

ORIGINAL

MAINE DEPARTMENT OF TRANSPORTATION

INFORMATIONAL PUBLIC MEETING
IN HOWLAND

Project ID # 015635.00

RE: REPLACEMENT OF PISCATAQUIS BRIDGE (3040)

BEFORE: Donald E. Thompson, Court Reporter and Notary
Public, in the Howland Town Hall, 8 Main Street, Howland,
Maine, on Tuesday, February 24, 2009, beginning at
6:00 p.m.

PANEL INDEX

Leanne Timberlake P.E

Project Manager MDOT

Greg Blake

Consultant-Contract Documents

Roger Sproul

Senior Property Officer

Steve Bodge

MDOT Engineering

DON THOMPSON & ASSOCIATES

Court Reporting

1 (This informational public meeting came on before
2 Donald E. Thompson, Notary Public, at the Howland Town
3 Hall, 8 Main Street, Howland, Maine, on Tuesday,
4 February 24, 2009, beginning at 6:00 p.m.)
5

6 MS. TIMBERLAKE: Good evening. On behalf of the
7 Maine Department of Transportation, I would like to
8 welcome all of you to this public informational
9 meeting for the future replacement of the Piscataquis
10 Bridge in Howland.

11 My name is Leanne Timberlake; I'm the project
12 manager for this project.

13 With me tonight is the Greg Blake from HNTB who
14 is consultant that was hired to develop the contract
15 documents for this project.

16 And also we have Roger Sproul and Marcel Brown,
17 who are the right of way people. So, if you have any
18 questions about that later, they'll be very happy to
19 answer your questions.

20 We also have Steve Bodge, who assisted me in this
21 project.

22 And we also have obtained the services of a court
23 reporter, Don Thompson. That's so we'll have an
24 accurate and complete record of the proceedings.

25 We were here last December, just a couple of

1 months ago, to do a preliminary meeting where we were
2 just throwing out our initial thoughts, and the
3 direction we want to take this project.

4 This is what we call a design-build project.
5 Instead of being a traditional redesigner bridge, we
6 advertise it so we can then award it to contractors.

7 What we're doing is putting this out as a design-
8 build project, in which we request proposals from
9 companies that team up, a designer and a contractor,
10 that will team up to do both the design and the final
11 construction of the project.

12 And Greg will talk a little bit more about some
13 of the things that we're thinking about with this
14 project.

15 When we were here in December, we were talking
16 about an upstream alignment of the existing bridge.
17 And one of the things that -- you know, a comment that
18 came back at that meeting, why not look at a
19 downstream alignment.

20 So, we've taken your comments and have come back
21 with a slightly different proposal to share with you.

22 Right now I'm just going to send around the sign-
23 up sheet. Please sign your names on that.

24 And I also placed copies of the public notice
25 that was placed in the papers. That's on the little

1 cabinet in back. If you want a copy of it to take
2 with you -- it has my name and contact information on
3 the bottom. Feel free to contact me if you have any
4 questions during the whole development of this
5 process.

6 At this time I would like to turn it over to Greg
7 to talk about the project.

8 MR. BLAKE: Thank you, Leanne.

9 As Leanne mentioned, I'm Greg Blake with the HNTB
10 Corporation. We were hired by the Department back
11 last fall to conduct the feasibility study for
12 replacement of the Piscataquis River Bridge. And just
13 a quick recap of how we got to here tonight.

14 Back in December we did have the draft
15 feasibility study, and it's now in its final form,
16 which basically -- we started out looking at probably
17 10 or a dozen different alternatives for replacement
18 of the bridge. And what we came to the meeting in
19 December with -- as Leanne mentioned, there were four
20 different alternatives; looking at a rehabilitation of
21 the existing bridge as it is, as a truss bridge. And
22 then we looked at several different alignments
23 upstream of the existing bridge.

24 At that point we hadn't looked downstream at the
25 alignment, because of the proximity of the dam that's

1 there, and also because of the heavy congestion of
2 utilities that are immediately downstream of the
3 bridge, with the water line, Bangor Hydro's
4 distribution line, as well as the transition lines.
5 So, there was a pretty heavy utility corridor in
6 there.

7 That was one of our parameters early on, where we
8 kind of dismissed any kind of downstream alternative.

9 So, we came to the meeting in December. As part
10 of the study -- I don't know if you remember me
11 showing you this before, but we had a matrix of all
12 different kinds of parameters that went into our
13 decision process of what alternatives we had close to
14 the top in terms of a recommendations, with the green
15 -- with the green box as having the more favorable
16 aspect, and yellow not so bad, and red, you know,
17 being the worse.

18 And at that point our upstream alternative, which
19 basically came up 49 feet across, and went through the
20 boat access area here, and come into River Street, and
21 up through -- that was close to the top at the time as
22 the best alternative cost-wise, as well as a bunch of
23 the different parameters. There were some drawbacks
24 to it. Right of way issues, and -- as we learned at
25 that public meeting back in December, there were some

1 issues as well with the enjoyability of the river
2 along River Street, and what that was going to do in
3 terms of the profile.

4 Because of the flooding, the profile of the
5 bridge has to come up four or five feet.

6 So, these were some of the impacts that we were
7 looking at, as well as taking two properties up here
8 on the corner -- the redemption center and the other
9 building.

10 But, when all was said and done, those were the
11 alternatives that were close to the top.

12 So, as Leanne mentioned, one of the big things we
13 heard that evening -- and that's the reason why we
14 conduct these, is to get that kind of good feedback --
15 somebody made the suggestion of an alignment that
16 would come down through the intersection and roughly
17 parallel the transition lines that do exist there for
18 Bangor Hydro, and then tie back in to the intersection
19 over here with the interstate access road, 155.

20 So, we went back -- in order to finalize that
21 feasibility study, we went back and studied that a
22 little bit further. And after several team meetings
23 and a little bit of design, you know, give and take,
24 what you see here tonight is what we came up with.

25 And it's -- again, a lot of site constraints;

1 properties on the west side, a boat launch on the east
2 side, as well as all the utilities on this side with
3 Bangor Hydro and its substation, and where all of
4 these utilities come together on the east side.

5 So, it kind of got hemmed in there pretty good,
6 but -- and in some aspects, that makes my job a lot
7 easier as a designer, when you have constraints that
8 help narrow you down to where that final footprint is
9 going to be. This is what we came up with.

10 So, what we have on the west side would be a new
11 four-way intersection. We're currently still
12 evaluating -- because, right now, for example, the
13 through movement heading eastbound across the bridge,
14 in the future, will become a right turn.

15 What you have now, from what we understand from
16 the town selectmen in a meeting a couple of weeks ago
17 -- coming down here and taking a left and going across
18 the bridge is one of the tougher moves to make
19 currently today.

20 In the future that's going to be your straight-
21 through movement. So, we're currently evaluating --
22 we're going to be doing traffic, turning-moving counts
23 in April to figure out, from a traffic perspective,
24 what all of the different turning movements are here,
25 where people are going specifically, and how heavy

1 those turns are.

2 And that will help determine, for this
3 intersection -- if we want to widen things out a
4 little bit, and go with turn lanes, with just one stop
5 -- a stop sign on River Road, and a stop sign on 116
6 or, if these turns, with the traffic volume, would
7 require -- take us to the next kind of level where a
8 traffic signal might be more favorable.

9 And that's really part of what we wanted to kind
10 of get out of tonight as well, in terms of informing
11 you of the new alternatives, but also to get some
12 feedback in terms of what you folks who have to drive
13 this everyday -- would it be preferable to have turn
14 lanes from your perspective, or would it be preferable
15 to have a new traffic signal here.

16 River Road would become -- it would tie in as it
17 does now similarly at the bridge, and would tie in
18 here with a new four-way, and it would remain a local
19 street.

20 This portion of 116 would be turned over to the
21 town for, you know, town maintenance. That would,
22 essentially, become a local -- a local road there.

23 So, we are currently still evaluating just
24 exactly what to do in terms of the traffic here on
25 this intersection.

1 We do know already that the heavier movement on
2 the east side is up Water Street, up towards the high
3 school and everything else. So, we're reconsidering
4 the intersection on the east side to make it more
5 preferable and easier for that through-movement up and
6 down in that direction, and keying Front Street in on
7 a more proper, safer T intersection.

8 As Leanne mentioned, this is a design-build
9 project. And so, some of these minor details of what
10 exactly is going to happen with the pavement, the
11 intersection, the curbing, et cetera, that will be
12 left to the successful design building team that gets
13 selected later on this year.

14 What we'll do from here is basically -- the
15 feasibility study is finished. We are in the process
16 of -- next week we'll be publishing the request for
17 qualifications, where I'll be assisting the department
18 -- we'll put out that RFQ, which -- all of the
19 qualified contractors and design builders out there
20 that might want to do this project will submit their
21 qualifications. We short-list them.

22 And then we go to an RFP, which is a request for
23 a proposal, where they are given the basics of what we
24 want to achieve here in terms of an alignment; in
25 terms of what needs to happen where on either side;

1 and some general design parameters; and then they have
2 a few months to put together a proposal that we then
3 all sit down and evaluate and grade and score and --.

4 And hopefully by October, we would have selected
5 a design builder. They then take the project -- if
6 all goes well, they're turning dirt from day one kind
7 of thing, and the design and build as they go.

8 But, what you see here tonight is basically what
9 we'll be forwarding to them in terms of, here's your
10 template. This is kind of roughly what we want. We
11 want this alignment. You can shift it a little bit,
12 four or five feet either way, maybe, but really this
13 is -- this is kind of what really needs to happen.

14 And the old bridge, of course, will come out. We
15 did have a very -- what I consider a very successful
16 utility meeting, as well as with all of the town
17 selectmen two Fridays ago, I guess. Or maybe a week
18 and a half ago.

19 A bunch of us together in a room, almost as many
20 people as are here tonight. But, a very successful
21 meeting, where we discussed all of these different
22 utility constraints, and everything that's going to
23 happen in regard to those utilities. And I think
24 everything's going to work out pretty well.

25 The town of Howland, the water and sewer, are

1 very receptive, and they're going to have their own
2 plans for relocation.

3 Bangor Hydro, very cooperative, and very
4 interested in what they can do to help this project in
5 terms of relocating -- the real pinch point is over
6 here on the east side, which you all probably realize,
7 where all these lines come in together and there's a
8 substation. That's a real tricky point over there.

9 And a lot of it has to do -- as well, we had the
10 folks from Penobscot River Restoration Trust, who are
11 doing the -- we're going to be doing the fishway
12 project down in here; they were there as well to talk
13 about this project, and how that's going to dovetail,
14 or possibly tag on with this project, which one might
15 lead to another, et cetera.

16 We had a lot of good information out of that
17 meeting a week and a half ago.

18 In terms of right of way, this particular
19 alternative does now -- these two properties will not
20 be taken. River Street remains pretty much untouched,
21 except for this little varying in here.

22 We do end up taking the white building that's
23 right on the corner there. And it's questionable in
24 terms of the second house up on the left, if we need
25 to take that house or not. But, it appears the right

1 of way folks have been in touch with those -- both of
2 those landowners, and they're aware of what's going
3 on.

4 One of the other items we -- couple of the other
5 items we did discuss in the meeting a couple of weeks
6 ago -- we understand that there are ITS designated
7 trails for both the west and east side that comes
8 pretty much right down the river bank. And we are
9 still entertaining and may possibly make that a part
10 of the RFP documentation.

11 Sometimes the scoring criteria for the design
12 builder, if they can incorporate -- successfully
13 incorporate the link across the bridge -- to link
14 these two, the northern and southern trails with a
15 link that the Department of Conservation will bless as
16 an ITS -- proof positive, or make that an official
17 part of that trail network, which we understand will
18 go towards -- or help with tourism and that kind of
19 thing.

20 And the other issue that we touched on at the
21 utility meeting briefly -- we do have a hydrologist on
22 board. She is currently studying the Piscataquis
23 River. She's using data that the fishway folks used
24 to model their whole system around the fishway. She's
25 modeling the existing bridge and the proposed bridge

1 and, in particular, I've asked her to look up front to
2 get an answer as soon as possible about these flood
3 release that currently -- in particular back in '87, I
4 guess it was, and other years, that kind of comes
5 through the low point of the intersection on the east
6 side, and release down below the dam.

7 Because, there was some concern expressed at the
8 previous meeting, with the embankment coming up on the
9 east side, that might be pushing that flood problem up
10 and around.

11 So, she is currently evaluating that. There are
12 regulations in place that do not allow new projects to
13 exacerbate or make the flooding any worse than it is
14 today.

15 And, again, what will probably be put in the RFP
16 documents for the design builder is to take into
17 special consideration the drainage characteristics of
18 this low-tide intersection on the east side.

19 And if that means having to provide some kind of,
20 say, some kind of shallow bog cover or something like
21 that beneath the embankment, that in the event there's
22 a flood event that causes that to flow through, it
23 would then flow through the culverts and be able to
24 reach the other side without going north and up and
25 around.

1 So, again, we'll be putting this into the design
2 criteria that the successful build team has to meet.

3 And I think -- oh, schedule. We are currently on
4 schedule. There are two documents that will be going
5 out next week. And we'll be issuing the request for
6 proposals in late April, I believe. And through the
7 course of the summer, receiving those, scoring those,
8 and selecting a design-build team in the October time
9 frame for a start at that point.

10 This new alternative -- that did compare quite
11 favorably with all of the other options. It did end
12 up getting the most green boxes, approximately in the
13 same cost range -- 11 million dollars. We're looking
14 at a 20-month construction schedule.

15 And the existing bridge will be able to be
16 maintained pretty much through the whole course of the
17 project. This intersection will be quite easy to
18 build in terms of traffic disruption.

19 This one's going to be a little tough but, again,
20 that -- that will be a brief period, meaning maybe
21 just two or three weeks worth of -- where things get a
22 little tricky. But, overall, out of 20 months, a
23 pretty favorable construction schedule as well.

24 So, with that --.

25 MS. TIMBERLAKE: Thank you, Greg. With that,

1 what we'll do is open up the meeting to you for your
2 questions. And if you have a question, we ask that
3 you please raise your hand, stand up, and state your
4 name for the record.

5 Are there any questions? Yes, sir.

6 MR. WHITE: Jerry White, Superintendent of
7 Schools. Obviously, I'm concerned about, "a little
8 bit tricky," when we're dealing with construction.
9 Because, in the summertime, that's perfect, because
10 there are no busses -- I have no busses that are
11 running the road. But, we run 10 to 12 busses a day
12 over that bridge, or whatever spans that river.

13 So, if we're talking about "tricky" I need to
14 know when "tricky" comes, because we have 300, 400
15 kids, to 600 kids, coming across there every single
16 day. And certainly, I'll be around to have that
17 "tricky" part.

18 MR. BLAKE: And if I might define that a little
19 bit better for you. Tricky may be not a good word.
20 But, what it's going to do, it's going to put the onus
21 on the contractor, when they get into this area,
22 bringing the grade up, to possibly drive some sheet
23 piling on this side, and just build a temporary lane
24 on the north side while we dip into this side to build
25 this.

1 And there will be still two lanes going at all
2 times, or one lane alternating.

3 MR. WHITE: Yes. I'm sure there will be.

4 MR. BLAKE: Yeah, it's just going to be something
5 that they're going to have to think about as they do
6 this intersection, to maintain --

7 MR. WHITE: I'm sure the students would love to
8 say, thank God, we can't make it to school, but --.

9 MR. BLAKE: Yes, I'm sure they would.

10 MS. TIMBERLAKE: Any other questions?

11 MR. ST. PIERRE: Yes, Gerard St. Pierre, the
12 Handy Stop on the west side.

13 Just a question -- I don't know what the grade's
14 going to be on Coffin Street. We have a drainage
15 issue, pretty serious, between the Handy Stop and the
16 credit union all the time. I don't know what's going
17 to happen there with the elevation of the road. Or
18 maybe we could have, during this time, a drainage
19 system to tie into the town's sewer, I'm not sure.

20 But, I just wanted to ask that question.

21 And then, just a couple of points. The traffic
22 light, I think personally the lanes would be
23 sufficient. I don't think a light is necessary.
24 That's just my opinion. I think the lanes would be
25 great.

1 And just a thank you for the consideration on the
2 snowsleds. I think that's an excellent idea, and
3 would be great for the community. I appreciate you
4 really pushing for that.

5 MR. BLAKE: Okay. Thank you. And the Handy Stop
6 is right there?

7 MR. ST. PIERRE: Yes, right. Right there.

8 MR. BLAKE: Yes. We are pretty much right at
9 grade right at this intersection, so -- whatever they
10 may need to do to -- you know, whatever they need to
11 do to bring in -- use the turn lanes in on this
12 approach, that will certainly be taken -- that
13 drainage will certainly be taken into account.

14 MR. ST. PIERRE: Okay.

15 MS. TIMBERLAKE: Thank you. Any other questions?
16 Yes, sir.

17 MR. MARDEN: Maurice Marden with the Maine
18 Snowmobile Association.

19 And I guess my first question is, since he
20 brought it up, approximately how long is the sidewalk
21 that's going to be on the -- I assume the sidewalk is
22 going to be -- is considered at this point. The old
23 bridge has one, and I just assume there's going to be
24 one on this one as well.

25 MR. BLAKE: Yes.

1 MR. MARDEN: How many feet are we talking about,
2 approximately; do you know right off the top of your
3 head? I'm just wondering -- it's going to cost
4 something to widen this out. And we're looking at how
5 many feet it is, how much money it's going to cost to
6 do that.

7 MR. BLAKE: Yes. That's a good point.

8 The existing sidewalk is on the downstream side
9 on the existing bridge. And just as an alternative,
10 we are putting it on the north side, the upstream
11 side, of the new bridge.

12 And the bridge length itself, I believe it's 582
13 feet.

14 MR. MARDEN: Hm-mm. So, the sidewalk would
15 incorporate most of that 582 feet?

16 MR. BLAKE: Yes.

17 MR. MARDEN: Well, speaking to the access for the
18 bridge, and the snowmobile access, and the economy
19 that's in this area, one of the things in speaking
20 with Scott Ramsey from DOT is, this would give a
21 corridor north for the Bangor-Orono-Old Town -- all of
22 that area from Alton down through -- the reason there
23 isn't one there now is because we can't get across the
24 Piscataquis. And we won't cross water unless there's
25 absolutely no other alternative. We don't like to

1 cross water.

2 So, we -- you know, we wouldn't put an ITS trail
3 through here without access across the Piscataquis.
4 And this would give access through to Lincoln and to
5 -- north to Medway and so on.

6 And a snowmobile access has just been completed
7 in Medway, and there's one in progress now in
8 Norridgewock. We did one at The Forks, you know. You
9 know, that's not a new idea.

10 But, even larger than that -- I don't know what
11 the schedule might be for the other bridge, for the
12 Penobscot Bridge, but if at such a time the Penobscot
13 Bridge -- that's going to have to be replaced.

14 And if we have the same thing on the Penobscot
15 Bridge, you now make this a snowmobile hub. Because,
16 the only other realistic crossing of the Penobscot is
17 Whetstone Bridge above Medway. There is no other way
18 across the Penobscot until you get to the Whetstone
19 Bridge.

20 And so, if there was an access across here --
21 well, there is in Lincoln, but it's unrealistic,
22 because there's about a mile and a quarter --
23 depending on the day, there's a mile and a quarter to
24 a mile and a half of hottop that you have to run your
25 sled on.

1 And, by the time you get across there, you want
2 to cry. I mean, you just want to get off and lug your
3 machine, because you've gone across so much of the
4 hottop -- you access the interstate on the other side,
5 cross that hot top all the way over.

6 And if this -- you know, looking at this one now,
7 and then that one in the future, you make this a
8 snowmobile place to ride to. Because, we can now ride
9 from the north down, across -- cross over, go up the
10 other side of Lincoln.

11 Or, you could come up from Bangor, go across, go
12 back down through the other side to Old Town,
13 Beddington -- I mean, Brewer, and then down on that
14 side.

15 So, to me -- you know, I know there's going to be
16 a cost involved, but I would like to see some strong
17 consideration to put that snowmobile access across
18 there.

19 And, if it does, I can guarantee you that an ITS
20 will be put through here, even with that one. Like I
21 say, the Bangor-Orono-Old Town, through to Lincoln, to
22 the ITS that is up there.

23 Because, right now, the realistic crossing is in
24 Milo, across the Piscataquis. And they need to
25 refurbish that bridge now. But, that one will stay.

1 That one isn't going anywhere. If it's going
2 anywhere, it's going down.

3 So, I would like a strong consideration in that.
4 And, you know, even though it's -- you know, 560 to
5 600 feet -- as I say, I know there's a cost involved,
6 but with the DOT and DOC working together, you know, it
7 is something that we would like to look at, if we can
8 afford it.

9 MS. TIMBERLAKE: Okay. Very good. Yes, sir?

10 MR. NADEAU: Jay Nadeau. I like the design. I
11 think it's going to be very nice in the community. As
12 far as those two buildings, the eyesore will be
13 greatly appreciated.

14 Point of verification, Greg. Mr. Marden had
15 asked, I believe, on the on the width. In our last
16 meeting, I think we had, like, 30 some feet in width,
17 and it was widening this bridge out.

18 I think, with my new hearing aid tonight, I just
19 caught 582 feet in width. I believe that's the
20 length, isn't it?

21 MR. BLAKE: Yes.

22 MR. NADEAU: What is the width of this new
23 bridge?

24 MR. BLAKE: The width is going to be 11-foot
25 lanes with 6-foot shoulders. The lanes are in the

1 bright yellow, and the shoulders are in sort of the
2 mustard yellow, or brownish yellow. And then the
3 sidewalk is this gray.

4 The sidewalk itself is a raised sidewalk, five
5 feet. And really, it's meant -- where it's plowed,
6 it's really meant for pedestrian use only.

7 So, I thought, based on what we heard from the
8 selectmen, in the meeting a week and a half ago or so,
9 that, where the ITS trail comes in on the southern
10 side of either side, that the snowmobile access, or
11 the snowmobile accommodation, would be in this
12 downstream shoulder, which is currently six feet in
13 width.

14 MR. NADEAU: Yes, one other comment.

15 I think the turning lanes would be adequate in
16 the community, and not a stop and go.

17 If you're like Leeman over there, all times
18 during the day here, there is confusion there with
19 traffic -- bus times and . And that's about,
20 basically, what I found.

21 But, other than that, I think your driving lanes
22 would be adequate with that intersection.

23 MS. TIMBERLAKE: Okay. Any other questions?

24 MS. NEEL: Jean Neel. Is it my understanding
25 that the sidewalk is going to be on the upperside?

1 MR. BLAKE: Yes.

2 MS. NEEL: Well, most people walk across the
3 bridge, et cetera -- you know, they come from town,
4 and walk across there and go to Handy Stop, et cetera.

5 Is this where you're going to make them walk? To
6 have them cross the road to get -- to keep going. Do
7 you understand what I'm saying?

8 MR. BLAKE: So, the heavier pedestrian movement
9 is more towards this market, you're saying, or more
10 towards the other side?

11 MS. NEEL: No. When people walk to the post
12 office, you know, it's that side of the road that they
13 walk on, you know. And if they're over on the other
14 side of the bridge, they're going to need a crosswalk
15 or something.

16 MR. BLAKE: I think that's something that we
17 could look into a little further, and maybe put the
18 sidewalk along on the downstream side.

19 MS. TIMBERLAKE: Okay. Anybody else? Any
20 questions? Yes, sir?

21 MR. DUNN: Joey Dunn, Howland . Which side do
22 you guys prefer the -- I know the trails come up
23 through the river and then off on this side now. When
24 you're crossing in front of traffic, is that going to
25 create a problem?

1 MR. NADEAU: Jay Nadeau. To answer Joey's
2 question, my opinion, and in listening to Mr. Marden
3 here, if the ITS trail is going to pick up possibly
4 Penobscot over here, I think that this lower side
5 would be the ideal location for that.

6 That's just my personal thought.

7 MR. BLAKE: It seems like it would provide a more
8 -- looking at the locus map, that would seem to be the
9 more logical -- once you get to the west side, you
10 come down along and cross the Penobscot on that.

11 MR. NADEAU: Absolutely. It would keep your
12 snowmobile trail -- if the Penobscot would come into
13 focus here, then you can keep that on the north side.

14 MR. BLAKE: Correct. Yes.

15 MR. MARDEN: Just a very quick comment here.

16 MS. TIMBERLAKE: Yes.

17 MR. MARDEN: When I spoke of the Penobscot being
18 there, and I kind of brushed over the fact that this
19 could be a hub -- this could be highly economical for
20 this area, because they have all of the facilities
21 that a snowmobiler like me is looking for.

22 I mean, you need gas, you need something to eat,
23 and you get to Howland and you have the whole deal.
24 This could be a very positive thing for the town.

25 MS. TIMBERLAKE: Okay. Yes. You've had your

1 hand up a number of times.

2 MR. SCOFIELD: Brian Scofield. First of all, I
3 would like to say, from the perspective of being a
4 homeowner that could have been briefly adversely
5 affected by the first proposal that you had, I
6 appreciate your going back and taking another look,
7 and taking everyone's input as far as the folks on the
8 east side. It's great to hear that you're talking
9 about a culvert system if need be divert that water.

10 So, I appreciate that.

11 And as far as the traffic lanes on the east side
12 -- because I live close to there -- there's something
13 that I want to throw out there, because -- I travel to
14 Bangor every day. And they have currently put in a
15 rotary in front of the General Electric building,
16 between Union Street and Hammond.

17 And I have never been a big rotary fan, but it's
18 greatly improved the traffic flow in that four-way
19 intersection.

20 And that may be something that you could look at
21 doing. I mean, I think that works a lot better than a
22 light does even.

23 Thank you. I appreciate it.

24 MS. TIMBERLAKE: Okay. Thank you. Who's next?

25 MR. HARRIS: Mike Harris, I'm a selectman.

1 I brought it to your attention about the ITS
2 trail and the possible river crossing. I took some
3 time and went up to Medway and looked at the new
4 existing bridge that the DOT just purchased or built
5 up there, and talked to the club president up there.

6 And he has a combination -- what they call a
7 combination, 10 feet wide -- it's a combination
8 recreational sidewalk. And it's used for pedestrians,
9 because it's standard, and it's also groomed -- they
10 groom it as about a two-inch ice pack surface that
11 they use for the snowmobiles.

12 I'm just wondering if that application could be
13 used on the downstream side of this bridge to utilize,
14 you know, for snowmobiles and pedestrians. And it's
15 also used for ATVs in the summer.

16 MR. BLAKE: Yes. And I think that's the way
17 we'll structure the -- the RFP document, you know, for
18 the design build team to factor in those kinds of
19 considerations.

20 So, if they come back with some kind of design
21 such as Medway, and it scores well in the scoring
22 criteria, then that very well could be the final
23 composition of the bridge.

24 What, what we're going to tell them is that, the
25 bridge typically needs to be this, this and this, and

1 they can vary from that any way that they think will
2 help them, you know, provide the right product for the
3 DOT, and for the right price and --.

4 MR. HARRIS: Also, you were -- again, I don't
5 remember who it was. Somebody was going to check in
6 on the new material that they're using to surface
7 these things. They were experimenting with it
8 somewhere up north somewhere.

9 MR. BLAKE: Yes. I think -- was it the
10 Norridgewock Bridge; does that sound right? Is that
11 similar to that?

12 MS. TIMBERLAKE: Are we talking about the
13 rubberized --.

14 (Inaudible.)

15 MS. TIMBERLAKE: It's a matter of performance
16 criteria, but we'll be looking at it a lot. And maybe
17 they can come up with some creative options.
18 Sometimes they can come up with some ideas that we
19 might not have thought of that would work very well.

20 Okay. Any other questions? Yes, sir.

21 MR. NEEL: John Neel. What kind of delays are we
22 expecting during the construction of this bridge? Are
23 you going to have to use this existing bridge now,
24 during construction of the new one, or -- or what's
25 going to happen?

1 MR. BLAKE: That will ultimately be decided by
2 the design-build team that wins the project, and how
3 they're going to go about constructing it.

4 It is the intent, or our intent, that the
5 existing bridge be used, you know, pretty much
6 throughout the project. They'll be building
7 everything offline -- the majority of the project can
8 be built offline before they even have to start
9 building -- you know, choosing some temporary lanes
10 over on this side to build things.

11 And we anticipate just a matter of a few days
12 here, a few days there kind of thing towards the very
13 end of the project, where they're basically bringing
14 everything in together, and buttoning things up, and
15 --.

16 You know, maybe they'll open one lane on the new
17 bridge, and one lane on the old bridge, kind of thing,
18 or --. It's really going to be up to the contractor,
19 you know.

20 MR. NEEL: How is this bridge now?

21 MR. BLAKE: Structurally, it's -- it's not rated,
22 but it has -- it has some problems.

23 MR. NEEL: It will be taken down in 20 months, or
24 as soon after the new bridge is completed; it's going
25 to be taken out?

1 MR. BLAKE: Yes. As soon as the new one's in
2 service --

3 MR. NEEL: By the contractor, or --

4 MR. BLAKE: Yes.

5 MS. TIMBERLAKE: We'll include some language in
6 the RFP that will restrict how long they can disrupt
7 traffic, and those kinds of things.

8 MR. NEEL: And you say those kinds of delays will
9 be about this 20 months?

10 MR. BLAKE: Yes.

11 MR. NEEL: This is going to be the same team who
12 did the bridge in Old Town? There were huge, huge
13 delays on that one. Stuff like fossils --

14 MR. BLAKE: Yes.

15 MS. TIMBERLAKE: Any other questions? Yes.

16 MS. COLBATH: Yes. Tami Colbath. I was late so
17 I might have missed this and I apologize. But, is
18 this a flat bridge? Is this going to look like our
19 old bridge, or is it going to be a totally different
20 look?

21 MR. BLAKE: It won't be the truss-type, if that's
22 what you mean by flat.

23 MS. COLBATH: Yes.

24 MR. BLAKE: No. It's going to be more of a
25 girder-type structure. But, again, whether it's

1 steel, or whether it's concrete, or whatever, it's
2 going to be -- how many piers, and so forth, is what
3 the design-build team will be doing.

4 MR. HARVEY: Francis Harvey. You were saying
5 last time that the bridge was going to be five more
6 feet higher than this one. Is that still the same on
7 this one, too?

8 MR. BLAKE: Yes.

9 MR. HARVEY: So, it isn't going to have an arch.
10 Is there going to be -- I think that's what Tami, I
11 think, was trying to get at; is it going to be a flat,
12 or is it going to be kind of an arch, or --

13 MR. BLAKE: It's going to have, you know, for
14 drainage purposes, where it is almost 600 feet long,
15 we want to get as much drainage -- we want to get as
16 much water off the pavement as we can.

17 So, it will have -- not a big arch, but OUR
18 profile will call for, you know, an adequate drainage
19 off the bridge.

20 So, what we're showing here is a conceptual -- I
21 believe it's a one-percent grade either way. It's
22 just a very flat arch.

23 MR. HARVEY: But, still five feet higher than the
24 present --

25 MR. BLAKE: Correct. Yeah.

1 If you look at the profile drawing up here, it's
2 the red line, and it comes up and over and back down.

3 MS. TIMBERLAKE: Yes.

4 UNKNOWN SPEAKER: Are you incorporating, in your
5 bridge construction project, some of the research and
6 work done with the composites that they are doing --
7 there was an article recently regarding bridge spans,
8 and different ways of doing bridges structurally, that
9 would allow a bridge to last 50 percent longer, so to
10 speak.

11 And I would suggest that, perhaps if you haven't
12 done that, that it might be something that -- this
13 bridge looks to me like it might be in the realm of
14 possibility of building that type of engineering.

15 MR. BLAKE: Yeah. Again, as Leanne mentioned, it
16 will become part of the performance criteria, and
17 design criteria, that the design-build team will have
18 to meet with their designers, and --.

19 UNKNOWN SPEAKER: Yes, that's why I mentioned it
20 because, it's the traditional bridge here and
21 occasionally there are other ways.

22 MR. BLAKE: Yes.

23 MS. TIMBERLAKE: Yes. As part of the scoring of
24 the proposal, they'll be looking at how durable it is,
25 the type of structure the bridge is, and the type of

1 maintenance and that kind of stuff.

2 You know, you look for something that's going to
3 last 75 years without having to go fix something every
4 few months or something like that on it.

5 UNKNOWN SPEAKER: Right. I understand.

6 MS. TIMBERLAKE: Any other questions or comments?

7 Okay. Well, I thank you all for coming tonight.
8 We'll stay here for a few minutes and you can come up
9 and take a closer look. And if you have any right of
10 way questions, We have Roger and Marcel and they can
11 answer those questions.

12 And I want to thank you all for coming here
13 tonight.

14 (Completed this public hearing at 6:45 p.m. this
15 date.)
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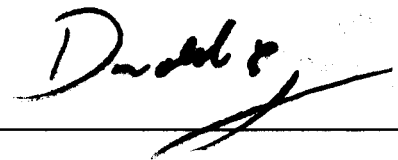
C E R T I F I C A T E

I, Donald E. Thompson, Notary Public, in and for the State of Maine, hereby certify that on the 24th day of February 2009, a public meeting was conducted in the matter of replacement of the Piscataquis Bridge, Howland, Maine, now pending before the Department of Transportation for the State of Maine and this hearing was stenographically reported by me and later reduced to typewriting via the use of Computer-Aided Transcription, and the foregoing is a full and true record of the testimony and comments made at said hearing.

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

IN WITNESS WHEREOF, I subscribe my hand and affix my seal this 3rd day of March 2009.

Dated at Hermon, Maine.



Donald E. Thompson, RPR,
Notary Public

My commission expires November 16, 2013

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MAINE DEPARTMENT OF TRANSPORTATION

Public Meeting Attendance Sheet

Leanne Timberlake, Project Manager, HOWLAND, Piscataquis Bridge

PIN # 15635.00 Br#3040

Region 4

1

Date: February 24, 2009

NAME	PHONE NUMBER	EMAIL ADDRESS
Frank Kirsch	207-732 5432	
Francis Harvey	290-0480	
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Scott Hallett	290-4902	
Jay Nadeau	290-1379	
Rick Lee	732-4288	
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John Neec	732-392 ³⁴⁹⁶	
JERRY T. WHITE	732-3112	
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Robert Chamberlain	732-3547	
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Andrea Young	732-4660	
Scott Young	732-4660	
Rhonda Soucier	732-3845	
Gary Bush	732-3845	
Rick Thompson	732-4809	
Kim Soucier	732-5590	
George Buswell	942-8566	
Vendy Scofield	732-3921	
Brian Scofield	732-3921	

