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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE VERANDA STREET BRIDGE

WIN 021745.00

Public Meeting At
The Merrill Auditorium Rehearsal Hall

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on
April 12, 2017, at the Merrill Auditorium Rehearsal
Hall, 20 Myrtle Street, Portland, Maine, commencing
at 6:00 p.m.

REPRESENTING THE STATE: JOEL KITTREDGE
FROM HNTB: TIM COTE
 ASHLEY STEPHENS

1 TRANSCRIPT OF PROCEEDINGS

2 MR. KITTREDGE: Okay. Great. Well, good
3 evening to you all. My name is Joel Kittredge. I'm
4 a project manager with the Maine Department of
5 Transportation out of the Augusta office. I work in
6 the Bridge Program and what we do there is develop
7 bridge projects from conception through construction
8 and completion. I would like to welcome you on
9 behalf of the Maine Department of Transportation to
10 tonight's meeting. Thank you for coming, all of you.
11 This is great. It's going to be a great project.
12 It's going to be a great meeting. I am sure that
13 people will be able to look at this presentation that
14 Tim has put together and get a lot of information
15 from it and we'll get feedback from you as well.

16 I'll do some introductions here. Again, my
17 name is Joel Kittredge. Immediately to my right is
18 Robin Dostie. Robin's job is the court reporter and
19 her job is to capture the ebb and flow of the
20 conversation as we go through this for future record
21 and reference. Also to the farther right here, Tim
22 Cote. Tim is a project manager for HNTB. HNTB is
23 the design firm that the Maine Department of
24 Transportation has hired out of Westbrook. They are
25 the experts that are going to develop this project

1 and design it, develop the plans and ultimately
2 advertise it and aid in the construction of it.

3 Just a little bit of talking about this
4 notice tonight -- tonight's meeting. You probably
5 either got this or you got this, one or the other.
6 And this was in the Portland Press and I think this
7 showed up in your mailbox, so. Obviously, the reason
8 we're here is we're going to talk about Veranda
9 Street, particularly the bridge, but also as part of
10 that of course the impacts -- the secondary impacts
11 to Veranda Street and what that might mean and start
12 to discuss what those impacts could look like and the
13 results of those impacts.

14 In the back there is a sign-up sheet. Did
15 everybody get a chance to sign-in? Anybody who
16 didn't? If you didn't, if you would please on your
17 way out that would be great. I left some business
18 cards up back there as well. There is copies of the
19 notices and there is also comment cards. If, you
20 know, tonight you've got to get out of here right
21 after the meeting and you can't stick around or, you
22 know, later on you think about, jeez, I wish I had
23 thought to ask somebody this or I need to -- I want
24 to make sure that somebody addresses this, just take
25 an envelope with you, fill it out, throw it in the --

1 you've got to put a stamp on it and then throw it in
2 the post office box and we'll get it and that becomes
3 a matter of public record as well.

4 The purpose of tonight's meeting --
5 actually, you know, at MaineDOT when we do projects
6 it's really -- this public process is really by
7 statute. If it's got federal dollars in it there is
8 laws, and I'm not going to quote scriptures passage
9 and verse, but there is actually statutes that say,
10 you know, that you have to have a public process. We
11 approach this this evening tonight, this format is
12 something where we can show you some limited
13 engineering that we've done and Tim will unroll some
14 things that we've thought about and we think these
15 are suitable. These are suitable starting points.
16 We're going to go further and, by the way, what are
17 you thinking, what is it that we need to know as we
18 move forward. Generally, we do two project meetings
19 in project development. We do what we call a blank
20 plan meeting, which is we'll come in, we'll say,
21 jeez, we have a scope, it's a bridge replacement
22 project and we know it's on this bridge. We might
23 come in with an aerial and then we'll talk about it.
24 We call that a blank plan meeting. And then we'll
25 come back after we do all our engineering and we'll

1 generally come back and we'll do a presentation and
2 we'll call that a formal public meeting and that's
3 where we do our recommendation at that formal
4 meeting.

5 This here is a little bit different in that
6 we've gone, you know, we have taken some steps here
7 to move out in front, get out in front a little ways
8 because there are certain things that we do know that
9 we know we will have to deal with, so we tried to
10 accommodate those in the design thus far. And then
11 depending on how tonight goes and how the design
12 progresses in final design that can dictate and help
13 us decide if we want to come back here or not. We'll
14 get kind of a feel for that during this meeting and
15 during the question and answer.

16 So this project is going to happen. We're
17 here. We want to listen to you. We're going to
18 present and we'll listen to you. How it will go is
19 Tim has got 45 slides to go through. He's got some
20 easels there. A lot of really good information to
21 generate some good discussion. As he goes through
22 the slides, please hold the comments and questions
23 until after he gets through. At that point, we'll
24 open the meeting up and we can have a very informal
25 give and take. So we're really looking forward to

1 this and we're glad you're here. Thank you. Tim.

2 MR. COTE: Thank you, Joel. Good evening,
3 everybody. And I just want to echo Joel's sentiment,
4 thank you for coming out. I know we're all busy, so
5 making the time to be engaged in a project like this
6 is much appreciated. So, as Joel said, we're going
7 to go through and provide some information to you
8 folks and then really solicit some feedback and hear
9 what you want to say and hear what you think. The
10 agenda for tonight, we've done the introductions.
11 We're going to talk about purpose and need and the
12 existing conditions, why are we here, why this is
13 this project happening. And then talk a little bit
14 about previous evaluations that have been done and
15 then specifically this phase of the project that
16 we're in right now the alternatives analysis, a
17 little of bit of background information on that, talk
18 about some initial roadway concepts, I think most of
19 you have gotten a sneak peak of what we're going to
20 present already. And then talk about where we go
21 from here, how can we advance this project, what can
22 you expect and then open it up to questions and
23 answers from all of you.

24 So with that said, let's begin with the
25 basics. Where is the project located? I think most

1 of the folks in the room are familiar, but just in
2 case, the bridge location is located on 295. It's on
3 I-295 just north of Tukey's Bridge and if you're on
4 Route 1 it's just south of the Martin's Point Bridge.
5 So the bridge we're talking about is the one that
6 carries I-295 over Veranda Street. So to help
7 orientate folks on this view here, the bridge is
8 highlighted in green and then if you go up to the top
9 right you're going on Veranda Street or Route 1 up to
10 Falmouth and if you're going to the lower left on
11 Veranda Street you're going down into Portland and
12 obviously if you're going up on the screen on 295
13 you're heading up to the Augusta area.

14 So why are we here talking about this
15 bridge? What is the purpose and need? Well, first
16 off, the bridge was constructed in 1961. That makes
17 it about 56 years old. Not a lot of major work has
18 been completed on this bridge since it was originally
19 constructed. There has been some routine
20 maintenance, but, you know, not a lot more than that.
21 When we build bridges typically we expect that bridge
22 decks will last about 50 years, right. The
23 concrete portion that carries the traffic lasts about
24 50 years, so in 56 years this deck has seen its life.
25 It needs some work. And that's borne out in the

1 existing condition ratings for the structure, right.
2 These are -- when the bridges are inspected every
3 other year a rating is assigned to it to assess the
4 condition of it. The bridge deck is starting to
5 deteriorate and it's rated as a 4 or being in poor
6 condition. The superstructure or the steel beams
7 that support the roadway and concrete deck are rated
8 5 being in fair condition. And then the substructure
9 or the foundation component, the concrete components
10 that holds the bridge up are rated a 6 and in
11 satisfactory condition. Because of this deck
12 condition in particular, the rating of 4, because
13 that rating is poor it means the bridge is
14 structurally deficient, all right, and that does not
15 mean the bridge is unsafe. The bridge is safe, but
16 what it means is that major repair is necessary some
17 time in the not too distant future to ensure this
18 bridge can continue to serve the public in the way
19 that it has for the last 56 years. So that's why
20 we're here tonight. We want to get ahead of this
21 with the Department and get this structure repaired
22 before it needs to be load posted or, you know, other
23 emergency type repairs need to be completed.

24 So talking a little bit more about existing
25 conditions, this is a different view of the aerial

1 bridge. You can see right now it's a three span
2 bridge and it carries 295 over Veranda Street. The
3 roadway network is interesting, but the roadway --
4 and I can see folks shaking their heads. But one
5 side or one direction of Veranda Street going into
6 Portland goes under the north span of the bridge
7 while one bound of Veranda Street goes under the
8 south span of the bridge and there is a median in the
9 middle. So this creates some interesting quirks with
10 traffic patterns and we'll talk a little more about
11 that in detail.

12 The view from the local roadway, this is at
13 the end of the I-295 on-ramp looking back towards
14 Falmouth. The lighting kind of washes the screen out
15 a little bit, but the bottom of the girders are
16 becoming rusted, there is starting to be some
17 staining on the bridge concrete, it's starting to
18 show its age. And then similarly from the roadway
19 looking towards Portland this is the southbound lane
20 of Route 1, you can see some similar deterioration.
21 What we don't often see as we're traveling under the
22 bridge is what the underneath looks like. So we can
23 see here this is a view of the underneath of the
24 bridge standing underneath and looking directly
25 upward you can see the steel girders and then you can

1 see the area of concrete deck where it is all wet and
2 you can see there is some white and red staining and
3 that's because the concrete is cracked and water is
4 actually percolating through the deck and it's
5 causing the reinforcing steel to deteriorate and it's
6 an indicator that this deck is ready for some work.

7 Similarly here, just another view from
8 underneath looking at some concrete deterioration.
9 And then at the end of the bridge we have the ends of
10 the steel girders that support the bridge deck, those
11 joints have leaked. We can see that the ends of the
12 girders are starting to deteriorate. What this tells
13 us is that this is time to come in and do some work
14 on the structure. But at the same time, you know,
15 the existing conditions, the bridge is important, but
16 also it's important to understand the context of our
17 project, right, the roadway that surrounds it.
18 Traffic and roadway data for I-295, this is the
19 busiest roadway corridor in the state. 51,000
20 vehicles a day traveling over this bridge going
21 around a curve at 50 miles an hour, right. That's a
22 lot of traffic to deal with. That presents a
23 challenge.

24 AUDIENCE MEMBER: (Sandy Donahue.) It's a
25 lot higher than 50.

1 MR. COTE: I have to read the paper. If
2 you're going the speed limit it's 50 miles an hour.

3 (Laughter.)

4 MR. COTE: Thank you for that. Traffic on
5 Veranda Street though, this is 14,000 vehicles a day
6 almost. And this is a major arterial or major
7 collector going into the City of Portland. These are
8 major considerations for the project and a lot of
9 thought will be put into how we deal with that as we
10 work through this project and we'll talk about how to
11 potentially deal with that this evening.

12 Also with respect to existing conditions is
13 the fact that there are a lot of conflicting traffic
14 movements on the local roadway. Intersections often
15 have conflicting traffic movements, right. Imagine
16 you're at a stop light and the light turns green and
17 you're going straight and a vehicle coming the other
18 way wants to make left-hand turn. Those are both
19 legal movements, but they create a conflicting
20 traffic movement that can result in a possible crash
21 or an accident. The goal that we have as engineers
22 is to minimize the number of conflicting traffic
23 movements to the extent practical. This roadway
24 configuration that we see here has about 15
25 conflicting traffic movements and you can see based

1 on the different directions. Red is southbound on
2 Route 1, yellow is northbound on Route 1 and blue is
3 coming off the side streets. Any time that these
4 arrows overlap that's a conflicting traffic movement
5 and the way that the traffic or the roadway network
6 is set up is it creates a lot of those. The end
7 result of that is that the intersection in particular
8 with I-295 south on-ramp is a high crash location.
9 Over the three year period between 2013 and 2015
10 there were 14 crashes during that three year period.
11 And, you know, we engineers like to compare things to
12 other comparable intersections in the state. An
13 average intersection, you know, that deals with this
14 type of traffic in the state would have a crash rate
15 factor of 1.0. This one has a crash rate factor of
16 5.0, which means it has five times more accidents
17 than you would expect for this type of project. So
18 ultimately this project presents an opportunity to
19 improve this to make it safer and to really simplify
20 the roadway network. That's a little bit about the
21 existing condition.

22 I wanted to touch briefly on some previous
23 evaluations that have been done because this project
24 has been studied in the past. Back in 2011-2012,
25 there was an I-295 corridor improvement project where

1 a lot of the bridges were repaired and there was some
2 resurfacing on the interstate. As part of that
3 project, repair strategies for this bridge were
4 assessed and we looked at -- HNTB at the time was
5 also involved, looked at rehabilitation and
6 replacement options for the structure and spent some
7 time looking at traffic volumes and constructability
8 and how do we do this. And to sum it up very
9 briefly, we concluded I think what most people in the
10 room recognize is traffic management is it a major
11 consideration. And because maintaining traffic was
12 such a big consideration and would require really
13 some extraordinary measures, the cost of doing
14 anything but a bridge replacement really wasn't
15 cost-effective, right. If we were to go in there and
16 simply replace the existing bridge deck, where do we
17 put traffic during the time when the bridge deck is
18 off, right? We need to put them somewhere. We would
19 like to have two lanes of traffic every day through
20 this site. That means we have to build a large
21 temporary bridge adjacent to the existing structure
22 while we replace the deck on the existing bridge and
23 the cost of that temporary work is really expensive.
24 So from the Department's perspective, from a taxpayer
25 perspective, the preference is to see that investment

1 made in a permanent infrastructure that's going to
2 serve the lasting good, not in something that's going
3 to be built, serve as a temporary purpose for 12 or
4 16 months and then be torn out and then that money
5 didn't get you any long-term gain. So for that
6 reason, it's really started settling down at
7 replacement as the referred option. We also
8 recognize that this project if it was a replacement,
9 it's kind of an opportunity to improve the roadway
10 geometrics and reduce the size of the bridge, so we
11 have a lower cost structure to build and a lower cost
12 structure to maintain, but that recognized there was
13 a lot to be evaluated and really further study was
14 necessary.

15 Fast forward a year or two since that
16 previous study and this is where we are today. We
17 are in an alternatives analysis, right, and we're
18 early in this process. The goal of this effort is to
19 identify a preferred bridge and roadway construction
20 option for this project, okay. And this option once
21 it's identified will be advanced through the
22 remainder of the design process and then ultimately
23 into construction. So as the people who -- the end
24 users who really see this infrastructure the most,
25 we're interested in your feedback, your ideas, your

1 comments, what are your concerns and what would you
2 like to see so that we can build that into our design
3 and create something that is workable. As part of
4 the alternatives analysis, we're going to be
5 evaluating bridge replacement options. This is a
6 bridge project first and foremost, but also as part
7 of this looking at reconfiguration of Veranda Street,
8 assessing how do we do this with a manageable impact
9 to traffic and abutting properties and what might the
10 construction strategies be to help make that
11 successful.

12 As I said, we're still in the early stages
13 of the project. Typically on a project, as Joel
14 said, we would come with a blank plan and say this is
15 what we're thinking, give us your ideas. Given the
16 complexity of this project, we've gone a little bit
17 further and we've got something to help facilitate
18 the discussion and dialogue, something -- a couple of
19 ideas. So we've done some limited work, right.
20 We've established some initial project goals, make
21 the bridge as short as possible, simplify the roadway
22 network, make it safer. We've established those
23 goals. We've done some limited concept development,
24 but it's really important to note that we have not
25 done detailed engineering or evaluation. These

1 schematics though have not been engineered, they're
2 best guesses of what things may look like, but we do
3 need to resolve a lot of unknowns, what is the
4 roadway width on Veranda Street, how many lanes, do
5 we have a sidewalk, do we have an esplanade, how wide
6 are those. Those things all still need to be
7 evaluated. They have not been nailed down. And as I
8 said, you know, traffic. Traffic. Traffic.
9 Traffic.

10 So, as I said, here is where we are, right.
11 We're at the beginning of the process and what might
12 the time line for this look like? Well, we're here
13 in the beginning 2017, our goal is to get through
14 this alternatives analysis by this summer or fall and
15 be able to come back to you folks with our findings
16 and our thoughts with respect the direction this
17 project may head. Once we get to the alternatives
18 analysis, the MaineDOT and the design team will need
19 to go through the preliminary design process. This
20 is the initial sizing and configuration of the
21 selected alternative with the goal of completing that
22 by the end of 2018. And then from there, we go into
23 final design where we complete the construction
24 documents or, excuse me, the contract documents that
25 will be used by the contractor to build the job

1 beginning in spring 2020. These are conceptual dates
2 that are subject to change, but that gives a rough
3 time line as to how this may proceed.

4 So let's jump ahead into the alternatives
5 analysis. The general project area. This was on the
6 mailer that you've seen. The bridge here is
7 highlighted in orange and the sections of Veranda
8 Street shown in the roadway are the sections that we
9 think may be modified as part of the project scope,
10 the general project limits. So the goals are we'd
11 like to go in with a single span structure. So the
12 existing bridge today is quite long. It's about 200
13 feet long today. The span over the roadway is about
14 60 feet wide. Let's go in with a shorter bridge,
15 let's build something more cost-effective, something
16 cheaper to maintain in the long run. That is a goal
17 for the project.

18 We want to reconfigure Veranda Street to
19 improve safety. Right now, a lot of these
20 intersections function as slip ramps. They're more
21 like interstate ramp type movements rather than a
22 traditional urban intersection where you have a T
23 intersection and a light and it really slows traffic
24 down. So the goal is to reconfigure this to slow
25 traffic down, to improve the intersection geometry,

1 to reduce the conflicting movements and to improve
2 safety. We certainly want to minimize impacts to
3 abutters and motorists and also work with the city to
4 incorporate bicycle and pedestrian accommodations.
5 This is a bridge and a bridge project for MaineDOT
6 that has some roadway, but we also recognize some
7 desire to have some bike/ped facilities built into
8 this. We're working with the city to identify what
9 those will be and we'll talk about that as the
10 meeting goes on. And then certainly, you know, we
11 have a lot of transportation needs in this state, so
12 we want to complete this project cost effectively.

13 As I said, some limited conceptual
14 evaluations and graphics have been developed and
15 we're going to talk through those here in just one
16 second. Again, these are not final engineering
17 solutions and we haven't established all of the
18 design features like the typical section, how many
19 lanes, sidewalk widths and configurations. The
20 roadway location is subject to change, right.
21 Veranda Street is shown in a particular location in
22 this graphic. It may shift to the north, it may
23 shift to the south. We need to work through those
24 things and they're highly contingent on the bridge
25 type, size and location that's selected. So, again,

1 these conceptual graphics are really just to
2 facilitate some dialogue.

3 So let's talk about the first option that
4 has been developed. So Alternative 1, what we see
5 here is 295 is going from top to bottom on the sheet.
6 Our proposed bridge size is shown here by this dark
7 gray square, so much shorter than what is there now.
8 The existing bridge, one end is currently here and
9 another end is here, so we're looking at a structure
10 that's less than what the length is that's there
11 today. The other thing you'll notice is starting at
12 the lower left here is we've reconfigured this into a
13 T intersection, right. We've provided accommodations
14 for turning -- left-turning traffic onto the 295
15 off-ramp and then we have some sidewalks on both
16 sides of the roadway.

17 As we move to the other side of the bridge
18 on the Falmouth side of the bridge, you can see the
19 off-ramp Ts up onto Veranda Street creating another
20 through T intersection. The benefit of this is that
21 it really cleans up the roadway network, but it also
22 converts a lot of the existing paved surface to green
23 space, so what is now a lot of pavement is really
24 going to be reduced and create a much more compact
25 roadway system.

1 One of the down sides with this option that
2 we see is that these intersections, the two ramp
3 intersections, are closer together than we would
4 like. Whenever we have intersections that get really
5 close together they start to interact, right. If
6 there is a traffic signal there, the signals have to
7 be synced up and if they're not quite synced up the
8 traffic doesn't flow as smoothly as we would like.
9 So in an ideal world, we would actually pull this
10 ramp a little further away meaning the off-ramp would
11 be pulled further towards Falmouth. The other
12 thing -- the other challenge that this particular
13 option presents is that we need to build a bridge and
14 this ramp, the off-ramp, is very close to the
15 existing interstate. In an ideal world, we'd have a
16 little bit more space and than if we were to think
17 20, 30, 50 years down the road, what does the I-295
18 corridor look like during that time frame, is it two
19 lanes, is it three lanes, do we have widen that with
20 that ramp at that location? These are all things the
21 design team and MaineDOT are going to think about as
22 part of this project.

23 Recognizing those challenges, we came up
24 with Option 2 or Alternative Number 2. And this one
25 pulls the northbound off-ramp to this -- to be

1 coincident with the driveway there that's labeled as
2 Gateway Auto, but really it's the entrance to 3G's
3 Tire and Auto. And this provides more separation
4 between the two intersections and also moves that
5 ramp away from the bridge. It does also create a
6 fair amount of green space, but it does provide those
7 inherent benefits at this intersection and separation
8 and improved laid out space.

9 The third and last option that we have is,
10 again, the ramp moving even closer to Falmouth. Here
11 we're replicating a little bit more the existing
12 condition where we've lost that T intersection for
13 the off-ramp and now this may act more like a slip
14 ramp, so the question with this is will we slow
15 traffic the way we want to, are we going to create
16 conflicting traffic movements between the off-ramp
17 traffic and Olympia Street, you know, those things.
18 You know, these two intersections now become really
19 close, so those are concerns and considerations. So
20 I certainly look forward to hearing feedback and
21 thoughts on these three options as we talk through
22 them in the Q and A section.

23 As I said, more evaluation is required for
24 all of these options. As I mentioned earlier, we
25 need to assess the Veranda Street roadway location.

1 Right now, the graphics that's shown here and all of
2 these options is assuming that future bridge openings
3 is at the center of the existing bridge. So Veranda
4 Street, the paved roadway from Veranda Street will be
5 where the grassed median is today, but we need to
6 look at the constructability, how do we build this
7 while maintaining traffic. Ultimately, we may find
8 that the Veranda Street roadway shifts what would be
9 the to the north towards the property or it may stay
10 exactly where it is. We need to do some more
11 engineering evaluations to understand that. And then
12 ultimately right now we do expect that all of the
13 options or the final options will end up pulling
14 Veranda Street slightly away from the abutting
15 property. How much that is, we don't know at this
16 stage, but we do expect that that will happen, so it
17 may not be quite as much. As you can see here where
18 what used to be paved roadway now becomes lawn or
19 frontage area for those properties. That's a
20 property impact. We view it as a positive property
21 impact, but it's a property impact. So, you know,
22 those are all things that we evaluate.

23 So what are our next steps? We've come up
24 with these initial concepts and where are we going
25 from here? Well, we need to compile and consider the

1 public input that you all provide us tonight and then
2 start advancing conceptual bridge and roadway
3 designs. We're going to give a lot of thought to
4 traffic management on I-295 and we're going to think
5 about things like bridge type, size, location and
6 clearances. One of the things we recognize is right
7 now the bridge isn't high enough over the roadway.
8 It's 6 to 8 inches too low, right. So ideally we
9 want to raise that bridge up, but we certainly don't
10 want to raise the elevation of I-295 because that's a
11 costly undertaking, but at the same time we don't
12 want to sink Veranda Street too far either. So we
13 recognize that as bridge lengths get longer the beams
14 that support those bridges get deeper, so this is a
15 balancing act and we need to work through all of
16 these various constraints. So we need to select a
17 practical bridge length that allows us to meet those
18 clearances and come up with a cost-effective
19 solution.

20 We need to establish a cross-section and
21 template for Veranda Street. This is really critical
22 to advancing the project, how many lanes, do we need
23 two turning lanes or do we need one turning lane, do
24 we have two sidewalks or do we have one sidewalk, do
25 we have esplanades, do we not have esplanades. This

1 is going to require some coordination with the city
2 and with local bike/ped groups, but we do expect that
3 through this process we're going to recognize that
4 the cross-section with Veranda Street is going to be
5 reduced or may be more narrow underneath the bridge
6 recognizing the series of constraints that we're
7 working with.

8 So here is an example of some potential
9 ideas that's just strictly for illustrative purposes.
10 This might be a roadway template away from Veranda
11 Street. There is a two lane section, we have a 5
12 foot bike lane or shoulder on the side. On one side
13 you might have a 5 to 12 foot wide bike way or
14 sidewalk and then on the -- this would be the land
15 side here adjacent to those residences and esplanade
16 with a 5 foot sidewalk, all right. So this is what
17 that roadway section might look like away from the
18 bridge. As we get under the bridge this roadway
19 section is going to tighten up. So you can see --

20 AUDIENCE MEMBER: Can you indicate which way
21 that is? North or south? I'm not really following
22 the direction of that.

23 MR. COTE: (Peter Daigle.) Into Portland
24 would be down on the screen.

25 AUDIENCE MEMBER: (Peter Daigle.) Into

1 Portland would be down.

2 MR. COTE: Yup.

3 AUDIENCE MEMBER: (Peter Daigle.) Thank
4 you.

5 MR. COTE: So this would be the ocean, the
6 right-hand side of the screen is the ocean side.

7 AUDIENCE MEMBER: (Peter Daigle.) Okay.

8 MR. COTE: So underneath the bridge this
9 section collapses a little bit and gets a little bit
10 more narrow and, again, that's to help us achieve a
11 smaller or a shorter bridge. You can see here we've
12 eliminated the esplanade, maybe narrowed up the
13 sidewalk slightly in order to help us get that
14 shorter bridge in there.

15 Once we have the typical section established
16 we need to develop the roadway alternatives, complete
17 some traffic modeling based on the traffic volume.
18 We need to understand how many turn lanes we need,
19 the length of storage, how many vehicles will be
20 waiting at a light at any given time so we can
21 establish how long those lane lengths need to be,
22 determine the location of Veranda Street, you know,
23 whether it shifts towards the ocean or away from the
24 ocean and then start refining the roadway and
25 intersection geometrics. Essentially we need to do

1 some engineering.

2 At the same time, we need to establish
3 bridge concepts, you know, what type of structure
4 will this be, will it be a concrete bridge, will it
5 be a steel bridge. And then evaluate construction
6 methodology and staging, how are we going to build
7 the structure while maintaining ideally two lanes of
8 traffic on the interstate during the project. And
9 the bridge concept and construction approach will
10 heavily influence the roadway layout and
11 configuration.

12 So one of the things we're thinking about
13 doing is accelerated bridge construction, right. In
14 thinking about ways that we can build this bridge
15 while minimizing the impacts for the traveling public
16 we recognize that accelerated bridge construction, or
17 ABC as we often call it, provides some really good
18 benefits and this is a fantastic location to apply to
19 that. This graphic illustrates one such concept.
20 It's called a lateral slide. This is a project our
21 firm did in New York on I-84, a roadway that carries
22 about 80,000 cars a day. And while the roadway
23 configuration is a little bit different here there is
24 an open median instead of a closed median like we
25 have on I-295, the concept is inherently the same.

1 So we started on day one of the project, the bridge
2 is operating as it is now and the first thing they do
3 is they come in and they build some temporary surring
4 adjacent to the existing bridge. They also start
5 some preparatory work underneath the existing bridge
6 while traffic is on it to start creating some
7 foundations. The next thing they do as they
8 construct this is they build the brand new bridge
9 deck and girder system adjacent to the existing
10 bridge. They also continue constructing the new
11 foundations beneath the existing bridge. This is the
12 majority of the work that happens, all right. This
13 is a year's worth of work that's happening adjacent
14 to traffic, out of the roadway without major lane
15 restrictions for long periods of time. It allows
16 most of the work to happen without a significant
17 impact to traffic. Once we are here, the interstate
18 is actually closed for a short portion of time and
19 when we say short period of time we're talking one to
20 two days. On this particular project this was about
21 a 22 hour closure of the interstate and then they
22 slide the existing bridge laterally into place, they
23 tie-in the approaches and open it up. And, again, on
24 the I-84 project this happened in about 22 hours.

25 Can we hold questions just until the end?

1 Sorry.

2 Once that bound was down, they came in for
3 the second phase and then, again, slid it into place.
4 So this is an accelerated bridge construction
5 technique that allows you to do a project on a
6 corridor really quickly without having to spend
7 literally millions of dollars on a temporary bridge
8 and without having to have two years of continuous
9 traffic impacts on the interstate and really allows
10 the bridge to be built really quickly with minimal
11 impact to traffic. This is one of the concepts we're
12 really going to be taking a hard look at as part of
13 this project because it does provide some really good
14 opportunities.

15 So continuing with our next steps, once
16 we've done the highway and bridge evaluations we're
17 going to coordinate the results and we're going to
18 assess them, these various options and construction
19 strategies against a variety of evaluation criteria,
20 safety, costs, traffic impacts, how long will it take
21 to construct and ultimately through this process
22 identify a preferred roadway alternative. And then
23 once we've done this we want to come back to you
24 folks and share what we've evaluated, share what we
25 found and share what we propose to do and that would

1 likely occur sometime in the summer or fall of 2017.
2 From there, the project would transition to
3 preliminary and final design where we would actually
4 prepare the construction documents that the
5 contractor will use to build it.

6 So that's our quick overview or that's our
7 overview, maybe it wasn't quick. It was a lot of
8 information, but that's where we are. Those are some
9 of the ideas that we're thinking about and with that
10 I think I'm going to hand to back over to Joel.

11 Joel, do you want to do the Q and A or?

12 MR. KITTREDGE: Let's just see how it goes.
13 Let's get started and see how it goes.

14 MR. COTE: Okay. So we'll open it up to
15 questions and answers. What we do ask is that as you
16 raise your hand and you're called on, if you could
17 just please state your name for the record so that if
18 we have any follow-up questions we can contact you
19 and that would be fantastic, so. Yes.

20 AUDIENCE MEMBER: Hi. I'm Sandy Donahue and
21 I live on Wordsworth Street. Very close.

22 MR. COTE: Okay.

23 AUDIENCE MEMBER: (Sandy Donahue.) I do
24 like I think the second one -- the second plan
25 better. I'm wondering -- can I just step up there

1 for a minute? I'm just wondering coming out of
2 Wordsworth Street with the traffic going, what kind
3 of signage or lights or anything will there be for
4 the people coming out of Wordsworth Street with the
5 left traffic there?

6 MR. COTE: That will be determined as part
7 of the traffic modeling effort.

8 AUDIENCE MEMBER: (Sandy Donahue.) Okay.

9 MR. COTE: It would either be stop signs or
10 traffic signals, but that's our next step in the
11 analysis is to understand that, but there would be
12 some sort of signage or a signalization.

13 AUDIENCE MEMBER: (Sandy Donahue.) Right.
14 Okay.

15 MR. COTE: Yes, sir.

16 AUDIENCE MEMBER: My name is Mat Cardinali.
17 I live on Olympia and Veranda near the end of it.
18 Same thing for the off-ramp, in any of these
19 concepts, are you going to do anything for stop signs
20 or lights?

21 MR. COTE: Again, we'll have to evaluate
22 that through the traffic modeling effort. It would
23 be one of the two. It would be -- for this
24 particular movement it depends on the geometrics. If
25 we did Alternative 3 where this movement is a little

1 softer maybe it's a yield for traffic heading north
2 to Falmouth, but certainly traffic heading back into
3 Portland would have a stop sign. The traffic model
4 could show that we have a need for a traffic signal,
5 so those are things that we'll evaluate and we'll
6 come back to the public with those recommendations as
7 part of the next meeting.

8 AUDIENCE MEMBER: (Mat Cardinali.) It
9 does -- that makes sense. The one that's a little
10 more parallel to Veranda Street would be more of a
11 yield or a stop sign, but a T, as you called it,
12 perpendicular more than likely could maybe use a stop
13 light. I know you can't say for sure anything right
14 now, but.

15 MR. COTE: Yeah, perhaps. Perhaps it would.

16 AUDIENCE MEMBER: (Peter Daigle.) What
17 would people's preference be, I guess, out of
18 curiosity?

19 AUDIENCE MEMBER: (Mat Cardinali.) My
20 preference. Well, Number 2 is as well my preference.

21 AUDIENCE MEMBER: (Peter Daigle.) Well, as
22 far as a stop light.

23 AUDIENCE MEMBER: (Mat Cardinali.) I guess
24 I --

25 AUDIENCE MEMBER: (Chris Branch.) Just let

1 Tim please oversee the meeting and just put your hand
2 up and he'd be more than happy to get to you.

3 AUDIENCE MEMBER: (Peter Daigle.) Yeah.
4 I'm just asking --

5 AUDIENCE MEMBER: I'm Chris Branch, Portland
6 Public Works.

7 AUDIENCE MEMBER: (Peter Daigle.) -- about,
8 you know, they were asking about stop signs and
9 lights and I'm just curious what their opinion is
10 about it. That's why I was asking.

11 AUDIENCE MEMBER: (Chris Branch.) Well, we
12 can get to that. That's not a problem.

13 AUDIENCE MEMBER: (Mat Cardinali.) It's
14 good to have community questionnaire.

15 MR. COTE: So it depends a lot on -- and I
16 don't want to get too into the weeds here, but it
17 depends on how many left turns we have. Typically,
18 MaineDOT as a matter of fact it does not install a
19 signal for right turn movements. Typically, they
20 install a stop sign for that. So the need for a
21 signal will be driven by how many left turn movements
22 we have and what the other traffic through the area
23 looks like, so we really do need to do the modeling
24 to understand that, but the goal is to create a
25 system that provides a safe operation.

1 AUDIENCE MEMBER: (Mat Cardinali.) Of
2 course, safety first.

3 MR. COTE: Yes. I'm sorry, lots of hands.
4 We'll go around the room. Yes.

5 AUDIENCE MEMBER: Frank Orr. I live on
6 Olympia Street. I'm somewhat concerned about the
7 traffic coming off 295 northbound. Even under the
8 current conditions we often see traffic tied-up up
9 the ramp. Is there a strategy in place to alleviate
10 this?

11 AUDIENCE MEMBER: (Lauren Dragon.) At 8 in
12 the morning and then in the afternoon.

13 AUDIENCE MEMBER: (Frank Orr.) Yeah, in
14 rush hour you'll have traffic backed up on the ramp.

15 MR. COTE: Yeah. And that's one of the
16 things that we recognize as part of this project is
17 that as we look at these ramp geometries some of them
18 will reduce the amount of traffic that is processed
19 on that ramp and, again, the traffic modeling will
20 help show us. If we have this 90 degree turn with
21 this stop signal is that going to cause traffic to
22 queue up on the interstate? That is not a situation
23 that we'd like to see, so that may cause us to look
24 at some of these configurations that move the
25 off-ramp further to the north because not only does

1 it soften that curve and allow those vehicles to pass
2 through there a little bit more easily and quickly it
3 also provides more storage length for those vehicles.
4 So those are things that we'll look at.

5 AUDIENCE MEMBER: (Frank Orr.) Is that
6 going to be a single lane off-ramp or are you going
7 to maintain the two lanes?

8 MR. COTE: Again, we haven't gotten there
9 yet. Right now, there aren't any significant changes
10 or plans to change what is happening coming off of
11 295. The question is if when we change this
12 intersection configuration do we now need to make a
13 two lane off-ramp all the way through. And, again,
14 our traffic modeling that we're going to start here
15 in the next month or so will prove that.

16 AUDIENCE MEMBER: Yeah, my name is Nancy
17 Olmstead and I think I have three questions or
18 comments. The first one is just a comment. We're
19 really close to sea level here and it's just
20 something that should be valued as you're improving
21 this and having 50 years for a bridge or whatever.
22 Just a comment there. The second is kind of a
23 question. Where southbound traffic currently does
24 not have to stop to go northbound onto 295, the
25 configurations all have that traffic coming to some

1 kind of an intersection and I'm just pointing out
2 that at certain times of day you're going to have a
3 lot of cars trying to get from Falmouth into Portland
4 and so, you know, where you put that northbound
5 off-ramp -- I know you're thinking about this, but
6 just to reiterate there is a lot of traffic coming
7 through there at certain times of day going into
8 Portland.

9 MR. COTE: So your concern is -- I just want
10 to be sure I'm clear --

11 AUDIENCE MEMBER: (Nancy Olmstead.) Yup.

12 MR. COTE: -- southbound on Veranda
13 Street --

14 AUDIENCE MEMBER: (Nancy Olmstead.) Yup.

15 MR. COTE: -- and then heading in which
16 direction? All the way into Portland?

17 AUDIENCE MEMBER: (Nancy Olmstead.) North
18 onto 295.

19 AUDIENCE MEMBER: (Peter Daigle.) North is
20 coming in on the other end.

21 AUDIENCE MEMBER: (Nancy Olmstead.) Right.
22 South on 295, yup.

23 MR. COTE: And your concern is --

24 AUDIENCE MEMBER: (Peter Daigle.) In the
25 morning.

1 MR. COTE: -- queuing of vehicles?

2 AUDIENCE MEMBER: (Nancy Olmstead.) Yeah,
3 queuing the vehicles, you know, backing up along
4 Veranda Street.

5 MR. COTE: Correct. Yeah. So as part of
6 the traffic modeling effort, we're going to look at
7 how many vehicles are arriving every minute or every
8 15 minutes and then how many left turn lanes do we
9 need, is it one lane, is it two lanes, and then also
10 that's a function of signal timing to ensure that we
11 can move vehicles efficiently through the
12 intersection. That's what we call mobility. We want
13 to be able to move vehicles through this intersection
14 very efficiently. So absolutely, those are things
15 that we're thinking about.

16 AUDIENCE MEMBER: (Nancy Olmstead.) And my
17 third point and then I'll yield the floor. It looks
18 obvious to me, but just a question like when you're
19 building a temporary bridge is that to the east of
20 the current roadway?

21 MR. COTE: We believe that -- we haven't
22 evaluated it in any detail, but we anticipate that if
23 a temporary bridge were required, we don't think one
24 would be required at this point, but it would be on
25 the east side of 295 just because of the abutting

1 properties on the west side.

2 AUDIENCE MEMBER: (Nancy Olmstead.) Yeah,
3 sorry, maybe I said temporary and that's the wrong
4 word, but the deck that you have to construct to the
5 side.

6 MR. COTE: And those are details that we
7 need to work out. There is two options here for how
8 we can slide this bridge in. We can on one side
9 build the entire northbound and southbound lanes on
10 the east side of the highway and build four lanes
11 there and slide it all the way across. The other
12 option is to split it in two where we build the
13 northbound lanes on the east side and then we build
14 the southbound lanes on the west side. Our concern
15 on the west side is it's a little tighter than we
16 would like.

17 AUDIENCE MEMBER: (Nancy Olmstead.) Yeah.

18 AUDIENCE MEMBER: (Lauren Dragon.) Yeah.

19 MR. COTE: Again, those are things we're
20 evaluating.

21 AUDIENCE MEMBER: (Nancy Olmstead.) Thank
22 you.

23 MR. COTE: I'll go around the room and come
24 back. Do you have a question?

25 AUDIENCE MEMBER: (Barbara Gardner.) Yup, a

1 couple questions. Where you were talking about
2 shortening up the bridge, it's currently -- it's got
3 pillars or posts under there now, so there would be
4 none, is that what you're saying? It would be a zero
5 span bridge is that what you call that?

6 MR. COTE: It would be a single span bridge.

7 AUDIENCE MEMBER: (Barbara Gardner.) Single
8 span bridge, okay.

9 MR. COTE: So those piers that are there
10 today would be eliminated and we would end up with
11 just the abutments or the concrete supports at the
12 end of the bridge.

13 AUDIENCE MEMBER: (Barbara Gardner.) Those
14 abutments, will they stay where they are or will they
15 be moved in this way?

16 MR. COTE: They will be brought in.

17 AUDIENCE MEMBER: (Barbara Gardner.) They
18 will be brought in.

19 MR. COTE: So if the bridge -- we're talking
20 about a bridge that might be maybe about 100 feet
21 long, those abutments would be about 100 feet apart.

22 AUDIENCE MEMBER: (Barbara Gardner.) Oh,
23 okay. So that is going to narrow that down.

24 MR. COTE: Yeah. So think of it this way,
25 the existing center opening of the bridge may stay

1 roughly where it is and the end spans will be filled
2 in with the soil. So that's sort of the concept
3 we're thinking about here with that shortened bridge.

4 AUDIENCE MEMBER: (Barbara Gardner.) And
5 just one more comment, is anybody looking at sound
6 barriers or something like for -- I mean, we get --
7 and I'm sure I'm not the only one. I live at -- my
8 name is Barbara Gardiner. I live at 178 Veranda
9 Street. And we're getting a lot of motion on my
10 house now too since the trees have been cut down for
11 survey work and what not. I mean, I'm starting to
12 notice cracks in my walls now, so I'm wondering if
13 there is going to be any thought given to that.

14 MR. COTE: Yeah, and perhaps that's a
15 question that, Joel, sound walls?

16 MR. KITTREDGE: Yeah, at this point in time
17 this -- we expect this project just to go through a
18 regular CE, which is just environmental permitting
19 regulation term. We're not anticipating this will
20 rise to environmental assessment or EIS, which are --
21 these are studies projects -- these are studies
22 generated for projects at really high levels due to
23 complexity. At this time, there is no intent here to
24 do a noise analysis. What we will do though is take
25 this concern back and we'll -- and it will be

1 discussed. How it will be addressed, I can't tell
2 you, but, you know, generally a noise study is
3 dictated or put forth as part of a project need.
4 This needs to be studied. When we talk to the
5 environmental offices we'll get better direction, but
6 at this point in time I really don't see that
7 happening, but we'll try to address the concern.

8 AUDIENCE MEMBER: (Barbara Gardner.) Thank
9 you.

10 MR. KITTREDGE: Yeah.

11 AUDIENCE MEMBER: (Barbara Gardner.) I
12 mean, when you mentioned the amount of traffic that
13 crosses this bridge and is the greatest amount of
14 traffic in the State of Maine on this stretch of 295,
15 I would think that that might really kind of elevate
16 this up for a noise analysis.

17 MR. KITTREDGE: We will look at that in
18 conjunction with our environmental office.

19 AUDIENCE MEMBER: (Barbara Gardner.) Thank
20 you.

21 MR. KITTREDGE: Yup. Thanks.

22 AUDIENCE MEMBER: (Barbara Gardner.) That's
23 it.

24 MR. COTE: Yes, ma'am, in the orange.

25 AUDIENCE MEMBER: I'm Lauren Dragon. I live

1 on Whittier, which is not even labeled and I am
2 basically -- 295 is in my front yard and, I mean,
3 we -- it's beyond belief since they cut the trees.
4 You can't have a conversation in the yard. You can't
5 enjoy your yard. And I was saying what more noise am
6 I going to have to withstand? I mean, I am going to
7 have a semi-truck in my dining room eventually.
8 There is nothing stopping them. All of the trees
9 that were there are now gone, so. And it's very,
10 very loud and, like she said, we have the most
11 traffic coming through there and they come down, wake
12 you right up, right out of bed. The house shakes,
13 somebody down shifts and you wake up with your heart
14 beating.

15 MR. COTE: Mmm Hmm. Yup. And what I can
16 say is the limits of the work on I-295, you know,
17 shouldn't extend very far --

18 AUDIENCE MEMBER: (Lauren Dragon.) You're
19 talking the bridge.

20 MR. COTE: Yes.

21 AUDIENCE MEMBER: (Lauren Dragon.) So I
22 guess what I've heard is that if we want a bridge and
23 what Scarborough -- you want a wall and what
24 Scarborough did was they just -- everybody withheld
25 their property taxes and that's the only way they got

1 a wall put in. And I've made a point last summer to
2 call the DOT over and over and over since they cut
3 all of the trees down and they came and planted three
4 little pine trees that are about that tall and if you
5 didn't see them planting them you wouldn't even know
6 they're there. And they don't even go as high as the
7 roadway.

8 MR. COTE: And I appreciate the comment.

9 AUDIENCE MEMBER: (Lauren Dragon.) I mean,
10 I'm just -- I don't want to experience any more noise
11 than I'm already experiencing.

12 MR. COTE: I understand. Thank you. Yes,
13 sir.

14 AUDIENCE MEMBER: Two questions. My name is
15 Dan McDonald. I live on Oregon Street up at the top
16 of your picture there. Will you assure the residents
17 here that there will be pedestrian and bike not only
18 access but a thoroughfare from south to north?

19 MR. COTE: The current plan is to have a
20 sidewalk through the project area. Exactly what that
21 entails, you know, whether it's one sidewalk or two
22 sidewalks, multi-use path, bike lanes on the street,
23 those are things that we're currently coordinating
24 with the City of Portland and we'll have more firm
25 answers as part of the next meeting.

1 AUDIENCE MEMBER: (Dan McDonald.) Second
2 question, you say this is a single span bridge as
3 opposed to what? What else might it be?

4 MR. COTE: As opposed to a multi-span bridge
5 in terms of the existing bridge is three spans long,
6 so if I fast forward back here, the existing span we
7 have one, two, three spans. We call that a three
8 span or a multi-span bridge. Our goal is to come in
9 with just a single span whether it be aligned to the
10 center span and then maybe shifted over to the side
11 and then fill in these end portions with fill. It
12 basically extends the interstate roadway up to the
13 bridge.

14 AUDIENCE MEMBER: (Dan McDonald.) It's
15 still two bridges, one northbound and one southbound?

16 MR. COTE: Correct. That is correct.

17 AUDIENCE MEMBER: (Lauren Dragon.) With
18 traffic going under?

19 MR. COTE: I'm sorry?

20 AUDIENCE MEMBER: (Lauren Dragon.) Will
21 traffic go under the bridge? The spans?

22 MR. COTE: Yes. Yes, ma'am.

23 AUDIENCE MEMBER: I had a couple comments.
24 I'm Cheri Juniewicz. I live on the corner of -- at
25 the end of Oregon Street and Bismark. I think it

1 would be helpful to connect this north part of the
2 map with the intersection with Martin's Point where
3 there is actually a traffic light already because
4 people are talking about traffic backing up, but we
5 do have a traffic light almost at the end of the
6 current off-ramp now, so it would be nice just to see
7 that on the map because that's where the multi-use
8 pathway now stops, the bike lanes and the sidewalks,
9 et cetera.

10 MR. COTE: When you say connect, you mean
11 extend the graphic just so that it shows --

12 AUDIENCE MEMBER: (Cheri Juniewicz.) To
13 extend the graphic so that when we're planning the
14 bike and pedestrian and the continuation of Veranda
15 Street in the new configuration that it blends -- we
16 can see how it's going to blend.

17 MR. COTE: We can do that.

18 AUDIENCE MEMBER: (Cheri Juniewicz.) But it
19 would make a difference for us that live that next
20 block up to see that. The other thing is I really
21 like Number 2 for the reason that I feel like Number
22 3 really negatively impacts -- I don't live right
23 there, but there is a brand new condominium and brand
24 new home owner on both sides where you have that --
25 where 3 is coming directly towards their property and

1 I do think it will negatively impact our area by
2 negatively impacting those homes. So I think that
3 Number 2 where it comes right across from 3G's seems
4 to be a nice meeting of kind of an industrial area
5 with the highway, so I'd like to see that. I think I
6 had one more comment, but I can't remember it, so I
7 will move on.

8 MR. COTE: Thank you for the comment. Yes.

9 AUDIENCE MEMBER: (Sandy Donahue.) Can you
10 explain the differences between the concrete bridge
11 and, what did you say, a steel bridge?

12 MR. COTE: Yes. The difference would be the
13 type of girder that we use.

14 AUDIENCE MEMBER: (Sandy Donahue.) Okay.

15 MR. COTE: So whether it's a steel girder
16 like what's there today or it's a concrete girder.
17 Given the proximity of the bridge to the ocean and
18 the salt and what not, you know, this may be a
19 concrete bridge, but we need to balance the desire to
20 have, you know, perhaps concrete here with the fact
21 that they typically are deeper bridges. They require
22 more depth and we need to balance that with the
23 clearance requirements on the project. So I was
24 simply referring to the type of material that the
25 girders would be made out of.

1 AUDIENCE MEMBER: (Sandy Donahue.) A number
2 of years ago there was a noise analysis done and said
3 that even before the trees were down that there was
4 excessive noise well beyond the legal limit and I was
5 told by one of the DOT people then that a new
6 overpass and decking could reduce some of that noise
7 and I was just wondering if the steel girders or the
8 concrete girders which would be quieter.

9 MR. COTE: I don't believe it would make a
10 difference.

11 AUDIENCE MEMBER: (Sandy Donahue.) Oh,
12 okay. All right.

13 MR. COTE: Yes, sir.

14 AUDIENCE MEMBER: Carl Vickerson. Yeah, at
15 that time that noise study was done we were told that
16 we would get noise barriers when a major construction
17 was done and now we're having a major construction
18 and there is no talk of the barriers.

19 AUDIENCE MEMBER: (Lauren Dragon.) Build
20 the wall.

21 AUDIENCE MEMBER: (Peter Daigle.) Mic drop.

22 MR. COTE: And I think that's something that
23 Joel is going to look into following the meeting.
24 Thank you.

25 AUDIENCE MEMBER: (Lauren Dragon.) Keep the

1 noise out, not the people.

2 MR. COTE: Yes, sir.

3 AUDIENCE MEMBER: (Peter Daigle.) I would
4 just like to echo that, you know, I live right on the
5 northwest route as well -- Peter Daigle -- echo what
6 people are saying is, you know, it's noisy. Whatever
7 you guys can do to help that during this project we
8 would appreciate it because if it's not done now it's
9 not ever going to be done, you know, as far as
10 slowing traffic down, anything to just make life a
11 little better for us.

12 AUDIENCE MEMBER: (Lauren Daigle.) Or wait
13 until there is a truck in my dining room and then
14 they're going to have to do something.

15 MR. COTE: I appreciate the comment. Thank
16 you. Yes, ma'am.

17 AUDIENCE MEMBER: Hi. Two comments. My
18 name is Jordan Keeler. I actually live off of
19 Kensington, which is just south of here. It's -- we
20 bought near 295 and it's right where all of the on-
21 and off-ramps join and we have been at that house for
22 a year-and-a-half and we've probably seen five
23 accidents right outside our window. Having said
24 that, I think that you're addressing some great
25 issues, you know, with the on- and off-ramp and

1 keeping the traffic moving on 295 but getting people
2 off as well. So one thought that I had is have you
3 thought about splitting so anyone who wants to turn
4 left on Veranda it actually splits off and anyone
5 going right either yields or goes up to the stop
6 light, so you actually kind of create a different
7 path depending on what direction they're going
8 because right now know one turns left, you have to do
9 a very crazy turn. Just as kind of a thought to
10 throw out there.

11 MR. COTE: Are you referring to creating
12 beyond --

13 AUDIENCE MEMBER: (Jordan Keeler.) On the
14 right-hand side as you're getting off going north on
15 onto Bismark.

16 AUDIENCE MEMBER: (Chris Branch.) By the
17 ramp.

18 MR. COTE: The on-ramp or the off-ramp?

19 AUDIENCE MEMBER: (Jordan Keeler.) So you
20 have three different options of the off-ramp --

21 MR. COTE: Yup.

22 AUDIENCE MEMBER: (Jordan Keeler.) -- what
23 if the off-ramp was put -- and I'm one of the ones
24 turning left going south on Veranda as, you know,
25 they have one direction anyone going north because

1 now there is a lot of people in Falmouth and that's
2 the majority of the traffic going out, so that's
3 where you're going to have a lot of people going and
4 whereas people turning left there is more of us that
5 live in this neighborhood. So it's just a thought.
6 I don't know how you would change it, but just
7 something to think about.

8 MR. COTE: We haven't given specific thought
9 to that, but we can certainly discuss it.

10 AUDIENCE MEMBER: (Jordan Keeler.) Okay.
11 And then I know we've beaten this dead horse, but I
12 also know a lot of people that travel in and they
13 avoid this intersection because it gets so clustered.
14 And I love the fact that you're addressing speeding
15 it up. Having said that, that means that 51,000
16 people a day is going to turn into a much larger
17 quantity, so when you bring this back to the
18 Department as far as sound, we're only going to
19 increase the amount of cars and trucks, which is
20 good, I mean, that's what we want. We want people to
21 flow through, so better and faster. It does mean a
22 louder place for all us and that does affect our
23 property values. So, again, just as you bring it
24 back and right now it's a separate issue, but I'd
25 like to, you know, if anything can be done or if

1 there is something that can be done that would be
2 wonderful because it does affect everyone's daily
3 lives just as much as traffic does.

4 MR. COTE: Thank you for your comment. Back
5 here.

6 AUDIENCE MEMBER: Dane Hutchins. Just a
7 comment on Alternative 3. As cars are approaching
8 and stop at the stop sign and the headlights are
9 going directly into about four different homes'
10 bedrooms. And even on Alternative 2 the approach
11 right before the stop sign or whatever is there would
12 also dump into bedrooms. In both plans there is no
13 way either of those plans could help alleviate the
14 back-up that happens now.

15 MR. COTE: Which back-up?

16 AUDIENCE MEMBER: (Dane Hutchins.) From the
17 stop light at Martin's Point traffic backs up, you
18 know, towards --

19 MR. COTE: Coming southbound into the city
20 on Route 1?

21 AUDIENCE MEMBER: (Dane Hutchins.) No,
22 off-ramp related getting off and going into Falmouth
23 in front of that stop light and I just see that might
24 be an issue.

25 MR. COTE: So the concern -- I want to be

1 sure that I'm clear. So the concern is traffic
2 heading north on Route 1 --

3 AUDIENCE MEMBER: (Dane Hutchins.) Backing
4 up to Martin's --

5 MR. COTE: -- backing up to Martin's
6 Point --

7 AUDIENCE MEMBER: (Dane Hutchins.) -- to
8 the stop light, yup.

9 MR. COTE: -- Point and even onto the ramp?

10 AUDIENCE MEMBER: (Dane Hutchins.) Yes.

11 AUDIENCE MEMBER: And that would need to be
12 part of your traffic model as well.

13 AUDIENCE MEMBER: (Dane Hutchins.) And,
14 yeah, both of those -- there is no way that would
15 help. But, again, bigger concern I guess headlights
16 into bedrooms on all of those.

17 MR. COTE: Okay. Thank you.

18 AUDIENCE MEMBER: (Mat Cardinali.) And back
19 to what she just said, sorry, I forget your name.
20 With the two off-ramps would split that would
21 alleviate it because there is a lot less people that
22 live in that little tiny area than there is in
23 Falmouth, so if you did have, you know, a few traffic
24 lights or stop a little bit closer to 295 then it
25 would help flow right to the stop light. That's a

1 pretty good suggestion I think.

2 AUDIENCE MEMBER: (Cheri Juniewicz.) I'm
3 sorry, can you repeat that? I couldn't hear you.

4 AUDIENCE MEMBER: (Mat Cardinali.) Sorry.
5 It was actually her idea, I forgot the -- the lady
6 over there. If I can say this right, you've got the
7 off-ramp and then you're stopping for people that
8 mostly live to the south on Veranda and then anybody
9 else in our neighborhood there at Martin's Point on
10 north of 295, but then everybody going towards
11 Falmouth if you just had that flow right to the
12 traffic light you basically have a split on your
13 off-ramp.

14 AUDIENCE MEMBER: It's a combo of 1 and 3.

15 AUDIENCE MEMBER: (Mat Cardinali.) Yeah.
16 Except not really 3 because you could just continue
17 that flow right through.

18 MR. COTE: Your name again?

19 AUDIENCE MEMBER: Mat Cardinali.

20 MR. COTE: Okay. So what you're -- if I
21 understand you correctly, this would be a revision to
22 this where we've got the off-ramp coming down and
23 this is specifically for left turning traffic. The
24 northbound off-ramp would come down much like
25 Alternative 2 for left turning traffic and then we

1 would have a separate lane that more or less follows
2 the roadway today and brings you straight to the
3 intersection at Martin's Point, so you have a
4 dedicated lane that goes to the intersection of
5 Martin's Point and a dedicated lane for traffic that
6 might be more localized traffic on Veranda.

7 AUDIENCE MEMBER: (Mat Cardinali.) Yes,
8 with the caveat that you could also turn right for
9 everybody else that's in the neighborhood so they
10 don't have to go all the way down and do a U-ey at
11 weird intersections.

12 MR. COTE: Understood. Okay. Interesting
13 idea. Okay. Yes.

14 AUDIENCE MEMBER: (Cheri Juniewicz.) May I
15 comment to that point? For a long time we've been
16 concerned about the off-ramp being an extension of
17 the highway and it's been a real detriment to
18 pedestrians in that area. And I think it's a mistake
19 to have a -- I mean, I think one of the things that's
20 really appealing about coming off and stopping and
21 T-ing is it will slow traffic that goes down Veranda
22 Street significantly in between the T and the
23 Martin's Point traffic light where right now they're
24 going about 70 miles an hour and that will continue
25 if you split that.

1 MR. COTE: Yup.

2 AUDIENCE MEMBER: (Mat Cardinali.) It's
3 kind of the backup versus them going fast.

4 AUDIENCE MEMBER: (Cheri Juniewicz.) It's
5 only a backup though in rush hour and -- the two rush
6 hours and other than that it just flows, so.

7 MR. COTE: Thank you. Did you have a
8 question? All right. Yes, sir.

9 AUDIENCE MEMBER: Dan McDonald again. There
10 is a significant amount of traffic that is -- that
11 gets off 295 to head north and gets on Veranda but
12 they really want to go south and so they go up and
13 they do a U-turn at Oregon Street. So if you do
14 Option 3, you want to make sure that it's safe for
15 people to take the exit ramp and then turn left and
16 go south on Veranda rather than what they're doing
17 today.

18 MR. COTE: Correct. By reconfiguring -- we
19 recognize one of the deficiencies with the existing
20 roadway network is the way that it's laid out it's
21 not easy to make a left-hand turn and it's not
22 possible to make a direct left-hand turn from the
23 northbound off-ramp onto southbound Route 1. The
24 revised roadway configuration we have addresses that,
25 so you'll be able to make a direct left turn from the

1 off-ramp onto southbound Route 1. Yes, ma'am.

2 AUDIENCE MEMBER: (Cheri Juniewicz.) I have
3 a question about why there are little islands in
4 there. Just curious why.

5 MR. COTE: It's simply from a geometric
6 standpoint where we have, you know, this island just
7 on the --

8 AUDIENCE MEMBER: (Cheri Juniewicz.) No, I
9 mean the little tiny ones in the middle of the road.

10 MR. COTE: These here?

11 AUDIENCE MEMBER: (Cheri Juniewicz.) Yeah.

12 MR. COTE: It's just to separate to define
13 turning lanes.

14 AUDIENCE MEMBER: (Cheri Juniewicz.) Oh,
15 okay.

16 MR. COTE: You know, that's fairly common
17 where we're introducing a new lane into the roadway
18 we need to create some definition in the roadway
19 network. It just makes it clearer for drivers to see
20 that there is a new lane coming.

21 AUDIENCE MEMBER: (Cheri Juniewicz.) Okay.

22 AUDIENCE MEMBER: (Dan McDonald.) What do
23 you think the construction duration will be?

24 MR. COTE: We're not there yet. You know,
25 it could be one to two years total, but the actual

1 impact to the traffic on 295 would be significantly
2 shorter than that, but as part of this initial
3 project phase we are doing construction scheduling
4 and we'll be looking at that and we'll have a better
5 schedule estimate to provide when we come back. Yes.

6 AUDIENCE MEMBER: (Nancy Olmstead.) What
7 about impact -- this is Nancy Olmstead again -- the
8 impact to traffic on Veranda Street? So you
9 responded to impact to traffic on the highway, but
10 how long will there be an impact on Veranda?

11 MR. COTE: The impact to Veranda Street
12 perhaps will be a little bit longer. We are looking
13 at strategies to maintain traffic on Veranda Street
14 during construction. The lanes will likely be
15 perhaps shifted around in space, but the goal will be
16 with 14,000 vehicles a day to maintain consistent
17 traffic flow through that project site. Yes, sir.

18 AUDIENCE MEMBER: Justin Desjarlais. I live
19 on Olympia Street. First of all, thanks for having
20 the meeting. I do not envy the task you have in
21 front of you to try to rework this area. There is
22 lots to consider. We've heard from a lot of people
23 on various concerns. I guess from my standpoint
24 where I live I would have to probably lean towards
25 Option 2. I think it's a balance between having the

1 traffic dump off too close to 295, but then Option
2 Number 3 looks very awkward to try and get into that
3 neighborhood. One thing that hasn't been brought up
4 to this point is have you considered a left turn lane
5 to get into either Olympia street or Oregon because
6 for anyone who exits the highway to go north and make
7 an immediate left into that neighborhood and pulling
8 out in front of traffic that will be coming under the
9 bridge and have to make a left-hand turn. And I
10 think that we just need to decide if your intent is
11 to slow the traffic down, which when people come
12 screaming over that nice new bridge southbound from
13 Falmouth, they get here and they get to go screaming
14 up the highway to get right on and they queue up on
15 the entrance ramp. If you're going to turn that into
16 a hard left turn people will start to queue up headed
17 southbound under the bridge, which will, again,
18 depending on where the exit ramp is headed northbound
19 that could conflict the paths. And then as far as
20 the comment about assuming the path that comes
21 southbound over the new bridge, I believe that fence
22 at Martin's Point is historical, so you can't
23 actually pick up too much room there. But with
24 either Option 1 or Option 2 is looks like there is an
25 option for continuing that path and not have to hop

1 over Route 1, but that would not work well if you are
2 going to have another slip entrance onto Route 1 and
3 that would just keep everybody going fast, but it
4 keeps headlights out of people's homes. So, again,
5 so much to consider and I look forward to coming back
6 again to see what you come up with.

7 MR. COTE: So do we. Thank you. Additional
8 questions? Yes, ma'am.

9 AUDIENCE MEMBER: (Sandy Donahue.) I just
10 have a couple of comments.

11 MR. COTE: I'm sorry, your name again?

12 AUDIENCE MEMBER: Sandy Donahue, Wordsworth
13 Street. If the traffic does back up too much,
14 hopefully some of the traffic will just find
15 alternative ways to get into Portland because it's
16 not -- Veranda Street is not a through-way, it is a
17 neighborhood. And I'm thrilled that you're thinking
18 of sidewalks and pedestrian bike lanes and stuff like
19 that because it is a neighborhood and the residents
20 who live there, you know, have to put up with all of
21 the noise and the traffic and everything, so there
22 are other ways to get downtown.

23 MR. COTE: Okay. Thank you for your
24 comment. Sir.

25 AUDIENCE MEMBER: (Peter Daigle.) Yeah, I

1 just want to echo those comments on the whole
2 bike/ped thing and it's huge. I'm an avid biker. I
3 like to go to Falmouth. I like to go to Portland.
4 As was mentioned, it would be nice to see how that
5 would get integrated with what they did, you know,
6 going to Falmouth and coming back in. I just look
7 forward to your input and what you plan to do for the
8 bike/ped piece and just keeping that in mind because
9 that area is huge for people coming from Falmouth
10 going to Back Bay for jogging and biking and then
11 going back home again, so just to keep that in mind
12 if you're not aware. And to the whole truck traffic
13 thing, we definitely need to keep that in mind and it
14 probably goes without saying, but obviously the
15 traffic concerns are in the morning from people
16 coming north coming into the city for work and at
17 night when people are leaving the city to go home, so
18 those are the two, you know, high traffic times of
19 course.

20 MR. COTE: Thank you. And your name again?

21 AUDIENCE MEMBER: Peter Daigle.

22 MR. COTE: Thank you. Additional questions
23 or comments? Sir.

24 AUDIENCE MEMBER: Hi. I have got quite a
25 few. My name is Carl Eppich. I actually work for

1 PACTS, which is the regional metropolitan planning
2 organization and I wanted to hold off until most of
3 the residents have talked to this. A number of
4 comments an a couple of questions. Veranda Street is
5 the main bike route north and south from the city and
6 the city worked with PACTS last year or a couple
7 years ago, Cheri; is that right?

8 AUDIENCE MEMBER: (Cheri Juniewicz.) A
9 couple years ago.

10 AUDIENCE MEMBER: (Carl Eppich.) The city
11 is interested in developing a multi-use path from
12 Tukey's Bridge to Martin's Point Bridge and the route
13 for that would go from Sullivan Street where there is
14 an existing path basically along the embankment right
15 here in the vicinity of the current off-ramp up to
16 the area near the intersection at the Martin's Point
17 Health Care and so I just wanted to make you aware of
18 that and I can get those plans to you.

19 AUDIENCE MEMBER: (Chris Branch.) We
20 already -- they already have them.

21 AUDIENCE MEMBER: (Carl Eppich.) These guys
22 have them?

23 AUDIENCE MEMBER: (Chris Branch.) Yeah.
24 Bruce took care of them.

25 AUDIENCE MEMBER: (Carl Eppich.) Okay.

1 Great. And to that point, this is Bike Route 1,
2 which is a federal bike route. It was signed last
3 year. Maybe you've seen some of the signs out there.
4 It is really, again, the primary bike route to the
5 coastal towns as well so if 295 is closed it's one of
6 the main routes for vehicles to go north.

7 I'm not sure, a couple of questions, why the
8 total width of the bridge needs to narrow down. My
9 understanding is you need at least a 5 foot buffer
10 between a mix of a multi-use path and a sidewalk and
11 traffic, so just to consider, you know, putting in
12 some kind of margin of buffer that provides safety as
13 well as comfort for going underneath the bridge as
14 well as lighting. Portland added lighting last year
15 to Forest Avenue at 295 at Exit 6 as part that
16 project and bridges tend to be quite dark if they're
17 not lit, so that's something that would need to be
18 considered there. So I covered that.

19 Another question, will the additional right
20 of way that's going to the residents be given back to
21 those residents or would it remain DOT right of way
22 and do you know if the driveways -- the additional it
23 looks likes like about an additional 50 to 60 feet of
24 driveway, would that be maintained by DOT if it is
25 right of way or would it be something that the

1 residents have to maintain or are you not anywhere
2 near that level of detail?

3 MR. COTE: Yeah. Joel, could you speak to
4 that?

5 MR. KITTREDGE: Yes, thanks. As far as that
6 property, the property impacts that you're seeing
7 there, generally, and there is absolutely nothing
8 that -- there are always exceptions, but generally
9 where the DOT gains additional property or
10 relinquishes some property, we do not see at this
11 point in time if we were to do that where it actually
12 lengthened, if you would, the length of people's
13 yards, we would still retain the ownership of that
14 property. We would not be -- that would not revert
15 to the owners unless perhaps there was some
16 compelling reason or it felt really strongly that
17 they wanted it. That would open the door for some
18 discussion, but by enlarge we would not be walking
19 away from the property that we own.

20 AUDIENCE MEMBER: (Carl Eppich.) That's my
21 experience with it as well, but I just was curious.

22 MR. KITTREDGE: And we wouldn't be
23 maintaining it either. I mean, the owner would be --
24 somebody would be mowing it. It wouldn't be the DOT.

25 AUDIENCE MEMBER: (Carl Eppich.) Or just

1 the pavement or their driveways as well. Okay.
2 Thanks. I'm almost done here. You talked about
3 unknowns and knowns. Again, we talked about Portland
4 and Falmouth worked very close together and with
5 PACTS to get this multi-use path on the Martin's
6 Point Bridge back in '11 and '12 and just whether or
7 not the path is built as part of this project, and I
8 think Cheri spoke to it, how that integrates up near
9 the Martin's Point Bridge shouldn't be precluded by,
10 you know, what this project does. You know, let's
11 not spend money to have to undo it in a handful of
12 years. I know the city wants to build this, you
13 know, in 5 to 10 years.

14 It appears that the northbound off-ramp will
15 be torn out as part of the project and so just one
16 consideration would be to use the existing pavement
17 as the shared use path. You could at least get it
18 from where it winds into Veranda today to about
19 Sullivan Street, which is where the path exists in
20 the neighborhood, so it's just something to think
21 about. You don't have to tear out all of that
22 pavement, you could leave it and just probably
23 resurface it 10 feet wide and use it as the multi-use
24 path and at least be able to get from Sullivan Street
25 to Veranda Street in the vicinity of the bridge.

1 They can't do that today. That's it.

2 MR. COTE: Thank you for your comments. I
3 was just going to say Chris Branch from the City of
4 Portland is raising his hand. MaineDOT and the City
5 of Portland are working together on this project.

6 AUDIENCE MEMBER: (Carl Eppich.) Yup. Oh,
7 yeah.

8 MR. COTE: MaineDOT is leading the bridge
9 and the roadway work with recognition that the city
10 has a desire and PACTS has a desire to add more bike
11 facilities than would typically be included on a
12 standard MaineDOT project. The city is really
13 leading the conceptualization and looking at the
14 cost-sharing, you know, aspects of building those
15 extra facilities and how that takes shape, so we are
16 working together. Chris, did you want to offer a
17 comment?

18 AUDIENCE MEMBER: (Chris Branch.) I was
19 just going to say, you know, I'm Chris Branch. I'm
20 the director of public works. There is somebody here
21 from the city tonight who is hearing your comments.
22 I'm taking some notes down. I understand what your
23 concerns are. We'll be following-up with the DOT on
24 the issues, you know, you brought up the noise issue.
25 I'm not sure where that will go, but we're going to

1 bring it up with them as we go through the process
2 and see if there is anything that can be done. Those
3 walls can be really expensive, but if I lived where
4 you are I'd probably want a wall there too. The
5 other thing is remember this is -- we had a lot of
6 great comments and feedback tonight. We're really in
7 a real conceptual phase at this point. These are
8 ideas. Yeah, they look nice and fancy today with all
9 of the wonderful stuff you can do digitally, but
10 they're very conceptual at this stage and really when
11 they come back again in August-September you'll see a
12 lot more detail and a lot more information and
13 hopefully will be able to give you better answers to
14 your questions then and also be able to answer some
15 of the questions that you've had tonight. If you've
16 got any comments, you know, you can forward them up
17 to Joel at the DOT. I'm available. My email address
18 is right on the website if you want to get anything
19 to me or to Jeremiah Bartlett, who is the city
20 traffic engineer, and we can get those comments up to
21 the DOT as well. But I just want to let you know,
22 we're here, we're listening to you and we appreciate
23 your input tonight.

24 MR. COTE: Yes.

25 AUDIENCE MEMBER: Rod Bernier. May I show

1 you this quickly? Right now, traffic comes through
2 here pretty quickly out this way and then there is a
3 little ramp here with a stop sign and we're right
4 here. With this, you're bringing all that traffic
5 closer in to us. And right now, I mean, that's where
6 all of the accidents happen, so there is a, you know,
7 a fence that the state put up many, many years ago
8 that's been hit a thousand times. It's all kind of
9 misshapen and all bent over. Are you going to need
10 to cut in further here and are you going to put in
11 safer barricades? You're going to have a much larger
12 volume of traffic even though it's going to be
13 slower. I'm really worried about how stuff is coming
14 in here now and closer to the house is a smaller
15 amount cars a day, but now you're going to put 14,000
16 20 feet closer.

17 MR. COTE: And just so we have it for the
18 project record, you're talking about vehicles
19 traveling southbound on Route 1 turning onto the --

20 AUDIENCE MEMBER: (Rod Bernier.) On the
21 interstate.

22 MR. COTE: -- I-295 on-ramp. Correct. The
23 way that intersection is configured now, and we have
24 not done engineering analysis to look at truck
25 turning radiuses and all of those things that we need

1 to do to understand what this geometry looks like in
2 a final condition, but conceptually we've laid this
3 out so that you're coming off Wordsworth Street.
4 Your exit off of Wordsworth Street is aligned with
5 the entrance onto the ramp.

6 AUDIENCE MEMBER: (Rod Bernier.) Okay.
7 That's a very small amount of traffic.

8 MR. COTE: It is, but that was the logic
9 that has gone into it so far. With respect to the
10 vehicles and the crashes, we do anticipate that this
11 intersection configuration that's shown now will
12 simplify those traffic movements and perhaps avoid
13 those conflict points that cause those vehicles to go
14 off the road, but also slow vehicles down
15 considerably so that there is less likely there, but
16 those are all things that need to be evaluated over
17 our next couple of months. Yes.

18 AUDIENCE MEMBER: Carl Eppich with PACTS. I
19 just forgot, I really like what I see and I just
20 wanted to give, you know, kudos to HNTB, the city and
21 MainedOT for what you guys have put together thus
22 far.

23 MR. COTE: Thank you. Yes.

24 AUDIENCE MEMBER: (Frank Orr.) One comment.
25 It's only once a year, but that's a very -- that

1 whole area is a very popular viewing spot for
2 fireworks on the 4th of July. There is hundreds of
3 cars there on every side of every road in that area
4 during fireworks, so you might want to send someone
5 on the 4th to look at the situation from the DOT.

6 AUDIENCE MEMBER: (Cheri Juniewicz.) You'll
7 have a beautiful place to see now.

8 AUDIENCE MEMBER: (Sandy Donahue.) Park
9 benches.

10 AUDIENCE MEMBER: (Mat Cardinali.) Speaking
11 of that -- sorry, I forgot, the other guy way over
12 there --

13 MR. COTE: Joel.

14 AUDIENCE MEMBER: (Mat Cardinali.) --
15 talking about in front of the --

16 MR. KITTREDGE: Yes. I'm sorry.

17 AUDIENCE MEMBER: (Mat Cardinali.) So you
18 may have explained this, but it's kind of conflicting
19 what I heard. You said that DOT retains ownership of
20 any growth, any green space in front of the
21 properties on Veranda if Veranda moves out. That
22 said, obviously our driveways get longer, but --

23 MR. KITTREDGE: Right.

24 AUDIENCE MEMBER: (Mat Cardinali.) -- you
25 said that DOT maintains the green space, but we

1 maintain the driveway?

2 MR. KITTREDGE: We would not be
3 maintaining anything that is in our right of way just
4 like -- if it was not on our property and it was a
5 driveway to our right of way for somebody else we
6 wouldn't be maintaining it, which is what we don't do
7 now. I mean, that's the way it works now.

8 AUDIENCE MEMBER: (Mat Cardinali.) Okay.
9 So it's -- the driveway would be created by -- during
10 this whole process because that's the only way for us
11 to get --

12 MR. KITTREDGE: Yeah. It would be to get --
13 I don't know where the right of way line lies here,
14 but if this lengthens say 10 feet, you know, this
15 moved -- this roadway moves away to the south, this
16 property ownership line here for the DOT is going to
17 remain right where it is. It's not going to change.
18 We're not going to say, oh, by the way, okay, we're
19 shifting 10 feet down so we're going to sell 10 feet
20 back to you folks. We're just going to leave that
21 property line where it is. We'll maintain what we
22 maintain there now, if anything, and if we're not
23 touching it now, we're not going to be touching it
24 later.

25 AUDIENCE MEMBER: (Mat Cardinali.) Except

1 for the driveway, which is something that you would
2 not maintain?

3 MR. KITTREDGE: Right. We don't maintain
4 people's driveways.

5 AUDIENCE MEMBER: (Mat Cardinali.) But you
6 would be putting the driveway in.

7 AUDIENCE MEMBER: (Peter Daigle.) I think
8 what he's saying is you're not going to dig it out
9 and leave him a hole --

10 MR. KITTREDGE: Of course not.

11 AUDIENCE MEMBER: (Peter Daigle.) -- so
12 that he's got to put a driveway in.

13 MR. KITTREDGE: Of course not.

14 AUDIENCE MEMBER: (Mat Cardinali.) I just
15 want to make that clear. Thank you. This is all new
16 stuff for me.

17 MR. KITTREDGE: Yes. I misunderstood you.

18 MR. COTE: Particularly what would happen in
19 this case, Joel, is where the pavement is today and
20 that gets reverted to somebody's front yard, it's
21 basically the Department's property that serves as
22 the landowner's front yard, the landowner is sort of
23 the steward of that grass. The Department would loam
24 and seed it, pave the driveway and then the landowner
25 would be responsible for mowing the lawn and plowing

1 the driveway. Would that be accurate, Joel?

2 MR. KITTREDGE: Mmm Hmm.

3 AUDIENCE MEMBER: (Mat Cardinali.) Okay.
4 Yeah. Um, okay. It's a new thing because I've
5 never -- I will probably have more questions about it
6 down the road.

7 MR. KITTREDGE: Call me.

8 AUDIENCE MEMBER: (Mat Cardinali.) I will.

9 MR. KITTREDGE: Email.

10 AUDIENCE MEMBER: (Mat Cardinali.) I'm not
11 laughing at the situation, it's just a peculiar
12 concept, I guess, that's all.

13 MR. KITTREDGE: Yup.

14 MR. COTE: Yes.

15 AUDIENCE MEMBER: (Dane Hutchins.) Is there
16 an estimated time line for actual plans with street
17 elevations?

18 MR. COTE: That would not occur until
19 preliminary design.

20 AUDIENCE MEMBER: (Dane Hutchins.) Which
21 is?

22 MR. COTE: Which would be -- what was my --
23 I don't want to misspeak. Completion of preliminary
24 design we would have some initial limited elevations
25 in the fall of 2018 and then the final elevation, the

1 final grades and the slopes would be in the fall of
2 2019.

3 AUDIENCE MEMBER: (Dane Hutchins.) Okay.

4 MR. COTE: At this stage of the analysis
5 with the alternatives analysis, we're going to have
6 graphics that are similar to what's here. We may do
7 some very limited grade checks where we have critical
8 clearance points under the bridge, but at this point
9 we're not doing full roadway profiles or things like
10 that, not at this stage.

11 Additional comments? These have been great
12 comments, folks. We really appreciate it. Good
13 ideas. Good feedback. Are there any others?

14 AUDIENCE MEMBER: (Justin Desjarlais.)
15 Sorry. Real quick. When is the next meeting in
16 relation to the rough schedule you just had up there?

17 MR. COTE: The next public meeting would
18 occur sometime late summer or early fall. It would
19 occur as we're wrapping up the alternatives analysis
20 because we want to have that touch point before we
21 get into preliminary design.

22 AUDIENCE MEMBER: (Justin Desjarlais.)
23 Okay. Thank you.

24 AUDIENCE MEMBER: (Chris Branch.) Just from
25 the cities perspective, we would prefer to have it

1 after Labor Day.

2 AUDIENCE MEMBER: Question. Barbara
3 Gardner, 178 Veranda Street. Is this powerpoint and
4 these graphics, will these be available to us online
5 somewhere so we can keep reviewing these?

6 MR. KITTREDGE: We can do that. We'll deal
7 with Chris or Jim Hyman and make that available on
8 the city website.

9 AUDIENCE MEMBER: (Barbara Gardner.) On the
10 city website.

11 MR. KITTREDGE: Yeah. Sure.

12 AUDIENCE MEMBER: (Barbara Gardner.) Okay.
13 Thank you.

14 MR. COTE: Any others?

15 AUDIENCE MEMBER: (Mat Cardinali.) Just a
16 quick one. As you're talking about these different
17 concepts, it would be cool to send in -- like I've
18 got an illustrator at home, it's ideal to visualize
19 and you guys probably throw them away, but it might
20 be worthwhile to have it.

21 MR. COTE: Yup. If you talk with Joel and
22 get his business card you can email him and get his
23 graphics --

24 MR. KITTREDGE: Sure.

25 MR. COTE: -- and he'll send you those.

1 Absolutely. Yup.

2 AUDIENCE MEMBER: My name is Clair.
3 Somebody had mentioned earlier that the trees were
4 cleared because of the survey that needs to be done.
5 When construction is complete is there any plan to
6 replant any trees to help with the noise if there is
7 not going to be a wall put up?

8 MR. KITTREDGE: Generally on a project
9 especially of this nature and this environment here,
10 this geographic location, landscape architecture will
11 be a concern here, as it, you know, as it well should
12 be. Would we make an actual park out of it with
13 federal dollars? Probably not. But would we use
14 plantings where appropriate? Yeah, I think we would.
15 That would need to be determined during final design
16 in conjunction with, you know, the city, our
17 landscape architect and budgetary constraints.

18 MR. COTE: And, Joel, how about -- were you
19 referring specifically to along 295?

20 AUDIENCE MEMBER: (Clair.) Yeah. I mean,
21 people were saying the noise has gotten worse since
22 trees were cleared and from what I heard it was
23 because a survey needs to be done. Is there any plan
24 to replace any of those to help with the noise when
25 this is finished?

1 MR. KITTREDGE: That could be part -- there
2 is no plan right now. This is the first plan here.
3 That's good. That's a great comment. There is no
4 plan now, but we'll take that back as part of the
5 equation, you know, relating to the sound, the
6 impacts, the study the questions, you know, the
7 landscaping, what do we do, what do we have to do
8 here to get through this.

9 AUDIENCE MEMBER: (Carl Vickerson.) I have
10 a question. What did they do in South Portland to
11 force the issue with sound barriers when they rebuilt
12 295?

13 MR. KITTREDGE: I do not know.

14 AUDIENCE MEMBER: (Carl Vickerson.) Did the
15 state just volunteer them? I don't think so.

16 MR. KITTREDGE: I do not know. I don't know
17 anything about that project. I'm sorry.

18 AUDIENCE MEMBER: (Lauren Dragon.) They
19 withheld property taxes.

20 MR. COTE: Sir.

21 AUDIENCE MEMBER: Yes, Pete Daigle again.
22 Based on this construction, the bridge project and
23 stuff, where would you anticipate setting up shop, if
24 you will?

25 MR. COTE: It's a little early to know at

1 this point. That is something that will be assessed
2 as part of the constructability assessment, how much
3 lay down room does the contractor need, where the
4 temporary surring and staging areas will be. You
5 know, there is certainly a lot of materials and
6 equipment that will need to be here, but there is
7 also the need to leave reasonable accommodations for
8 traffic, so it's a balancing act and those are things
9 that we evaluate.

10 AUDIENCE MEMBER: Jordan Keeler. This might
11 be slightly off topic, but I have the DOT. The fence
12 lines that are up currently have been hit by snow
13 plows and you can walk right over them especially at
14 the end of our street. Our dogs can just walk up
15 over the fence. There is people walking on the side
16 of 295. So as you're approaching them -- completely
17 different side topic of putting up walls or whatever
18 it should be it is probably getting close to the time
19 to address safety concerns where people are already
20 crossing over them and walking in between our house
21 and 295 in that small little part and because you can
22 just walk over the fence.

23 AUDIENCE MEMBER: (Ken Lorenz.) Yeah. And
24 the neighborhood kids come right over that fence as
25 if it weren't there.

1 MR. COTE: And you're referring to the right
2 of way fence at the bottom of the slope?

3 AUDIENCE MEMBER: (Ken Lorenz.) At the end
4 of our --

5 AUDIENCE MEMBER: (Jordan Keeler.) At the
6 end of our street, so right where all of the on- and
7 off-ramps down -- it's not on this picture, but where
8 all of the T-in streets are the snow plows push the
9 snow onto the fences that are bordering on 295 and
10 the fences are flopped over because --

11 MR. COTE: And I'm sorry, I'm not sure where
12 you're referring to.

13 AUDIENCE MEMBER: (Peter Daigle.) You want
14 to go up to the board?

15 AUDIENCE MEMBER: (Jordan Keeler.) It's not
16 quite on there. It's -- I know they're not --

17 AUDIENCE MEMBER: (Peter Daigle.) Down here
18 in this neighborhood there is all kinds of streets
19 that run down, a couple of streets that run down and
20 that basically --

21 MR. COTE: Oh.

22 AUDIENCE MEMBER: (Peter Daigle.) -- and
23 their street ends in where 295 is, so there is that
24 fence line.

25 MR. COTE: Okay.

1 AUDIENCE MEMBER: (Jordan Keeler.) Again, I
2 know that's not this project, but I have the ear and
3 I know we're talking about this as a general area, so
4 something needs to be done in general whether it's
5 just re-erecting the fences or...

6 MR. COTE: That's in the vicinity of
7 Sherwood Street and Kensington and those streets down
8 there.

9 AUDIENCE MEMBER: (Ken Lorenz.) Yeah, it's
10 the T off of Kensington.

11 AUDIENCE MEMBER: (Lauren Dragon.) They'll
12 put some zip ties. They zip-tied mine. There is a
13 million zip ties on mine.

14 AUDIENCE MEMBER: (Ken Lorenz.) Yeah, I
15 don't know if that's going to work.

16 AUDIENCE MEMBER: (Jordan Keeler.) Again, I
17 know it's not part of the project, but I thought I'd
18 throw it out.

19 AUDIENCE MEMBER: (Lauren Dragon.) It's an
20 eye sore and it's a hazard.

21 MR. COTE: I appreciate the comment.
22 Others? Okay. Seeing none, thank you everybody for
23 your participation tonight. This was great. It's an
24 engaging group. Lots of feedback and comments. We
25 really appreciate it. We as the design engineers,

1 MaineDOT, the city, we have some work to do in the
2 next couple of months and we'll certainly be thinking
3 about this. As you leave the meeting tonight, as
4 Joel said, the Department will share the information
5 with the city and get it up on their website and you
6 can see these graphics and take a look at them some
7 more. Additionally, if you have comments, please
8 grab an envelope. If you think of something on the
9 ride home, you can mail that in and get that comment
10 entered in.

11 MR. KITTREDGE: And please make sure you
12 sign-in if you did not already. Thank you.

13 MR. COTE: With that, thank you everybody.
14 We'll stick around for a little bit if anybody wants
15 to look at the graphic. Thank you.

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(Meeting concluded at 7:27 p.m.)

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C E R T I F I C A T E

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

and I have signed:

_/s/ Robin J. Dostie_____

Court Reporter/Notary Public

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