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Martin's Point Bridge Advisory Committee : Meeting Minutes, July 19, 2011

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Martin's Point Bridge Advisory Committee
Martin's Point Health Care Center
Minutes of July 19, 2011 Meeting
6 to 8 pm

Attendees:

Committee members

Kerry Tietjen	Sue Ellen Bordwell
Patrick Costin	Suzanne Foley Ferguson
Ann Tucker	John Woodcock
Cheri Juniewicz	Peter Stuckey
Nathan Poore	Jay Reynolds
Mayer Fistal	Richard Weare

Other attendees

Leanne Timberlake, MaineDOT
Wayne Frankhauser, MaineDOT
Sally Oldham, Consultant to MaineDOT
Anthony Puntin, The Louis Berger Group
Paul DeStefano, The Louis Berger Group
Carol Dunbar, Falmouth resident
Michael Roderick, Falmouth resident

Sally Oldham opened the meeting and explained that the goals for the meeting were to discuss the outcomes of the Public Information Meeting, to discuss a list of aesthetic design items that stemmed from previous meeting discussions to reference in the Request for Proposals (RFP), and to begin a discussion of construction period issues and concerns. Sally asked for any comments on the minutes from the June 14 meeting. There were no comments and the minutes were approved as distributed.

Sally asked Leanne to provide an update on the status of the project. Leanne explained that although she didn't yet have approval to release the Request for Qualifications (RFQ), she hoped to issue it on July 20 as planned. She explained that when the RFQ is issued, it will be posted on the website: <http://www.state.me.us/mdot/martinspointbridgedb/index.htm>. It can be found on the left side of the home page under RFQ.

Turning to a report on the Public Information Meeting held July 13, Leanne thanked the Advisory Committee panel members for their participation in the meeting. She reviewed the format for the meeting. Sally commented briefly on the types of questions and comments that were received, including the suggestion for increased bus service during construction as a way to reduce traffic on the bridge, concerns about reduction in property values due to the new bridge alignment, concern that the Maine Marathon held annually in the fall will not be impeded by the bridge construction, concerns about pedestrian and handicapped access at the new facility, concerns about whether there will be glare from headlights with a new alignment, concern that

the pedestrian path be cleared in winter, support for minimal lighting and low lighting on the multi-use path, and concerns about what the impact will be on residents who live and work very close to the construction site. After several people had indicated a concern about what the level of impact might be on nearby properties, one Advisory Committee member suggested that MaineDOT hold an additional information meeting for property owners of property in close proximity to the bridge to provide as much information as is possible at this stage in the project planning. Leanne indicated the transcript for the Public Information Meeting will be posted on the website very soon.

Sally asked Nathan Poore to describe his proposal made to Maine DOT staff at the conclusion of the Public Information Meeting to hold an additional information meeting. She explained that whatever input came from such a meeting would logically flow through the Advisory Committee as this is the mechanism the Department has established to support public input. Sally indicated she had communicated with Mike Bobinsky and Cheri Juniewicz about their views on whether such a meeting should be held for close by Portland property owners as well as for those in Falmouth. Both Cheri and Mike agreed if such a meeting were held, it would be more efficient to hold one meeting rather than two. Leanne and Wayne indicated their willingness to hold such a meeting.

Sally suggested that as the Committee was considering an August meeting either on the 9th or 16th, perhaps the added public information meeting could be held August 9 and the Advisory Committee meeting held August 16. Leanne projected a map with a proposed area outlined in which property owners would be notified of the additional meeting. The boundaries were discussed and agreed upon. Falmouth will provide property addresses to Maine DOT and Maine DOT will obtain addresses for Portland. Ann Tucker offered to check with her staff to see if both meetings can be held at the Martin's Point Health Care Center Marine Hospital Building.

Responding to two areas of concern raised at the July 13 meeting, Sally asked Leanne and Tony to explain just how far from the outer edge of the present bridge might a new bridge be built given the envelope currently proposed. They explained that the new structure at the outside would be approximately 64 feet either upstream or downstream of the current structure (essentially 54 feet of width plus 10 feet between the old and new structures). This should give property owners a sense of the limits of what is possible with a new alignment.

Regarding a second concern about how intrusive headlights might be in nearby Falmouth homes given the fact that the bridge will be designed about two feet higher than at present, Tony explained that headlight beams are generally about 24" off the ground and extend 300 to 400 feet. The transition area of the causeway on the Falmouth side is 700 feet long. With the railings that will be required, beams from headlights will be diffused. Additionally the plans will call for landscaping that could include buffering for headlights. Given all these factors it does not seem that headlights should pose a burdensome problem for homeowners. Sally indicated it will be helpful to provide this same information to property owners at the August 9 meeting.

Sally next moved to the list of aesthetic design items to include in the holistic aesthetic design package.

- Regarding pier treatments, it was suggested this should be treated as part of the overall approach to the aesthetic design of the bridge.
- Regarding railing requirements, there was considerable discussion about what would be required to meet Federal design standards and what differing standards are required for each type of railing. The RFP should point out these differences. There was considerable opinion voiced that the RFP should not call for a Maine standard detail for the bridge rail but should instead encourage creativity in choice of railing while meeting required standards for safety. It was suggested that the RFP should call for railings that allow for visibility, transparency, good sight lines, as well as providing a feeling of safety for travelers, whatever their mode of travel.
- After considerable discussion and taking of votes on options regarding allowing the use of Jersey barriers or other solid barriers, members of the Committee recommended (by a 3/4 majority vote) that the RFP not allow Jersey barriers.

Time did not allow for discussion of additional aesthetic design items, so these were left for Leanne to incorporate into the draft RFP language that Committee members would have the opportunity to review at the August 16 meeting as follows:

- Type of lighting for multi-use pathway – Specify that this be at railing height or on posts and adequate to serve the needed purpose but not intrusive from a distance. The final choice of lighting will be made with input from Advisory Committee after bid award.
- RFP should indicate that nodes or overlooks for fishing and viewing are the clear preference of the Advisory Committee. This consideration should be noted in the scoring of the Community Context, Community Values and Public Involvement category.
 - Discuss with Advisory Committee if seating is desired.
- Surfacing materials for road, overlook, multi-use path, shoulders, sidewalk.
- Use of color on any elements.
- Community transition treatments – signage, landscaping preferences
 - Need to discuss for input from Advisory Committee
- Park and/or trail opportunities at old abutment depending on alignment proposed should be indicated as a preference of the Advisory Committee.

Renderings required of Design-Build Teams: The Portland Society of Architects, represented by Patrick Costin, had recommended in testimony at the Public Information Meeting, that 3D parametric software be required to illustrate the designs presented in proposals. Patrick indicated that PSA members had found the single perspective view called for in the Veterans Bridge proposal to be limiting in understanding the proposals. Patrick recommended that Google Sketch Up or an equivalent version of 3D parametric software be required. A version of Sketch Up can be downloaded on the internet for free. A more advanced version can be purchased for about \$500. Patrick commented that the Aesthetic Design Professional called for on the team should have the skill set to use this software. The design could be submitted on a CD with the proposal.

Furthermore, proposers could be asked to use Google EarthLink or equivalent to place the design in a photographic context. Wayne asked whether it would be more important to have these 3D views at the proposal stage for evaluation or later once the successful D-B team is working through choices with the Advisory Committee. Patrick indicated it definitely would be more important to have at the proposal stage to allow the best opportunity to evaluate design proposals. After a brief discussion it was agreed that the Committee would recommend to Maine DOT that D-B teams be required to provide a CD with 3D views of the proposed bridge design and to place the proposed design in an actual photographic context.

In the remaining time allowed, Sally asked the group to list issues and concerns they have regarding the construction period.

- Ann Tucker speaking on behalf of Martin's Point Health Care Center asked that the RFP indicate that construction should not close off either of the primary entrances to the Martin's Point facility and that there be no construction equipment allowed on the Martin's Point property.
- It was suggested that the Peterbilt property could be considered as a staging area.
- A question was asked as to whether construction workers could be shuttled to the site so they would not need to find parking in the immediate area. For an example, Ann indicated that when Martin's Point's construction was underway, their construction agreement did not allow workers to park on nearby streets.
- A question was asked about what work hours would be.
- A question was asked about signage and whether any signs with blinking lights would be allowed and where. There was a concern that there not be blinking signs located on people's property or shining in windows of residences.
- A question was asked about what blasting might be required and the likely impact of noise on surrounding homes.
- Wayne commented that there will be pile driving required but that it would be possible to use lower noise equipment for this task.
- A question was asked about whether the construction would cause any impact of access for the school bus to its normal route.
- Peter Stuckey raised a question brought up at the Public Information Meeting about whether there would be a curb cut provided allowing a pull off area for buses.
- Peter also asked about the status of funding for the second half of the project.

Sally indicated that the August meeting is expected to be the final Advisory Committee meeting prior to issuance of the RFP. She noted that there will be a lot of material to cover at this meeting since this will be the one meeting where Committee members can review and comment on the extent to which the RFP language reflects the Committee's recommendations made over the past year. Sally asked if Leanne could provide by mail if not by email the relevant draft language to members prior to the meeting for review so the group can make best use of the time allotted.

Next meeting: Tuesday, August 16, 2011
Time: 6:00-8:00 pm

Location: Martin's Point Health Care center, 331 Veranda Street, Marine
Hospital Building

Added Public Information meeting for nearby residents: Tuesday, August 9, 2011

Time: 6:30 pm-8:00 pm

Location: Martin's Point Health Care center, 331 Veranda Street, Marine
Hospital Building