

BAC members & others,

I am forwarding the attached BAC#7 meeting notes from our last meeting on 4/13/16 on Leanne's behalf, as she is out right now.

Stantec has completed the design phase of the project and made our 100% submittal to MaineDOT in mid-June followed by a few revisions in late June. The construction contract documents were approved by MaineDOT and the project will be advertised for construction bids tomorrow, July 13th, at the following link. The project WIN is 22504.00. The bid opening will likely be in late July or early August.

<http://www.maine.gov/mdot/contractors/#projecttbl>

The below is a quick summary of the resolution of action items following the last BAC meeting and the meeting we had with the local businesses as a whole on 5/24/16:

1. Chase Hill Road 1-way during closure: we decided not to sign this as 1-way during construction as we believe that vehicles can still make the right hand turn on Chase from Western to get turned around if they don't see the bridge closed signage prior to that.
2. Temporary lighting requirements have been added to the temporary pedestrian bridge.
3. Operator's House: It will become property of the Town of Kennebunk who will turn it over to a private owner on Church Lane to be set on a concrete slab. This was coordinated by the interpretive signing subcommittee. It will include the contents of the building along with the abandoned navigation lights & masts, the traffic light, and the granite steps & 2 posts in front of Saxony Imports. The relocation will be done by the State's bridge contractor under coordination with the Town public works department.
4. The 3 interpretive signs will go at the viewing outlooks on the bridge and at the NE corner of the bridge where the operator house is now. They all will be rail mounted. The actual design of the sign graphics is still underway.
5. Bridge lighting; this item has progressed with a lighting consultant with the Town doing a preliminary design and layout for rail-mounted cable lighting. However, further discussions are needed regarding the cost estimate, municipal cost sharing & agreement, mounting details, etc. Whether a cobra head type street light fixture gets added to the utility pole nearest the bridge on the Kennebunkport side or not still needs to be decided. This work would have to be added to the construction contract by amendment or by separate contract with the State bridge contractor.
6. Coast Guard exemption has been granted for the project.
7. Existing pier removal: the contract stipulates that the existing stacked granite can be removed down to the bottom of the stacked granite (Elevation -7.3+/-) or 1 foot above the mudline, whichever is higher outside of the environmental in-stream work window of Nov 8th-March 15th without a steel sheeting cofferdam. The remainder down to the mudline, which is likely concrete, has to be removed from Nov 8th-March 15th if done without a cofferdam. The contractor will likely have to come back with a small barge and an excavator at lower tide in the Fall 2017 to finish this work over a few days to meet environmental restrictions and not leave obstructions to recreational boat traffic.

8. Recreational boat safety: we have added hand hold bars to both the upstream and downstream faces of the bridge beams. We have added low clearance at high tide signage and water level gauges to a upstream and downstream corner of the bridge. The existing bridge closed to navigation signage will be maintained until the new bridge is constructed.

9. Locks of Love: At BAC#7, we collectively decided to not salvage these for many reasons, but there was concern expressed at the business meeting after that. We have designated that they shall be salvaged and stockpiled at Kennebunk public works, along with the stacked granite from the existing pier. The Towns can decide what the future disposition will be.

10. Flower Boxes: will be removed and re-mounted by the Towns, but we have included new mounting brackets for the new bridge railing in the construction contract.

11. Incentive/disincentive provisions: they were approved by MaineDOT with some revisions, but the intent of what was last presented to the BAC remains in-tact. They are contained in Section 107 of the contract Special Provisions.

12. General control of work specifications are contained in Sections 105 & 107 of the contract Special Provisions.

13. We addressed some other concerns voiced at the business meeting such as:

a. Signage indicating that there was pedestrian access across the river during the closure.

b. Clarified the amount of notice that the contractor has to provide for the closure as being 2 weeks.

c. Changed requirements to maintain access for the Prelude fireworks barge upstream of the temporary pedestrian bridge, including info on the barge size.

It is my understanding that there will be another BAC meeting before construction starts.

Tim Merritt

Senior Project Manager
Stantec
482 Payne Road Scarborough Court Scarborough ME 04074-8929
Phone: (207) 887-3466
Cell: (207) 838-8524
Fax: (207) 883-3376
Tim.Merritt@stantec.com

<http://www.stantec.com> <http://www.stantec.com>