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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IN RE MULTI-USE PATH BEGINNING AT
KENNEBEC RIVER TRAIL
WIN 018736.10 and 013344.10

Public Meeting At The Gardiner Boys and Girls Club
of Kennebec Valley

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on
August 24, 2017, at the Gardiner Boys and Girls Club
of Kennebec Valley, 14 Pray Street, Gardiner, Maine,
commencing at 6:00 p.m.

REPRESENTING THE STATE:	JOHN RODRIGUE
	LEEANNE TIMBERLAKE
FROM STANTEC:	TIM MERRITT
	LAUREN MEEK
FEDERAL HIGHWAY:	CASSIE CHASE

1 TRANSCRIPT OF PROCEEDINGS

2 MR. RODRIGUE: Good evening, everybody. I
3 know we still have people coming in, but if there is
4 anyone that's in the room now that hasn't signed the
5 attendance sheet, if you could do that at some point.
6 We'll end up passing it around to make sure that we
7 have everybody sign it that hasn't signed it yet when
8 you came in. If we need more chairs we can put out
9 more chairs. It looks like we might need a few. Is
10 this any better?

11 AUDIENCE MEMBER: Yes.

12 AUDIENCE MEMBER: Yes.

13 MR. RODRIGUE: Okay. Great. I know my
14 voice carries, but this might help. So welcome,
15 everybody. We're here to talk tonight about the
16 Gardiner Cobbossee multi-use path and the design and
17 the plans. My name is John Rodrigue. I'm with the
18 Maine Department of Transportation with the
19 Multimodal Program and I'm the Project Manager for
20 the project working with others to develop the
21 project. And I'll make introductions as I go along.
22 So I'm an Assistant Project Manager with Multimodal
23 and tonight we're going to present the design for the
24 Cobbossee multi-use path to the point that we're at
25 right now, but I need to explain a few things about

1 the multi-use path and a little bit of the history
2 for you. Some of you may know some of the history.
3 It might be redundant for you, but if you just give
4 me a few minutes and be a little patient we'll get
5 through it.

6 So before I do that just a few introductions
7 as some of the people I've seen come into the room.
8 Again, my name is John Rodrigue. We have Patrick
9 Adams also is working with us from Planning. He's
10 not here tonight. He was planning on being here for
11 MaineDOT, but he is not here tonight. Leanne
12 Timberlake is here from our Bridge Department. She's
13 working on the bridge development project within
14 Gardiner. And Roger Sproul, who is working on right
15 of way and is our Right of Way Appraiser and is not
16 here as well, but he is also working on the project.
17 Cassie Chase from the Federal Highway Administration,
18 she's an Environmental Engineer. Cassie is here with
19 us as well tonight. I have Patrick Wright, City of
20 Gardiner, who I'm sure most of you know, Economic
21 Development Coordinator. Anne Davis, the City of
22 Gardiner interim City Manager. I have Tony LaPlante,
23 City of Gardiner Public Works Director. Thom
24 Harnett, who is the Mayor in Gardiner. And the
25 Cobbossee Trail Committee members and I'm not sure if

1 they're all here, but Kate Carnes, Brian Kent, Tom
2 Reeves, and Karen Tucker, who have been working with
3 us throughout on this project. Others that we have
4 in the room that have been working very diligently on
5 the project is we have Stantec. We have Lauren Meek,
6 who is the Senior Transportation Engineer. Tim
7 Merritt of Stantec who is the Senior Project Manager.
8 For the cities LPA project, which I'll go over that
9 as well, the consultants we have from Milone and
10 MacBroom, we have Regina Leonard. Jason Ready from
11 Milone and MacBroom is the Transportation Project
12 Engineer. And others that I am not sure came in
13 while I was starting, Al Godfrey from TMSI. He is a
14 Professional Engineer in Gardiner, who is also
15 working on the project. And Julia Spinney with TMSI,
16 who is the Utility Coordinator. The other person
17 that we have in the room that I want to introduce is
18 Robin Dostie. She is our court reporter tonight, so
19 she's going to record everything that's being said at
20 the meeting and then she'll transcribe her notes and
21 send them to us and then we'll distribute those to
22 Patrick and the city so that if you would like to see
23 the notes after the meeting you will be able to do
24 so.

25 So there is just a few items I want to go

1 over. Just some facility items. We're going to stay
2 in this room for the meeting obviously. Outside this
3 door where you came in, most of you came in, there
4 are bathrooms out there, a men's and women's room if
5 you need it. And on the table I have business cards,
6 my business cards, so if you have questions you can
7 take a business card, give me a call or Patrick as
8 well. That's really the first place to start before
9 going anywhere else just to make sure you let us know
10 so we can keep things in the loop with everybody
11 else. I have comment cards on that table as well.
12 The comment cards are for the folks that maybe don't
13 want to speak publicly but want to voice their
14 opinion, don't hesitate to pick up a comment card,
15 either leave it with me after the meeting or you can
16 actually mail it to me. Take a business card and
17 mail it directly to me and I'll make sure that it
18 gets to Robin and she can include it in the
19 transcription of the notes. Also on the table we
20 have pamphlets for right of way that explain our
21 right of way process. We don't have a whole lot of
22 right of way issues or concerns with this particular
23 project. We have a few, but not many so it may not
24 affect you, but they're there if you want to know the
25 information anyway. That's basically what's on the

1 table right now other than just this notice for this
2 meeting if you care to take that as well. Again,
3 we'll send the sign-up sheet around to make sure
4 everybody signs that.

5 So, again, thank you for being here tonight.
6 I am really happy to see such a crowd here tonight.
7 I really believe in this project. This project
8 started back in 2005, I believe, it might have even
9 been 2004 when we got the application from the city
10 to consider funding for the trail. During that
11 process they sent in an application and we had to
12 review and score the application among other
13 applications from the state, so we opted to fund this
14 project. During that time and a lot of history since
15 then the project kind of came to a halt. With these
16 projects we have a share percentage between MaineDOT
17 and what they're offering for funding and the funding
18 with the city, so we ask for a share and this
19 particular share is an 80/20. It's federal and state
20 funding of 80 percent and 20 percent local. So the
21 project kind of came to a halt, and, Patrick,
22 interrupt me if I'm wrong, and it kind of came to a
23 halt for a bit until we got a commitment from the
24 municipality until they were actually ready to commit
25 to the funding, so that took a little while. In that

1 process though there was a consultant on board for
2 the city that was developing the PDR, which is the
3 Preliminary Design Report, but the funding hadn't
4 come yet, so that report was completed in 2009. And
5 then at that point we still hadn't had the funding
6 then, so time went on again and the Department
7 obviously we're always looking for money to do other
8 things in the state, so we approached the city and
9 said what's happening with the project, do you still
10 want to go forward with it. So after conversations
11 with Patrick and the city it was decided that they
12 would go to the voters and ask for the money to
13 continue with the project and we're here today
14 because of that. So the funding was in place and we
15 have decided to keep rolling with the project in
16 2016.

17 So in 2016, we got back together and started
18 this project moving again. And since then, as you
19 all know, and maybe you don't, but I'll mention it,
20 we have a lot of work going on in Gardiner in the
21 next three years. This is a small part of the work.
22 We have this trail, multi-use path, we have two
23 highway bridges that are going to be replaced, we
24 have two intersections that are going to be
25 reconstructed and we have an MPI paving project on

1 Water Street all within a half mile of each other
2 within the next three years. It's a lot of work
3 happening in Gardiner and thankfully so that is going
4 to happen. But there is also a lot of coordination
5 and a lot of thought being put behind schedules,
6 construction and making sure everything is going to
7 work properly and try to inconvenience land owners,
8 property owners the most minimal that is practical,
9 so we're trying to do our best to make sure we're
10 scheduling things properly and we're not going to
11 impact anybody more than that needs to be.

12 So that's kind of the history. The one
13 thing I want to mention during that history and
14 because of all this work that we have going on it
15 made sense to us at MaineDOT that since we have two
16 bridge projects going on in the same vicinity that
17 this trail is going to be constructed that we take
18 the lead on a segment of that trail. The entire
19 trail from Kennebec River Rail Trail down Maine
20 Avenue taking a turn onto Arcade underneath the
21 Bridge Street Bridge and then ending up across from
22 Maple Street was one project that the city was going
23 to take on as a locally assisted project. They were
24 going to take the lead, but because we have so much
25 work going on in the area we felt a need that

1 MaineDOT take the lead for the trail from the
2 Kennebec River Rail Trail down to Arcade crossing
3 over with a separate pedestrian bridge and then
4 ending 50 feet west of the proposed Bridge Street
5 Bridge. From that point, the LPA will be taken over
6 by the city and they will take the lead to finish the
7 rest of the trail from that point on Arcade to the
8 Maple Street crossing. So we've kind of split the
9 project a bit from its original, so -- and I may be
10 taking other people's thunder here, but if you want
11 I'll keep going. So what's happened at this point is
12 we've taken the lead for our particular project and
13 working with our Bridge Program and their consultants
14 and designers and then we have Stantec aboard working
15 on our trail project in that segment. And Milone and
16 MacBroom is actually revising their Preliminary
17 Design Report that was completed in 2009, they're
18 revising and bringing it up-to-date for today and
19 their segment of trail and they'll speak more about
20 that later. Both consultants will speak more about
21 where they sit with their particular segments.

22 So that's basically where the history is
23 right now. Does anyone have any questions as far as
24 the history or maybe any changes to what I've already
25 mentioned that I don't know about?

1 AUDIENCE MEMBER: (Vicki Lawry.) My
2 question is why -- rather than cross all those roads
3 over to this to Winter Street section, why is it you
4 didn't continue along the Waterfront Park in that
5 railroad there towards South Gardiner?

6 MR. RODRIGUE: That's a good question, but
7 I'll let Patrick handle that as well because the
8 alignment was done back in the beginning, so the
9 alignment and where the trail was going to lead was
10 done back between 2004 and 2009, so that had been
11 considered long ago. So I'll let Patrick and the
12 consultant, Milone and MacBroom, answer that question
13 if you don't mind since that's the LPA portion that
14 you're speaking of now or mostly.

15 So we understand that there is a lot of
16 concern. Obviously everybody is here tonight, which
17 is great, and we hope that you'll voice your opinions
18 and your comments and your questions and concerns,
19 but that's basically where we're at today. So what
20 I'd look to do is I'd like to hand this over to
21 Patrick so he can talk about his end of where they're
22 at now. DOT is still working on our section of
23 trail. Stantec is here tonight to talk about our
24 section and they continue to work on the bridges as
25 well, so it's being integrated together and it's

1 being worked on together and that scheduling is
2 hopefully going to happen within each other. So I'll
3 hand this to Patrick.

4 MR. WRIGHT: Thank you, John. I want to
5 reiterate what John said about appreciative of you
6 all coming out tonight. It's a beautiful evening out
7 there and the fact that you've chosen to spend it
8 here to learn about the project really means a lot
9 and speaks to the public engagement and interest of
10 the citizens of Gardiner, so thank you for taking the
11 time to be here this evening. I also want to thank a
12 couple of other folks, the Boys and Girls Club for
13 allowing us the use of this space. Mitch, Inc.,
14 which recently moved to 307 Water Street for sharing
15 their PA system with us this evening. I also want to
16 thank the Elmina B. Sewall Foundation, who provided
17 funding to help the city re-engage with our
18 consultants to be able to resurrect this project and
19 it really was a project that was in serious trouble.
20 A show of hands, does anyone recall being at a public
21 meeting back in 2008-2009 on this project? So just a
22 few folks. So we've got a lot of sort of updating
23 and catching folks up in case you haven't been
24 following this closely. It's been a really
25 interesting project for me as the cities economic

1 development coordinator to try and shepherd to put
2 the paddles to it and bring it back to life, but we
3 couldn't have done that without the help of the
4 Elmina B. Sewall Foundation, which I think inspired
5 the city council and others to support re-engaging
6 with this project.

7 Just to clarify a little bit more about what
8 John talked about with match. Regardless of whether
9 or not it's the DOT section of this trail or the city
10 led section of this trail, the funding for this
11 requires a 20 percent local match and then the other
12 80 percent comes from the federal government through
13 MaineDOT and they have lots of worthy projects they
14 need to fund, so we do appreciate MaineDOT for
15 sticking with this project, which was side tracked
16 with the issues around the recession back in 2009.
17 So we're really grateful to be able to bring this
18 project back and I want to recognize, again, just
19 could all -- I know a few more folks have come in, if
20 you're -- I won't read the names again, but if you're
21 on the committee that's been working on this project,
22 can you just raise your hands real quick? Thank you.
23 Ask these folks questions if you need to.

24 One of the things you'll hear a few times
25 tonight is that we're in a preliminary design

1 process, which means that you may or may not -- we'll
2 answer every question that we can to the best of our
3 abilities, but some of the time the answers have not
4 been determined yet. That's why city council
5 appointed these folks to be on the committee so that
6 they can hear your feedback tonight. We certainly
7 want to hear your ideas about design for the trail.
8 There will be some certain components of the trail
9 that we may not know. One particular issue that has
10 been identified that hasn't been resolved yet is
11 being able to provide a safe barrier along Cobbossee
12 Stream that will keep pedestrians and bicyclists safe
13 where there is an extreme drop-off to the stream. I
14 will say that the committee has wrestled with what
15 that barrier might be and is comitted to making sure
16 we do three things; achieve safety for users of the
17 trail, continue to provide access to the stream and
18 also recognize a context sensitive design to make
19 sure whatever barrier is used to keep it safe doesn't
20 stick out like a sore thumb and matches with the
21 environment. So that type of details or lighting
22 some of those decisions just haven't been made yet.
23 We're happy to get your feedback so that the
24 committee can consider that and of course we'll be
25 happy to continue to get that feedback along the way.

1 So that's sort of where we are in the
2 process of this project and we're, like I said, we're
3 really grateful to have your feedback tonight and
4 your questions. Just so you know about format, John
5 talked a little bit and you may -- it's sort of hard
6 to wrap your head around this, but in 2009 there were
7 two separate -- there was only one project and it was
8 to be a locally administered project by the city. So
9 the city among other things lines up all of the
10 engineers, does all of the bidding, puts the project
11 actually to work and then submits for reimbursement
12 for that work from DOT for 80 percent of the project.
13 Because of the bridge projects and how closely
14 intertwined they need to be and the opportunity to
15 generate some savings by bidding the trail project
16 and the bridge projects together was one of the
17 reasons why the council decided to give up
18 administration of the portion from the Kennebec River
19 Rail Trail through Bridge Street. So that's why we
20 have sort of DOT covering that portion and then the
21 city will cover the rest of the trail.

22 And so in a minute I'd like to hand it over
23 to Stantec, who is DOT's consultant on this. We are
24 going to let -- we are going to hear about the DOT
25 portion and we're going to have about a 5 minute Q

1 and A session on what you saw then, then we'll pause,
2 we'll go to Regina who is the cities consultant on
3 the rest of the project, we'll do another Q and A on
4 just that section and then we'll have another --
5 we'll open the Q and A at that point in case you
6 weren't able to get your questions answered on the
7 first segment. So we would ask that if you wouldn't
8 mind holding your questions until we get to those Q
9 and A periods just so we can keep things moving
10 forward and at that point, ma'am, I'll be happy to
11 answer your question about the trail alignment.
12 We'll make sure not to forget that too. Lauren Meek
13 from Stantec.

14 MS. MEEK: Okay. Thank you. Hi. I'm
15 Lauren and I'm a Senior Transportation Engineer
16 working on this project. I'm also working on the two
17 bridge -- highway bridge projects as well doing the
18 approach work.

19 So I just want to sort of reiterate where we
20 are with design on this project. It's basically we
21 are in the preliminary design phase about to go into
22 what we call plan impacts complete and that's where
23 we're trying to understand what are our impacts
24 environmentally, right of way, utilities, those sort
25 of things, so we're not getting really into the

1 details too much of the actual design such as
2 lighting or safety barrier, but just trying to
3 establish what those impacts are. So I also just
4 want to sort of explain what a multi-use path is.
5 It's much more than just a sidewalk. Generally, it's
6 going to serve a multitude of users of all
7 capabilities, so people -- pedestrians, people in
8 wheelchairs, it's also going to serve bicyclists, so,
9 you know, from the expert bicyclist to the new
10 beginners, so quite a range of capability of people
11 and the goal is that we have to meet everybody's
12 needs on that path. So this path also is going to be
13 ADA accessible. The width is going to be 10 feet
14 wide. I do have to neck it down in one area to 8
15 feet to minimize some impacts, but generally we have
16 a 10 foot path for both bicyclists and the
17 pedestrians.

18 So, Tim, let's start off with this first
19 plan here, so can you zoom in -- well, actually,
20 maybe zoom out first and sort of orient everybody
21 here. This is Maine Ave you can see running
22 horizontal. And the dark gray is where the trail is
23 going to go. So right there where Tim has his cursor
24 is the path. Now, the trail is going to meet at the
25 Kennebec River Rail Trail trail head right there in

1 the Hannaford parking lot. So can you zoom in to
2 that area and show the parking? We are -- because
3 there is existing parking stalls right there along
4 that slope, what we're doing is pushing those out a
5 little bit so we can provide enough room for the
6 trail to go between the slope and those parking
7 stalls and we actually have what we call an esplanade
8 between the path and the curb so that if any cars
9 overhang they're not going to get into the trail
10 width. But you can see also we've got a handicap
11 there, so this will be ADA accessible as well. To
12 the right of the green area is where the existing
13 trail kiosk is right there.

14 And actually, I'll also explain some of
15 these colors. The green right there, and it's a
16 little bit more greener in my graphic, the printout,
17 that's the slope limits and then the pavement of the
18 new trail is the dark gray. The lighter gray is sort
19 of the parking lot area as well as the travel way of
20 Maine Ave.

21 So you can see the parking stalls there and
22 so the trail goes along those, then it's going to go
23 close to Maine Ave. And some of the challenges of
24 this section on Maine Ave where we wanted to minimize
25 right of way impacts as well as not impact the

1 utility poles that were recently relocated. So you
2 can see in this that the red line that's sort of
3 dashed, that's the right of way line. So to get the
4 trail in the State right of way, I am bringing the
5 curb line -- I'm going to actually narrow up Maine
6 Ave. So going south on Maine Ave the travel way is
7 going to be 11 feet and then you're going to have a 5
8 foot shoulder, so we're bringing in that curb a few
9 feet so that will allow to not have to take a -- take
10 land for the path but actually just have a grading
11 easement slightly and not impact those poles. So
12 with that new curb line we also have some drainage
13 modifications that we have to address as well.

14 Now, you can see -- Tim, I guess scroll it
15 over just a little bit. So that's the dual entrance
16 into Hannaford where you have the landscaped island
17 there. So we will right there have a little
18 pedestrian refuse, so each of these crosswalks to
19 make it ADA compliant where we're going to have what
20 we call a detectable warning field and those are the
21 little bumps, the plate of red bumps, so you can see
22 those on the graphics as well. So you'll cross over
23 the two driveways there and I guess, Tim, yup keep
24 scrolling it. You see, we are introducing or
25 maintaining that existing crosswalk there from the

1 Wellness Connection across this street. And you can
2 also see here is the right of way is right at the
3 back of the trail, so it's almost like -- it's hard
4 to see that line because they're basically on top of
5 each other.

6 So we do have a little curb bump out at the
7 Wellness Connection and that helps sort of -- with
8 the curb bump-out it helps with pedestrian crossing
9 and it makes it safer so that you have a little bit
10 more protection to get out there and be visible to
11 the oncoming traffic, but we're also going to be
12 adding the rapid flashing beacons so where you've got
13 a push button and you'll actuate the flashing beacon
14 and the compliance is much greater when you do have
15 that in conjunction with the crosswalk.

16 So up there you can see the ATM and that was
17 another challenge is how do we get people across this
18 driveway because it is a busy driveway that's also
19 the entrance in to get to Dunkin Donuts as well from
20 Maine Ave. One of the concerns was also with
21 vehicles are -- a couple vehicles are queued up at
22 the ATM we don't want them blocking the trail, so we
23 do have this sort of hard right here, but we also
24 sort of want bicyclists especially to slow down
25 because you are crossing a busy driveway, so that

1 will help slow bicyclists and make them more aware of
2 the traffic and then at that point we get to the
3 pedestrian bridge. So you can see that the
4 pedestrian bridge is about 50 feet from the face of
5 the Maine Ave Bridge. So the Maine Ave Bridge is one
6 of the highway bridges that's going to be
7 constructed.

8 Let me see. Along Maine Ave we're going to
9 be utilizing the existing lighting, so we're not
10 calling for any new lights as well. So at this
11 point, I'll let Tim Merritt talk about the pedestrian
12 bridge.

13 MR. MERRITT: Thank you, Lauren. Of course
14 what you see there on the upper portion of the screen
15 outlined in blue that's in gray and the interior is
16 the actual multi-use bridge. It's about an 80 to 85
17 foot span. It's a similar length to the highway
18 bridge. The foundations for that bridge will be
19 located up near the top of the stream bank. We did
20 that to try to keep the foundations as much out of
21 flooding as we can.

22 We can go to the typical section, I think,
23 Lauren. So I'm going to show you a cross-section of
24 what the bridge would look like from the viewpoint of
25 the user, so if you're about to walk onto the bridge

1 this is the view that you would have. As you can
2 see, it's 10 foot clear inside of railing to inside
3 of railing. So it's the same width as the trail
4 section with the exception of there is an exception
5 of trail that necks down to 8 feet that Lauren will
6 talk about in a minute. This is going to be what we
7 call a pre-fabricated steel truss. So this will be
8 built in a steel fabrication shop off-site entirely
9 built. They'll deliver it to the site likely in two
10 pieces. They'll erect those two pieces on the
11 ground, then they'll pick it with a crane and set it
12 into place on the foundation, so it will be a rather
13 quick construction. The coating or the finish of the
14 steel trust is undetermined at this time. In our
15 preliminary design we recommended galvanizing, which
16 is a very maintenance-free coating for the long-term
17 in the service life of the truss. Further discussion
18 with the trail committee and the city and MaineDOT is
19 needed to pin that down. There are other options.
20 There is another coating called metalizing that we
21 use sometimes, which is similar to galvanizing, but
22 it's a spray applied coating. There is also options
23 to galvanize and paint as well if aesthetics is a
24 bigger concern. There is obviously more cost
25 involved in doing that. So there is -- we'll need to

1 have some additional discussion with the trail
2 committee and the city in that regard.

3 The decking on the bridge is a hardwood
4 timber, what we refer to as Ipe, which is a
5 product -- it's a tropical hardwood. It looks a lot
6 like teak that you see in a lot of lawn furniture.
7 It withstands the environment better and it doesn't
8 need to be stained and what not like other soft woods
9 would and it does have a tendency to last longer than
10 just generic pressure treated soft wood that we see
11 in decks or lawn furniture. There is also what we
12 show here is a conceptual railing. That's yet to be
13 determined as well. Further discussion is needed
14 with the trail committee on what type of railing is
15 desired. The bottom of the pedestrian bridge will
16 have about the same flood clearance to the 100 year
17 flood in the stream as the Maine Ave highway bridge
18 will. However, elevation-wise it will be located
19 about 8 inches higher, but the stream has some slope
20 to it in this area so we'll end up with about the
21 same flood clearance, so we don't anticipate that it
22 will get damaged. You know, the 100 year flood in
23 the Kennebec River, you know, obviously inundates
24 that whole downtown area, so if that happens both the
25 highway bridge and the pedestrian bridge would be

1 under water. I'm sure some folks have seen that in
2 years past back in the mid-'80s. And we're going to
3 have accommodations in the design to make sure that
4 the bridge doesn't get washed away in a flood event
5 like that. We'll have to make special precautions to
6 handle this in the figure.

7 So with that -- oh, the other thing I wanted
8 to mention is we do plan to potentially put a single
9 bollard at the end of each end of this bridge where
10 we have a 90 degree turn in the trail. That's
11 relatively common when you have a multi-use or
12 mixed-use trail where you have bicyclists. We want
13 them to slow down before getting to that right-hand
14 turn, so often a bollard is placed in the middle of
15 the trail to facilitate that. At times there may or
16 may not be a stop sign on a trail associated with
17 that too, but those sort of details are yet to be
18 decided.

19 So with that, I think I can pass it back to
20 Lauren.

21 MS. MEEK: Thank you, Tim. Okay. So at
22 this point, I'm going to my second graphic. And the
23 orientation of the plan we've rotated 90 degrees. So
24 you can see Maine Ave is going up and down on this
25 screen and Arcade is going left to right. And then

1 you can see the blue is the stream. So at this point
2 when we're crossing you can see some of the orange
3 color there, that's what we call rip rap and it's to
4 protect the slope. So one of the biggest challenges
5 along building this path along the stream is we can't
6 impact the FEMA flood level, so meaning we can't put
7 more fill into that stream bank; otherwise, we will
8 increase the elevation of the flood stage. So we've
9 done hydraulics analyses to ensure that we don't do
10 that. So several of the ways to achieve that is by
11 steepening up our slopes and when we do that we have
12 to have the rip rap. So that's the orange-brownish
13 colors are the steeper slopes so we can try to avoid
14 getting in that stream as much as possible.

15 Other challenges were -- well, other ways we
16 were able to minimize those impacts, those
17 environmental impacts, was here at this section you
18 can see it narrows down from 10 feet down to 8 feet,
19 so that's the minimum -- absolute minimum for a
20 multi-use path; otherwise, it's really desired to be
21 10 feet, so we've necked it down in this area to 8
22 feet and we've done that for a bit of -- I think
23 about 250 feet of trail. Then also another way that
24 we were able to minimize impacts was we actually --
25 Tim, if you can zoom out -- and this is part of the

1 bridge project was driving this, but we have shifted
2 the Arcade alignment closer to Harvey's, so you can
3 see Harvey's parking lot right there. And Tiger Town
4 is the building that's on the left. We shifted the
5 Arcade so that we can accommodate bigger design
6 vehicles making the turn into and out of Arcade. So
7 in doing so though that pushes -- that gives us more
8 room to put that trail in, so doing that helped
9 benefit the trail. Also you can see there is -- at
10 the trail we're tying into -- and this is a part of
11 the trail project that's actually part of the bridge
12 project, but there is sidewalk there that's along
13 Harvey's and that crosswalk. There is also sidewalk
14 on the other side of Maine Ave that's all part of the
15 bridge project, the Maine Ave Bridge project.

16 So as we continue down Arcade we can see --
17 if we can keep going we will hit a crosswalk, so I'm
18 maintaining that crosswalk that's there today and it
19 it's in line with the pedestrian opening there
20 through the buildings. Another thing that we're
21 putting in here is there is no existing curbing today
22 and we want curbing for this path because that helps
23 physically separate the vehicle traffic from the
24 bikes and the pedestrians, so we're curbing though we
25 need to address drainage, so along here we've got a

1 new drainage system in place as well. So you can see
2 like that's a catch basin with an outlet.

3 Now, a couple other features and we talked
4 briefly, Patrick did, about the safety barriers. So
5 this is the section on Arcade from basically the
6 pedestrian bridge to the end of the project that
7 we're recommending to have a safety barrier. And the
8 goal of the safety barrier is to provide safe passage
9 for all of the users on the trail, for the person
10 that's walking, for the person in a wheelchair, the
11 bikes, the gamut of users. But we also want to
12 preserve stream access, so working with the trail
13 committee we are going to work to accomplish that as
14 well. And some other things, we want this barrier to
15 have minimum maintenance. We do not want it to be a
16 maintenance issue. And we also want to maintain
17 aesthetics in this area. It's very pretty. We do
18 not want it to be an ugly eye sore for the stream.
19 But overall, we have to meet also the Federal Highway
20 standards to get the funding for the project, so
21 that's another important goal for this barrier.

22 Then also another feature that we're going
23 to have on this trail is lighting. It's going to be
24 pedestrian scaled lighting, so it's going to be lower
25 lights along the trail. There is some lighting, as

1 you guys know probably, in the parking lot itself, so
2 we'll take that into account as well. And still at
3 this point something -- another detail to be worked
4 out is any trail signage that we have. So that will
5 be worked out later in final design as well.

6 And so I guess, Tim, we can keep going down.
7 You can see here I'm introducing or maintaining there
8 is parking stalls right behind Dennis', so those are
9 going to be maintained, but we're also going to
10 provide one of them to be ADA accessible there so
11 there will be a ramp up from that stall up to the
12 trail. So if we keep going through we're getting
13 closer to Bridge Street here. You can see Dennis'
14 building right there is cross-hatched, so that's
15 going to be a building that's going to be removed.
16 And we'll continue under the bridge, the existing
17 pier that's between Arcade and the stream, that's
18 going to be removed as well, so the Bridge Street is
19 just going to be one span. And, again, in this area
20 because we're doing a lot of excavation of that
21 existing pier we're going to have that slope rip
22 rapped as well. It's pretty steep, especially at the
23 end there, so, again, requiring rip rap to minimize
24 those impacts and minimize any fill that we put in
25 that stream. So another feature though to be aware

1 of is that blue line, that's the abutment, so that's
2 the -- where the bridge ends on Bridge Street. So
3 there will be a vertical wall right there and there
4 is a diagonal wall there as well, so that's sort of a
5 little wing wall.

6 At this point, is where we'll tie into the
7 city led project, but before I turn it over to
8 Regina, I'll open it up to questions for about five
9 minutes.

10 AUDIENCE MEMBER: (Vicki Lawry.) You said
11 Dennis' is going away?

12 MS. MEEK: Yes.

13 MR. WRIGHT: Can just I ask that anyone who
14 has a question if you'd come up to the microphone
15 just so everyone can hear you?

16 MS. MEEK: Yes. Can you --

17 AUDIENCE MEMBER: (Vicki Lawry.) Repeat it?

18 MS. MEEK: -- repeat it and state your name?

19 AUDIENCE MEMBER: Okay. I'm Vicki Lawry.

20 So Dennis' is going away or going someplace else?

21 MR. MERRITT: It's my understanding that the
22 State has or is acquiring that property and Dennis'
23 has chosen to relocate. They have reached an
24 agreement, so, yes, they will be relocating. I don't
25 know where they're relocating to. I'm not sure if

1 anybody at DOT knows, but.

2 AUDIENCE MEMBER: (Vicki Lawry.) And the A1
3 Diner is staying because I heard at one point A1
4 Diner was getting moved too.

5 MR. MERRITT: No, at this time, A1 is
6 staying. The DOT is still talking with property
7 owners and A1 is one of the ones that they're still
8 talking with, but we've met with them a few times and
9 at this time we're making provisions to work around
10 them as best we can during the construction. They
11 had a desire to stay where Dennis' had a desire to
12 relocate.

13 MR. RODRIGUE: I would mention that some of
14 those questions are great that we're answering them
15 basically now, but if you attend the next bridge
16 committee meeting or at least talk to somebody on the
17 bridge committee they could actually answer those
18 questions because that's actually part of the bridge
19 project, the acquiring of properties whereas the --
20 the trail location happens to work out for us because
21 that's been taken care of for Dennis' with the bridge
22 project.

23 AUDIENCE MEMBER: My name is Phil Garwood.
24 I live on Highland Avenue. My concern is the
25 entrances from Water Street into Hannaford are very

1 heavily used by motor vehicles and it seems that
2 there is a safety hazard with bringing a multi-use
3 trail across those entrances and so I'm curious what
4 you have planned to provide for safety of the
5 pedestrians and bicyclists and so forth.

6 MS. MEEK: Okay. Are you --

7 AUDIENCE MEMBER: (Pam Mitchell.) He meant
8 Maine Ave.

9 MS. MEEK: Okay. Maine Ave, yes.

10 AUDIENCE MEMBER: (Phil Garwood.) Yeah,
11 Maine Ave.

12 MS. MEEK: So that's definitely a concern
13 because people generally do not expect to have what
14 is perceived as a sidewalk, you don't expect to have
15 bicyclists on it, so that's one of the reasons why
16 we've chosen, for instance, right at the ATM to keep
17 that more at a 90 degrees because it will slow people
18 down for that crosswalk. We will have to have
19 signage to address that as well because it's -- when
20 you're on a bicycle you're going much faster and it
21 can be a problem, but we are going to have to work
22 that out through final details to minimize any of
23 those conflicts. Definitely. Yes, sir.

24 AUDIENCE MEMBER: Jack Fles. Along the --
25 this one here -- along the trail, the great trail

1 there, right now there as it exists there is grass
2 and cinder blocks and a big sign, is that all gone?

3 MS. MEEK: We are going to have those
4 relocated. So all of the cinder blocks and the big
5 boulder --

6 AUDIENCE MEMBER: (Jack Fles.) Yeah, big
7 rocks.

8 MS. MEEK: Yup. They're going to be
9 relocated, so we'll have the resident engineer, the
10 person on site, as they're building it they'll work
11 with the contractor in placing them in esthetic
12 looking places in appropriate places, so that will
13 remain. Also the sign for the medium on the street
14 that will stay as well --

15 AUDIENCE MEMBER: (Jack Fles.) Oh, good.

16 MS. MEEK: -- it's just going to be
17 relocated.

18 AUDIENCE MEMBER: (Jack Fles.) Okay. And
19 then in terms of the elevation, right now going along
20 there to get access to the -- I'm wondering if you
21 could save money, do we have to have a fence between
22 the new trail and the Cobbossee Stream?

23 MS. MEEK: Yes, we do. Well, I'm sorry, we
24 have to have a barrier, a safety barrier.

25 MR. RODRIGUE: Yeah, I'm really trying to

1 work hard to change the terminology from fence to
2 barrier. There is a huge difference there. A lot of
3 people see a fence as this ugly chain link looking
4 thing and it's actually a barrier. The requirement
5 is to have a barrier. A barrier could be -- it could
6 be a fence, it could be a chain link fence, a split
7 rail fence, it could be a 9 foot tall fence, it could
8 be trees, it could be rocks, it could be shrubs.
9 It's a barrier. It's a safety barrier. Those are
10 the details that we're working out now with the trail
11 committee and we haven't gotten into any real
12 definitive details of what the barrier will be.

13 AUDIENCE MEMBER: (Jack Fles.) Okay. Good.
14 Thank you.

15 MS. MEEK: And with one of those goals being
16 still to maintain access points to the stream.

17 AUDIENCE MEMBER: (Jack Fles.) Right.
18 Right. Thank you.

19 MS. MEEK: Yes. Can we have one more
20 question and then we'll go off to Regina?

21 AUDIENCE MEMBER: First of all, on your flow
22 analysis, were your assumptions the status quo flows
23 of the Kennebec or do they take into account the
24 rising water levels of the ocean and the increased
25 water levels that we're seeing moving forward in

1 time? The number two question, and it's an
2 observation, as you create a barrier, you're going to
3 be constraining a river that has a high velocity and
4 has high flow events and I'm concerned about the
5 velocity of the flows especially with the creation of
6 DOT's wing wall. In the event of a catastrophic
7 failure of almost 200 year old upstream dams that
8 you're really creating a situation where you're
9 narrowing the access of the water you're going to be
10 forcing it out into the city and my hope is that
11 you're involving some of this analysis in your plan
12 so that it's not based on current status quo but the
13 reality of the future moving forward. If you could
14 address that, please.

15 MR. MERRITT: Sure. I'll try my best to
16 answer that the best I can. I'll answer the second
17 question first if that's okay with you. I think
18 you're mostly talking about the area up in here in
19 Bridge Street where we're --

20 AUDIENCE MEMBER: And also downstream on the
21 other side because this is, in fact, the choke point
22 and this is a choke point that's an artificial choke
23 point created here by the bridge and by the railroad
24 both. This whole area was at one time a pond and
25 there were access at the north end as well as at this

1 end, so you're building to drain a flooded area is
2 dramatically reduced and I'm concerned about the
3 constriction of the river created by this bridge as
4 well as the potential if you have a perforated
5 barrier and the fact that that's going to choke and
6 clog in high flow conditions and you're going to
7 create even higher velocities, which puts both
8 bridges at risk.

9 MR. MERRITT: I'll speak to this opening
10 first. So we're actually increasing the opening here
11 a little bit on the Maine Ave highway bridge itself,
12 not dramatically, but our new foundations are pulled
13 back from where the existing ones are. The hydraulic
14 opening of the multi-use bridge is around the same as
15 our new highway bridge, so we're not constricting
16 flow through here more than it is today. In fact,
17 we're probably improving it a little bit. And when
18 we talk about flood events we really need to talk
19 about two different things. There is flood events
20 that happen in the stream itself and there are flood
21 events that happen in the Kennebec and there is
22 generally a little bit of a lag between those two
23 events. Our hydraulic analysis focus was really on
24 stream flow. The flood mapping that FEMA has, they
25 have a map flood way through the Bridge Street area

1 that ends a little bit downstream of Dennis' and then
2 the Kennebec River has a flood way map or FEMA that
3 really this entire area is in that flood way, so I'll
4 speak to this first. We are reducing the length of
5 the bridge here so the perception might be that we're
6 going to make things worse, but we're actually
7 removing Dennis', two piers that are partially in the
8 stream and we're regrading this bank to pull this
9 back some, so with those gains in opening that's
10 offsetting us pulling in the ends of the bridge and
11 our hydraulic analysis shows that we're not raising
12 flood elevations in the stream as a result of what
13 we're doing. You mentioned velocities. They will go
14 up some, the grade in this immediate downstream area
15 of the bridge from what they are today, but they will
16 be comparable to the velocities that are in the
17 steeper portion of the stream, so we don't see that
18 as a concern as long as we -- that was one of the
19 reasons why we chose to put the stone rip rap in. We
20 need to make sure we protect that bank. The flood
21 events in the Kennebec inundate this whole area and
22 it's our opinion that with these bridges being
23 parallel to the Kennebec flow and us opening these
24 openings up a little bit that we're not going to make
25 that backwater condition worse and that's what our

1 analysis shows. We've presented that to DOT, they've
2 reviewed it and they concur and that's where we
3 currently stand on that issue.

4 AUDIENCE MEMBER: But are your assumptions
5 based on current status flow or do they look forward
6 as water levels change?

7 MR. MERRITT: They're based on current tail
8 water conditions. If this was more of a bay area
9 then we would be addressing storm surge, but the real
10 issue is we cannot raise these bridges enough to get
11 them out of the Kennebec floods. I mean, there is no
12 way we can do that from a practical standpoint, so
13 our approach was to try to maintain grade as best we
14 can, make some improvements in opening if we could
15 and not make matters worse.

16 AUDIENCE MEMBER: So looking forward you're
17 not taking steps, 50 years, 75 years out to the
18 increased water levels that we expect?

19 MR. MERRITT: No, it -- this area is far
20 enough inland that this is not an area where we would
21 typically consider storm surge and --

22 AUDIENCE MEMBER: I'm not talking about
23 storm surge, I'm talking about ocean water level.

24 MR. MERRITT: You're talking about mean sea
25 level rise?

1 AUDIENCE MEMBER: I'm talking about mean sea
2 levels and the fact that this river is, in fact, in a
3 tidal situation. It's hard to calculate, I
4 understand that.

5 MR. MERRITT: Yeah, if it was a more typical
6 situation we would try to address that, but because
7 we can't get these above elevation the mean sea level
8 rise doesn't really come into bearing because we
9 can't design for that. We can't even design for the
10 current condition.

11 AUDIENCE MEMBER: You can design for it,
12 you're choosing not to.

13 MR. RODRIGUE: I'm going to interrupt before
14 this goes too far. This is a debate we shouldn't be
15 having at this public hearing. This is something we
16 can do at another time.

17 AUDIENCE MEMBER: This is important for the
18 public to hear. This is --

19 MR. RODRIGUE: I totally understand --

20 AUDIENCE MEMBER: Thank you.

21 MR. RODRIGUE: -- but we're kind of going in
22 a circle right now because for some reason he's not
23 getting your point and answering to what you want to
24 hear, so what I'm --

25 AUDIENCE MEMBER: He did.

1 MR. RODRIGUE: So what I'm saying is if you
2 want to give us -- if you would write it on a comment
3 card specifically what you're asking for, I will make
4 sure that Tim has that --

5 AUDIENCE MEMBER: Thank you.

6 MR. RODRIGUE: -- and we will send that to
7 you.

8 AUDIENCE MEMBER: But it's important for the
9 public to understand.

10 MR. RODRIGUE: And I think at this point, we
11 all understand that now. Yup. I just want to make
12 sure that we just don't keep going around with this.

13 MR. WRIGHT: So I suggest that we move on to
14 the next section of trail. We will have a Q and A
15 section afterwards. Sir, do you mind holding that
16 until we get a little more presentation? Okay.
17 Great. Thanks. So I'd like to invite up Regina
18 Leonard now. She's our consultant with Milone and
19 MacBroom to talk about the LPA portion or the city
20 led portion of the balance of this project.

21 MS. LEONARD: Great. And I think if Jason
22 is here somebody needs to drive because I can't talk
23 and drive. Sorry. So just to give you a little
24 feedback, Milone and MacBroom designed the trail back
25 in 2009. It was actually a little earlier than that

1 in 2008-2009. It went through public process at that
2 time and it was to the preliminary point, so it was
3 about 50 percent complete design. It was accepted by
4 MaineDOT and that's -- at the beginning of the night
5 we were talking about, you know, getting funding.
6 That plan was an important part of getting the
7 funding. So we were approached last year by the city
8 once they knew that there was back in the pipe line
9 and there were several segments of the trail that
10 they wanted to revisit. The reason for that was
11 really to try to reduce some of the cost of the trail
12 and some of the impacts and so those are really two
13 of our main goals. And the sections of the trail
14 that we revisited begins sort of at the end of the
15 railroad trestle. So tonight we're not going to talk
16 about the trail head portion of Water Street, that
17 was part of the original plan; we're not going to
18 trestle talk design, which was part of the original
19 plan, but we're really just going to focus on those
20 segments that have changed since that 2009 effort.
21 And we're happy to show you what the trestle looks
22 like, we do have drawings if you want to look at that
23 later. But our task today is to really just walk you
24 through some of the layout changes that we've been
25 looking at. We're still in the preliminary stage of

1 looking at the different alignment. We may not have
2 all of answers tonight, but we can walk you through
3 our thinking and sort of what we're trying to balance
4 as we make decisions and work with the committee and
5 the city.

6 So I guess we'll speak to the plans here and
7 sorry for -- I hope everybody can see this. So the
8 first segment that we're going to look at is Summer
9 Street. Does everyone know where Summer Street is?
10 It's off of Winter Street and we have the Baptist
11 Church here. Does everyone know the Winter Street
12 Baptist Church right here? So this is a really low
13 use street. It gets less than 40 vehicles average a
14 day. It really tends to surge when church is in
15 session. There is -- really Harden Street is a dead
16 end road. There used to be access to a couple
17 properties, but there is another access point. One
18 of the properties is no longer habitated and then the
19 other property is accessible via a different street.
20 So really what we're concerned about on this street
21 in terms of traffic is Maine Tourism has a storage
22 area here, so occasionally they'll come in and use
23 this storage facility, but primarily on this side of
24 the street is the church and the church parking lots.

25 So the train trestle comes in here and what

1 we're doing is the previous design designed the --
2 redesigned the trestle bridge and for a multi-use
3 path and we're really picking that up right about
4 here. And that pathway narrows down and in order to
5 fit an 8 foot wide multi-use path here to bring
6 people that start at the trail head and they cross
7 the trestle and the stream we've had to do two
8 things; one is we have the right of way line is right
9 around here and so in order to reduce any impacts to
10 that abutter we really tried to pull because that's a
11 steep slope; we've tried to pull the edge of the
12 pathway uphill a little bit so when we grade we're
13 not really impacting the abutter, so we've got an 8
14 foot wide path here. Because this is a steep slope,
15 we will have to have some type of barrier, most
16 likely it would be something like a fence or a
17 planting, nothing major. It's very in keeping with
18 what you would expect, you know, we're coming off the
19 beautiful stream path and so it would be in keeping
20 with the character that you would expect of a trail.
21 It would be a paved surface. And then one of the
22 things that we're doing, and this went in front of
23 council and was approved about a month ago, is we're
24 narrowing the street so that we reduce impacts to the
25 abutters and because this is such a low volume road

1 that was approved. And we are also retaining a
2 buffer, so we're managing the entrance points to the
3 existing parking lots and within the right of way
4 we're establishing a buffer and that does a couple of
5 things; one is it gives us an opportunity to
6 introduce plantings and also to create a better
7 street edge. I think if you go out there now you
8 realize that there is really no street edge and so
9 that was one of our goals here is to really try to
10 create a nice street edge and give us the opportunity
11 to add some landscape elements to the trail. So the
12 trail follows Summer Street to its end and then it
13 crosses.

14 Now, the section that I'm going to talk
15 about next is a section that we're not really
16 revisiting right now, but I just -- and I'm going to
17 reorient you. So this is Summer Street where it
18 comes in. There is a crossing. We're not
19 redesigning this little segment, but I'll just tell
20 you what's happening there. Essentially the trail at
21 that point is 10 feet wide, 9 and a half feet wide,
22 and it follows the existing sidewalk. So the
23 existing sidewalk is actually -- we hold the edge of
24 the bridge here and we push the sidewalk wider so it
25 becomes more of a wider path to accommodate

1 bicyclists and pedestrians.

2 Now, some of you that were part of the
3 earlier planning process, I think some of you raised
4 your hands, I know Tom did. Originally, the path
5 kind of came here and then it necked back and then it
6 followed the river. That was discontinued for the
7 reasons that I stated previously. So what we've done
8 is just continued that on the street side. So this
9 path we picked up from the bridge and it runs to
10 Water Street. On Water Street we're dealing with
11 some issues with the grades on the side slope and we
12 have also some parking lot entrance and I think
13 Lauren spoke to the parking lot entrance, some of the
14 challenges, you need to sign it really well because
15 as you have vehicles moving in and out of the parking
16 lots you have two-way pedestrian and bicycle traffic
17 and so drivers need to be alerted so that they're
18 aware of that pattern of pedestrian and bicycle
19 traffic, so there will be a lot of signage in these
20 locations.

21 The segment up Water Street, we're still
22 balancing with this. And we're showing something
23 fairly conservative tonight, which is essentially an
24 8 foot wide travel way for bikes and pedestrians. If
25 we can make it wider we will. One of the things that

1 we're dealing with is this is an important roadway,
2 so it's a highway corridor. It's classified by
3 MaineDOT and they have minimum requirements for
4 curb-to-curb width of roadway and so what we're
5 trying to do is work within that confine and within
6 the confines of the right of way and that's quite a
7 balancing act. And so we're still trying to figure
8 that out if we can get an extra foot or two with the
9 pathway in that segment we're going to try to do
10 that, but for right now tonight we're showing an 8
11 foot wide path.

12 And I'm just going to pull this over here
13 because I'm running out of real estate. Okay. So
14 this is the path segment and it comes up and this is
15 the approach to the Arcade. And so one of the
16 things, you know, I talked a little bit on Summer
17 Street with some of the challenges with Summer Street
18 is that we're really trying to define a roadway edge.
19 That's done for a couple reasons. It's done to
20 really define where cars are going to be, where
21 people and bikes are going to be. It allows us to
22 create a street edge and opportunities for plantings
23 and street trees and that sort of thing. We're also
24 thinking about the character, so what we really want
25 to do is to find small opportunities within the right

1 of way to start to speak to establishing a character
2 so people feel like they're coming into a special
3 place. So one of the things that we've done is we've
4 tried to clarify the traffic pattern. I think if you
5 go out here today what you'll find is it's all a sea
6 of pavement and so, you know, to introduce bikes and
7 pedestrians into that environment, it's not a nice
8 environment, and so what we're trying to is find
9 creative ways so that we're not disrupting the
10 traffic pattern that's happening on the adjacent lots
11 or the parking that's happening on the adjacent lots,
12 but we're working within the right of way to start to
13 define opportunities to create a little bit of an
14 edge and a little opportunity, so that's what the
15 green areas are here. And by introducing that it
16 starts to establish a little bit of an edge and to
17 define the travel way.

18 The multi-use trail really is an expansion
19 of the existing sidewalk, so we've pulled the edge of
20 the street in a little bit in order to get a 10 foot
21 wide walk in this location. It comes down -- we've
22 created a crossing sort of at the best point where we
23 can get to the river the soonest and also where
24 visibility and sight lines are decent on both sides
25 so that as cars are approaching and as pedestrians

1 and bicyclists come into this area, you know, there
2 is good sight lines on both sides, so that's better
3 for safety.

4 On this side, again, I think Lauren spoke to
5 the need of, you know, where we have really steep
6 slopes we do have to provide some type of barrier and
7 we'll work together and think creatively of how best
8 to do that. We have to meet certain safety standards
9 that are defined us by Federal Highway. But we --
10 again, we come in and then we have a 10 foot wide
11 path. This ties-in to what Stantec showed you in the
12 MaineDOT project. And we're able to provide a little
13 bit of esplanade again. This is so that we can start
14 to create some separation between the travel way and
15 the parking area. And a place for street trees and
16 maybe some street furniture and those are all things
17 that we'll be wrestling with and deciding as the
18 project moves forward.

19 So that's where we are currently with regard
20 to the layout. I'd be happy to answer any questions
21 that you might have. Sir. I guess I would say just
22 come up to the microphone and state your name.

23 AUDIENCE MEMBER: My name is Phil Garwood.
24 Another safety concern. It seems that in this area
25 at the end of the Arcade driveway you're creating two

1 unnecessary crossings by putting the path on the east
2 side. It seems like it would be safer to not have
3 those two crossings and have the path where you have
4 the two green areas on that side because that way you
5 don't have to cross either the entrance or the curb
6 where people are coming, you know, either way under
7 the Arcade.

8 MS. LEONARD: We did look at all sorts of
9 options and we did consider that early in the
10 process, but a couple things, one is that we -- the
11 closer that we bring the travel way in here we start
12 to have issues with sort of the radius, the turning
13 radius that needs to happen there. The other thing
14 that we're trying to wrestle with is consider the
15 condition today, it's all parking lots, so you have
16 an eroded right of way that's not defined at all. In
17 order to get a continuous pathway there we would have
18 to severely impact the use of this abutter's lot, so
19 we would severely impact parking and vehicle movement
20 in this lot, so for those reasons we kept the path on
21 the other side of the street.

22 AUDIENCE MEMBER: Ken Longfellow. I'm
23 concerned with the Summer Street and the Winter
24 Street parking lot. You said you were going to put
25 an in and out entrance.

1 MS. LEONARD: Sure. I'm a hot mess with
2 this here.

3 AUDIENCE MEMBER: (Ken Longfellow.) In here
4 and here, so you're going to -- what's this here? Is
5 this all trees or what is this here?

6 MS. LEONARD: So the right of way -- so the
7 public right of way is this line right here.

8 AUDIENCE MEMBER: (Ken Longfellow.) Right.

9 MS. LEONARD: So currently, the parking
10 lot -- we don't have this outlined, but the parking
11 lot for the church here is undisturbed.

12 AUDIENCE MEMBER: (Ken Longfellow.) Right.

13 MS. LEONARD: The parking lot here currently
14 is just another one of those situations where you
15 have asphalt that goes right into the edge of
16 roadway.

17 AUDIENCE MEMBER: (Ken Longfellow.) Right.

18 MS. LEONARD: And so what we're trying to do
19 is just neck down the entrances so that we can start
20 to create some continuity and define the roadway
21 edge. And so we're coordinating the access points
22 and we can certainly, you know, work with the church
23 on that. This is just early in the game, but I think
24 the goal of this is to really manage the access
25 points in a way, how many access points does the

1 church need in order for the parking lot to function
2 and these are things that we've taken our, you know,
3 we've taken our first stab at it at a preliminary
4 level, but I think that, you know, we are mindful of
5 the church needs that lot to function. We've studied
6 it, but we certainly are open to talking to the
7 church about that.

8 AUDIENCE MEMBER: (Ken Longfellow.) Okay.
9 I'm thinking about impacting places, so what is this?
10 Is this grass or?

11 MS. LEONARD: Yeah, and a couple of things,
12 one thing to consider is that, you know, this is the
13 public right of way and so that while it, you know,
14 might be serving part of parking now, our goal is to
15 use the public right of way to define the street.
16 That makes it safer for people that are using the
17 church lot, it makes it safer for people that are
18 driving and also the bikes and pedestrians. So
19 really this is the one area, but it's important to
20 really define what those access points are. It makes
21 it easier for everybody involved and a much safer
22 condition.

23 AUDIENCE MEMBER: (Ken Longfellow.) Thank
24 you.

25 AUDIENCE MEMBER: Do I have to come to the

1 mic or can everybody hear me? I'm Duane Cool and I
2 am working down at the church a lot and my question
3 is is how narrow will that access and that roadway be
4 going through there because I know that it's a low
5 usage, but it's not the usage, it's the size. There
6 is large box trucks and tractor trailers that are
7 going in through there, so what they do now is they
8 use the church parking lot as a turn around to back
9 up through there.

10 MS. LEONARD: Yup.

11 AUDIENCE MEMBER: (Duane Cool.) And so if
12 it's going to be really, really narrow those guys are
13 going to be in real trouble, so I'm just curious how
14 wide will that roadway be?

15 MS. LEONARD: You're talking about Summer
16 Street itself, the roadway?

17 AUDIENCE MEMBER: No, Winter Street.

18 MS. LEONARD: Oh, Winter Street.

19 AUDIENCE MEMBER: Summer Street.

20 AUDIENCE MEMBER: Summer Street.

21 AUDIENCE MEMBER: (Duane Cool.) Oh, okay,
22 yeah, Summer Street coming off Winter Street going in
23 through the church parking lot and so forth and down
24 towards the end.

25 MS. LEONARD: Yup. Well, the church parking

1 lot will remain relatively unchanged with the
2 exception that, you know, I noted. We're -- the
3 roadway will be reduced to 16 feet, so you figure an
4 average, you know, tractor trailer probably needs
5 about 11 feet in order to, you know, move and so
6 that's definitely sufficient for that level of
7 traffic there.

8 AUDIENCE MEMBER: (Vicki Lawry.) So it
9 won't be two-way anymore?

10 MS. LEONARD: It will be two-way, but the
11 traffic for the trailers is very limited, so, you
12 know, it's sort of -- you wouldn't build your
13 driveway at 24 feet, you know, if you had a moving
14 van come in, you know, every six months, right? So
15 it's 16 feet, it's plenty wide to accommodate, you
16 know, a vehicle coming down here that needs to get in
17 here or a service vehicle that might need to come
18 into the church, so all those things have been
19 considered.

20 AUDIENCE MEMBER: (Vicki Lawry.) So I'm
21 thinking of cars going in and out at the same time --

22 MS. LEONARD: Yup.

23 AUDIENCE MEMBER: (Vicki Lawry.) -- is
24 there going to be room for that?

25 MS. LEONARD: There is room for it.

1 AUDIENCE MEMBER: (Vicki Lawry.) Two-way
2 traffic?

3 MS. LEONARD: Yes. Yes. It's narrow. For
4 sure it's narrow, but certainly there is room to do
5 it. So you figure that the average parking space is
6 9 feet wide, the average on-street parking space.

7 AUDIENCE MEMBER: (Vicki Lawry.) So that is
8 narrow.

9 MS. LEONARD: It's narrow, yup. Yup. Part
10 of the rationale too is that, you know, if you think
11 about the church lot and the use of the church lot
12 it's a very, very limited use of that church lot.
13 People are either coming to church or they're leaving
14 from church and so the idea is that with less than 40
15 vehicles a day that that is an acceptable solution.
16 And it's, you know, it's necessary in order to
17 basically maintain a buffer for the church, the
18 roadway and also to mitigate any impacts -- adverse
19 impacts to this abutter, so it's a balancing act.
20 Any other questions? Yes, sir.

21 AUDIENCE MEMBER: Maggie Warren.

22 MR. WRIGHT: Do you mind coming to the mic,
23 please, Maggie?

24 AUDIENCE MEMBER: Sorry. Maggie Warren from
25 Hallowell, a frequent user of the rail trail. We

1 have a women's biking group, we're on the rail trail
2 all of the time. The picture you showed us where --
3 and I heard some groans in the audience about
4 putting -- you've got this on one side, Phil brought
5 it up, you've got the trail on one side where you go
6 out back in the street and come back on the trail, is
7 that written in stone at this point? Are all these
8 drawings like the way it's going to be or is this an
9 information meeting or are you still taking
10 suggestions?

11 MS. LEONARD: Well, I think if you -- we are
12 in the early stages and I will tell you that we did
13 look at a number of solutions. I personally, you
14 know, just from a professional standpoint looking at
15 this I think that this would severely impact this
16 abutter if we were to have the sidewalk on this side.

17 AUDIENCE MEMBER: (Maggie Warren.) And who
18 is the abutter? Who is the abutter?

19 MR. WRIGHT: Carrier Leasing and
20 Development.

21 AUDIENCE MEMBER: (Maggie Warren.) Okay.
22 Has there been any conversation with them as far as
23 will this, in fact, affect you adversely?

24 MS. LEONARD: Well, the abutter is aware of
25 the design as it currently stands and I think that,

1 you know, is amenable to the design as it currently
2 stands. You know, part of what we do is we really
3 try to balance the use and limit impacts to abutters
4 and retain existing uses and so that's our balancing
5 act. Would bicyclists rather be on this side?

6 Probably. And I understand that, but I think that
7 this is one of those times where we're really trying
8 to achieve, you know, a lot of different objectives
9 for this and this is what we're offering as what we
10 think is the best feasible solution. That balances
11 all of the needs within this area.

12 AUDIENCE MEMBER: (Maggie Warren.) Thank
13 you.

14 AUDIENCE MEMBER: Andy Hendrickson, Kennebec
15 River Rail Trail Board of Supervisors. This is
16 Chapman's, how are you proposing to protect -- if you
17 keep the trail over here, which is kind of
18 ridiculous, how are you going to protect this trail
19 from the use of the backside of Chapman's? I mean,
20 they've got vehicles out there and things like that.

21 MS. LEONARD: Well, those are the types of
22 things that we'll be looking at as we move the design
23 forward. Right now, we're still looking at the
24 layout and trying to work with MaineDOT and with the
25 city and with the committee that we've been working

1 with to try to figure out the best solutions for
2 these segments, so we will be addressing safety
3 issues for sure in that next phase of design.

4 AUDIENCE MEMBER: (Andy Hendrickson.) Thank
5 you.

6 MR. RODRIGUE: I believe there is sidewalk
7 there today though, isn't there? I'm pretty sure
8 there is sidewalk there today.

9 MS. LEONARD: There is sidewalk there. And
10 we're holding the back edge of sidewalk, so.

11 MR. WRIGHT: Just to talk a little bit more
12 about what Regina said and she did a great job of
13 talking about trying to balance impacts to neighbors
14 and sort of the best trail design. A previous
15 iteration back in 2009 of this trail actually had the
16 trail going behind along the stream, which was
17 approved by the city over the objection of the land
18 owner at the time and I would just say that I think
19 the hope is that certainly the city council has
20 expressed and that I believe in is that we always
21 need to balance the rights of private property owners
22 with the need and certainly we like to come to
23 consensus with those property owners and utilize any
24 sort of eminent domain as a very last option. And I
25 don't know if any of the city council wants to talk

1 about that, but that's why we're not behind this
2 property anymore. It's one of the reasons why we're
3 narrowing to 16 feet on Summer Street to be
4 respectful of our neighbors and have minimal impacts.

5 Just if I could add, the idea of keeping --
6 we certainly recognize that from a safety perspective
7 it would have been better to continue the trail along
8 adjacent to where Spin-Off Studios currently is, it
9 just seemed to make too big of an impact to that
10 property owner to have parking and access to their
11 building. Other questions?

12 AUDIENCE MEMBER: I'm Peter Dawbin. What
13 possible -- let me start over. I am a Life Scout of
14 Troop 606 and I am looking for possible ideas for an
15 Eagle project and I've been wondering what possible
16 jobs or things that might be needed to help to move
17 this project and this idea of the project forward and
18 also what are -- my second question is what are some
19 of the environmental impacts that this trail might
20 have on this area and will it affect like possible
21 fishing and recreation that I've seen on Cobbossee
22 Stream and possible effects to the fish in that
23 stream?

24 MS. LEONARD: Does anyone want to speak
25 to...

1 MR. WRIGHT: First of all, I want to invite
2 you to attend any of the meetings that we have going
3 forward the trail committee has. The Gardiner, Maine
4 website should have those meetings posted if you
5 continue to follow that and if you give me an email
6 address, I'll be happy to include you on the
7 distribution list so that you can follow this
8 project. I can't speak for the committee and for the
9 city, but I would imagine depending on your skills
10 and your interests there could be some great ways
11 that you could help make this project really special
12 especially around the design.

13 And then impacts, we're in preliminary
14 design and sort of alignment right now. One of the
15 next steps is to go to -- to identify exactly what
16 those impacts are and those include exactly the type
17 of questions that you're talking about, impacts to
18 the stream, will any of our projects impact the
19 fisheries here, in particular whether they're
20 adjacent to the stream and so there will be a
21 permitting process that this project will have to go
22 through with the local planning board and if there is
23 any other permitting agencies including the Maine
24 DEP, Army Corps of Engineers, that sort of thing,
25 we'd need to get those requirements completed as

1 well.

2 AUDIENCE MEMBER: (Peter Dawbin.) Thank
3 you.

4 MR. WRIGHT: But we have to sort of figure
5 out where the trail is going before we can fully
6 identify those. Other questions? Dorothy. I'd love
7 to -- since we've gone about five minutes on this
8 section, so I'd love to after Dorothy's question open
9 it back up to any other questions about the rest of
10 the trail.

11 AUDIENCE MEMBER: (Dorothy Washburne.) I
12 have a question about this section, not this section.

13 MR. WRIGHT: Okay. Great. That's a perfect
14 segway. That's exactly what I was trying to do.

15 AUDIENCE MEMBER: (Dorothy Washburne.)
16 Because I have some personal involvement here, I'm
17 just trying to understand that in the section down
18 here by the stream between the granite boulders, does
19 everybody know where I'm talking about? We -- one of
20 Gardiner, Maine Streets Committee has been doing
21 thinning and cutting down there, marking trees that
22 we think should stay, getting rid of invasive
23 species. So at the last meeting I was at, I said,
24 are you -- is this going to go into that green grassy
25 area lawn and I was told no. But now I understand

1 that it is and I'd like to know how far -- do you
2 know how far into the grassy area you're going to go
3 because we'll be like -- if you're coming in and
4 taking all of the vegetation out then we'll be
5 wasting our time.

6 MS. MEEK: So I can speak to that. And
7 actually, I'm going to show you the typical sections
8 here of Arcade. And actually, Tim, if you're able to
9 pull that up. So here is a typical section right
10 here in this lower left-hand side. So we have the
11 Arcade, for the most part in this section here we're
12 maintaining the Arcade center line and then we're
13 providing a 10 foot travel way. So we actually are
14 narrowing up Arcade travel way a little bit and then
15 we have a vertical curve, so that's, again, to
16 maintain the separation of the travel way and the
17 multi-use path. So in between there there are some
18 places I do have a 2 foot esplanade. So at that
19 point then in the areas where we have rip rap, this
20 is that 1 3/4 to 1 slope, so that's how steep it is
21 there. But in the other areas it's a little bit
22 flatter, so we tried to go as flat as 6 to 1 where
23 possible. So here we have designed it, and we've got
24 cross-sections, which a cross-section is just
25 taking -- looking at it from here if I slice the road

1 and I'm looking that way. So from here I can
2 establish and understand where my slope limits are.
3 So if we go to the plan view and you can see I've got
4 a line that has little Fs along it, that's for a fill
5 slope and you can see from the fill slope there is a
6 distance between that fill slope and the edge of the
7 water, so that is being maintained. But we've got
8 to -- to be able to fit in the trail, we have to have
9 a slope down to meet the existing grade.

10 AUDIENCE MEMBER: (Dorothy Washburne.)

11 So...

12 MR. RODRIGUE: I can see it in your face --

13 AUDIENCE MEMBER: (Pam Mitchell.) I think
14 it's all going away.

15 MR. RODRIGUE: So the area where we're going
16 to touch down with our work, so where we need to
17 place gravel and maybe put some slope stabilization
18 is actually this line right here where the F is,
19 that's the fill slope. So from the edge of the trail
20 to there that's as far as we're going. So we
21 basically could get an average of how far from the
22 edge of the trail down the slope we're going to go so
23 you know where we're actually going to be removing
24 vegetation, is that what you're looking for?

25 AUDIENCE MEMBER: (Dorothy Washburne.)

1 Basically, yes. Would you let us know before we --

2 MR. RODRIGUE: I think if we make a note
3 that if we could get an average distance from where
4 the edge of the trail is going to be --

5 MS. MEEK: Yup. Or can I do the edge of
6 existing roadway.

7 MR. RODRIGUE: Right. Yup.

8 AUDIENCE MEMBER: (Dorothy Washburne.) Can
9 I just say one other thing? The slope going down to
10 the stream there is very gradual and I am confused
11 about sometimes you say we need a barrier and other
12 places we don't need a barrier, did I misinterpret
13 that?

14 MS. MEEK: So along the Arcade is where
15 we're wanting to have the safety barrier. We are --
16 if you look at the typical section we are -- the
17 existing edge of -- there is an existing sidewalk
18 there --

19 AUDIENCE MEMBER: (Dorothy Washburne.)
20 Right.

21 MS. MEEK: -- that existing edge of
22 sidewalk, we're pushing it out further.

23 AUDIENCE MEMBER: (Dorothy Washburne.)
24 Which way, toward the stream?

25 MS. MEEK: Toward the stream.

1 AUDIENCE MEMBER: (Dorothy Washburne.)

2 Okay.

3 MS. MEEK: So we're also lifting it up
4 because we've got a 6 inch curb to put in place, so
5 we're lifting it up and we're pushing it out, which
6 means that we're having to take, you know, here is
7 probably about 5 feet to where we can touch down that
8 existing grade again. But it's going to be from the
9 edge of the pavement, all of this disturbed slope
10 will be reseeded.

11 MR. RODRIGUE: Does that answer the
12 question?

13 AUDIENCE MEMBER: (Dorothy Washburne.) No,
14 not really, but that's okay.

15 AUDIENCE MEMBER: She's not the only one
16 that doesn't understand it.

17 MR. RODRIGUE: I guess I'll ask, what
18 exactly is the question? You want to know what
19 extent that we have to remove vegetation is what I
20 got earlier.

21 AUDIENCE MEMBER: (Dorothy Washburne.) It's
22 basically from where the end of the sidewalk is now,
23 how far into the green space will you be going
24 because it's ridiculous for us to go down there and
25 be cutting and thinning if you're going to come in

1 and take it all out.

2 MR. RODRIGUE: Totally understand that.
3 Totally understand that. So if we -- if we could at
4 some point get an average distance from the existing
5 sidewalk that's out there today --

6 AUDIENCE MEMBER: (Dorothy Washburne.)
7 Right.

8 MR. RODRIGUE: So where our fill slope is
9 going to be when we finish the project and get you
10 that distance that would help you?

11 AUDIENCE MEMBER: (Dorothy Washburne.) That
12 will help.

13 MS. MEEK: Yes, that's -- yup.

14 MR. RODRIGUE: All right. We're good.

15 MR. WIGHT: Could I answer a question that
16 was made earlier about the path and why it didn't end
17 up at the Waterfront Park? I think you had that
18 question earlier. And I wasn't here in 2008-9 when
19 the previous path was contemplated, so anyone who
20 was, correct me if I'm wrong, but my assumption is
21 that the whole purpose for this path is it's a
22 transportation project funded by DOT and the thinking
23 behind it and the purpose behind it was to connect
24 our neighborhoods on both sides of the stream and to
25 our downtown and the rail trail and also to be an

1 economic development project to encourage
2 redevelopment of the Cobbossee corridor in some of
3 the old previous mill buildings and that was part of
4 the, my understanding, of the purpose of generating
5 this trail to connect up, so that's why the trail
6 sort of takes that turn and goes up into this
7 neighborhood. And I will also say that there -- we
8 did discuss carefully as a committee about are there
9 existing pathways from where the trail crosses
10 Cobbossee Stream at Maine Avenue to get to the
11 waterfront because we know a lot of traffic today
12 actually is destined to the waterfront that comes
13 down from Augusta and Hallowell on the rail trail.

14 So does anyone who was here in 2009 have
15 anything to add to that before -- and you look like
16 you still had another question or my answer didn't
17 satisfy you.

18 AUDIENCE MEMBER: (Vicki Lawry.) No, I see
19 that you're trying to connect it with the bridge work
20 essentially is what it sounds like.

21 MR. WRIGHT: Not -- not necessarily. I
22 mean, one of the other pieces is that I heard someone
23 say the trestle -- there is a beautiful rail trestle
24 that crosses Cobbossee Stream upstream and that's
25 sort of seen as a defining portion of this trail and

1 sort of that experience and so really the idea is to
2 connect and move people into that beautiful, natural
3 area.

4 AUDIENCE MEMBER: (Vicki Lawry.) And I'm
5 sorry, but I cannot for the life of me figure out
6 where the path goes from under the bridge.

7 MR. WRIGHT: Yup.

8 AUDIENCE MEMBER: (Vicki Lawry.) How does
9 it go from the Arcade up to Bridge Street and up to
10 Summer Street?

11 MR. WRIGHT: Sure. Did we connect to the
12 internet? Do we have Google Maps by chance on there?

13 MS. MEEK: We're not connected.

14 AUDIENCE MEMBER: (Vicki Lawry.) So you
15 have to cross over the intersection in front of Al
16 Diner?

17 MR. WRIGHT: No. So that's this map here,
18 and I apologize that our technology didn't work and
19 we're not able to project that up onto the screen,
20 but this is the drawing. This is the Bridge Street
21 Bridge right here, so it comes under the bridge and
22 then this is where Carrier Leasing and Development
23 is, Light Touch Studios, Spin-Off Studios, so it
24 comes up to Water Street and runs along Water Street.

25 AUDIENCE MEMBER: By the Family Dollar.

1 MR. WRIGHT: Family Dollar is here and then
2 returns here and connects back to Winter Street.

3 AUDIENCE MEMBER: (Vicki Lawry.) Thank you.
4 Every time you said Summer Street, I was thinking of
5 coming back up over and going behind Summer.

6 MR. WRIGHT: I see. No, it's the outer
7 section of Summer Street.

8 AUDIENCE MEMBER: So we'll be using
9 existing -- improving, but using existing sidewalks
10 along there and up Summer and then crossing over and
11 then continuing down the...

12 MR. WRIGHT: Outer Summer Street.

13 AUDIENCE MEMBER: Outer Summer Street. So
14 we go up Winter and then out.

15 MR. WRIGHT: And then take a left onto outer
16 Summer Street and then that's where it connects with
17 the rail trestle and eventually back to Water Street.
18 We didn't show that because we haven't proposed any
19 changes. We didn't look at that because we weren't
20 aware of specific property impacts. We have since
21 had some discussion with that property owner and the
22 committee will be discussing that sort of realignment
23 as well, but there is a parking area between Maple
24 and Elm Street right along the rail. Actually, you
25 can't see it from Water Street, but it comes in there

1 between the Old County Mill building and the other
2 old building where Preferred Pump is located right
3 now.

4 AUDIENCE MEMBER: (Vicki Lawry.) Okay.
5 Thanks.

6 MR. WRIGHT: Other questions? Yes, sir.

7 AUDIENCE MEMBER: Andy Hendrickson again.
8 Is there restrictions and why that bridge is 50
9 feet -- the pedestrian bridge is 50 feet from the
10 existing or the new Maine Avenue Bridge? I know if
11 you skew that it would take the curve off a couple of
12 right angles, but is there some reason why it's gone
13 to that center line, the center line is 67 feet.

14 MR. MERRITT: Right in this area right here
15 there is three pipes, sewer pipes that cross under
16 the stream.

17 AUDIENCE MEMBER: (Andy Hendrickson.) Okay.

18 MR. MERRITT: And there is a big concrete
19 vault on this end with a man hole and also here,
20 we're very much trying to avoid impacting that.

21 AUDIENCE MEMBER: (Andy Hendrickson.) Yup.

22 MR. MERRITT: And there are some sewer vent
23 pipes associated with that, so that's what pushed
24 this to the upstream side of that. We really didn't
25 have an option to put it in here because it would be

1 too close to this bridge construction. We didn't
2 talk about construction schedule at all. The plan is
3 to build this multi-use bridge ahead of this Maine
4 Ave highway bridge work, so this will be the
5 pedestrian crossing while we rebuild the highway
6 bridge, so we needed to get this some distance away
7 from this construction.

8 AUDIENCE MEMBER: (Andy Hendrickson.) Okay.
9 Thank you. I have a question for DOT. Has there
10 been any consideration of opening a piece of -- for
11 you people in the audience the East Coast Greenway
12 through the city of Augusta -- or Gardiner, sorry.
13 This is -- the Kennebec River Rail Trail is part of
14 the East Coast Greenway and this greenway will go
15 from Gardiner to Lewiston. So what we are talking
16 about is a trail through downtown Gardiner as part of
17 the East Coast Greenway. Has DOT -- there is a big
18 trail project going on south of Gardiner,
19 Merrymeeting Trail. The State of Maine has declared
20 the Kennebec River Rail Trail and the Merrymeeting
21 Trail as a trail of statewide significance, which is
22 an up -- very high level trail system. Is there
23 any -- through Depot Square down to the waterfront,
24 does DOT have any kind of a connection with DOT with
25 the Kennebec River Rail Trail and the Merrymeeting

1 Trail? Has there been any consideration at DOT in
2 hooking up these two trails through...

3 MR. RODRIGUE: I'll be honest, I don't know
4 if there has been. I can look into that and we can
5 chat about it and I'll make sure that I discuss it
6 with Patrick.

7 AUDIENCE MEMBER: (Andy Hendrickson.) It
8 would be interesting to see because that Merrymeeting
9 Trail is going all the way down to Topsham. They're
10 calling it The Capital to the Coast because once you
11 get down there you can go to Brunswick, Bath and the
12 whole coast. So it's a it's an important connection
13 here in the City of Gardiner.

14 MR. WRIGHT: Thank you, sir. Yes, John.

15 AUDIENCE MEMBER: Hi. John Carnes. Back to
16 the pedestrian bridge, maybe you said it and if you
17 did, I'm sorry I didn't catch it, but how high will
18 the sides be and will there be vertical rails so you
19 can look through and see the stream or will it be
20 like a wall there?

21 MR. WRIGHT: I'll let Tim answer that.

22 AUDIENCE MEMBER: (John Carnes.) Okay.

23 MR. MERRITT: Some of these details are yet
24 to be decided, but what we have at this time, I can
25 see a railing here, so there will be a portion of

1 this steel truss that will be up above railing level.
2 They generally have an arch shape to them is one type
3 of truss that we're considering anyways. We have
4 some flexibility on what the height of that arch can
5 be. We can try to narrow it or shorten it down as
6 much as possible to try to get at least the ends of
7 the bridge below the view of the walker so they have,
8 you know, an unobstructed view of the stream upstream
9 and downstream, but there will likely be some portion
10 of the truss that will be above eyesight level.
11 That's pretty typical for these types of bridges.
12 But the openings within the steel members are rather
13 large, it's made up of a series of bays and typically
14 the bays might be in the 8 to 10 feet wide range. So
15 within that bay you might have a diagonal member come
16 down through, but above that and below that you would
17 have unobstructed view, so they are open structures
18 if you will.

19 MR. WRIGHT: Other questions. Brian, do you
20 have a question or comment?

21 AUDIENCE MEMBER: My name is Brian Kent.
22 I've got a lot of hats on. I'm on the trail
23 committee, I'm on the bridge committee and I was the
24 designer for the Cobbossee corridor and so thank you
25 all for all your work on this. I've got a number of

1 comments. I'll try to make them as brief as
2 possible. With regard to The Capital to the Coast
3 trail that Andy mentioned, that's terrific. Five or
4 six years ago we tried to connect the Kennebec Rail
5 Trail to the Waterfront Park and DOT's Rail Division
6 said we couldn't do it, although we just said we'd
7 like to gravel over that in case the trains come back
8 and it wasn't allowed, so this will sort of act as a
9 surrogate to that direct connection.

10 I'll leave the rip rap question to the last.
11 This has come up in our meetings, but when we all ask
12 as Dorothy asked, what happens between those
13 beautiful granite rocks along Arcade Street we're
14 told the resident engineer will decide and in my view
15 that's not the answer. It needs to be decided by a
16 design group not by an engineer at the last minute
17 moving blocks of granite around. Those are integral
18 to the whole theme of Gardiner. We've got lots of
19 beautiful granite pieces all around town and we have
20 those along our Arcade Street and they need to be
21 artfully integrated into this project.

22 At A1 today there is a steel stair attached
23 to -- that's in very bad shape and we're told it's
24 going to be replaced. I would argue it should be
25 replaced not next to A1 Diner but next to this trail

1 because if people coming off Bridge Street want to
2 get to the trail obviously they have to go down that
3 stair and that puts them -- they don't have to cross
4 the street then to get to the trail, so it makes a
5 lot of sense to move that 20 feet north so it's on
6 the trail side so it goes directly from Bridge Street
7 down to the trail and they can enjoy this trail.

8 I think that Phil and others have brought up
9 a very good question about safety where this
10 multi-purpose trail crosses Hannaford in numerous
11 places. On the drawings it shows up as gray, but
12 gray on gray asphalt won't work, so will they be
13 painted? I'd prefer to see those crossings actually
14 paved with a brick or a nice paver in a red color
15 perhaps. Certainly not the green we see DOT paint
16 islands today that look like some out of space
17 illuminous paint but that could be a very attractive
18 crossing so motorists can see the cross-road. The
19 people on the multi-modal trail can see where the
20 trail goes. And the pedestrian environment in
21 Gardiner is actually more important than the vehicle
22 environment. We want this to be a pedestrian city,
23 so let's emphasize those pedestrian crossings at
24 those driveways.

25 To the young man who wants a project, this

1 is a little bit tongue in cheek, Japanese knotweed is
2 an eye sore all around the trail there and I can tell
3 you to talk to Tony LaPlante and Dorothy and others
4 as to how to get rid of that, but you would be doing
5 this community a fantastic service if you regularly
6 work on getting rid of that knotweed.

7 For those of you who haven't attended the
8 meetings, we understand that Chapman's Garage may be
9 purchased by DOT, which will put it in State
10 ownership. That might mean that we can re-look at
11 the trail from the 20 feet beyond Bridge Street and
12 cross Arcade Street to I hope a Chapman's Park or
13 Chapman Brothers Park. You know, the DOT is going to
14 buy that, demolish that, we could put in a park and
15 that could become part of the trail system and that
16 would be terrific.

17 Thank you for all your mentioning of
18 esplanades and landscaping trees. That's terrific to
19 make this trail really attractive. Ultimately, the
20 intention is to go up to New Mills, so the trail goes
21 beyond the trestle hopefully with another bridge
22 across the stream and to join the New Mills trail
23 that's already been opened, so it could be a
24 fantastic addition to the East Coast Greenway.

25 I have a problem with the proposal to make a

1 vertical granite curb along Arcade Street between
2 Arcade and the stream where the trail will be.
3 Everywhere in Arcade it's a sloped curve, a granite
4 sloped curb, which is safer for cars and for
5 cyclists. They won't fall into the stream now
6 because we've got a barrier, but if they fall off the
7 curb it will be a 6 inch fall whereas they could just
8 have a slope there which would make it less
9 dangerous.

10 Art. You've done a fantastic job with art.
11 Art walks. I'd love to see art incorporated into
12 this as well as landscaping. Couldn't we put fish on
13 the side of the -- some of the concrete?

14 I brought up my objection to steel
15 guardrails and I hope we can come up with something
16 other than steel guardrails.

17 And the final question was the rip rap. It
18 was unclear to me with all that orange coloring
19 whether the existing stones will be removed and dug
20 out and new stones put in or will the new rip rap be
21 added on top of the existing? It's unclear to me
22 what visual impact that will have. Thank you all for
23 your time.

24 MS. MEEK: The rip rap that will be put in
25 place, it has to meet a certain gradation according

1 to the MaineDOT specifications. So if the existing
2 stones out there meet it the contractor can use it,
3 but we do have to have certain gradation and that
4 means the size of boulders and that's designed so
5 that it can withstand the heavy flows and can protect
6 the slopes against that, so there is a certain
7 requirement for the size of the stones that would be
8 used for the rip rap.

9 Okay. So art and landscaping. That's
10 something that can be worked through with the
11 committee through final design. At this point, we're
12 just in preliminary design trying to understand what
13 the bigger impacts are to right of way, environmental
14 permitting.

15 MR. WRIGHT: Can I say one thing?

16 MS. MEEK: Yup.

17 MR. WRIGHT: One thing the committee is
18 going to need to wrestle with as we get through
19 preliminary design and the final design and that the
20 public should be aware of is that we do have a --
21 both DOT and the city have set aside a finite budget
22 and so it will be a challenge to make sure that we
23 balance the necessity in completing this project and
24 adding things, so I absolutely agree with you, Brian,
25 that we should make this trail as beautiful as we

1 possibly can, it's just that we'll need to weigh that
2 with the projected costs.

3 MS. MEEK: Thank you. Okay. So the sloped
4 curb issue, yes, I do understand that having a sloped
5 curb against a trail would be beneficial and that's
6 something that's another final design detail that we
7 can work out later to be determined.

8 The crosswalks, especially those at the
9 commercial driveways, they have to be high resolution
10 so they have to, you know, these days just the two
11 horizontal lines do not work and that does not
12 qualify as high resolution crosswalk. So there are
13 options that we can work through with the trail
14 committee, but, yes, that's definitely one of the
15 major components in trying to alert people to those
16 crossings, definitely.

17 So for the residents, the comment on the
18 residents locating the stones, do you want to add
19 anything to that, John, or?

20 MR. RODRIGUE: All I'm going to say is we're
21 still working out those details.

22 MS. MEEK: Yeah.

23 MR. RODRIGUE: We know the stones are out
24 there. We have no idea where those stones can go at
25 this point and it's very difficult I think with the

1 size of the stones to determine where they will go.
2 So that's just something we need to work out as we
3 finish the final designs. And it's not to say that
4 while the resident is out there on the project he
5 can't work with somebody from the city to place those
6 stones. It's -- we're not going to place them where
7 they feel they need to be, we'll have somebody down
8 there to help us place them.

9 MR. WRIGHT: John, one question that I can
10 follow-up on that is that clearly there is a lot of
11 work being done on an engineering basis. Will there
12 be on this portion of the project any sort of
13 landscape architecture type design consultant that
14 will be hired by DOT to help design those pieces?

15 MR. RODRIGUE: There was never any intent in
16 the beginning of this application to do a landscape
17 design for this project.

18 MR. WRIGHT: Thank you. Do you have a
19 question?

20 MS. MEEK: Oh, the stairs.

21 MR. MERRITT: Yeah, I think one of Brian's
22 questions was related to potentially moving the
23 stairs that's located here adjacent to A1 that we
24 plan to replace over to somewhere on this side of
25 Arcade adjacent to the trail and that's something

1 that we have considered in the past. We're not
2 currently heading in that direction largely because
3 of space on this side. We'd either have to push the
4 trail out further or we would have to establish a
5 level landing in this area to make a connection from
6 the stairs to the trail and we're already tight
7 against the stream bank here with a steep slope with
8 rip rap. We don't really have the option of shifting
9 Arcade closer to facilitate more room on this side
10 because the end of the new bridge is right here. We
11 would have to lengthen the span -- bridge span to do
12 that and we're already maxing out on the single span
13 length. So I guess the real estate in this area is
14 pretty tight, so at this time our plan is to replace
15 the stairs at their current location. And the other
16 thing I'd like to mention is we're still trying to
17 work through some of the property rights in that
18 area. It's not clear to us at this date who exactly
19 owns those stairs and maintains them and who will be
20 responsible for replacing them, but currently we are
21 planning on replacing the stairs as part of the DOT
22 highway bridge project.

23 Yeah, that's another good point, Lauren,
24 they are -- where they're currently located, you
25 know, I think Brian's point is serving the trail,

1 but, you know, they also do serve this parking area
2 and our intent is to try to keep them out of flooding
3 area as much as possible so there is less impact
4 between access between Arcade, parking, up the stairs
5 top Bridge Street, specifically A1 and some of the
6 other businesses around the corner on Water Street.

7 MR. WRIGHT: Anyone else have questions or
8 comments?

9 AUDIENCE MEMBER: Mary Ann Johnson, School
10 Street in Gardiner. I am also an abutter on the
11 other side of the street behind the Chapman's Corner.
12 I've heard a lot about green and barriers and my
13 question is right now along the Arcade we see a lot
14 of fishermen, are they still going to be able to
15 access that?

16 MS. MEEK: Yes. With the safety barrier, as
17 I said, there are several of those goals and one of
18 them being safety, but the other is maintaining the
19 access that is currently there to the stream.
20 Definitely.

21 AUDIENCE MEMBER: (Mary Ann Johnson.) All
22 along it? All along the Arcade?

23 MR. WRIGHT: Your question was all along the
24 Arcade?

25 AUDIENCE MEMBER: (Mary Ann Johnson.)

1 Right. This is the area that Dorothy is also talking
2 about where we are -- we are the group, including
3 myself, have been weeding and chopping and...

4 MR. WRIGHT: There are certainly some areas
5 that are very steep along that really close to Maine
6 Avenue Bridge that will need to have a continuous
7 barrier where you won't be able to have free
8 unfettered access except for the Japanese knotweed
9 that's keeping you back right now. I will say that
10 it's the intention of the committee and we've had
11 lots of discussion about maintaining that access to
12 the water for all types of users and what I believe
13 is you'll see a design that maximizes the ability
14 while still -- the ability to access the stream while
15 still fitting the requirements of the Federal
16 regulations. That's as much as I can -- that's as
17 much as has been decided at this point Mary Ann.

18 Other questions or comments? Tina, come up.

19 AUDIENCE MEMBER: Hi. Thank you for your
20 good work on the stream. I work for a non-profit
21 upstream and we're working on fish passage on the
22 stream with the potential of 6 million alewives
23 coming up the stream, so it's important to us the
24 barrier to the stream is as natural and accessible as
25 possible, so I just wanted to add that.

1 MR. WRIGHT: Thank you. Other questions or
2 comments? Seeing none, I'd like to reiterate that
3 we'll all stick around for a bit tonight. We also
4 encourage you to keep up with our committee schedule.
5 Our committee meetings are always open to the public.
6 I don't think we have another one on the calendar
7 yet, but we will take all of the comments that we
8 heard tonight and be sure to consider them as we move
9 the project forward. And, oh, sorry, I thought
10 someone had another question. So please feel free to
11 stick around for a few minutes afterwards. John, do
12 you have anything else you'd like to add?

13 MR. RODRIGUE: I just want to mention that
14 the comment cards are on the table, my business
15 cards, please pick one up if you have more things you
16 want to add. I know there was a gentleman here that
17 had something specific, would you please fill that
18 out and send it to me, I appreciate it. Thank you
19 for attending. This is great. We got a lot of
20 feedback. We're going to continue with meetings,
21 like Patrick said, and we'll go through that process
22 and continue fine tuning the project. So thank you
23 very much.

24 MR. MERRITT: If the young gentleman who is
25 trying to get his Eagle badge with the Boy Scouts, if

1 you want to come up and talk to me we do job shadows
2 in our office sometimes. We're not in Gardiner,
3 we're in Scarborough, but if you and your family
4 wanted to come down to the office we'd be happy to
5 have you for half a day or a day and I'm confident
6 that we can find something for you to do.

7 MR. WRIGHT: Thanks, everyone. Have a great
8 evening.

9

10 (Meeting concluded at 7:54 p.m.)

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C E R T I F I C A T E

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

and I have signed:

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: September 2, 2017

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MAINE DEPARTMENT OF TRANSPORTATION

SIGN-IN SHEET

Public Meeting 6:00 p.m., Gardiner Boys and Girls Club, Located at 14 Pray Street, Gardiner

Date: Thursday, August 24, 2017

NAME	ADDRESS & TELEPHONE NO.
Tony LAPLANTE	CITY OF GARDINER
Kelly Richards	City of Gardiner
Rosalie Vigne	City of Gardiner 12 Ayden ⁹ St 582-0156
Sylvia Greenleaf	20 Autumn St. 582-6331
Picki Lanny	18 Elm St 582-4820
Stuntner D. Boline	89 W. Hill Rd. - 582-5509
Jessica Lowell	KJ 621-5632
Tom Reeves	582-8621
Cindy Delong	So Gardiner Me 04359 582-5998
Duane & Linda	26 Harrison Ave Gardiner 582-5392
Mark Warren	40 20 Box 237 Gardiner 582-2659
Beth Kupuk	75 Presley, Gardiner 582-2388
Jerry Maschino	62 Water St - Gardiner
Mary Maschino	"
Maggie Warren	4 The Ledges, Hallowell 441-8658
David Wood	" " 441-0022
Eln Kyr	Photographer
Linz Wood	23 Central St. Gardiner 582-0213
Robert Kus	23 Central St. Gardiner Me 582-0213
Thom HANWELL	52 MARSTON RD. GARDINER, ME
Carol Davs	6 Church St, Gardiner
Andy Hendrickson	KRRT Board of Supervisor
Deje & Dawn	6 Dawbin Dr. W. Gardiner
Peter Dawbin	4 Dawbin Dr. W. Gardiner
Kate & John Carnes	2 Vine St. Gardiner

MAINE DEPARTMENT OF TRANSPORTATION

SIGN-IN SHEET

Public Meeting 6:00 p.m., Gardiner Boys and Girls Club, Located at 14 Pray Street, Gardiner

Date: Thursday, August 24, 2017

NAME	ADDRESS & TELEPHONE NO.
Anne Cough	41 Elm St. Gardiner 582-2823
Ed Greenier	30 Adams St " 582-0260
Mac Fooks	544 Litchfield Rd Farmingdale
Pam Mitchell	74 Highland Ave Gardiner 582-8307
Phil Greenwood	Same
Lise Coppenhaver	52 Marston Rd Gardiner
PAT HART	34 High Holben, Gardiner
Brian Kent	280 Oak Hill, Litchfield 2426278
Cynthia Hartefeldis	241 Highland Ave 582-7198
George Hunt	30 Adams St Apt 5W
DOROTHY WASHBORNE	50 WATER ST - 582-2644
MARY ANN JOHNSON (Peter)	92 School St 582-5874
Deane & Linda Cood	26 Harrison Ave Gardiner 582-5392
Kenneth Loyellu	146 W 222 Road Centree
Nancy Longfellow	146 Weeks Rd Lead, Me
Leanne Timberlake	Maine DOT
Jack Fies	46 Water St Gardiner
Regina Leonard	LA, consultant (MMI)
John RODRIGUE	MAINE DOT, ASSISTANT PM MM
LAUREN MEEK	STANTEC
TIM MERRITT	STANTEC
PATRICK WRIGHT	