

## Bridge Advisory Committee Meeting #5 Notes

Kennebunk-Kennebunkport; Lanigan Bridge / WIN 22504.00

---

Date/Time: January 15, 2016 / 1:00 PM  
Place: Kennebunkport Fire Station @ 32 North Street  
Next Meeting: TBD  
Attendees: Leanne Timberlake, Tim Merritt, Sarah Williams, Sandy Severance, Charles Whiston, Laura Dolce, Ashley Padget, Donna Buttarasi, Bill Macdonald, Bonnie Clement, Jeffrey Bonney, Keith Wallace, Michael Claus, Laurie Smith, Eric LaBelle, Sheila Matthews-Bull, Ed Karytko, Chris Osterrieder.  
Absentees: Absentees  
Distribution: All attendees

---

<b>Item:</b>	<b>Action:</b>
--------------	----------------

### Introductions, Goals for Meeting:

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Round-the-table introductions by all present and circulation of the sign-in sheet.</li><li>• New railing renderings &amp; agendas were handed out.</li><li>• Ground rules overview.</li><li>• Meeting Goals:<ul style="list-style-type: none"><li>– Project design schedule update</li><li>– Results of the Public Informational Meeting</li><li>– Proposed construction schedule update</li><li>– Municipal cost sharing outcome</li><li>– Proposed bridge renderings &amp; aesthetic treatments</li><li>– Prepare for next Bridge Advisory Committee Meeting &amp; Formal Public Hearing</li></ul></li></ul> | <p>Committee members<br/>to review<br/>informational public<br/>meeting transcript.</p> |
|--|---|

### Project Status update

- 40% Plan Impacts Complete (PIC) Submitted on 10/16/15
  - Right-of-way and Environmental permitting processes have begun
  - No significant MaineDOT review comments to date
- Public Informational Meeting held on 12/01/15, transcript made available
- Additional survey was taken in October 2015, have updated survey.

### Design with community in mind

- Additional geotechnical subsurface information was collected in early November, waiting on soil testing & reporting
- On-going aerial utility coordination
- 90% Submittal in April 2016
- Construction Advertisement date
  - June 29, 2016

### **Results of Public Informational Meeting**

- General consensus was that the project had come a long way from the full bridge replacement that would take 2-3 full seasons
  - Reduced construction season.
- Several attendees were appreciative of our combined efforts and were congratulatory of the BAC/Design Team/MaineDOT
- Effect of longer than estimated durations of temporary and permanent utility relocations
  - Consider allowing final utility relocations to happen in Fall 2017 (mid-Oct to late Nov)
    - Would not impact bridge contractor's ability to get done before Memorial Day
    - Reduces contractor's bidding risk on the Incentive/Disincentive provisions
  - Consider allowing temporary utility relocations to also occur between Prelude and New Year's
    - Ensures that utilities are out of the way prior to bridge contractor's Jan-May 2017 work
  - Public emphasized the importance of the incentive/disincentive contract provisions
  - Concern expressed for future of operator house
  - Concern expressed for the bridge railing aesthetics adjacent to the Clam Shack

### **Proposed Construction Schedule Update**

- Construction Schedule Peer Review completed
  - Overall consensus on schedule
  - Weather, utility relocations, and environmental restrictions are biggest factors

- 45-day max closure still planned for late March/early April to early/mid May with post-closure work done by May 25, 2017
  - Tabling further construction schedule discussions until utility and environmental coordination is done and final design is more advanced
    - o Discussion followed about the final utility relocation as October is still very busy with cruise ships, Trick-or-Treating etc. There is less impact post-Prelude. Some BAC members noted that Nov 1-10th is slowest then picks back up again around Thanksgiving through the holidays.
    - o BAC members asked about duration—Phone (Fairpoint) and cable (Time Warner) utilities estimate ten days each for their temporary and permanent relocations (separately, not concurrently). Electric (CMP) temporary relocations would occur independent of our bridge construction ahead of October 2016, may start this spring. CMP's final relocations would occur over 5 days in May 2017 with Fairpoint and Time Warner doing their permanent moves likely in the Fall 2017 (10 days each). Stantec does not have further CMP details at this time.
    - o Tim reminded the BAC that Meg Lane from MaineDOT will communicate with the general public regarding being open for business during construction. Clarification and discussion regarding how traffic is controlled (combination flagger and traffic signals) and lane closures; however all of the utility work is in the preliminary phases right now.
      - Leanne explained that the Utility Coordinator from MaineDOT (Rick Parashack) will work with the utilities regarding the utility agreements and any work restrictions. The work being done by CMP was already planned for the area; work is being expedited due to the bridge replacement project to allow the electric lines to be de-energized and removed from the poles near the bridge prior to October 2016.
  - Discussion about Prelude preparations and current decorating dates.
    - Details of contract work times and any time/date restrictions will be finalized later during final design. Sheila Matthews-Bull provided some additional information after the meeting.
- Stantec to follow up at future BAC meeting regarding additional details of CMP's planned improvement project that will happen before October 2017.
- Stantec is making note of specific events and dates that may need control of work restrictions in the construction contract.

## **Municipal Cost Sharing Items**

- 100% MaineDOT:
  - 6 foot sidewalks
  - Conceptual steel railings with colored paint
  - Removing and relocating navigational lights, traffic light, town line signs, locks of love, operator house
  - Removing and resetting bench by operator house
  - Removing and storing salvaged stacked granite at location of Town's choosing
- 100% Municipal:
  - Viewing outlook construction @ \$35,000 (design by MaineDOT)
  - Interpretive signing construction @ \$3,500 to \$5,000 (design by MaineDOT, install by bridge contractor)
  - Towns decided to have the bridge contractor install the signs.
  - Planters & hangers, provide and install
  - New foundation for relocated operator house. BAC members asked why the operator house can't stay 'on the bridge'. Leanne clarified that the operator house is not serving a transportation purpose for the bridge. Also MaineDOT maintenance staff does not want to maintain or keep the operator house. MaineDOT owns the operator house.

BAC expressed interest in helping to design the interpretive signage. Leanne to send an email to the BAC for volunteers. Leanne to find out who will maintain the interpretive signs. The bridge contractor will install them.

Towns to decide if they are keeping existing planters or getting new ones.

Towns to decide where the operator house will be stored after removed from its current location. If a permanent location is not designated, it could just be stockpiled somewhere.

### **Bridge Renderings & Aesthetics:**

- Highlighted existing aesthetics and potential items for salvage
  - BAC wants to salvage the navigational lights and posts. New locations to be determined at a later date.
  - Kennebunkport will remove the 'Welcome' sign and store until can be re-installed. Kennebunk has plans for a similar sign that may be in place before our bridge construction starts.
  - Locks of love cannot go on the new bridge. One potential idea for its new location is where the operator house currently is just off the

bridge.

- Towns want the 'American Bridge Company' sign and any other potentially historically significant items.
  - o Future location and work required (cleaning, galvanizing or painting) will be determined later in final design.
- Operator house disposition.
  - BAC wants to retain it all if possible. Some concern expressed about how long it will take to remove the operator house contents intact and the impact on the already tight construction schedule.
- Presented steel railing alternative renderings with color options (3 styles-4 colors)
  - o General bridge railing at viewing outlook
  - o Steel bridge railing to timber approach railing transition
  - o Clam shack railing rendering
- Tim discussed the galvanizing would look speckled and not uniform in color as depicted in the rendering. It will darken in appearance with time. There is galvanized rail near the operator house right now. All 4 color options will be galvanized, but 3 of them (black, brown, and green) are also painted.

Stantec to take a closer look at the contents and whether it makes to try and salvage items

Photo of the existing galvanized railing near the operator house:



- Questions about the maintenance aspect of the paint, how long it will last (10-15 years) and who maintains (MaineDOT). Tim noted that maintenance would likely defer maintenance of the painted rail until significant paint deterioration had occurred (MaineDOT won't come paint every time it chips).
  - Took a vote on the railing configuration. Railing option 2 (MaineDOT standard 4 –bar railing) was selected.
  - Color option was not resolved during the meeting. Colors eliminated, that were presented, are green and brown.
    - BAC members want to see a sand/tan version. Some members liked the galvanized look as it blends with the concrete transition/sidewalk; others thought it looked too modern. The galvanized railing option would look the same as the existing rail on the north side of the operator house.
    - Tim encouraged BAC members to look at other bridge rails in the area, and not just along the bridge but at the transitions as well.
  - Concern about no sidewalk separation from traffic.
    - Accident data doesn't require separation. Common not to separate sidewalk. Loose sidewalk width with a separation and also a snowplow maintenance issue. It would also eat into the proposed shoulder width that is needed to address the large tour buses in the area. If there is a trend of incidents without separation, it could be considered in the future however no provisions will be made in the current contract.
  - Viewing outlook alternatives
    - BAC selected option 1 (octagonal, mirrors the sidewalk overhang shape). Better for passing of potential debris during a flood, safer for kayaks and most likely quicker to construct.
  - Interpretive signing – location & type
    - Interpretive signing example at Martin's point has one historic sign, one with wildlife. Some ideas for BAC to consider/get started.
  - Locations for salvaged items (navigational lights, traffic light, town signs, locks of love, etc.)?
    - Suggestions from BAC were to put navigational lights in the town parking lot upstream or put with the relocated operator house (location to be determined). Details can be worked out later in final design.
- Stantec to look into the lifespan of a painted rail and advise the BAC more on this topic.
- Stantec to revise the railing option 2 renderings with sand/tan option along with black and galvanized. 2 views of the railing transition areas will be provided. BAC members will vote via email prior to the public meeting in February.
- Leanne will email BAC for volunteers for the interpretive sign information. Design is ultimately up to the Towns.

- BAC member asked if new navigational lights be put on the new bridge.
  - o Navigational lights will not be replaced; channel is not navigable according to the Coast Guard.
- Discussion of existing pedestrian lighting and room for future pedestrian improvements.

Kennebunk officials were interested in discussing utility poles being used directly with CMP in their upgrade project. That discussion would have to happen directly between the Town and CMP and would need to be very soon.

## Closing

- Formal Public Meeting will be held at the Kennebunk High School auditorium again, same as the preliminary public meeting.
  - o February 10, 2016.
  - o Next BAC meeting will likely be the last half of February and another to follow in mid-March.

Decision on rail color (via email) to be complete before the public meeting in February.

The meeting adjourned at 3:15 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**Stantec Consulting Services Inc.**

Sarah Williams, P.E.  
Structural Engineer  
Phone: (207) 887-3449  
Fax: (207) 883-3376  
[sarah.williams@stantec.com](mailto:sarah.williams@stantec.com)

Attachment: Sign in List

c. Attendees & Absentees