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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

IN RE: FREEPORT - ROUTES 125 AND 136  
PIN # 012782.00

Public Meeting at the FREEPORT MIDDLE SCHOOL

Reported by Ronald G. Veno, a Notary Public in and  
for the State of Maine, on October 14, 2009, at the  
FREEPORT MIDDLE SCHOOL CAFETERIA, 19 Kendall Lane,  
Freeport, Maine, commencing at 6:15 p.m

FOR THE DEPARTMENT:                      Shawn Smith  
   Mike Danforth  
   Ray Quimby

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TRANSCRIPT OF PROCEEDINGS

MR. SMITH: Good evening everyone. I'd like to welcome you tonight to our presentation of the Route 136 project here in Freeport. This is a little bit different form than we typically do. Some of you remember Jeff Tweedie and I came and did a very preliminary plan meeting back in November of last year and tried to explain what we were going to do with this project, how we were going to deliver it, a design build method.

Basically we get a contractor and engineering firm together to work cooperatively through the whole project, but before we get into that kind of history, couple of housekeeping things.

We do have a sign-in sheet that's on the back table. If you could sign in with your address, that will help Ron Veno, our court reporter, so as we answer questions, if we can't -- if we can't answer it specifically, we can help put a name to some of the questions through Ron.

We do have Ron Veno here, he's going to take down all the meeting minutes, so when you do ask your questions, if you can state your name so Ron can pick that up, and then we'll answer the questions.

1           Also, there is copies of the meeting  
2 minutes -- of the notice to the meeting on the back  
3 table as well, and there are comment cards that you  
4 can fill out and leave with me tonight or send them  
5 to me because I've got a pile of business cards out  
6 there as well. Some people may think of a question  
7 after the meeting, they may have something that  
8 comes up a day or two, take one with you and bring  
9 it back and send it back to me and we can try to get  
10 a response back to you.

11           Now, since -- since the last time you were  
12 here in November, what's happened? Well, we've had  
13 a lot of things in the air. If you remember  
14 correctly at the November meeting, Jeff and I talked  
15 about the plan that we had up here was the existing  
16 conditions plan, simply what we showed was the  
17 existing roadway as it exists today with some  
18 features and right-of-way limits where some of the  
19 drainage is going, where the driveways are. We  
20 didn't have a plan, so to speak. We did have some  
21 ideas on where the direction of the project was  
22 going to go as far as specific scopes.

23           We want to address the intersection of  
24 Mallett and 136. We wanted to address Griffin Road  
25 and we also wanted to work on some stuff as far as

1 how these two roads, Bragdon and Curtis, work  
2 together with Route 136. In addition to some of  
3 those specific ideas, the overall intent of the  
4 project is to bring this up to today's standards to  
5 provide a safety shoulder, improve the drainage, get  
6 rid of some of the ledge, some of the bad drainage  
7 qualities, try to cure some of the icing issues. We  
8 heard a lot of that during the first public meeting,  
9 drainage existing. We're trying to make this a much  
10 more serviceable and maintainable roadway while  
11 trying to keep costs down.

12 When we mentioned earlier about in  
13 November how this is going to be developed, what we  
14 talked about was design/build project which is  
15 different from how we typically do things.  
16 Generally the Department designs the project from  
17 one end to the other, purchases the right-of-way and  
18 then sends that package out to contractors to bid on  
19 it. All quantities are figured, design elements are  
20 completed. We've gone through two public hearings  
21 usually. Sometimes one -- if the scope is real  
22 small but generally two, so the contractors bid on  
23 that package.

24 What we had here was specific issues like I  
25 talked about earlier, the intersections, the overall

1 corridor, fixing the drainage, fixing some of the  
2 problems that we see on this whole three mile  
3 stretch. We package that up, send it out to the  
4 contracting community as an RFQ which is request for  
5 qualifications. We had several firms team up,  
6 engineering firm and contractor, geotechnical firm,  
7 some landscape firms. They teamed up, submitted the  
8 qualifications package and we reviewed that and  
9 chose two teams to propose an actual project with us  
10 with a timetable and a budget. That was done about  
11 December.

12 In the meantime while we, Jeff Tweedie and  
13 I were doing the qualifications package and working  
14 on the actual proposal package, Ray Quimby and  
15 right-of-way staff were out knocking on doors  
16 explaining what the project was, talking about  
17 damage easements, talking about some of the rights  
18 that we do need through the corridor, because as we  
19 explained in the first public hearing, the roadway  
20 wasn't necessarily centered inside the existing  
21 right-of-way, so the right-of-way kind of wandered  
22 where the road didn't. So some places the  
23 right-of-way may be real tight to the existing road  
24 and in some places may be real wide to the existing  
25 road.

1           What we were talking about back in November  
2 is to put a consistent alignment which is generally  
3 the center of the road, and consistent width of  
4 right-of-way that we could operate and maintain for  
5 this type of improvement. And what we have up here  
6 tonight is the plan from the selected proposal which  
7 is the team of Shaw Brothers and Louis Berger Group  
8 which I'll get into this plan in a little bit.

9           We did -- through the right-of-way process  
10 working hand in hand with qualifications package and  
11 then the proposal package, we finally signed an  
12 actual contract with Shaw Brothers and Louis Berger  
13 in July of this year. So as far as pulling  
14 everything together, qualifying the teams, selecting  
15 the teams and also working the right-of-way hand in  
16 hand, pulled this team together, and now what we  
17 have here tonight is generally the thirty percent  
18 set of plans that addresses the alignment of the  
19 road which as I mentioned earlier is the general  
20 center of the road.

21           Some drainage concerns. The intersections  
22 have been thought out. What we have done to kind of  
23 expedite the construction side of things as well is  
24 we've broken this project into three different  
25 pieces. The northern third closer to the Durham end

1 is probably at fifty-five to sixty percent which the  
2 Louis Berger designers can get into more detail at  
3 this evening's meeting. The middle section is  
4 probably pretty close to fifty percent and the  
5 further -- the southern intersection is probably  
6 right around thirty.

7 And some of you I was speaking with  
8 tonight, you were asking about some drainage  
9 concerns and some details that we haven't worked out  
10 yet, but we're still working in that direction, and  
11 any comments that you have tonight as far as how the  
12 water is trapped or how it's flowing, that will be  
13 great for us to formalize that design.

14 The Collins Mills bridge was another piece  
15 that we had talked about as well and that's still  
16 part of the plan as we're going to rehabilitate that  
17 bridge. So once this is all completed, what we'll  
18 have is from the Durham town line all the way to  
19 Mallett Drive with a small piece of Mallett Drive  
20 improved up to today's standards, paved shoulders,  
21 the intersections that were concerning -- are being  
22 improved, roadway in general is being improved.

23 We can -- we can maintain this, we can plow  
24 this and as you saw today out there, some of our  
25 maintenance forces were out there doing some

1 temporary shim so we can plow this in the winter and  
2 not leave some of the wheel ruts full of snow. So  
3 they're out there today in preparation for this  
4 winter's snow. Next year, this will be all done by  
5 this time. So things are moving very quickly.

6 We've come a long way since last year when  
7 we were here. Like I said, there's been many things  
8 in the air juggling at the same time trying to get  
9 them all to this point. So what we'd like to do  
10 tonight is kind of go down through the plans, the  
11 general plan description of what all the colors are,  
12 what we're doing with the side roads, a little bit  
13 of specific information here and there, and also  
14 talk about our schedule as we move forward into the  
15 winter months and into construction season next  
16 spring.

17 With that, I'd like to introduce Anthony  
18 Puntin. Did I pronounce that right?

19 MR. PUNTIN: That's good enough. You can  
20 call me Tony.

21 MR. SMITH: He's the designer from Louis  
22 Berger Group and he's teamed up with Shaw Brothers,  
23 so two of those entities are partners working back  
24 and forth with one another, sharing ideas and  
25 working through us as well in trying to address as

1 many concerns as we can and move this on as a  
2 successful project.

3 MR. PUNTIN: One other member of the design  
4 team that's not here tonight is review technical  
5 engineer is S. W. Cole, and they played a big factor  
6 in determining the design. What we did through the  
7 proposal process is look at the roadway, and as  
8 Shawn said, bring it up to standards. And we with  
9 Maine DOT, decided based upon the type of functional  
10 classification of road, should have eleven foot  
11 lanes and four foot shoulders. So basically fifteen  
12 feet of pavement on each side.

13 Out there now you have anywhere from --  
14 well, this wider pavement down in the southern area.  
15 Up in the northern area, you may have twenty,  
16 twenty-two feet if you're lucky, so there will be a  
17 widening. Working with Shaw Brothers and S. W.  
18 Cole, geotechnical engineer. We looked at how to  
19 improve the roadway.

20 There is an existing subbase under the road  
21 and under the pavement, and what was determined is  
22 that one of the best ways to -- I won't call it save  
23 the road but to rehabilitate the road was to reclaim  
24 which is a process where you pick up the pavement  
25 and the gravel below it. You mix it up in place and

1 it basically makes a gravelly mix of material, and  
2 that was used -- will be used in some areas for the  
3 subbase. It was determined that about thirty inches  
4 of good solid material is going to be needed, and  
5 that thirty inches goes from the top of the pavement  
6 to the bottom of the gravel material I talked about.

7 So we went forward, we as the design  
8 engineers, and took a look at setting the vertical  
9 alignment of the road up and down. Our initial  
10 intent was to come about a foot to fourteen inches  
11 above the existing road. That will allow for the  
12 use of the material down below and the pavement,  
13 plus addition of about fifteen inches worth of brand  
14 new material, five inches of pavement and in  
15 general, that also -- that's the forty inches that  
16 we needed for structural. However, there are some  
17 areas and people have pointed out where there's  
18 hills and valleys that don't meet the design speed.

19 Now, up until about Griffin Road, we've  
20 considered that by functional classification is  
21 urban. We know it's not urban like you think of in  
22 downtown Freeport but for functional classification,  
23 an urban road, and it will be 35 mile an hour design  
24 speed. From there forward is 40 mile an hour design  
25 speed. Doesn't sound like much but makes a big

1 difference in design parameters.

2           There are knolls that we had to cut, we  
3 couldn't reclaim what we're actually going to do is  
4 excavate and lower the road, whether it's a foot or  
5 foot and a half in some areas, so foot and a half  
6 minus thirty. So there will be two feet of  
7 excavation bringing back the material, but the  
8 intent is to get the design speed up to forty miles  
9 an hour throughout the corridor.

10           That being said, that's the general  
11 parameters that we use for designing the road. What  
12 that will also do is as Shawn said, biggest concern  
13 on any road, drainage, drainage and drainage. So by  
14 lifting up the road a little bit, it's able -- we're  
15 able to, you know get the road above the existing  
16 groundwater table, able to construct ditches a  
17 little bit better along the area, and drain the  
18 road. So with that basic theme, that was the design  
19 standards that we used to lay out the road. Talk  
20 about some specific areas.

21           From south to north is where I'll go. Here  
22 at the intersection of Mallett and Pownal Road, the  
23 existing condition today lends the through traffic  
24 to go from Pownal to 136 which isn't really where  
25 the through traffic goes. What our design is going

1 to do is going to make a configuration where the  
2 Mallett to 136 is the through movement and Pownal  
3 becomes secondary. We will be adding a left turn  
4 lane into the -- into the southbound ramp for I-295  
5 and into Pownal Road. That was one of the  
6 requirements Shaw's says as part of the RFP.

7 The intersection here at Beech Hill Road,  
8 it's a split with an island with a utility pole  
9 right in the middle. Doesn't make much sense. At  
10 one time this was probably -- all these roads were  
11 country roads, it's like okay, put it there, and  
12 somebody started driving on both sides of it and it  
13 becomes gospel. So we're going to get rid of that  
14 and make that a more conventional intersection.

15 Down here, 125 splits off on Griffin Road.  
16 There was expressed concerns I believe in the public  
17 meeting and through the design process of the  
18 traffic volume down here. What we've done is we've  
19 been able to incorporate a right turn lane and a  
20 slip lane to get people off of the main -- 125/136  
21 here on to Griffin Road. All the other  
22 intersections along the way I call our basic simple  
23 reconstruction, no great geometric changes.

24 We're trying to improve everything as we go  
25 along. So if we have a site distance concern, we'll