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STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

IN RE REPLACEMENT OF THE FRANK J. WOOD BRIDGE

WIN 022603.00

Public Meeting At The SMCC Mid-Coast Campus

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on
April 5, 2017, at the SMCC Mid-Coast Campus, LL Bean
Learning Commons and Health Science Center, 29 Sewall
Street, Brunswick, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE:	JOEL KITTREDGE
FEDERAL HIGHWAY ADMINISTRATION:	CHERYL MARTIN
	CASSIE CHASE

1 TRANSCRIPT OF PROCEEDINGS

2 MS. MARTIN: Okay. It's 6 o'clock, so I
3 think we will get started. Good evening and welcome
4 to the open house public meeting for the Frank J.
5 Wood Bridge project. Before we get started, I did
6 want to point out that there are restrooms down this
7 hall here and the exits are very well marked at
8 various locations around the room.

9 My name is Cheryl Martin and I'm the
10 Assistant Division Administrator from the Federal
11 Highway Administration Division located in Augusta.
12 The Federal Highway Administration is the lead
13 federal agency for this project and we use the
14 National Environmental Policy Act or NEPA process to
15 inform our decision concerning identification of a
16 preferred alternative. As part of this process, we
17 have compiled information concerning various
18 alternatives for both rehabilitation and replacement
19 of the structure. This information, which is
20 available on MaineDOT's website and as handouts
21 tonight, includes engineering costs and the
22 environmental impacts for each alternative.

23 The purpose of this meeting is to obtain
24 your input, comments, concerns and thoughts regarding
25 all aspects of the project as we contemplate the

1 preferred alternative. Examples of subjects that we
2 want your input on include environmental impacts to
3 natural resources and historic properties, bicycle
4 and pedestrian access, design and cost consideration.
5 However, again, we are accepting comments on any
6 aspect of the project.

7 The format of this meeting is an open house
8 and I would like to invite Cassie Chase, Maine
9 Division Environmental Engineer, to explain the
10 meeting format and how you can submit comments on the
11 project.

12 MS. CHASE: Good evening everybody and
13 welcome to the Frank J. Wood public meeting. My name
14 is Cassie Chase and I'm an Environmental Engineer
15 with Federal Highway Administration's Maine Division
16 office. As Cheryl just mentioned, we believe the
17 best way to hear your comments and get your input on
18 the Frank J. Wood Bridge project is to have this
19 public meeting beginning with a brief presentation
20 followed by an open house. The presentation, which
21 Joel will be giving in just a moment, will go over
22 the alternatives currently being analyzed by MaineDOT
23 and Federal Highway. Instead of answering questions
24 immediately following the presentation the
25 presentation will be followed by an open house and

1 tonight we have stations organized by theme, which
2 you probably or maybe saw when you came in tonight,
3 which provides you all with an opportunity to engage
4 in one-on-one discussions with MaineDOT and Federal
5 Highway team members. So some of the stations that
6 we have here tonight are Historic Resources, Natural
7 Resources to talk about the fish and wildlife
8 impacts. We have a Design station and there are
9 folks there that can also help answer questions on
10 existing bridge conditions. And we have a Bicycle
11 and Pedestrian station. So technical MaineDOT,
12 Federal Highway and consultant staff are at each of
13 those tables. You can recognize them because they
14 all should have a name tag and just after the
15 presentation feel free to float around and ask
16 questions at that time.

17 We also have a Comment station, which I'll
18 be standing at with David after this, and we invite
19 you to provide comment. We have comment sheets here
20 tonight, you can fill them out and we have a comment
21 box that you can drop them in. You can also go to
22 MaineDOT's website. We have that link up. There are
23 various areas in this room tonight that have that
24 link, so you can go and provide those there. We have
25 a court reporter here, so if you would prefer to

1 voice your comments in a verbal format you can
2 provide those to her. She'll be sitting right over
3 here and those comments will become part of the
4 project record. And we're accepting comments until
5 April 19. All comments that we receive, we're going
6 to post on MaineDOT's website and responses to
7 substantive comments will also be posted there.

8 Lastly, before handing over the presentation
9 to Joel, if you haven't signed-in, we encourage you
10 to sign-in. There is a sign-in table right up front
11 there, that way we can get an estimate of how many
12 people are attending and so, Joel, I will turn it
13 over to you now. Thanks.

14 MR. KITTREDGE: Thank you, Cassie, Cheryl.
15 Good evening everybody. My name is Joel Kittredge.
16 I'm a Project Manager with the Maine Department of
17 Transportation out of the Augusta office. As Cassie
18 said, this will be a short presentation --

19 AUDIENCE MEMBER: We can't hear you.

20 AUDIENCE MEMBER: Speak up.

21 MR. KITTREDGE: As Cassie said, this will be
22 a short presentation. The goal is just to revisit
23 the project overall and to highlight what we've done,
24 where we're at with our analysis, all of the work
25 that's been done to date.

1 So with that, this first slide is just
2 showing us the general location overall. You can see
3 obviously Bowdoin on one side -- excuse me, Topsham
4 on one side, Brunswick on the other, Fort Andross,
5 Brookfield Power generating station, Sea Dog, Cabot
6 Mill, et cetera, et cetera. Frank J. Wood Bridge,
7 everybody here -- that's familiar to everybody in
8 this room, I've got to believe. It's a three span
9 truss roughly 800 feet in total length.

10 AUDIENCE MEMBER: Can you speak up, please?

11 MR. KITTREDGE: Three span truss roughly 800
12 feet in total length. The project bridge was built
13 in 1931. 86 years of age.

14 This evening both now for this presentation
15 right now that I am going through and then after this
16 presentation and as you walk around the room,
17 especially the Design Station in the back, it will be
18 key, we have some terms here that I'd just like to go
19 over. If you look at the graphic here the
20 nomenclature of the superstructure is everything
21 we'll just call it. The superstructure is above the
22 piers and the abutments, so it's this green area in
23 total here. The floor system and the deck system are
24 highlighted here, which is part of the
25 superstructure, if you will, for our purposes this

1 evening. And then the concrete items here and the
2 pier, the abutments, and they are below -- they are
3 below the truss. The overall green structural
4 portion of the bridge itself.

5 More nomenclature. This is key, again,
6 drilling down at the station in the back of the room
7 there. Existing structural condition, we'll talk
8 about the stringers. These longitudinal members
9 here. The needle beams are transverse members here.
10 Lateral bracing. X-cross frames here. Floor beams
11 or transverse members. And the sidewalk truss
12 itself -- excuse me, no, that's the -- yeah, the
13 sidewalk truss, I'm sorry. The sidewalk truss itself
14 with the -- as part of the truss itself. These are
15 all structural members here that are key to
16 evaluating the existing bridge and what we're trying
17 to achieve here with a replacement or a
18 rehabilitation. Again, this is a side view looking
19 at the truss itself. Utility brackets. This is the
20 roadway truss. The floor. The grid. The needle
21 beams. So, again, this is just another way to look
22 at this up close and personal from the profile that I
23 showed you earlier.

24 Project background information. The
25 existing configuration, the geometry of the existing

1 structure is two 11 foot travel lanes with 4 foot
2 shoulders. The shoulders consist of a 2 foot paved
3 section with a 2 foot open grid portion. Also, the 5
4 foot sidewalk, which is on the upstream side. And,
5 again, for the purposes of this here just remember as
6 you're looking at this, transverse, this is the floor
7 beam. The stringers are running into and out of the
8 paving and the sidewalk brackets and stringers on
9 this side, the Brookfield side.

10 Just backing up here, MaineDOT inspects our
11 bridges every two years. On a bridge of this
12 particular nature, it's a truss type structure, we
13 call this a non-redundant structure. It's got
14 fracture critical details, which we're especially
15 concerned with. In 2012 and 2014, we did a routine
16 and fracture critical inspection of the bridge and at
17 that point in time the deck and superstructure were
18 rated fair. In June of 2016, we did another
19 inspection. At this time, the deck and
20 superstructure condition was rated poor and the
21 condition and deterioration at that point in time
22 dictated to us that we should go out there and do a
23 special inspection in August. And a big upshot of
24 that inspection there, which was the result of a
25 special inspection where our engineers went out there

1 and went all over the bridge, it's posted for 25 tons
2 in response to that inspection results thereof. And,
3 again, it's posted for 25 tons and I think these
4 photos speak for themselves. Very poor condition.
5 They're in poor condition, not very poor condition.
6 They're in poor condition. That is for, you know,
7 that is today right there and what we have now the
8 existing condition.

9 That takes us to the current maintenance
10 project to address the conditions right now as they
11 are today. We need to provide repairs to maintain
12 the 25 ton weight limit that we have now. The
13 project that is going out -- that is actually out,
14 which they will be starting construction on
15 eminent -- the eminent start here is a short-term
16 five year fix. That project is going out the door.
17 It's out there. The contractor is ready to line up.
18 It's going to take 42 days of closure with
19 construction complete this May 19. And, again, this
20 is just to maintain the 25 ton posting.

21 Environmental considerations on our
22 projects, historic resources. Frank J. Wood is a
23 contributing resource to the National Register
24 Eligible and listed properties and districts. There
25 are parks and recreational areas involved in this,

1 the River Walk part, recreational areas, there is
2 Anniversary Park as well. Endangered species, there
3 is fish, shad. What is the regular fish there I'm
4 trying to remember.

5 AUDIENCE MEMBER: Sturgeon.

6 MR. KITTREDGE: Thank you. Sturgeon.
7 Sturgeon and shad that we're concerned with. Impacts
8 to fisheries of course. Impacts to the Androscoggin
9 River. And of course the environmental
10 considerations all have to be taken into account with
11 our public process, which is the current public
12 process, which is ongoing.

13 And I think I skipped a slide there folks.
14 I may have to go back and I apologize. The current
15 maintenance project. Okay. A long-term solution is
16 needed, but we're doing the maintenance fix now.
17 Address the poor structural conditions and load
18 capacity issues separate from the 25 ton project that
19 we're doing right now as part of the maintenance
20 project. So we're here -- the purpose and need, what
21 are we going to do for a long-term fix? We need to
22 address the poor structure conditions and load
23 capacity issues and we need to talk about bicycle and
24 pedestrian use, mobility and safety concerns.

25 There we go. Environmental considerations

1 for this purpose and need on this project, this
2 long-term project that we're trying to establish
3 here, the right thing to do here I just went through.

4 Moving along to other considerations.

5 Construction duration, how long is it going to take
6 depending on what the fix is, if it's a
7 rehabilitation or if it's a replacement. What are
8 the traffic impacts, what are the impacts to folks
9 trying to get from one side of the river to the other
10 depending on what the fix might be. Utility impacts,
11 what needs to be moved, what's there now, what are
12 the long-term build-outs the needs of Brookfield.
13 Right of way impacts, depending on if it's
14 rehabilitation or replacement how many properties are
15 affected and what are those impacts. The
16 construction cost of course, that goes without
17 saying. And a life cycle cost, which are project
18 costs that are taken forward into the future and then
19 brought back to a net present value with a discount
20 rate applied.

21 AUDIENCE MEMBER: Can you tell us what the
22 difference is between the construction cost and the
23 life cycle cost?

24 MR. KITTREDGE: I think what you'll see as I
25 go through the slides --

1 AUDIENCE MEMBER: No, I don't mean the
2 numbers, I mean the concepts.

3 MR. KITTREDGE: After the meeting, after
4 this presentation, we'll be able to talk in depth
5 about any questions that you may or may not -- that
6 you may have about that kind of thing, so I guess I
7 would ask that perhaps we wait until after the
8 presentation and go to the stations. Thank you.

9 So the five preliminary design Alternatives
10 1 through 5, a new bridge on existing alignment, a
11 new bridge on a curved upstream alignment,
12 rehabilitation of the existing bridge, rehabilitation
13 of the existing bridge with an added second sidewalk
14 and we did take a look at a new alignment downstream
15 of the existing structure.

16 So this graphic here shows what I just
17 talked about, Alternatives 1 through 5. And, again,
18 1, 3, and 4 are on-alignment in some fashion, either
19 a rehabilitation or a replacement on that alignment
20 or the curved upstream alignment or downstream
21 alignment.

22 Okay. Alternative 1, new bridge on existing
23 alignment. It's a geometry. For any of these
24 replacement structures, whether it's on existing
25 alignment or on upstream or downstream, the

1 geometry -- the horizontal geometry is the same.
2 It's 11 foot travel lanes with 5 foot shoulders and 2
3 5 foot sidewalks and barrier rail.

4 Thank you. New bridge on existing
5 alignment, construction duration is 3 1/2 years and
6 that could be broken up between the actual time to
7 build the temporary structure and the time to
8 construct the bridge itself. Traffic impacts,
9 on-site temporary detour. Utility impacts, we have
10 to relocate existing utilities to the new bridge.
11 Construction cost for on-alignment \$16 million. Life
12 cycle cost, \$16.7 million. And the cumulative
13 service lifetime cost for this alternative was not
14 pursued.

15 Alternative 2, a new bridge on curved
16 upstream alignment. Again, as I said before, the
17 geometry is the same, same width, same travel way,
18 shoulders and 2 sidewalks, two 5 foot sidewalks. I
19 will say that as far as these replacement
20 alternatives, this geometry here as it's shown is 11
21 and 5. There is some possibility of changes in the
22 geometry especially with regards to the sidewalk and
23 the barrier. The barrier, if you will, I know that
24 the Design Advisory Committee staffed by both sides
25 of the river have been very active in trying to come

1 up with some creative solutions and enhanced widths
2 and I think there has been some progress on that and
3 so that's why you see 11, 5 and 5, 5 foot sidewalks.
4 I believe there is some room for expansion, but
5 that's in the event of replacement.

6 Next slide, please. And this is a graphic
7 for that. Again, this is five span structure.
8 Looking down, that's pretty much self-explanatory.
9 This is the other graphic we have. You'll note this
10 does show a bump-out. This bump-out was shown some
11 time ago. This is one of the things that we had put
12 forward back in April of last year. A bump-out was
13 something that was, you know, a possibility. Just
14 another thing that perhaps would be a good amenity to
15 any kind of a replacement structure. And, again, I
16 think if you talk to folks on the DAC, Design
17 Advisory Committee, they've been very active, very
18 creative, so I urge you folks to reach out for
19 further conversation and find out what has been done.
20 Pursued.

21 Next slide. Alternative 2, new bridge on
22 curved upstream alignment. Construction duration is
23 2 1/2 years. Traffic impacts, this is -- we're going
24 to maintain traffic on the existing structure so that
25 this will be a good thing in that case. Utility

1 impacts, we have to relocate existing utilities to
2 the new bridge.

3 AUDIENCE MEMBER: Please speak up.

4 MR. KITTREDGE: Sure. I apologize.

5 AUDIENCE MEMBER: Closer to the microphone.

6 MR. KITTREDGE: Okay. I won't move my head.

7 I'll stay right here. Right of way impacts to three
8 properties. Right of way impacts, three properties
9 affected for a curved upstream alignment.

10 Construction costs are \$13 million. The life cycle
11 cost is \$13.7 million and a cumulative service
12 lifetime cost of \$17.3 million.

13 Next slide, please. Rehabilitation of the
14 existing bridge. Proposed section. Okay. This is
15 Alternate Number 3. Again, as I talked before, your
16 floor beams, your stringers in and out. This is your
17 deck itself. This is your sidewalk. Your sidewalk
18 support. With the rehabilitation of the existing
19 bridge you would -- there would be one sidewalk to
20 remain on the bridge, but the floor beams and the
21 stringers and the needle beams and the deck itself
22 would all be removed and replaced. The chord --
23 truss chords and some of the cover plates on the
24 chord would be replaced and/or improved and repaired,
25 so this is a major, major rehabilitation of this

1 existing structure.

2 Rehabilitation of the existing bridge.
3 Again, as I said, it would have a new deck. New deck
4 here, new floor beams, new stringers, sidewalk
5 support, framing repairs on the truss itself, bottom
6 chord repair and of course the entire bridge would
7 need to be painted. Further on rehabilitation of the
8 existing bridge, construction duration of three
9 years. The traffic impacts would be an on-site
10 temporary detour. This rehabilitation of the
11 existing structure does not address the mobility nor
12 safety concerns. Construction cost estimated at \$15
13 million. Life cycle cost at almost \$21 million. And
14 if you talk about the cumulative service lifetime
15 cost it's at \$35 million.

16 Sir, I see you waiving your hand, but what
17 we'll do is we'll address those questions after this
18 presentation. Thank you.

19 Alternate 4, rehabilitation of the existing
20 bridge with an added sidewalk. Alternative Number 4
21 is everything that we just described to you in Number
22 3 with the addition of a downstream sidewalk. I
23 think the -- that's really pretty much the major
24 difference is that does have the added sidewalk and
25 to allow for that additional second sidewalk it would

1 use a light-weight bridge deck. This would not be
2 just your standard concrete -- reinforced concrete
3 bridge deck, but it would be a special light-weight
4 deck configuration. Alternative 4 is a rehab with a
5 second sidewalk. Construction duration of three
6 years. The traffic impacts, we would have the
7 on-site temporary detour. \$17 million construction
8 cost, \$23.2 million life cycle cost and a cumulative
9 service lifetime cost of \$38.2 million.

10 This graphic here, again, just to get us
11 back to where we started with the five alternatives.
12 And with that, that concludes the presentation.

13 MS. MARTIN: Okay. Thanks, Joel. The
14 presentation portion of the meeting is over and I
15 invite and encourage you to visit the various
16 stations throughout the room. MaineDOT, FHWA and
17 consultant staff are available to answer your
18 specific questions and please provide your comments
19 on the project by your method of choice. Thank you
20 for coming.

21 (Whereby several audience members spoke
22 simultaneously voicing displeasure in the process.)

23 **COMMENTS FOR THE RECORD**

24 AUDIENCE MEMBER: Christine Macchi. I have
25 a business next to the Frank Wood Bridge for 17 years

1 called Maine Fiber Arts and I'm in favor of keeping
2 the current structure and rehabbing the existing
3 bridge. And I am shocked and appalled that citizens
4 who came out tonight were not encouraged to use the
5 microphone to speak so that we could learn from them.

6 AUDIENCE MEMBER: Hi. My name a Hugh
7 Maynard. I live in Bath. I cross over the Green
8 Bridge often and I think this whole public -- it's
9 not a public meeting. They call it an open house.
10 It's bullshit. It was advertised as a public
11 meeting. The format is terrible. It is
12 counterproductive. These people want answers. They
13 want to hear it in -- the whole room wants to hear
14 answers to the same questions. Many of these
15 questions are not argumentative. We're trying to
16 find out what the terminology means. We're trying to
17 figure out what, you know, what the project is. It
18 is useful to go around to these stations, but the
19 whole thing is a travesty. An absolute travesty. I
20 don't know why we -- people have said we could have
21 gotten this information online, that's right, but
22 we're not here to get information online. We're here
23 to hear answers. We're here to have our input not --

24 AUDIENCE MEMBER: (Christine Macchi.) From
25 the community.

1 AUDIENCE MEMBER: (Hugh Maynard.) -- from
2 the community, not one by one going around the room.
3 We've got well over 100 people here. We don't want
4 to have to say the same thing over and over.

5 AUDIENCE MEMBER: Hi. My name is Henry
6 D'Alesandris. And I think that because the historic
7 significance of the mills on both sides of the bridge
8 and the mill and the bridge itself we should keep all
9 of that. Brunswick has a habit of getting rid of
10 things that they shouldn't. We got rid of the high
11 school. It was only 50 years old. I mean, I've
12 watched these shows in Britain and I travel a lot.
13 Every town has got something historical. They have
14 to pay a little extra to keep it, but they have it
15 and it's an attraction. People come to see that and
16 we need to do something to keep this bridge. We
17 really need it. It's a beautiful piece of
18 construction and please let's do whatever we can to
19 keep it. Don't worry about the -- we shouldn't worry
20 about the money all of the time. Thank you.

21 AUDIENCE MEMBER: (Robin Brooks.) This was
22 the most undemocratic forum I've ever attended. I'm
23 appalled at the way the MaineDOT silenced public.
24 Thank you.

25 AUDIENCE MEMBER: Hi. My name is Steve

1 Stern. I'm a party to the 106 process and the last
2 time we met, which I couldn't go to because I seem to
3 be working of the time, but we were told by Cassie
4 that she would get information to us before the
5 meeting -- more than one day before the meeting.
6 Yesterday I received the itemized report from the
7 MDOT. I don't think that's very fair. We don't have
8 time to evaluate any of the data as we come in in an
9 appropriate time frame. That's all I have.

10 AUDIENCE MEMBER: Hi. My name is Steve
11 Hinchman, H-I-N-C-H-M-A-N. I am an attorney for the
12 Friends of the Frank J. Wood Bridge and I want to
13 voice a protest that the format of this hearing as it
14 is preventing the public from having a dialogue. I
15 have been approached by at least six people saying
16 they wanted to hear the back and the forth Q and A so
17 they can be better informed and understand what the
18 issues of concern were with regard to specifics, for
19 example, bike and pedestrian access and the cost of
20 the bridge, the assumptions that go into the cost,
21 those are just some examples so that people have been
22 looking in detail that have questions as the
23 questions are answered the rest of the public would
24 be better informed. The format of this meeting has
25 deprived people of that and many, many people are

1 complaining to me asking what can I do as a lawyer,
2 so I just want to go on record as saying this format
3 seems to be intentionally designed to suppress public
4 dialogue and minimize criticisms and comment. Thank
5 you.

6 AUDIENCE MEMBER: I just wanted to add one
7 thing. Henry D'Alesandris. You know, a friend of
8 mine just said to me, you know, they show these
9 pictures of all of the rust on the bridge and
10 everything and they talk about it and say it really
11 needs to be replaced, but, you know, if you have two
12 teeth in your head that you need to pull out you
13 don't pull them all out just because you've got two
14 bad teeth, you know what I mean. There is things
15 that they can fix on that bridge that they should to
16 maintain it. And the other thing is that, you know,
17 we feel a little railroaded here because you come to
18 this public meeting and you want to hear the
19 questions that everyone else has, but the way they
20 set it up with these stations that you have to go
21 around and talk to all of these experts, but nobody
22 hears what the questions are. Nobody hears it, so
23 they're really trying to keep us from communicating
24 with each other, which I think is a very bad thing.

25 AUDIENCE MEMBER: Arlene Morris. I live

1 Brunswick and I own a historic commercial building in
2 Topsham that abuts the bridge. I just think the
3 process today is unbelievable to not let people talk
4 and hear. I joined the Friends of the Frank Wood --
5 of the Frank J. Bridge and we've been meeting for
6 over a year, we've been following all of your -- all
7 of the notes that come out of the MDOT and I cannot
8 believe that you didn't give us an opportunity to
9 tell people what we know. We know a lot. And it's
10 just ridiculous. I'm just -- I'm just totally
11 offended.

12 AUDIENCE MEMBER: John Graham. I am deeply
13 disappointed in the format tonight. I was looking
14 forward to hearing -- to making statements and
15 hearing public dialogue on the bridge itself. I
16 understand the idea of going after and having some
17 questions answered, but I think there should have
18 been a bit of public comment back and forth and some
19 answers done before they did that and I believe they
20 should try to do this meeting over so that we can
21 have that opportunity before they close out
22 decisions. And finally, I would like to state in the
23 public record I am all for rehabilitation.

24 AUDIENCE MEMBER: My name is Wallace
25 Pinfold. And I came out this evening expecting a

1 public meeting rather than just a flat statement. I
2 thought there would be people, engineers, designers,
3 whatever to answer public questions, but I see that
4 that hasn't happened. I don't know what the federal
5 government's intentions was, but it looks like its
6 mind is made up and had decided to suppress all
7 public curiosity by giving a set presentation. So
8 that's what I have to say.

9 THE REPORTER: Thank you.

10 AUDIENCE MEMBER: (Wallace Pinfold.)
11 Certainly.

12 AUDIENCE MEMBER: Cathy Leonard. I'd like
13 to request that this be done again with an
14 opportunity for the public to ask questions in a
15 general venue where everyone gets to hear the answers
16 from the folks who are spread around the room. This
17 is extremely disappointing. Thank you.

18 AUDIENCE MEMBER: J. Phinney Baxter White.
19 My name is J. Phinney Baxter White. I was expecting
20 to be able to speak tonight. MDOT got to speak and
21 no one else got to speak. That is my complaint. We
22 had a lot of information to put forward. There is a
23 lot of new information. And a year and a week ago
24 MDOT spoke at this meeting and said that no matter
25 what that the bridge could only last 30 years with

1 rehabilitation. The bridge is now a 75 year bridge
2 with their numbers and it would have a temporary
3 bridge constructed the whole time so that there is no
4 traffic impact. People don't understand that and
5 don't know that because a year and a week ago those
6 weren't items that were up -- that were even
7 considered. So this was a suppression of our group,
8 the Friends of the Frank J. Wood Bridge group. I'm a
9 consulting party with my small business in Topsham
10 and I feel suppressed and I think this meeting has to
11 be held again and I think it was tipped to balance
12 MDOT's wish to do Alternative 2. Anyway, they've got
13 their thumb on the scale.

14 AUDIENCE MEMBER: My name is Cynthia
15 Howland. I'm a resident of Water Street in Brunswick
16 and I came out especially to this meeting to hear the
17 alternatives and the comments of people and just to
18 see what the -- how the land lay. I am horrified at
19 this meeting. It's a disgrace. I was shocked that
20 whoever organized this made no attempt to listen to
21 the people who came out, who spent their time from
22 doing other things to come out. They obviously did
23 not want to hear what anyone had to say and I
24 strongly believe this meeting needs to be held again.
25 Thank you.

1 AUDIENCE MEMBER: My name is Karen Munson.
2 I live at 15 Summer Street and I came tonight very
3 open to hearing about the alternatives. I am first
4 all of really annoyed that I couldn't hear what was
5 being said and this was the second meeting that
6 that's happened at. I made comments after the last
7 meeting, none of them were responded to. I sent
8 emails, so I'm disappointed in that. I came very
9 open to listening to all of the alternatives and I'm
10 leaving furious and I have not been this furious
11 since I lived in this neighborhood. I have a very
12 high level in the -- of trust in the intent and the
13 process of government and I am feeling like that
14 trust has been betrayed by the process tonight or the
15 lack of it. Thank you.

16 AUDIENCE MEMBER: My name is Sean Ruel.
17 First of all, I'd just like to express my displeasure
18 with the structure of the meeting. It was advertised
19 as a public meeting and was absolutely not. It's a
20 series of small one-on-one private meetings, which I
21 don't think is productive. The other point I would
22 like to make is the false decision we're making here
23 between rehabilitating a reasonably attractive
24 esthetically historic bridge and replacing it with a
25 new bridge that's ugly. We don't need to do either

1 of those things. We could hopefully find an
2 aesthetically pleasing signature style bridge that
3 could serve to represent this community for
4 generations. Recently in Portsmouth they tried to
5 replace the Memorial Bridge over the Piscataquis
6 River. And similarly proposed a very dull bridge and
7 eventually after community outcry it was replaced
8 with something that's quite pretty. And we just need
9 to take the time to think about this now so we don't
10 have an ugly bridge for the next 100 years. Thank
11 you.

12 AUDIENCE MEMBER: My name is Alexis Burgdorf
13 Sullivan and we were just hoping to have a chance to,
14 you know, speak up in favor of the existing bridge
15 and it just doesn't seem like we really had a chance
16 to do that, so we'd like another opportunity to be
17 able to sort of like present a case for the existing
18 bridge. I am really not in favor of this project, so
19 we would like the chance to be able to do that.

20 AUDIENCE MEMBER: Hi. My name Tom Feeley.
21 I live right about a half mile from the bridge. I've
22 got a 3 year old and a 6 year old and I'm concerned
23 about increased truck traffic if they're going to be
24 putting up a new bridge and everything. Personally,
25 I think the area should be a residential pedestrian

1 neighborhood and I'm concerned about increased
2 traffic, increased flow of trucks and I'm
3 disappointed I didn't get a chance to voice my
4 opinion at a public hearing and I would hope that
5 they open this up to the public in a way that we can
6 actually have a dialogue. Thank you.

7 AUDIENCE MEMBER: My name is Bruce Van Note.
8 I'm a resident of Topsham and I'm the Chair of the
9 Design Advisory Committee that was formed by the
10 Topsham Selectmen and the Brunswick Town Council.

11 And first of all, I'd like to thank Federal
12 Highway and MainedOT for thoroughly considering all
13 the impacts before making any decision. This is a
14 100 year decision, it's okay to take a few months and
15 think about it. I respect people who respect old
16 things. The older I get, the more important that is.
17 So, again, it's very good that they looked at this
18 and I don't think there has been a more detailed
19 process to look at the impacts of this. I don't --
20 so if it's not the most thorough process in the
21 country it's got to be close to it, so I think it was
22 worthy.

23 With that said, I've got to respectfully
24 disagree with people who think rehabbing the bridge
25 is the right thing. I fully support Alternative 2,

1 it's the new curved upstream alignment, for three
2 principle reasons. The first is that the new bridge
3 will just be safer and more reliable. There are
4 literally pieces falling off that bridge. I actually
5 have one and I'm glad it didn't hit anybody. And
6 safety and reliability is the cornerstone of anything
7 you do. It's the mission of MaineDOT, it's the
8 mission of every transportation agency in the
9 country, so safety and reliability have to be
10 foremost.

11 The second major reason is financial. This
12 is a financial no brainer for the state and federal
13 government both in terms of initial capital cost, the
14 difference that's between \$15 million and \$19.5
15 million for Alternative 2 and Alternative 4
16 respectively. If you think longer term it's even
17 more of a no brainer. \$17.3 million for 100 years of
18 life for Alternative 2 versus \$38 million plus for 75
19 years of life. Anybody who is writing that check has
20 to know the right answer. And that's just state and
21 federal tax payers. The business impacts of the two
22 aren't even close. A couple -- a few weeks of
23 closure for Alternative 4 versus who knows how long
24 for alternative -- sorry, for Alternative 2 is a few
25 weeks of closure, Alternative 4, the rehab, much

1 longer.

2 So safety, money, those are usually reasons
3 that a lot of decisions are made, but the biggest
4 reason, the third, is that Alternative 2, the curved
5 upstream alignment, would just be a better connection
6 in so many different ways. It's going to connect the
7 communities. The current bridge is a long green
8 tunnel. You go on one side and you know you're in
9 Brunswick, you have to go through a long green tunnel
10 where you look at nothing except the trusses you go
11 through and then you pop out and, oh, I'm on the
12 other side. It has the effect of dividing the two.
13 Alternative 2 is going to be low profile and totally
14 open up the whole area. It's going to be very
15 liberating. People are going to think of the
16 Pejepscot Falls site, not Brunswick, bridge, Topsham.
17 It's going to be one big site that's connected.
18 People will be able to sit up at the Frontier and
19 look down at the Sea Dog and the Sea Dog up to the
20 Frontier, hey, maybe we should be go down there
21 because it's wide open. People are going to see the
22 architecture on both side and go, hey, why don't we
23 go over there. It's just a very big feeling of
24 openness. So it's going to connect the communities,
25 it's going to connect all users.

1 The curved upstream alignment has much
2 better facilities for bicycles, pedestrians than
3 anything you do with the old bridge can as to be
4 expected. They built the old bridge in 1931 using
5 technology they had then. This is going to be just
6 wide open with very wide sidewalks that people
7 haven't even seen yet. Very well integrated into the
8 site. The railings are going to be beautiful. The
9 lighting is going to be beautiful. It's going to be
10 a place people want to go, so it's going to connect
11 pedestrians to the site. It's going to connect it to
12 the parks that are there. It's going to connect it
13 to pedestrian facilities. To the west you have the
14 River Walk, which will connect right to this bridge.
15 There is a potential for a pedestrian underpass so
16 you don't even have to cross at grade. Completely
17 safe. So you can go one side to the other in Topsham
18 without even having to deal with a car. And it's
19 going to connect with the Pejepscot Falls.
20 Alternative 2 actually leap frogs over the falls, so
21 instead of being on one side or the other it doesn't
22 cover them up. A lot of people care about the falls,
23 so do I. You're still going to be able to see them.
24 So Alternative 2 is clearly the better
25 choice in my view, but I know change is hard. We sit

1 here on a base that was closed several years ago. I
2 grew up in this area, I know what it was like when
3 that announcement came. There was a lot of shock,
4 dismay, fear. Things are changing, things are bad.
5 Well, we're sitting in this facility, CMCC, on the
6 front page of the Times Record today they talked
7 about a new set of jobs coming in. We don't have all
8 of the jobs back, but the ones that are here are much
9 more resilient and not subject to the whims of people
10 in DC. So change, although hard here, has been good
11 and the same thing is going to happen here. If you
12 accept and embrace change it's going to be good and
13 this is going to be very good, so I am very hopeful
14 that Federal Highway and MaineDOT select Alternative
15 2. With that said, that's my opinion. I'm really
16 glad they took all of the other people's opinions
17 because this is a long-term decision that should be
18 thoroughly considered and I think they've done a
19 great job doing that.

20 AUDIENCE MEMBER: My name is Gavin Engler.
21 I live in Brunswick. I absolutely support
22 rehabilitation of the existing bridge one way or the
23 other. 100 percent oppose the new proposed
24 construction. I just think that aesthetically and in
25 regards to the community it's wildly inappropriate.

1 The existing bridge is an iconic piece of our towns
2 and without it everyone would be really -- I think if
3 it was erased our communities would regret it and
4 replacement is a short-sighted decision based on
5 financial impacts and some things are more important
6 than money, so rehabilitate the bridge, please.

7 AUDIENCE MEMBER: My name is Evan Duda. I
8 am 100 percent for rehabilitating the Frank Wood
9 Bridge. I think in regards to the financial
10 decision, which is where these alternatives came from
11 it's undermining and short selling the landscape of
12 our community and the state. I think it's absolutely
13 important that the bridge maintains its esthetic
14 properties for the historic image of these two towns.
15 Thank you.

16 AUDIENCE MEMBER: Hi. I'm Scott Hanson,
17 resident of Topsham and I strongly support
18 rehabilitation of the Frank J. Wood Bridge. I also
19 strenuously object to the format of this so-called
20 public meeting tonight. It needs to be done over and
21 the public needs to be able to hear each other on
22 this topic. Thank you.

23 AUDIENCE MEMBER: My name is Tony Barrett
24 and I love the work that's gone into the various
25 designs and I like the accommodations for bicycling

1 and pedestrians and Alternative 2 for the bridge
2 design looks great. And I hope some of the amenities
3 that the Topsham and Brunswick Design Advisory
4 Committee would be incorporated by MainedOT in final
5 design.

6 AUDIENCE MEMBER: All right. My name is
7 Alicia Heyburn. I'm a resident of Brunswick. In my
8 professional life I work in land conservation and
9 river restoration and so it is rare for me to
10 advocate for new construction or development, but in
11 this instance I am strongly in favor of replacing the
12 existing bridge with Alternative Number 2. The
13 reason for that is that it's a much longer life span,
14 much better investment and use of our infrastructure
15 dollars primarily. Number two, is I feel that it's
16 extremely beautiful, the new simple design because it
17 opens up the view to the river. And in my work,
18 opportunities to connect people to place through a
19 direct experience such as walking across the bridge
20 and having a view of the beautiful river gives them
21 an opportunity to learn more about the river. I know
22 that we have the chance to build bump-outs and have
23 informative signs, which can talk about the migratory
24 fish that come up through the Androscoggin. And the
25 third reason is that I'm a cyclist and it's quite an

1 inconvenient roundabout route to get from my downtown
2 Brunswick to my primary destinations in Topsham in a
3 safe way and I would like to be able to go straight
4 across the bridge at that point. Thank you.

5 AUDIENCE MEMBER: Nancy E. Randolph. I
6 actually have served on the board of selectmen in
7 Topsham and the town council in Brunswick. I might
8 be the only person. I have actually served on the
9 committee and actually spearheaded that committee in
10 rehabilitating the Swinging Bridge that's just up
11 river from this bridge. I right now serve on a
12 non-profit that maintains the Swinging Bridge because
13 the towns don't want to spend any local dollars
14 maintaining it even as they didn't spend any local
15 dollars rehabbing that bridge and therein lies the
16 problem. Locally, we never want to spend any local
17 dollars maintaining a bridge and we go back in
18 history back to every main street bridge, every --
19 you know, the Pedestrian Bridge, the Swinging Bridge
20 and even the Black Bridge, both towns wanted the
21 other town to pay for it and it takes a long time for
22 either town to do anything, so I want a new bridge
23 with a little maintenance for 100 years. I know that
24 when a rehab project is specified with money it's
25 never enough. The Swinging Bridge was twice what we

1 expected and that was with us really holding the
2 reigns on things. It always costs more. There is
3 always something that has to be done and I know that
4 although people who are -- there are people who are
5 very, very strongly wanting to keep this bridge and
6 they think the numbers are too high to rehabilitate.
7 I know that when you open up any rehab whether it's
8 bridge, building or even an old car it's always more
9 expensive because when you open it up you find rot
10 and broken parts that can't be replaced without
11 rebuilding and making. So I know we need a new
12 bridge to serve us all, serve the people who are
13 walking, serve people who are in cars and on bicycles
14 and that's it.

15 AUDIENCE MEMBER: My name is Evan Duda and I
16 would like to request that MDOT provides another
17 public hearing where the community can ask questions
18 and they can answer in a public and shared
19 discussion. Thank you.

20 AUDIENCE MEMBER: (William Morin.) I've got
21 a question, where do we go next from here? Well, I
22 think it was a nice presentation here, but I think
23 obviously people wanted to get answers in a different
24 format and sort of like a town meeting, somebody gets
25 up and asks a question, sit down again and get some

1 of those basic questions, cut it off at a certain
2 time and then send people over to see these displays
3 because they're all wonderful and then all of the
4 other people around it that way, so I think everybody
5 kind of felt cutoff.

6 THE REPORTER: Do you have a preference on
7 rehab versus new?

8 AUDIENCE MEMBER: (William Morin.) Well, I
9 definitely have a preference.

10 THE REPORTER: If you would like to state
11 that and why, that would be great.

12 AUDIENCE MEMBER: (William Morin.) Well, I
13 have in my other documents that I sent, but I think
14 it's -- one of the major things I think -- I know the
15 money as it was presented tonight in the five
16 alternatives the money is a problem. Well, it's
17 glaring. It is a more expensive proposition to rehab
18 the bridge, but the -- it will preserve the
19 Brunswick/Topsham industrial historical district and
20 will not negatively impact the area if it's torn down
21 and a girder bridge is put up. But in spite it
22 costing more at this time and maybe a little bit more
23 later on this site is basically -- I will take the
24 word basically out. It's a very attractive area and
25 Brunswick in itself is a very attractive area for

1 tourists and visitors and they visit the downtown
2 area and they gravitate towards the falls where the
3 bridge is and it's very much of an attraction and
4 only a short distance up the river from the Green
5 Bridge is the Pedestrian Bridge that was rehabbed
6 almost 10 years ago. The State of Maine paid
7 basically all of the costs of the federal monies and
8 all of that. And I live very close to that and they
9 in summertime especially during the day there usually
10 somebody is stopped on the highway or parked on the
11 Brunswick side and sometimes on the Topsham side and
12 walking around the bridge area looking at the bridge
13 and the river and the falls and all of that sort of
14 thing. So it's turned into a great physical tourist
15 attraction and then you have people down there taking
16 pictures if they're having their prom. One night I
17 thought they were getting married, but they weren't.
18 It looked like a wedding scene, but it's one of these
19 attractive things and so what I'm saying is that this
20 is a, you know, a tourist attraction. There is no
21 charge for it, but people tend to gravitate. It's
22 called historical -- what do you call it -- tourism
23 or whatever, so a lot -- that is getting very, very
24 popular. This bridge can certainly -- the current
25 bridge could certainly fill that bill and would add

1 to it and I think there would be a lot of income to
2 local restaurants and other businesses that cater to
3 visitors and tourists, whatever. So that's why I
4 think it's -- I think you get more money out of it if
5 you keep the bridge. You won't get it all in the
6 same year though. You'll have good years and bad
7 years. Okay. I think that's good.

8 AUDIENCE MEMBER: (Robert Wiener.) My
9 comment is that the -- I -- I strongly favor the
10 rehabilitation option. I think the existing bridge
11 is an essential part of the character of both towns
12 and the historic fabric of the historic district and
13 it's irreplaceable. I think it would be a great loss
14 to the -- as I say, to the historic character of both
15 towns and the historic district. I think it has -- I
16 think it has value in and of itself, but I understand
17 that as far as the evaluations that have been done
18 its primary value has been found to be -- as it is
19 part of that fabric of the district -- the historic
20 district, but I just -- I feel strongly that it
21 should be rehabilitated. It would be a great loss
22 not to do that. I guess that's it.

23 Oh, I also feel -- one more thing. I think
24 it was unfortunate that there was not public
25 comment -- spoken comment at this meeting. I think

1 that they missed an opportunity for the public to
2 hear each other's point of view and by doing them all
3 in writing and privately I think it is a way of
4 undermining the public process. I think that's
5 unfortunate. Thank you.

6 AUDIENCE MEMBER: Donald Gower, G-O-W-E-R.
7 I don't know where to begin. I'm on two committees
8 here in the Topsham/Brunswick area, the Androscoggin
9 River Walk and the Androscoggin Swinging Bridge
10 Committee, so my focus is on pedestrian and bicycle
11 safety. So I'm concerned about the develop -- I'm
12 concerned about the original bridge design because it
13 only offers a 4 foot bike lane, which are going to
14 have metal railings next to you and also grating that
15 will prevent you from taking advantage of a safe ride
16 across the bridge, so in that aspect I'm in favor of
17 the new bridge. Also on the sidewalk, I think it's
18 comparative to have sidewalks on each side, which the
19 new design has anyway, but also at either or both
20 ends of the bridge to have a pass-under so you have
21 safety for people who want to cross that very busy
22 road without stopping traffic, which is in itself a
23 problem. We don't want to stop the traffic. For
24 safety, particularly for young kids and families,
25 they would be able to cross under the bridge to get

1 to say the Sea Dog or to the park on the Brunswick
2 side. Also, there has been recently some money
3 allocated for a design of the River Walk portion in
4 Brunswick and I'd like to see how that incorporates
5 with the new design for the bridge so there is safe
6 travels up through there, which I suppose they will
7 do.

8 But I would make one other additional
9 comment, which maybe is outside the scope of this
10 particular project, but from the Swinging Bridge in
11 Brunswick we should determine a method to get a
12 sidewalk on the Topsham side of Route 1 up to the
13 Black Bridge and connect to the sidewalk that's just
14 south of there up towards Pleasant Street. There is
15 a need for people particularly in Topsham to cross
16 the bridge and go up to all kinds of businesses.
17 There is Dunkin Donuts, there is a bar in there,
18 there is McDonald's, there's Cumberland Farms all on
19 that right side of the road and there is no real easy
20 way to get across Pleasant Street or Route 1 safely.
21 So if we had a continuous sidewalk from Maine Street
22 Brunswick all the way to Pleasant Street on the
23 Topsham river side, on the river side of Route 1 that
24 would be a big benefit for everyone. That covers my
25 thoughts. Thank you. I appreciate it.

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(Meeting concluded at 8 p.m.)

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C E R T I F I C A T E

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

and I have signed:

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: April 12, 2017

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Brunswick-Topsham, Frank J. Wood Bridge, MaineDOT WIN 22603.00,
Southern Maine Community College - April 5, 2017

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