge Improvement

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