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STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

IN RE UPCOMING BRIDGE REPLACEMENT/IMPROVEMENT

PROJECTS:

I-95 OVER EMERSON MILL ROAD & CMQR BRIDGES, SB#1430 &
NB#5969

SOUADABSCOOK CENTER BRIDGES, SB#1432 & NB#5950

SOUADABSCOOK EAST BRIDGES, SB #1431 & NB #5949

SOUADABSCOOK WEST BRIDGES, SB #1433 & NB #5951

WIN 021673.00, 021728.00, 021729.00, 021730.00,
021673.00, 021728.10, 021729.10, 021730.10

Public Meeting At The Hampden Public Safety

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on
April 18, 2019, at the Hampden Municipal Building,
106 Western Avenue, Hampden, Maine, commencing at
6:00 p.m.

REPRESENTING THE STATE: LEANNE TIMBERLAKE

FROM MACFARLAND JOHNSON: THERESA MCAULIFFE

1 TRANSCRIPT OF PROCEEDINGS

2 MS. TIMBERLAKE: Good evening, everyone. On
3 behalf of the Maine Department of Transportation, I'd
4 like to welcome you to this preliminary public
5 meeting for what we call the Hampden bundle, which is
6 a bunch of bridges here in the Hampden area on I-95
7 that are scheduled for replacement or some work.

8 My name is Leanne Timberlake. I'm the
9 Project Manager with MaineDOT. With me tonight, I
10 have Theresa McAuliffe from MacFarland Johnson.
11 She's the -- they're the design consultant firm doing
12 the engineering -- initial engineering for the
13 project. And we also have Robin Dostie, court
14 reporter, so that we have a complete and accurate
15 record of tonight's proceeding.

16 So I'm just going to go over a few
17 housekeeping items and then I'm going to turn it over
18 to Theresa and she's going to talk about the project.
19 It's still early in the process, so your input
20 tonight -- after we've done the presentation we'll do
21 a Q and A, that will be very important in helping to
22 fine tune what we're doing here, so. Over here on
23 the table, I think enough of you picked up the public
24 meeting notice. This was sent out to -- well, we
25 didn't really have any abutting property owners, so I

1 sent it out to a lot of businesses in the area and
2 also to town officials and state officials as well.
3 And I provide this because it has my contact
4 information at the bottom, so if you have any
5 questions you can call me or email me at any time
6 during the process and ask me any questions you have.
7 I also have in the envelopes are comment cards that
8 you can take with you. If you want to send these,
9 write a comment and send it to me, this is a prepaid
10 postage on it, feel free to grab one of those as
11 well. And I've already sent around the sign-up
12 sheet, so that's taken care of. And so with that,
13 I'll turn it over to Theresa.

14 MS. MCAULIFFE: Thank you, Leanne. I'm
15 going to actually use the microphone. So tonight
16 I'll give background and project information and then
17 describe the contracting method that's being used for
18 this project and then we'll solicit public input. So
19 there is about 20 slides to get through, so if you
20 would hold your comments until the end we can always
21 back up to a certain slide if you had a question on
22 it.

23 So the project is a bundle of bridge
24 replacements on the Interstate here in the Hampden
25 area and the concept is that when you have these

1 projects so close together you can have a coordinated
2 traffic management effort with the net result of a
3 reduced impact and disruption to the Interstate
4 traffic. The project will be delivered using the
5 design-build contracting method and I have a few
6 slides toward the end that will give more information
7 on what it is and how that differs to the traditional
8 way that projects are delivered. And construction is
9 anticipated to go -- start next year and run through
10 2023.

11 So this first map is the location map. So
12 it's zoomed in compared to the one that you have in
13 your hands. The circled area is the project area.
14 It's about a 3 mile stretch on the Interstate. So
15 the orientation is north is up. The Interstate runs
16 from left to right across the bridge. The Interstate
17 northbound traffic is actually running to the right.
18 You see Herman is to the north, Hampden to the south
19 and then Bangor off to upper right corner. So this
20 project takes place between Exits 174, which is the
21 Newburgh exit, and 180, which is the Hampden exit.

22 This next map is an aerial photo zooming in
23 on the project limits. Again, north is up with
24 northbound traffic headed to the right. So the dark
25 areas you see in the aerial photo are the

1 waterbodies. So notice that the Interstate crosses
2 Souadabscook Stream three times as it meanders its
3 way from Herman Pond to Hampden Pond and then
4 eventually into the Penobscot River off to the right
5 off the limits of this photo. In this stretch the
6 terrain is very flat. There is -- it's a natural bog
7 area and so the Interstate is crossing through that
8 terrain and so it's built on a lot of fill and so
9 during high water events at times it may appear that
10 you're on a causeway because you'll have water on
11 both sides of the Interstate.

12 Exit 180 is the Coldbrook Road interchange
13 where most of you are probably familiar with the
14 Dysart's Restaurant and Truck Stop. The yellow
15 dotted line going from top to bottom on this image is
16 the Central Maine and Quebec Railway and one of the
17 project sites is the bridges that cross over that
18 railway. There are also two rest areas/information
19 centers in this stretch. The southbound one is
20 within the project limits. The project will replace
21 the northbound and southbound bridges as denoted by
22 the red ovals and each one of those is a pair of
23 bridges, one carrying the northbound barrel of
24 traffic and the other carrying the southbound. The
25 yellow oval is a partial bridge replacement that may

1 be added to the project.

2 So in general, the project will fully
3 replace the eight bridges carrying I-95, so six of
4 those are stream crossings and two of those are over
5 local roads called Emerson Mill Road as well as the
6 Central Maine and Quebec Railway. The project may
7 also include the partial replacement of the Coldbrook
8 Road overpass, which is at Exit 180 and this is
9 pending STIP approval. That's the Statewide
10 Transportation Improvement Program. The Interstate
11 through this stretch carries about 13,000 vehicles
12 per day in each direction, so that's quite a bit of
13 traffic that needs to be considered as part of the
14 construction of this project. The Interstate -- or
15 the Coldbrook Road overpass carries 10,000 vehicles
16 per day because you have a lot of short trips because
17 people exit, fill up with gas and get back on the
18 Interstate as well as well commuters from the region
19 heading into Bangor. Emerson Mill Road is a smaller
20 Road. It only carries about 2,600 vehicles a day.

21 Next up are some photos of the existing
22 bridges. This first one is a typical shot of the
23 Souadabscook Stream crossings. All six of the
24 bridges are the same length. They're all 130 feet
25 long. They're three span continuous and with each

1 span being approximately 40 to 50 feet long. They
2 have painted steel beams and they are supported with
3 two concrete in-water piers. Now, the Emerson Mill
4 Road bridges, these two bridges are different. I
5 only have one here pictured here and they're -- these
6 are four simple spans, so that means there is a joint
7 over each of the supporting piers. And the total
8 bridge lengths here are about 200 feet long and each
9 span is approximately 50 feet, also consists of
10 painted steel beams and the piers are -- consist of
11 poured concrete columns with the concrete cap.

12 The existing Coldbrook Road over I-95
13 overpass is five simple spans, so there are four
14 piers for this bridge. The total bridge length here
15 is 320 feet along with each span between 60 and 70
16 feet. These piers are three column piers with a
17 concrete cap and the partial replacement of this
18 bridge involves replacing those four concrete piers.
19 So the deck was recently replaced and the beams will
20 eventually be painted and they're in otherwise good
21 condition, so it's really the substructure units that
22 are needing attention.

23 So the existing bridges were all built as
24 part of the Interstate project when it was built in
25 the late '50s, early '60s, so all these bridges are

1 from 1961 and 1962, all nine of them. And the
2 Interstate came through and put in all of the fill
3 for the roadways in 1959 and then they allowed that
4 soil to settle for about a year before they came back
5 and put on the pavement because it is going through
6 that wetland bog area. So these bridges are all
7 approaching 60 years old. The conditions vary among
8 the structures, but some of them are in poor
9 condition and they've suffered chronic maintenance
10 issues typically due to water infiltration either
11 through the joints or through the deck because
12 concrete is a pervious substance although we think of
13 it as being hard, but it is actually porous and that
14 has -- so if you don't get water to drain off the
15 deck surfaces fast enough it can cause ongoing
16 issues, which has been the case especially across the
17 stream bridges where they are on a flat portion of
18 the Interstate and so you'll see in these next to
19 photos we'll get into the underside and you can see
20 how these bridges have deteriorated.

21 The joints at the abutments -- and I'll just
22 show you the pictures now. So here you can see how
23 it's pretty small, but in that upper left picture you
24 can see that white substance, powdery substance,
25 that's efflorescence and that's an indication of

1 water permeating through. You also can see the
2 corrosion of the steel that's that rust color. And
3 then you can see the underside of the deck where
4 there has been a spall of the concrete which exposed
5 the reinforcing steel which has begun to corrode and
6 these decks have all undergone numerous patches over
7 the years, so at this point it is time for a
8 replacement. The piers themselves appear to be
9 slightly unreinforced. You can see where there is
10 one big crack down the middle in that bottom center
11 picture.

12 The Emerson Mill Road Bridges because of
13 those joints at the piers you're getting a lot more
14 of that salt from the road salt and the water is
15 leaking in through the joints and it's corroded. The
16 bearings, the beam ends, you have the deterioration
17 of the concrete caps and support members. And a
18 similar situation at the Coldbrook Road overpass.
19 So, again, you can see how those piers are in poor
20 condition and that is why they are slated for
21 replacement.

22 So what is design-build? So a typical
23 contracting method is referred to as
24 design-bid-build, so this means that the project is
25 fully designed with plans and specifications before

1 it is advertised, contractors then bid on the
2 project, so in the design phase the design is either
3 performed by the Department or by contracting with an
4 engineering design consultant. Then after the
5 project is advertised the Department awards the
6 contract to the winning contractor and enters into a
7 contract with them. So there is two very distinct
8 contracts there. Design-build differs in that the
9 contractor and the design consultants are on the same
10 team so the Department is only entering into a single
11 contract with this team consisting of a designer --
12 contractor and designer. The team then performs the
13 design and constructs the project for a lump sum
14 price.

15 There are two types of design-build. We
16 have low bid and best value. So low bid is selecting
17 the proposal with the lowest price that meets all of
18 the requirements laid out in the request for
19 proposal, also known as an RFP. Best value is not
20 necessarily the lowest price, so the best value
21 process is a process of scoring the proposals on
22 technical and qualification-based factors and then
23 using a formula that includes the price proposals and
24 then the best value is determined. This project is
25 going to use low bid.

1 So what is a request for proposal or RFP?
2 So the request for proposal is the document that
3 defines what qualifications are needed by those
4 design -- those contractor/designer teams, what is
5 the scope of work, what are conceptual ideas for how
6 the project will turn out, defines the needs,
7 provides the technical requirements for design and
8 construction, it provides the specifications for
9 design and construction and the time allowed for both
10 those of those and also provides guidelines just to
11 name a few of the things in an RFP. It also provides
12 site specific information, which is why we're here
13 tonight is to gather that from you.

14 So advantages of design-build. There are
15 three big ones, quality, cost-savings and time
16 savings. Quality is in that the teams are held to
17 meeting the requirements and expectations that are
18 laid out in the RFP. The cost-savings can be
19 realized in that the designer and the contractor are
20 on the same team and can innovate to find effective
21 solutions -- efficient solutions, excuse me. Also,
22 typically in a design-bid-build project, designers
23 have to design a more general type of solution so
24 that any -- that many contractors can bid on it and
25 it's not catered to one contractor's strengths.

1 Well, if the designer and contractor are on the same
2 team then the designer can get input from the
3 contractor on what methods that they're going to use
4 and they can really start to hone in on the most
5 efficient and effective design. Time savings is
6 possible since the design phase and the construction
7 phase are not separated. So there are parts of
8 construction that have to happen first like building
9 the foundations or building the temporary roadways,
10 so those aspects can be designed first, construction
11 can begin on those and then while that construction
12 is happening you can start designing the
13 substructures, so while that construction is going
14 they can design the superstructures and so in essence
15 those two time frames for design and construction
16 have overlapped and your total start to end duration
17 is shortened.

18 Next, is a brief outline of the preliminary
19 schedule. So the draft RFP will be issued in early
20 May, just a few weeks away. The final RFP will be
21 issued in June. The contract is anticipated to be
22 awarded in October of this year. And the final
23 design will then begin immediately after that and
24 construction could start as early as the end of this
25 year or early next spring and we anticipate it will

1 go through the end of 2022.

2 So getting back to this request for
3 proposals. Here are some of the RFP requirements
4 that this project will have. For example, this is
5 the Interstate, we don't have the same luxury as they
6 did back in 1959 where it was virgin terrain and they
7 could go in and build it and they didn't have to
8 manage all of the traffic that now requires the use
9 of the Interstate, so this project will require that
10 two lanes of traffic on the Interstate are maintained
11 in each direction during construction. The stream
12 bridges will be placed such that they will pass the
13 flood of record, which is greater than the 100 year
14 storm. There will be technical requirements that
15 will address the deck deterioration issues that we've
16 seen on all of these bridges such as we will mandate
17 the use of corrosion resistant reinforcement. In
18 this case, we'd be looking at using the stainless
19 steel reinforcing steel. And the project shall
20 minimize impacts to the wetlands and not permanently
21 impact the flood plain. Those are just a few of the
22 ones to give you an idea.

23 So how would a contractor potentially
24 provide a solution for one of those requirements? So
25 here is one for maintenance of traffic. This is

1 showing how two of the stream bridges are fairly
2 close together and so traffic could -- the median is
3 quite wide here, it's about 130 feet wide, so the
4 median -- so you'd have plenty of right of way in
5 which to work. So the contractor/designers, they
6 could choose to divert traffic into the median, build
7 temporary bridges across the stream and then -- so in
8 this case northbound traffic would be diverted onto
9 that orange road that is in the sketch and then those
10 two bridges could be demolished and reconstructed
11 while traffic flowed freely. Southbound in this case
12 doesn't even know they're in a work zone yet. So
13 traffic is -- since it is a work zone it will be
14 slowed down to 55 miles per hour in that northbound
15 direction. And then in the next phase when the
16 southbound bridges are removed and replaced just the
17 tail ends of that orange diversion road would have to
18 be swapped over and you could reuse much of that
19 median diversion and those temporary bridges.

20 So now we're to why we're here tonight and
21 that's to solicit feedback from you. Some of the
22 things we are curious about are the Souadabscook
23 Stream. Is that something that there is recreational
24 use on and, if so, what type of watercraft are there?
25 Would we need requirements that the contractor allow

1 things like the kayaks or canoes or the fishing boats
2 to go under at different -- during different seasons
3 or at different times during the year. Another one
4 is on Emerson Mill Road that is right adjacent to the
5 Pine Tree Transfer Station, are there other things
6 that Emerson Mill Road is used for that we should be
7 aware of different time frames like are deliveries
8 only made at night and so night closures would be an
9 impact. Those are the kind of things that we're
10 looking for. And also if there is any big events
11 like you have a big concert series, I know they have
12 some up on the waterfront in Bangor, those types of
13 things, if we can know those in advance we can put
14 those out so that the contractor and design-build
15 teams can work around that as far as implementing the
16 solution.

17 So I'll turn it over -- back over to Leanne
18 and she'll field questions.

19 MS. TIMBERLAKE: So now we'll just open it
20 up to question and what we'll ask you to do is to
21 please when you're called upon -- just raise your
22 hand and when you're called upon just state your name
23 for the record so that we know who is speaking. Are
24 there any questions? Yes, sir.

25 AUDIENCE MEMBER: Leanne, Eric Jarvi. My

1 first question is do you have any problems if we post
2 your contact information to the Hampden website so
3 that encouraging other citizens to maybe contact you
4 if they have issues?

5 MS. TIMBERLAKE: Oh, not at all. That's
6 fine.

7 AUDIENCE MEMBER: (Eric Jarvi.) But I
8 wanted to make sure you were comfortable with that.

9 MS. TIMBERLAKE: Well, this gets published
10 in the paper, so my contact information is --

11 AUDIENCE MEMBER: (Eric Jarvi.) Yeah, but
12 it might be worthwhile if we do it again. Okay. And
13 then my second question is I know -- I appreciate you
14 being here tonight, but there are other communities
15 that are being impacted. Are there comparable public
16 hearings, for example, for Herman maybe or is it just
17 being here?

18 MS. TIMBERLAKE: I hadn't planned on other
19 public meetings in other towns. What I could do is
20 maybe send some information to them that maybe they
21 could put on their website.

22 AUDIENCE MEMBER: (Eric Jarvi.) I'm -- I'm
23 just not sure the -- the 180 interchange is the one I
24 might suspect might be a little bit of an impact on
25 Herman coming in that way if -- if there was

1 anything. The other -- 174 is Carmel, right?

2 MS. MCAULIFFE: Yes.

3 AUDIENCE MEMBER: (Eric Jarvi.) Yeah,
4 Newburgh/Carmel, but just something to be thinking
5 about --

6 MS. TIMBERLAKE: Sure. Sure.

7 AUDIENCE MEMBER: (Eric Jarvi.) -- because
8 I suspect that 180 -- in particular, the 180
9 interchange might be the one where they'd at least --

10 MS. TIMBERLAKE: I did -- I did reach out --
11 I looked for every business any way that I could
12 find --

13 AUDIENCE MEMBER: (Eric Jarvi.) Right.

14 MS. TIMBERLAKE: -- in that area and sent
15 them notices.

16 AUDIENCE MEMBER: (Eric Jarvi.) Yeah.

17 MS. TIMBERLAKE: -- so hopefully, you know,
18 I did get a call from one business to ask -- they
19 couldn't be here tonight, but, you know, just -- it
20 was -- with Interstate projects like this when you're
21 dealing with a lot of through-traffic it's hard to
22 reach all of the right people.

23 AUDIENCE MEMBER: (Eric Jarvi.) Yup. I can
24 appreciate that.

25 MS. TIMBERLAKE: So anything we can do to

1 improve that would be good.

2 AUDIENCE MEMBER: (Eric Jarvi.) Okay. I
3 have some other ones, but go ahead.

4 MS. TIMBERLAKE: Yes, sir.

5 AUDIENCE MEMBER: Bill Moore. And I was
6 just wondering if there has been any criteria set for
7 the Coldbrook Road Bridge yet. If it's going to be
8 bigger than it is now or?

9 MS. TIMBERLAKE: No, the plan there is to --
10 this is assuming it goes through the STIP approval,
11 which I'm hoping will happen fairly soon, is to
12 replace the piers in-kind using the existing bridge
13 plans.

14 AUDIENCE MEMBER: (Bill Moore.) Okay.

15 AUDIENCE MEMBER: Sean Currier. I'm the
16 Road Commissioner here in Hampden. I was just
17 contacted by Reed and Reed, they're potentially going
18 to be having some more wind mill projects come
19 through town and I'm not sure once they come through
20 town they head out 202 and I'm not sure if they go to
21 the Interstate right from there or if they go down to
22 395, so that would be a consideration there.

23 MS. TIMBERLAKE: Sure. Yeah, I just got an
24 email earlier this week about a possible impact with
25 the detour associated with the Grist Mill Bridge --

1 AUDIENCE MEMBER: (Sean Currier.) Mmm Hmm.

2 MS. TIMBERLAKE: -- so I'm going to be
3 sharing that information with my design team and make
4 sure there aren't any conflicts and we can address
5 that.

6 AUDIENCE MEMBER: (Sean Currier.) That's
7 over the next two years as well.

8 MS. TIMBERLAKE: Yes.

9 AUDIENCE MEMBER: (Sean Currier.) The
10 Souadabscook race was last weekend, so that's another
11 one with a substantial amount of kayaking.

12 MS. TIMBERLAKE: Souadabscook race?

13 AUDIENCE MEMBER: (Sean Currier.) Yup,
14 canoe race.

15 MS. TIMBERLAKE: Is that the same time every
16 year?

17 AUDIENCE MEMBER: (Randy Whinery.) That's
18 pretty much the same time, yup.

19 AUDIENCE MEMBER: (Sean Currier.) It's the
20 same time every year.

21 MS. TIMBERLAKE: What's that?

22 AUDIENCE MEMBER: (Sean Currier.) It's the
23 same time every year.

24 MS. MCAULIFFE: So it's the first week of
25 April?

1 AUDIENCE MEMBER: (Sean Currier.) Yup.

2 MS. MCAULIFFE: Okay.

3 AUDIENCE MEMBER: (Sean Currier.) There is
4 a lot of traffic in the mornings and at 5 o'clock on
5 Emerson Mill Road, very high traffic use for outside
6 communities, Winterport, Newburgh, they all kind of
7 travel down Route 9 and then cross over there, so
8 that is substantial use there. There are some water
9 issues on that road near the bridge abutments that
10 maybe with the project manager or the design team
11 that maybe I could have a little bit more interaction
12 with. That was never a wetland there until a couple
13 of years ago where it kind of just sedimentation over
14 time with the road has prevented the water from
15 draining around the bridge abutment there so maybe we
16 could look at some of those issues.

17 MS. MCAULIFFE: Yes.

18 AUDIENCE MEMBER: (Sean Currier.) Pine
19 Tree, the truck traffic going into the landfill is
20 substantial.

21 MS. MCAULIFFE: Is that typically during
22 like 8 a.m. to 5 p.m. or would that be 5 a.m?

23 AUDIENCE MEMBER: (Sean Currier.) I do not
24 know their hours.

25 MS. MCAULIFFE: Okay.

1 AUDIENCE MEMBER: (Sean Currier.) I would
2 assume it's closer to 7 a.m.

3 MS. MCAULIFFE: Okay.

4 MS. TIMBERLAKE: Are they open every day?

5 AUDIENCE MEMBER: (Sean Currier.)

6 They're open six days a week.

7 MS. TIMBERLAKE: Six days a week. Yeah, we
8 can find out their hours and make sure we take care
9 of that.

10 AUDIENCE MEMBER: (Sean Currier.) I'm
11 trying to think of other impacts. I don't know if
12 the Coldbrook Road Bridge will be done during the
13 wintertime, but we plow that bridge, so maybe if we
14 could just have a heads-up on time frame of that just
15 for winter operations if it's going to be cut down to
16 one lane or something during wintertime that would be
17 helpful.

18 MS. MCAULIFFE: I have another slide here if
19 this image helps. This is just zoomed in of Exit
20 180.

21 AUDIENCE MEMBER: (Sean Currier.) I'm sure
22 I'm missing something, but. The new Fiberight
23 Coastal Resources of Maine facility, which is just
24 down Coldbrook Road, that will be open, so there will
25 be quite a bit of traffic coming through that area of

1 180 to get to that new facility.

2 MS. MCAULIFFE: What it was called again?

3 AUDIENCE MEMBER: (Sean Currier.) Coastal
4 Resources of Maine, that's the new -- the processing
5 facility for solid waste in the area.

6 MS. MCAULIFFE: Okay.

7 AUDIENCE MEMBER: (Sean Currier.) There is
8 115 other --

9 AUDIENCE MEMBER: (Eric Jarvi.) 115
10 communities, I think.

11 AUDIENCE MEMBER: (Sean Currier.) --
12 communities that are traveling to that facility.

13 AUDIENCE MEMBER: (Eric Jarvi.) So there is
14 going to be a lot of traffic with that.

15 MS. MCAULIFFE: Okay. And that opens this
16 year?

17 AUDIENCE MEMBER: (Sean Currier.) Yes.

18 AUDIENCE MEMBER: (Eric Jarvi.) Yeah.

19 AUDIENCE MEMBER: (Sean Currier.) This
20 month hopefully.

21 AUDIENCE MEMBER: (Eric Jarvi.) This month
22 actually.

23 MS. MCAULIFFE: Okay.

24 AUDIENCE MEMBER: (Sean Currier.) So that's
25 something for consideration as well.

1 MS. TIMBERLAKE: Thank you. Any other
2 questions?

3 AUDIENCE MEMBER: (Eric Jarvi.) Just --
4 Eric Jarvi again. Could you -- going back to the low
5 bid versus the best value, what's the logic in going
6 with the low bid because as I read your definition
7 for best value, I could see where there might be some
8 compelling reasons to go with that just to get more
9 longevity out of these projects, but obviously you
10 must have a reason for going with low bid.

11 MS. TIMBERLAKE: Well, in the past I've
12 worked on a lot of design-build projects and
13 typically with best value usually there are a lot of
14 maybe aesthetics or property impacts or, you know,
15 kind of other issues that we don't really necessarily
16 have with these here. The bridges themselves should
17 be pretty straightforward, you know, whatever the
18 requirements are, so to go through the whole process
19 of scoring them, you know, it really didn't seem to
20 be prudent for these bridges.

21 AUDIENCE MEMBER: (Eric Jarvi.) Okay.
22 Thank you.

23 MS. TIMBERLAKE: I mean, because they're
24 still going to have to deal with the same technical
25 requirements whatever we put in the contract. Yes,

1 sir.

2 AUDIENCE MEMBER: Sean Currier again. How
3 are they going to catch the paint from the bridges?

4 MS. TIMBERLAKE: Pardon me?

5 AUDIENCE MEMBER: (Sean Currier.) How are
6 they going to catch the paint from the bridges on the
7 stream crossings?

8 MS. TIMBERLAKE: Oh, lead paint. I don't
9 know exactly how they do it myself, but I know we do
10 have requirements for mitigation, you know, catching
11 it and mitigating it and taking care of it and
12 disposing of it properly and that sort of thing.

13 MS. MCAULIFFE: Yeah, it's something that we
14 run into on pretty much every project --

15 AUDIENCE MEMBER: (Sean Currier.) Sure.

16 MS. MCAULIFFE: -- because they're all steel
17 bridges pre-1970 and have that lead paint.

18 AUDIENCE MEMBER: (Sean Currier.) Is the
19 concrete going to be wrapped like the overpass on
20 Union Street? They wrapped it with some type of
21 fabric on the outside.

22 MS. MCAULIFFE: Oh, that was a composite --
23 those bridge members --

24 AUDIENCE MEMBER: (Sean Currier.) Are they
25 going to --

1 MS. MCAULIFFE: -- were composite, so we
2 don't anticipate that any of the design-build team
3 would choose a composite. It won't be ruled out, I
4 mean, they would have that option to propose that,
5 but with these span lengths it's well within the
6 realm of steel, so --

7 AUDIENCE MEMBER: (Sean Carrier.) Sure.

8 MS. MCAULIFFE: -- that's what we're
9 anticipating is going to be used.

10 MS. TIMBERLAKE: Or concrete, you know,
11 whatever works here. Yes, sir.

12 AUDIENCE MEMBER: Eric Jarvi. I -- and I
13 know it's going to be up to the-design build team,
14 but I think one thing that -- that' I'd like to see
15 eventually talked about is that's a pretty
16 significant disruption to the median to divert that
17 traffic and I guess the question would be what are we
18 doing to restore that median after the fact because
19 the last thing I think any of us want is a two lane
20 asphalt something through there that's there forever
21 because it's not being used anymore. And I know as
22 you travel I-95 some of those crossovers that are
23 still left in perpetuity are -- can be somewhat
24 concerning. I know they're trying to let them go
25 back to their natural state, but I think ultimately

1 it's obviously up to what the final plan is, but I
2 would hope there is something to essentially restore
3 that median to more of its natural state once it's --

4 MS. TIMBERLAKE: Yeah. We're still working
5 on the RFP requirements, but generally I think
6 anything that would be in a wetland area, an official
7 defined wetland area would definitely -- any fill we
8 place in there temporarily would probably most likely
9 have to come back out. Other areas, I think if any
10 pavement -- temporary pavement we use will probably
11 have to come out and do some landscaping to get it to
12 grow back.

13 AUDIENCE MEMBER: (Eric Jarvi.) Yeah, I
14 would like to see that as a certainty near the top of
15 the list, yeah, restoration.

16 MS. MCAULIFFE: Okay. When you say
17 restoration, do you mean like with trees or --

18 AUDIENCE MEMBER: (Eric Jarvi.) Well, no, I
19 just --

20 MS. MCAULIFFE: -- or just come back to the
21 cross-section with the --

22 AUDIENCE MEMBER: (Eric Jarvi.) So the
23 pre-existing state --

24 AUDIENCE MEMBER: (Sean Currier.) Grade.

25 AUDIENCE MEMBER: (Eric Jarvi.) -- because

1 there is not a lot of trees in that -- in a lot of
2 those areas, but there is a lot of greenery, I mean,
3 depending on where they put it, but the last thing I
4 want to see is that diversion to be permanently
5 there. I don't think any of us want to see that 10
6 years down.

7 MS. TIMBERLAKE: Yeah, I don't think we
8 would want that either.

9 AUDIENCE MEMBER: (Eric Jarvi.) Yeah.
10 Yeah.

11 MS. TIMBERLAKE: Any other questions or
12 comments?

13 AUDIENCE MEMBER: (Sean Currier.) Do you
14 have an assigned project manager yet?

15 MS. TIMBERLAKE: Project manager? Well, I'm
16 the Project Manager with MainedOT.

17 AUDIENCE MEMBER: (Sean Currier.) Okay.

18 MR. TIMBERLAKE: And we're in process of
19 getting a design-build team on board who will have
20 the opportunity to bid on the project and then they
21 will have their design -- their project manager as
22 well.

23 AUDIENCE MEMBER: (Sean Currier.) There was
24 another gentleman that had been doing some preemptive
25 calls around as well and I can't remember his name

1 from DOT. He usually wears suspenders. Older
2 gentleman.

3 MS. MCAULIFFE: Is he with the region? Was
4 he with Region 4?

5 AUDIENCE MEMBER: (Sean Currier.) I believe
6 so.

7 MS. MCAULIFFE: I wonder if it was Mattson,
8 Bruce Mattson.

9 AUDIENCE MEMBER: (Sean Currier.) Nope,
10 it's not Bruce. I can't remember. I did discuss
11 some of that storm water stuff with him initially, so
12 I don't know if it's in the design or, you know, the
13 mind set of --

14 MS. TIMBERLAKE: Yeah, the thing with the
15 design-build is that we're not telling the team how
16 to design or what to design, we're just giving them
17 the constraints, you know, they have to design to
18 these standards and it has to be this long and this
19 wide and, you know, this high or whatever --

20 AUDIENCE MEMBER: (Sean Currier.) Right.

21 MS. TIMBERLAKE: -- you know, so that they
22 have -- we try to give them as much flexibility that
23 we can so they can come up with a cost-effective
24 solution.

25 AUDIENCE MEMBER: (Sean Currier.) Some of

1 my concerns are Emerson Mill Road Bridge abutment is
2 within 4 feet of the edge of pavement, so if that
3 could be pushed back and a little bit longer span on
4 that one crossing that would be appreciated.

5 MS. MCAULIFFE: Yeah, that was at the
6 southern bridge -- the more southern structure?

7 AUDIENCE MEMBER: (Sean Currier.) Yeah.

8 MS. MCAULIFFE: The way that road is
9 curving, it does, it cuts off your sight distance
10 around that curve.

11 AUDIENCE MEMBER: (Sean Currier.) And it
12 also was cutting off some of that drainage that was
13 taking place through there.

14 MS. TIMBERLAKE: Any other questions or
15 comments?

16 AUDIENCE MEMBER: (Stacey Guerin.) Hello.
17 I'm Senator Guerin.

18 AUDIENCE MEMBER: (Eric Jarvi.) Yes.
19 Welcome.

20 MS. MCAULIFFE: We were just wrapping up.

21 AUDIENCE MEMBER: (Stacey Guerin.) Well,
22 typical life of Augusta. Did you happen to hear
23 this?

24 MS. TIMBERLAKE: If you could do a quick
25 recap for her.

1 AUDIENCE MEMBER: (Stacey Guerin.) So I
2 guess what I'd like to hear is if any of my
3 constituents had any concerns about the project that
4 they weren't happy with or?

5 AUDIENCE MEMBER: (Eric Jarvi.) I won't say
6 anything we're unhappy with. The big -- the one
7 thing I talked about, Eric Jarvi, the one thing I
8 talked about is thoughts about restoration on how
9 they're going to divert traffic because one of the
10 possible solutions is actually creating two lanes
11 down the median. If you can bring that slide, yeah.
12 Where that orange line is.

13 AUDIENCE MEMBER: (Stacey Guerin.) Mmm Hmm.

14 AUDIENCE MEMBER: (Eric Jarvi.) So this is
15 one -- as it says there one possible solution how
16 they maintain the two lanes going both north and
17 south and so the question is once the project is
18 completed what do we do to essentially restore that
19 median back to --

20 AUDIENCE MEMBER: (Stacey Guerin.) Right.
21 Because would it have to be tarred?

22 AUDIENCE MEMBER: (Eric Jarvi.) Yeah. And
23 so Leanne talked about that certainly as a concern
24 what do they do after that because there is not only
25 the -- the paving, but there is the fill that has to

1 go in there as well so there is a lot of issues, but
2 I think that they all appreciate that we would want
3 that restored once it's --

4 AUDIENCE MEMBER: (Stacey Guerin.) Right.

5 AUDIENCE MEMBER: (Eric Jarvi.) It's a
6 2020-2022, so it's going to be, you know, disturbed
7 for a fair amount of time, but I think we're all in
8 agreement there. And then Sean had some -- I think
9 some issues more from relative -- the more specifics
10 that he talked to Leanne about, but I don't think --
11 those were more engineering kind of things, I think.
12 We did --

13 MS. TIMBERLAKE: So this is early in the
14 process. This is going to be a design-build process
15 where right now we're in the process of getting
16 design-build teams on board to be able to bid on it
17 and it will be -- the team will consist of a
18 contractor and a consultant designer who team up and
19 they will submit proposals based on the criteria that
20 we set for replacing these bridges. There is eight
21 bridges -- there is six over the Souadabscook Stream
22 and the one --

23 AUDIENCE MEMBER: (Stacey Guerin.) That's
24 quite a project.

25 MS. TIMBERLAKE: -- and two over the Emerson

1 Mill Road and the railroad. And we also may be
2 adding Coldbrook Road Bridge, which we -- which is
3 just being targeted as pier replacement only. That's
4 dependent on the STIP approval right now.

5 AUDIENCE MEMBER: (Stacey Guerin.) So would
6 you be doing one bridge at a time or they're going to
7 be working on all of the bridges to shorten the time?

8 MS. TIMBERLAKE: That will really depend on
9 the team as far as --

10 AUDIENCE MEMBER: (Stacey Guerin.) The size
11 of the company.

12 MS. TIMBERLAKE: -- you know, we have a
13 schedule and they're going to be, you know, it
14 depends on how, you know, what equipment they have
15 and how many people they have and how many they want
16 to build at the same time, so we really kind of let
17 them figure that out for themselves.

18 AUDIENCE MEMBER: (Stacey Guerin.) And the
19 start and finish dates approximately, do you have
20 those?

21 MS. TIMBERLAKE: What's that?

22 MS. MCAULIFFE: Yeah, the project would be
23 awarded this October so that the contractor -- the
24 design-build team could begin final design this fall
25 and they could start breaking ground this winter if

1 we have good weather or they could wait until next
2 spring, but construction would go from 2020 -- what
3 we're anticipating through 2022, so it would be three
4 seasons.

5 AUDIENCE MEMBER: (Eric Jarvi.) The other
6 thing we did --

7 AUDIENCE MEMBER: (Stacey Guerin.) Okay.
8 Long one.

9 AUDIENCE MEMBER: (Eric Jarvi.) We did talk
10 about potentially the opening with Fiberight and
11 potentially -- the opening of Fiberight and depending
12 on what they end up ultimately doing with the 180
13 interchange there is going to be a lot of traffic --

14 AUDIENCE MEMBER: (Stacey Guerin.) Right.

15 AUDIENCE MEMBER: (Eric Jarvi.) -- that we
16 typically don't have right now --

17 AUDIENCE MEMBER: (Stacey Guerin.) Right.

18 AUDIENCE MEMBER: (Eric Jarvi.) -- but
19 could be starting as early as the --

20 AUDIENCE MEMBER: (Stacey Guerin.) And
21 heavy --

22 AUDIENCE MEMBER: (Eric Jarvi.) Heavy
23 traffic.

24 AUDIENCE MEMBER: (Stacey Guerin.) Heavy
25 loads.

1 AUDIENCE MEMBER: (Eric Jarvi.) Because I
2 think -- I think Sean said there are 115 communities
3 that are going to be using that facility --

4 AUDIENCE MEMBER: (Stacey Guerin.) Wow.

5 AUDIENCE MEMBER: (Eric Jarvi.) -- so
6 that's --

7 AUDIENCE MEMBER: (Stacey Guerin.) That was
8 a good thing to bring into the project planning, I
9 would think --

10 AUDIENCE MEMBER: (Eric Jarvi.) Yeah.

11 AUDIENCE MEMBER: (Stacey Guerin.) -- and
12 how that's going to be dealt with.

13 AUDIENCE MEMBER: (Eric Jarvi.) And then he
14 also mentioned, and I think Leanne had already heard
15 from this too, is that there is possibility over the
16 next two years with more windmill projects and those
17 giant blades coming through --

18 AUDIENCE MEMBER: (Stacey Guerin.) Oh,
19 coming through too.

20 AUDIENCE MEMBER: (Eric Jarvi.) -- coming
21 through as well. So those are all things that
22 they'll be thinking about from an organizational
23 point of view I guess, yeah.

24 MS. TIMBERLAKE: Yeah. And I think was it
25 you that mentioned about reaching out to some of the

1 neighboring towns?

2 AUDIENCE MEMBER: (Eric Jarvi.) Yeah.

3 MS. TIMBERLAKE: Yeah. I'm going to find a
4 way to get the word out to like Herman, you know, and
5 some others that might be affected by this project.
6 I'm not sure how I'm going to do that yet, but I'll
7 find a way to try to get the word out as best I can.

8 AUDIENCE MEMBER: (Stacey Guerin.) MMA
9 maybe.

10 MS. TIMBERLAKE: Hmm?

11 AUDIENCE MEMBER: (Stacey Guerin.) Maine
12 Municipal Association.

13 AUDIENCE MEMBER: (Eric Jarvi.) Yeah, my
14 concern was that the Herman traffic coming into that
15 180 interchange and, you know, just making sure that
16 they're aware of what potentially is going to go on
17 there.

18 AUDIENCE MEMBER: (Stacey Guerin.) Right.

19 AUDIENCE MEMBER: (Eric Jarvi.) And so
20 that's -- that's what we talked about.

21 AUDIENCE MEMBER: (Stacey Guerin.) It
22 sounds like you had some good ideas.

23 AUDIENCE MEMBER: (Eric Jarvi.) Well, we've
24 all been -- we've all been brainstorming. That's the
25 good thing about these.

1 MS. TIMBERLAKE: Because, you know, we're in
2 the process of putting together the request for
3 proposals now with all of the criteria for the design
4 team to work with, but we want to make sure that we
5 had what input we could, you know, any fine tuning we
6 can do based on the feedback we get tonight will be
7 very helpful.

8 AUDIENCE MEMBER: (Stacey Guerin.) If you
9 had like a request for input that I could put in my
10 constituent newsletter, I'd be happy to do that. It
11 goes out every week.

12 AUDIENCE MEMBER: (Eric Jarvi.) Have you
13 had the bottom of this? She's allowed us to add her
14 contact information for Leanne, so if you've got --

15 MS. TIMBERLAKE: Yup, I placed them on the
16 table here --

17 AUDIENCE MEMBER: (Eric Jarvi.) Her contact
18 information.

19 AUDIENCE MEMBER: (Stacey Guerin.) Okay.

20 MS. TIMBERLAKE: -- and a copy of the notice
21 that was published in the paper. And I also have a
22 bunch of comment cards that people can send me
23 comments as well.

24 AUDIENCE MEMBER: (Eric Jarvi.) But, yeah,
25 that would be a good idea to put it in your news

1 letter as well.

2 AUDIENCE MEMBER: (Stacey Guerin.) Yeah, it
3 would. I have a lot of people that see that. Do you
4 have comment cards in here?

5 MS. TIMBERLAKE: Yes.

6 AUDIENCE MEMBER: (Stacey Guerin.) Oh,
7 okay.

8 MS. TIMBERLAKE: And there is a bunch of
9 them on the table too.

10 AUDIENCE MEMBER: (Stacey Guerin.) I can
11 take a picture of that and print it. Thank you.

12 MS. TIMBERLAKE: Okay. So any other
13 questions or comments?

14 AUDIENCE MEMBER: (Eric Jarvi.) Well, thank
15 you for your time. We appreciate it.

16 MS. TIMBERLAKE: Okay.

17 AUDIENCE MEMBER: (Eric Jarvi.) And thank
18 you for coming. That means a lot.

19 AUDIENCE MEMBER: (Stacey Guerin.) Flying
20 in on my broom from Augusta.

21 AUDIENCE MEMBER: (Eric Jarvi.) Well,
22 that's okay. Do you have anything additional, Sean?

23 AUDIENCE MEMBER: (Sean Carrier.) No.
24 Thank you.

25 AUDIENCE MEMBER: (Eric Jarvi.) So thanks

1 for coming tonight.

2 MS. TIMBERLAKE: So thank you all for coming
3 tonight and we will be back, I think, once we've
4 awarded the contract to a design-build team and we
5 have their proposal, I will do what is called a
6 formal public meeting to present what that is to the
7 public so you can see in detail what they really plan
8 to do --

9 AUDIENCE MEMBER: (Eric Jarvi.) Okay.
10 Good.

11 MS. TIMBERLAKE: -- and get feedback there.

12 AUDIENCE MEMBER: (Eric Jarvi.) Thank
13 you.

14 MS. TIMBERLAKE: Thank you.

15 MS. MCAULIFFE: Thank you.

16

17 (Meeting concluded at 6:43 p.m.)

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C E R T I F I C A T E

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

and I have signed:

 /s/ Robin J. Dostie

Court Reporter/Notary Public

My Commission Expires: February 6, 2026

DATED: May 6, 2019

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MAINE DEPARTMENT OF TRANSPORTATION

April 18, 2019 Preliminary Public Meeting

Hampden, CMQR Bridges #1430, Souadabscook Center, East & West Bridges, WIN
 #021673.00, 021728.00, 021729.00, 021730.00, 021673.10, 021728.10, 021729.10, 021730.10

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