



**MUNICIPAL OFFICES**  
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## OGUNQUIT PLANNING BOARD MINUTES MONDAY AUGUST 8, 2016

### PUBLIC HEARING

- 1. TOWN OF OGUNQUIT – 149 Ocean Street – Map 10 Block 52-A – RP. Site Plan and Design Review Application for the replacement and minor expansion of the existing Town owned footbridge; crossing the Ogunquit River connecting the Ocean Street Footbridge Beach Parking Lot with the Footbridge Beach.**

Dan Bannon, the Applicant's representative opened the Public Hearing with a Power Point presentation and an overview of the proposed bridge reconstruction (*see attached*).

Town of Ogunquit Fire Chief, Mark O'Brien added that his primary concerns are with life safety issues. He reviewed his July 19, 2016 Memo to the Board.

- "1. I agree with the bollard proposed on the west side of the bridge but have concerns about pulling the post out to access with all terrain vehicles (atv). My concerns are how heavy is it? and does sand buildup in sleeve and make removal difficult?"*
- 2. There should also be one installed on the east side of the bridge due to vehicle that can access that side from passing the sewer district and possibly drive onto bridge.*
- 3. I don't care for the horizontal railing due to kids climbing up on them to jump off the bridge or potentially falling off. I feel the balusters should be vertical. I know this would change the look.*
- 4. I would rather see composite decking due to ongoing problem of pressure treated wood always curling and causing splinters and having to constantly re nail or screwing of the wood. I understand this would increase the number of supports needed."*

Chief O'Brien added that expanding the width of the bridge is needed to allow for emergency personnel to cross with their equipment. He added that beachgoers often have carts full of things and it has been a problem in the past when emergency services has had to wait while the bridge is cleared before they can cross. This situation has also required two of his staff, one at each end of the bridge, to stop pedestrians from entering the bridge. This takes two rescuers away from rescue operations. The proposed bumpouts would provide pedestrians on the bridge a place to

step aside so emergency personnel and their equipment can cross over in a faster manner. This would be particularly important if emergency services has to take their ATV over the bridge.

Chief O'Brien added that he fished off this bridge as a child and the bumpouts also provide a place for these types of activities without interfering with pedestrians crossing over.

Mr. Hayes asked if an eight foot (8') width would be sufficient for the Fire Chief's needs.

Chief O'Brien agreed that eight feet (8') would be fine. Currently the bridge width is six feet (6'). His ATV will not fit at six feet, however it will be able to cross if the bridge width is expanded to eight feet (8'). He added that at six feet (6') rescue personnel, with all their gear, can't pass pedestrians on the bridge. The added two feet (2') will allow for them to get by pedestrians; and the bumpouts will provide an added level of safety.

Mr. Simpson asked if the ATV the Chief referred to is the red ATV currently used on the beach.

Chief O'Brien confirmed that it is.

Ms. Bevins asked if anyone with an ATV could cross the bridge.

Chief O'Brien responded that bollards would be in place all the time to prevent people crossing the bridge on ATVs. The Police and Fire Departments would have keys to remove the bollards when necessary.

Mr. Heyland added that he is satisfied with the plan as proposed.

Al Ross (86 Ocean Street) asked if the footpath over the dunes would also be widened.

Chief O'Brien responded that his recommendation would be to upgrade the footpath to eight feet (8').

Paula Luciano (14 Beach Plum Lane) suggested that the footpath over the dunes cannot be widened due to the dune preservation regulations. She stated that the footbridge has been fine for all of its existence and it is still fine. She suggested that the bumpouts aren't necessary and she is opposed to them for esthetic reasons. Ms. Luciano asked the Board to disallow the bumpouts and the use of anything but natural wood. She stated that a wider bridge would bring dirt onto the beach, "they already don't pick up the seaweed and there are flies, and we don't need more people coming to the footbridge anyway".

Bob Dateo (90 Riverbank Road) recommended the bridge be widened, he added that the bumpouts are needed and they should be allowed. Mr. Dateo stated that the footpath was originally wider than it currently seems because it is so overgrown. A clearing of the brush would bring it back to its original width.

John Mandycyk (8 Beach Plum Lane) supported the proposed eight foot width expansion but was not in favor of the bumpouts. He would prefer a twelve foot (12') wide bridge with no bumpouts

to an eight foot (8') bridge with bumpouts. He also wants to see the footpath widened. He would also prefer to see the use of horizontal slats on the bridge.

Mark Macleod (57 Bayview Avenue) was in favor of the widening and the bumpouts. He has seen many people crabbing and fishing from the bridge and the bumpouts would give them a place to stand which would not interfere with pedestrians walking across. Mr. Macleod is concerned about the construction schedule and that it not interfere with people's ability to access the beach during the summer season. He is strongly in favor of the bridge as proposed, he just wants to be sure it is finished well before the summer season begins.

Kirsten Ross (184 Highland Avenue) thanked the Harbor Master for his work getting the grants. She asked that the new bridge be wood and not composite. She also asked that whatever type of wood is used be the least toxic.

A woman from Canada supports the widening of the bridge however she does not support the bumpouts. She asked the Board to preserve the look of the existing bridge because it has a "specific charm".

Roger Simpson (26 Ocean Street) agreed with Mr. Macleod about the schedule. He asked if the bridge would be constructed in one event or in stages.

Mr. Bannon responded that they will be unable to put the project out for bids until November. If there are further delays which push the project into the spring, they do not intend to have any work done during the summer season. They would wait another year. This is to prevent negative impact to users and to minimize impact on the piping plover habitat.

Mr. Hayes suggested that composite decking is significantly heavier than wood. He asked if the design would have to be amended to accommodate the added weight.

Mr. Bannon responded that there would have to be some small changes to the plans. He stated that they have not calculated the additional weight composite would incur however they have proceeded with the assumption that the bridge would be of a timber construction.

Mr. Hayes expressed concern with composite: it is hot in the sun, slippery when wet, and very heavy.

Mr. Simpson confirmed that the current plan does not include composite material.

Mr. Macleod asked if waiting an extra year would jeopardize the grant funding.

Mr. Bannon responded that it would not.

Ms. Luciano suggested that removing the proposed bumpouts would reduce the amount of money and time it would take to construct the bridge. She again asked the Board to deny the bumpouts. She stated that two 12' bumpouts will destroy the look of the bridge.

Ms. Freedman asked if the two bumpouts are twelve feet (12').

Mr. Heyland responded that the bumpouts are two feet out from the bridge and twelve feet long (2'x12').

Chief O'Brien stated the he too likes the look of the bridge, however given all the current changes and requirements the look will have to be changed somewhat. He suggested that in time people will become accustom to the look of the new bridge, which won't be extremely different and it will increase safety and code requirements.

Winnie Mason (36 Thither Street) expressed concern about cars going across the bridge.

Mr. Bannon responded that there will be a timber bollard at each end of the bridge. These bollards are timber posts sticking up out of the ground preventing any vehicle from accessing the bridge. The bollards can be removed by emergency personnel when necessary.

Ms. Luciano stated that the bumpouts will entice kids to jump off of the bridge. She asked if removal of the bumpouts would be a big design change.

Mr. Bannon responded that it would not.

Mr. Wilkos asked if there was anyone else who wished to speak for, or against, this application, or ask any questions. There being no one the Public Hearing was closed at 6:50 p.m.

### **REGULAR BUSINESS MEETING**

#### **A. ROLL CALL –**

Members Present: Steve Wilkos (Chair)  
Don Simpson (Vice Chair)  
Muriel Freedman  
Jackie Bevins  
Rusty Hayes

Also Present: Scott Heyland, Code Enforcement Officer  
Maryann Stacy, Recording Secretary

Mr. Wilkos confirmed that all cell phones were off the table.

#### **B. PLEDGE OF ALLEGIANCE -**

**C. MISSION STATEMENT –** The Mission Statement was read by Mr. Simpson.

**D. MINUTES - July 25, 2016 Public Hearing, and Regular Business Meeting.**

**Mr. Simpson Moved to Accept the Minutes of the July 25, 2016 Meeting and Public Hearing as Submitted.**

**SIMPSON/HAYES 5:0 UNANIMOUS**

**E. PUBLIC INPUT – For any matter NOT already on this Agenda.**

Mark Macleod stated that the new restrooms in Perkins Cove have flush activators which are very difficult to push, particularly for handicapped people with manual dexterity issues. He asked the Board to consider this when reviewing the proposed new bathrooms for Jacob's Lot.

**F. UNFINISHED BUSINESS –**

**1. FINDINGS OF FACT FOR JOHN MIXON/SHORE ROAD COMMONS – 5 Bourne Lane - Map 5 Block 35A – RD. Application for an Amendment to Shore Road Commons Subdivision Plan (Phase 2).**

**Ms. Freedman Moved to Accept the Findings of Fact for JOHN MIXON/SHORE ROAD COMMONS – 5 Bourne Lane - Map 5 Block 35A – RD. Application for an Amendment to Shore Road Commons Subdivision Plan (Phase 2).**

**FREEDMAN/BEVINS 4:0 UNANIMOUS (Mr. Simpson was recused from hearing this application).**

**2. TOWN OF OGUNQUIT – 149 Ocean Street – Map 10 Block 52-A – RP. Site Plan and Design Review Application for the replacement and minor expansion of the existing Town owned footbridge; crossing the Ogunquit River connecting the Ocean Street Footbridge Beach Parking Lot with the Footbridge Beach.**

Mr. Wilkos suggested the Board discuss each item brought up at the Public Hearing. He asked how the Board members feel about the proposed eight foot (8') width. All Board members agreed to the expansion of the bridge width to eight feet (8').

Mr. Wilkos asked about the use of wood vs. composite material. All Board members agreed that the new bridge should be made of wood, particularly given the iconic nature of that bridge.

Mr. Wilkos asked about the two bumpouts as proposed. All Board members agreed to the bumpouts as proposed, particularly given the life safety factors noted by the Fire Chief.

Mr. Wilkos asked if the railings should be horizontal or vertical. All Board members agreed to horizontal railings.

Mr. Heyland suggested that while the bridge is not a "building" it is a structure and the Board may view it as a "building" for purposes of review of Article 11.7.C of the Ogunquit Zoning Ordinance standards.

The Board reviewed the standards of Article 11.7.C of the Ogunquit Zoning Ordinance and agreed that all standards were satisfied.

**Mr. Hayes Moved to Approve Design Review for TOWN OF OGUNQUIT – 149 Ocean Street – Map 10 Block 52-A – RP. Site Plan and Design Review Application for the replacement and minor expansion of the existing Town owned footbridge; crossing the Ogunquit River connecting the Ocean Street Footbridge Beach Parking Lot with the Footbridge Beach.**

**HAYES/BEVINS 5:0 UNANIMOUS**

The Board reviewed the Standards of Section 6.7 of the Ogunquit Zoning Ordinance and agreed that all standards were satisfied.

**Mr. Hayes Moved to Approve Site Plan Review for TOWN OF OGUNQUIT – 149 Ocean Street – Map 10 Block 52-A – RP. Site Plan and Design Review Application for the replacement and minor expansion of the existing Town owned footbridge; crossing the Ogunquit River connecting the Ocean Street Footbridge Beach Parking Lot with the Footbridge Beach.**

**HAYES/BEVINS 5:0 UNANIMOUS**

**G. NEW BUSINESS – None**

**H. CODE ENFORCEMENT OFFICER BUSINESS –**

Mr. Heyland noted the list of proposed ordinance changes submitted to the Board. He stated that the Maine State Forest Survey reviewed the Town's Ordinance and found it was not in compliance. Mr. Heyland has met with the Maine State Forest Service and has submitted the proposed amendments, and several other connected amendments, for the Board's review. The amendments would bring the Town into compliance with the State's Forest Service requirements.

Mr. Heyland also noted the proposed amendments to the Fence Ordinance. The Board will still have authority to review fences when they are part of a larger Site Plan Review.

Mr. Heyland suggested the Board schedule a Public Hearing for these proposed ordinance amendments.

The Board scheduled a Public Hearing for the Proposed Amendments. This Hearing will take place on September 12, 2016 at 6:00 p.m.

Mr. Heyland added that he is also working on a helicopter ordinance which he will forward to the Select Board for their review. This ordinance may not come before the Planning Board because it will not involve the Zoning Ordinance.

**I. OTHER BUSINESS –**

Ms. Freedman reminded the public that there are two open seats on the Planning Board and anyone considering joining the Board should consider the alternate position which is a wonderful way to start.

**J. ADJOURNMENT -**

**Ms. Freedman Moved to Adjourn at 7:20 p.m.  
FREEDMAN/HAYES 5:0 UNANIMOUS**

Respectfully Submitted

*Maryann Stacy*

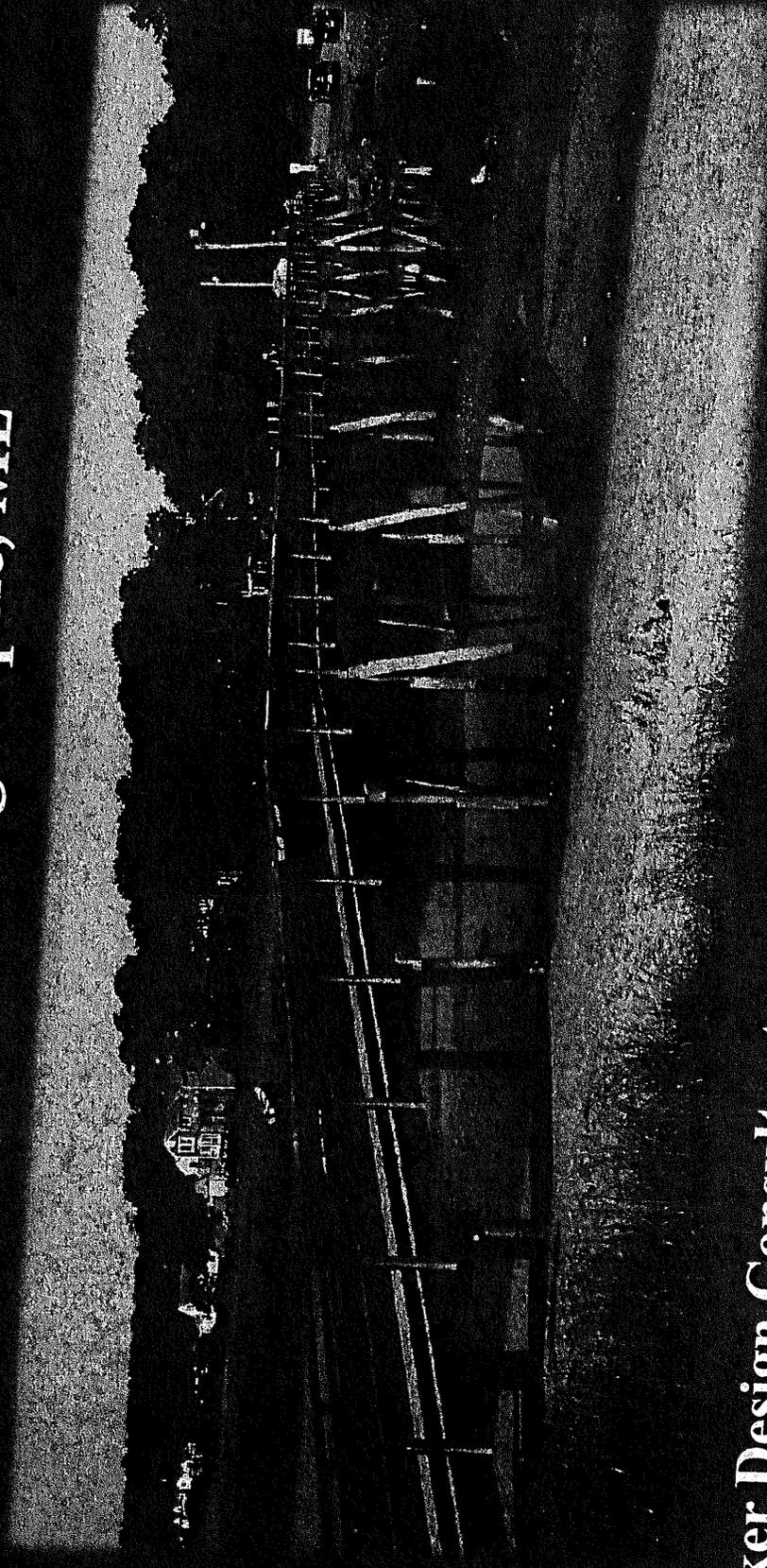
Maryann Stacy

Planning Board Recording Secretary

*Approved on August 22, 2016*

# Ocean Street Footbridge Replacement

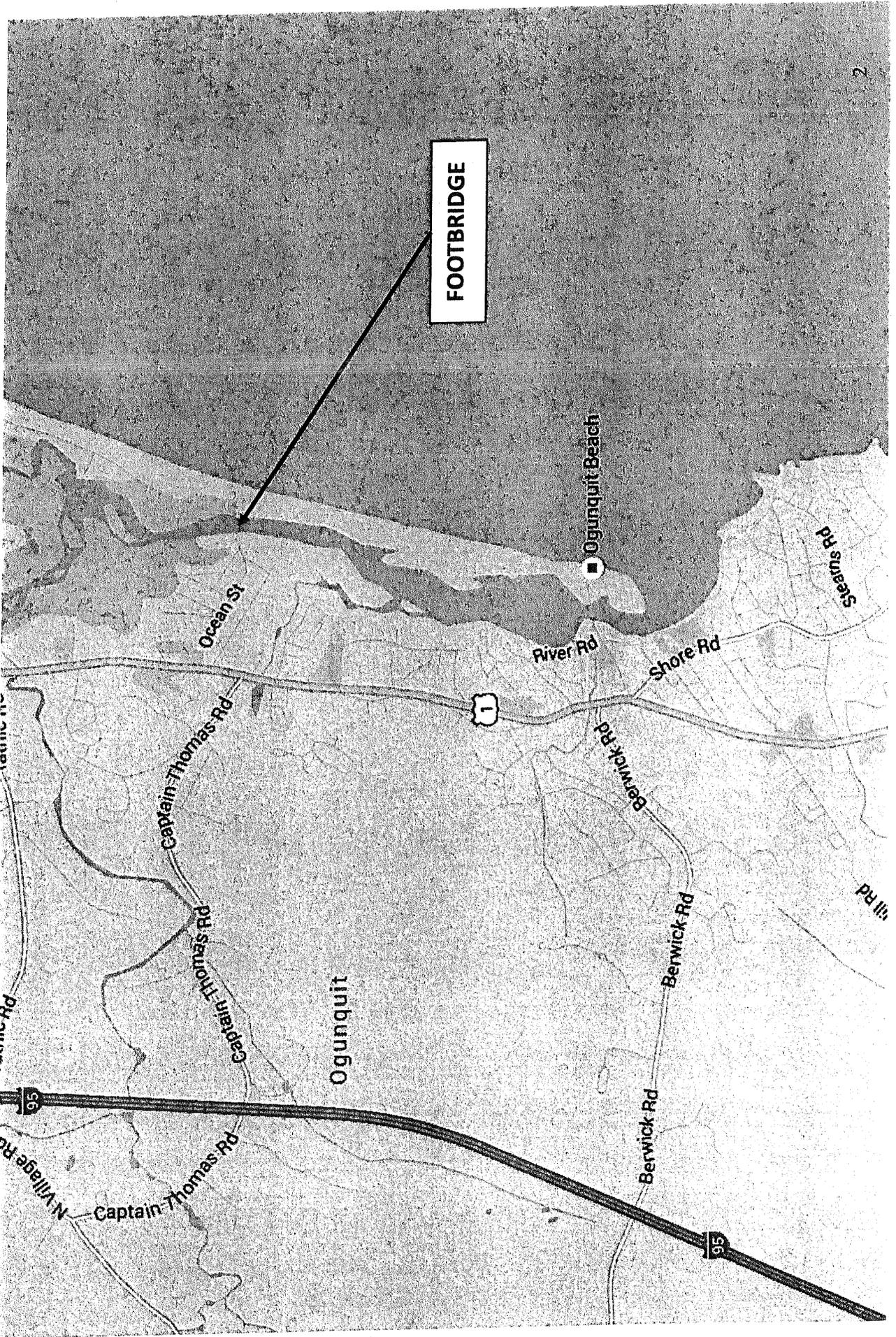
## Town of Ogunquit, ME



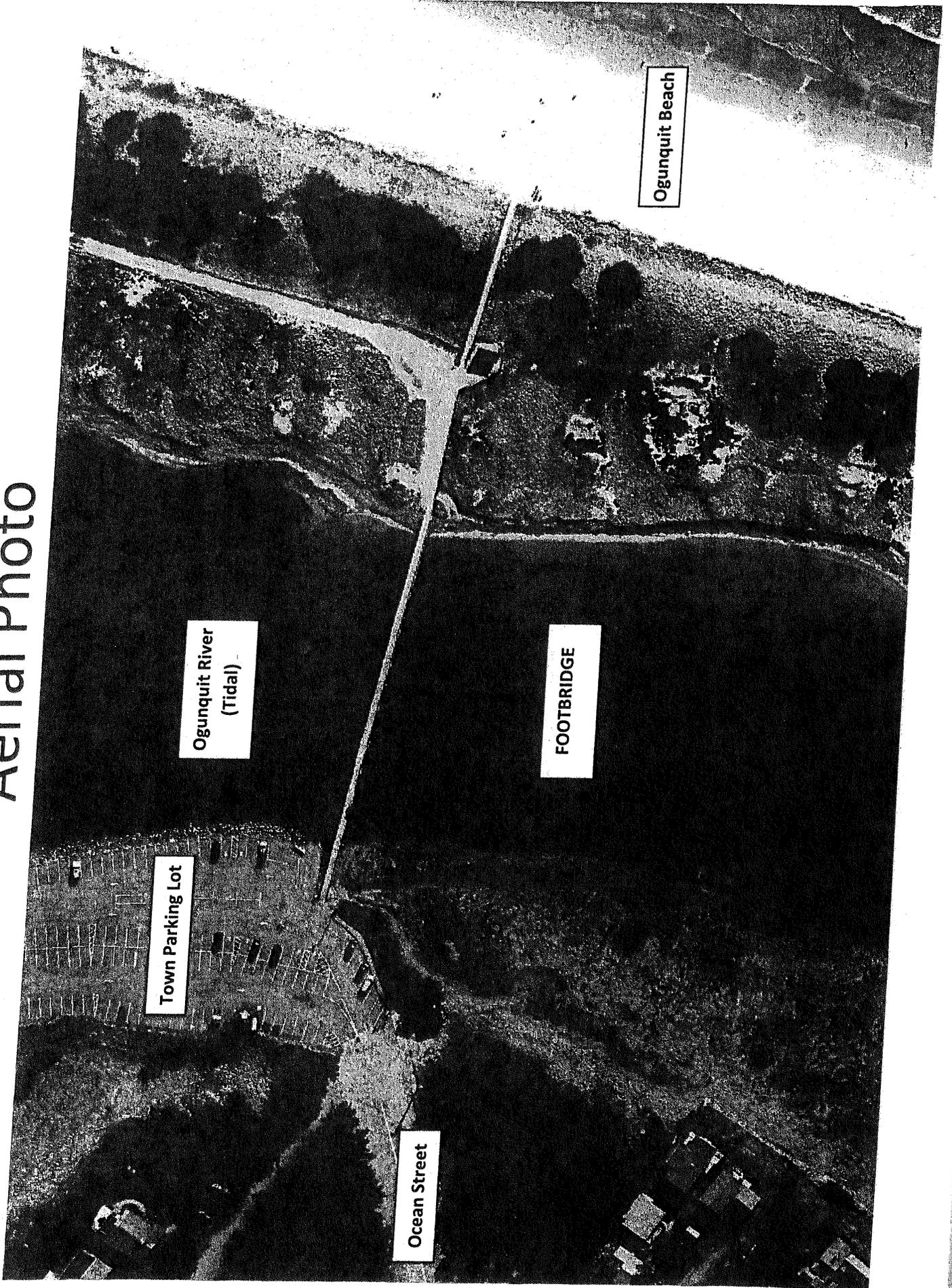
**Baker Design Consultants**  
*Civil, Marine, & Structural Engineering*  
7 Spruce Road, Freeport, ME 04032  
d.bannon@bakerdesignconsultants.com

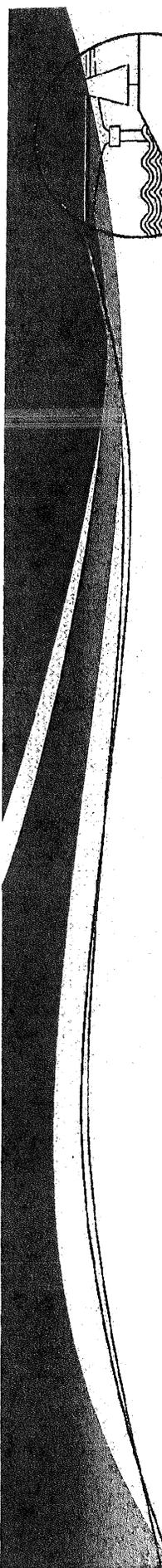
Daniel Bannon, PE  
Ogunquit Planning Board Public Hearing  
August 8, 2016

# Project Location



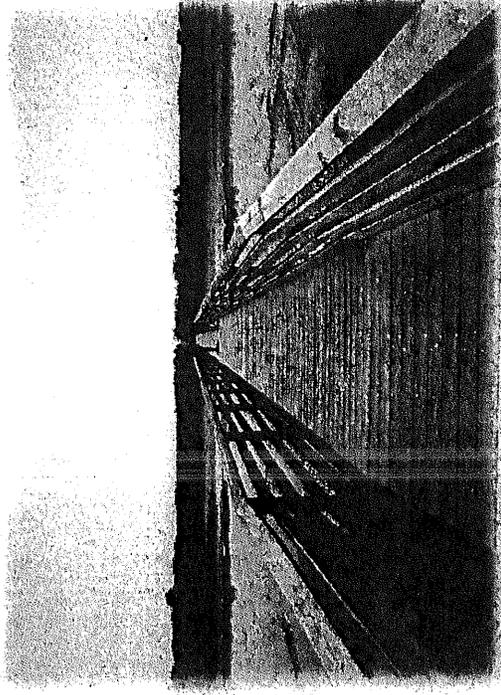
# Aerial Photo



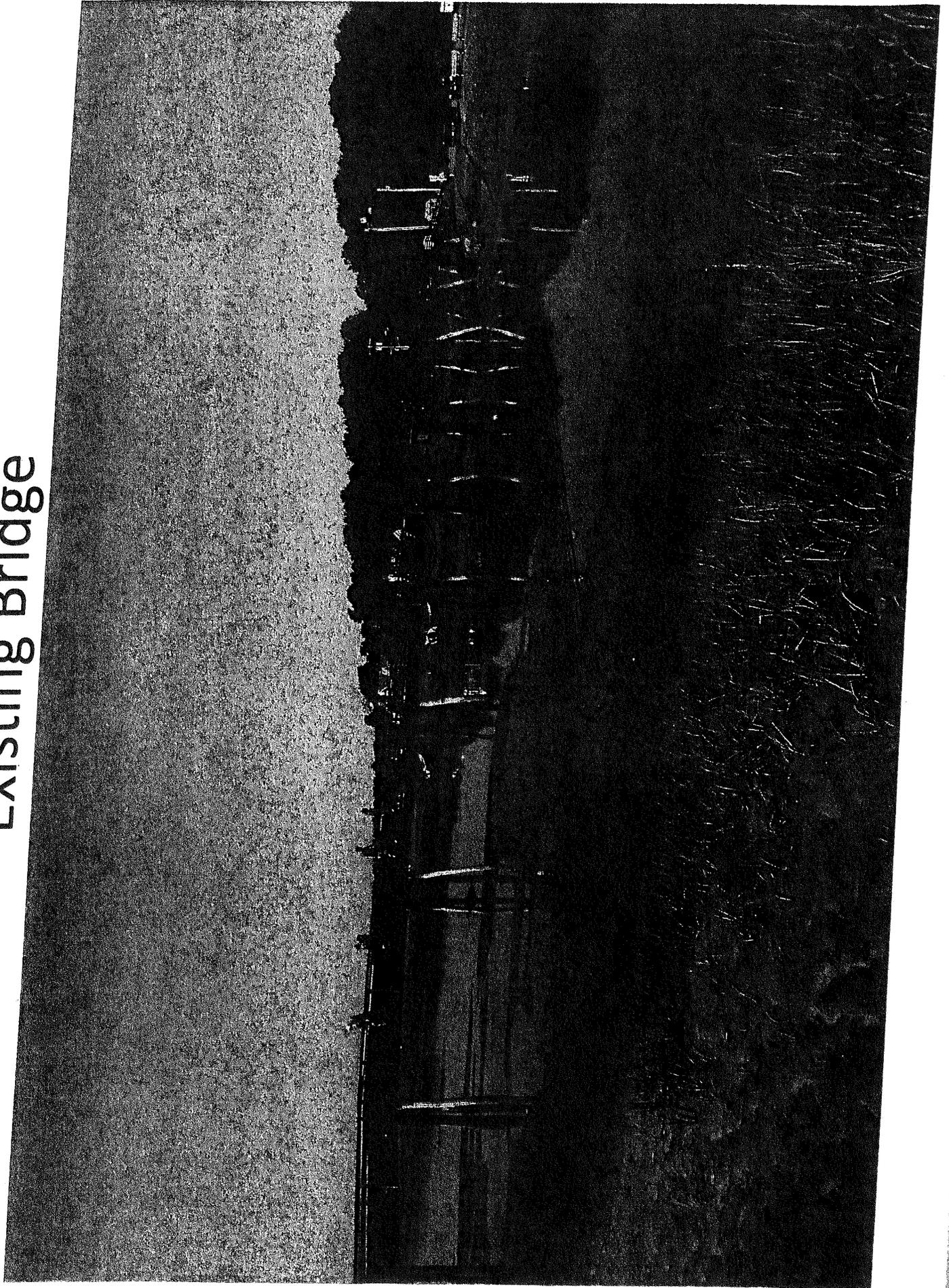


# History

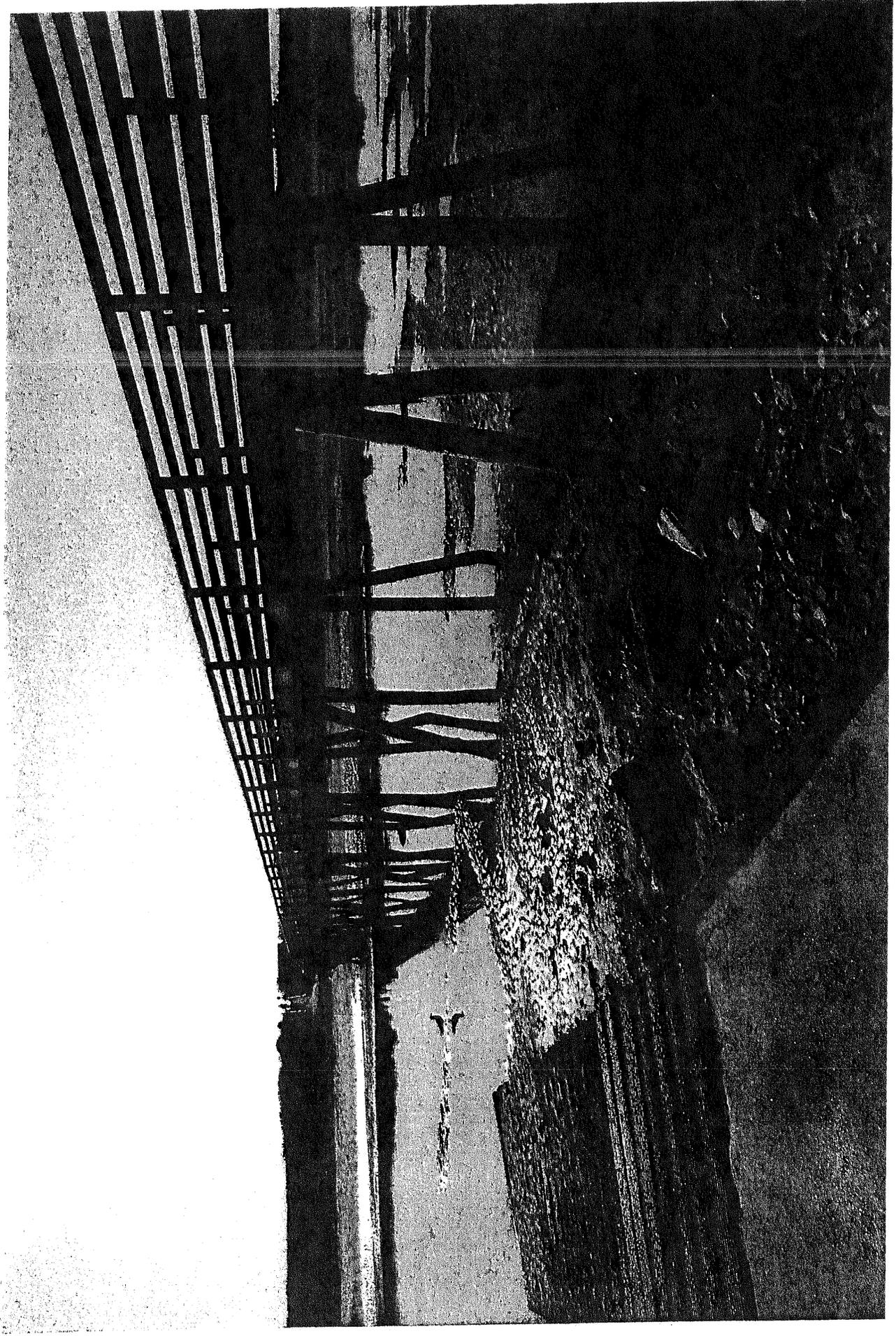
- 1949 - Original construction
  - Project Cost \$4,100.50
- February 7, 1978 – “The Blizzard of 1978”
  - Bridge damaged by ice/floodwaters. Multiple spans broken away from structure, subsequently repaired.
- 1991 – Bridge reconstructed in-kind
- 2009 – Bridge inspected, deficiencies identified
- 2015 – Town awarded Maine Coastal Program Grant for engineering/permitting of replacement structure



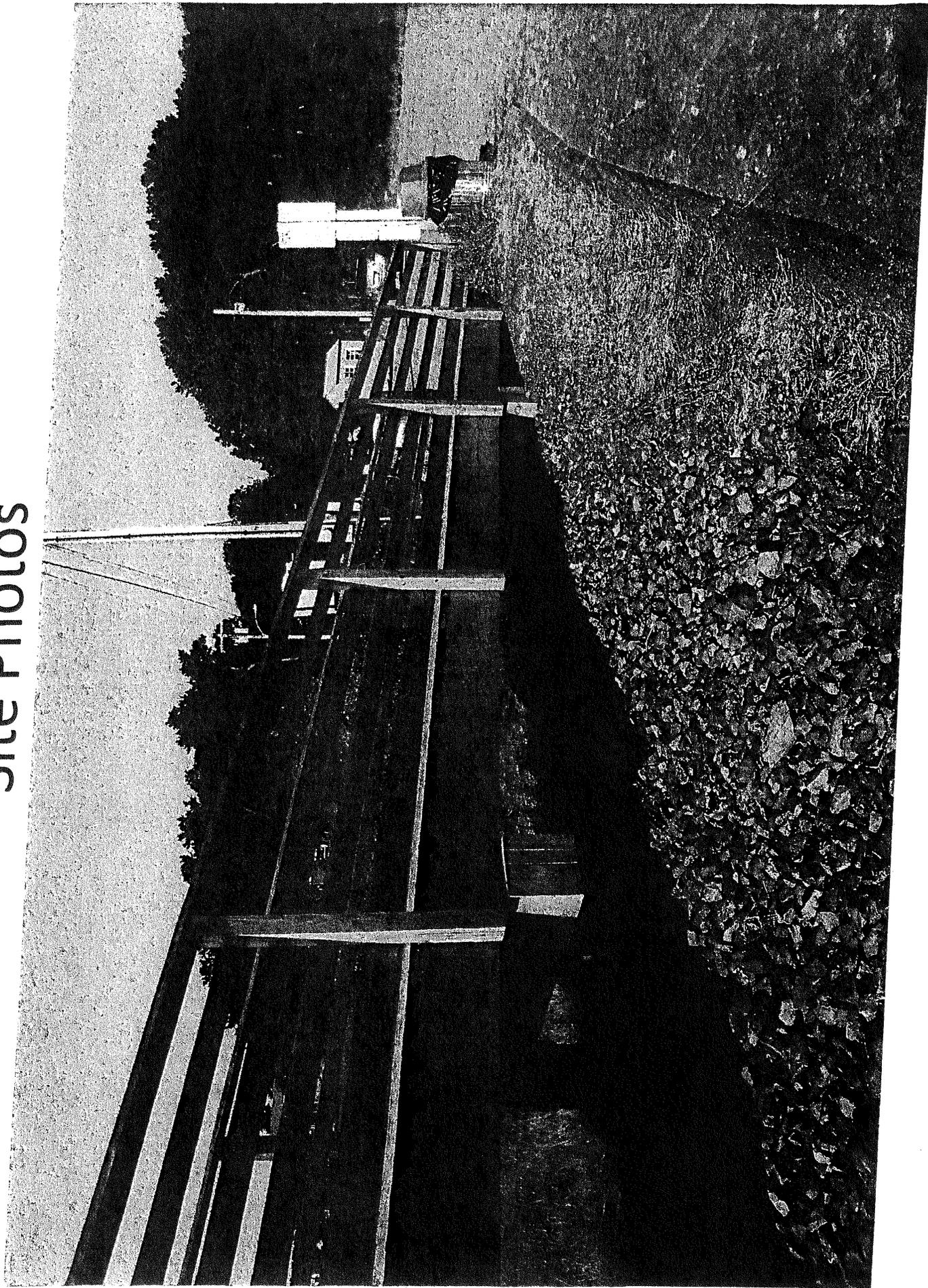
# Existing Bridge



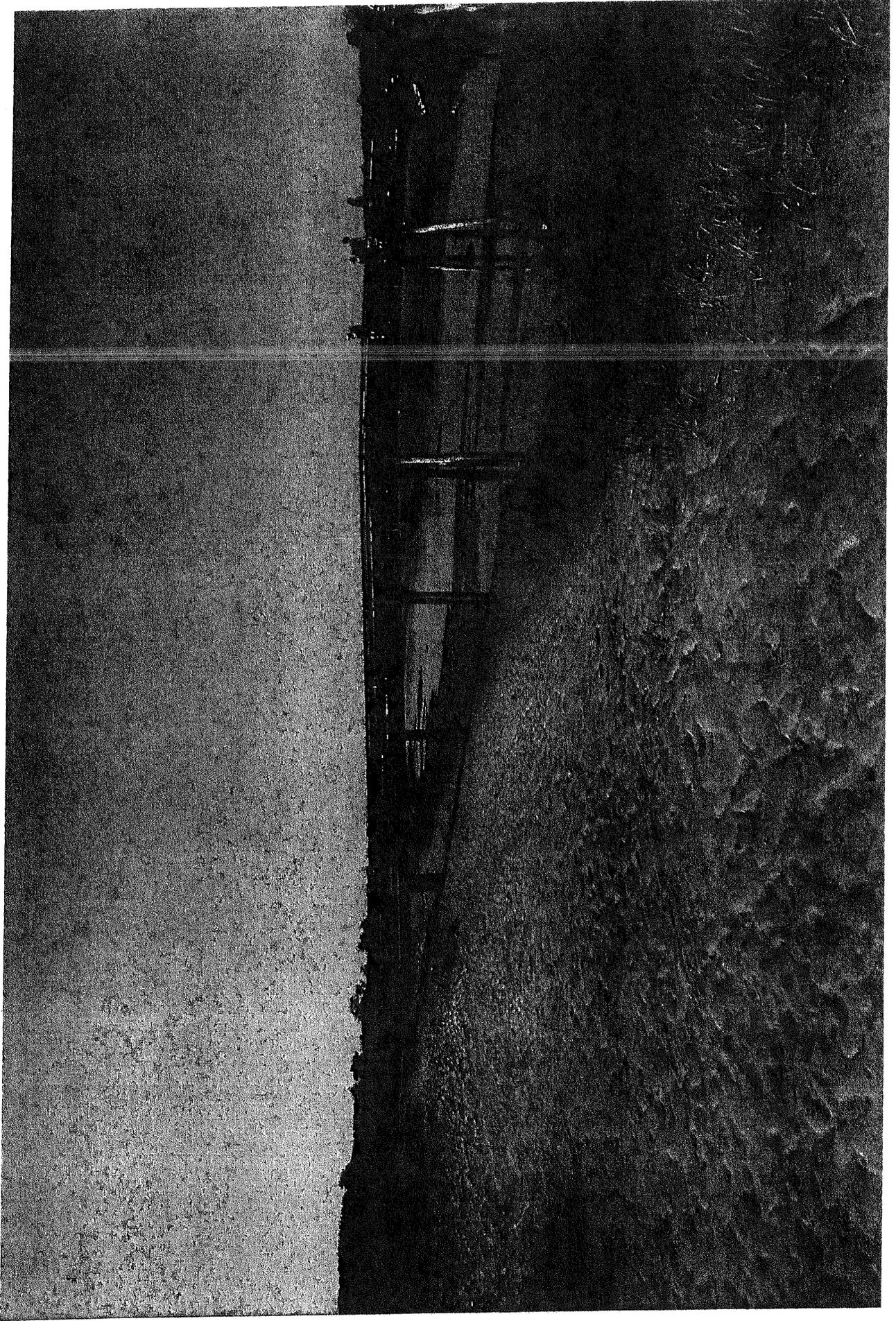
# Site Photos



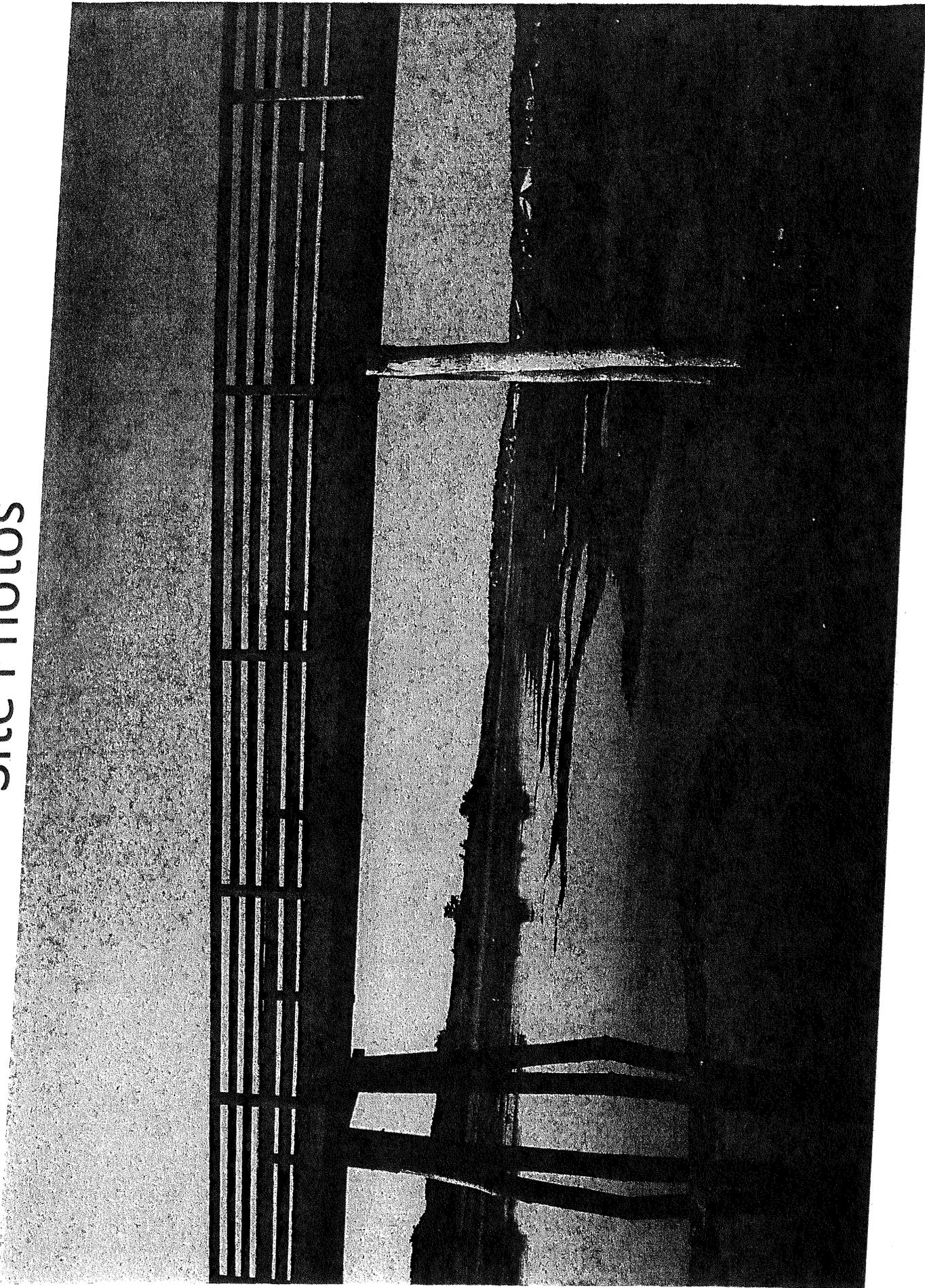
# Site Photos



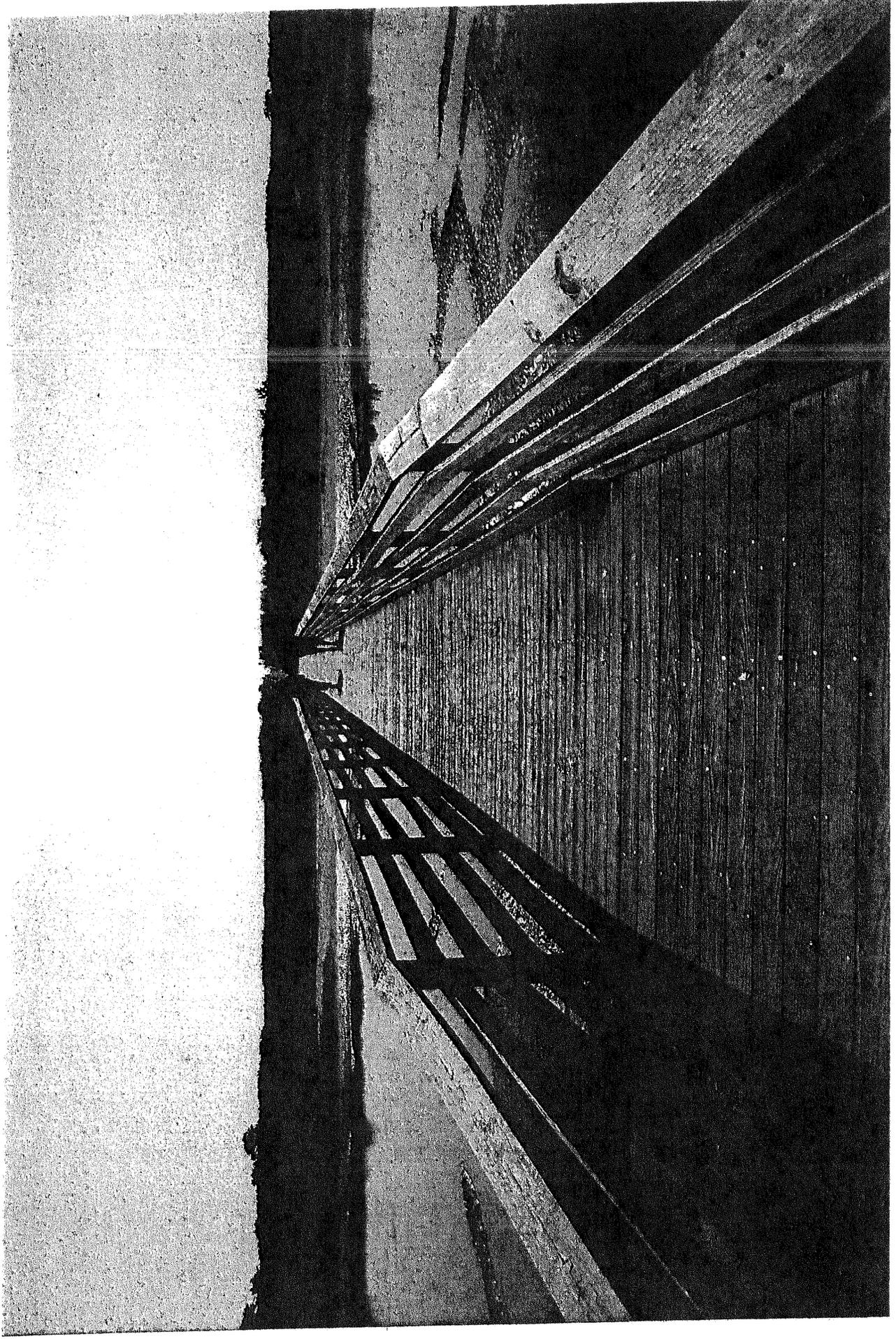
# Site Photos



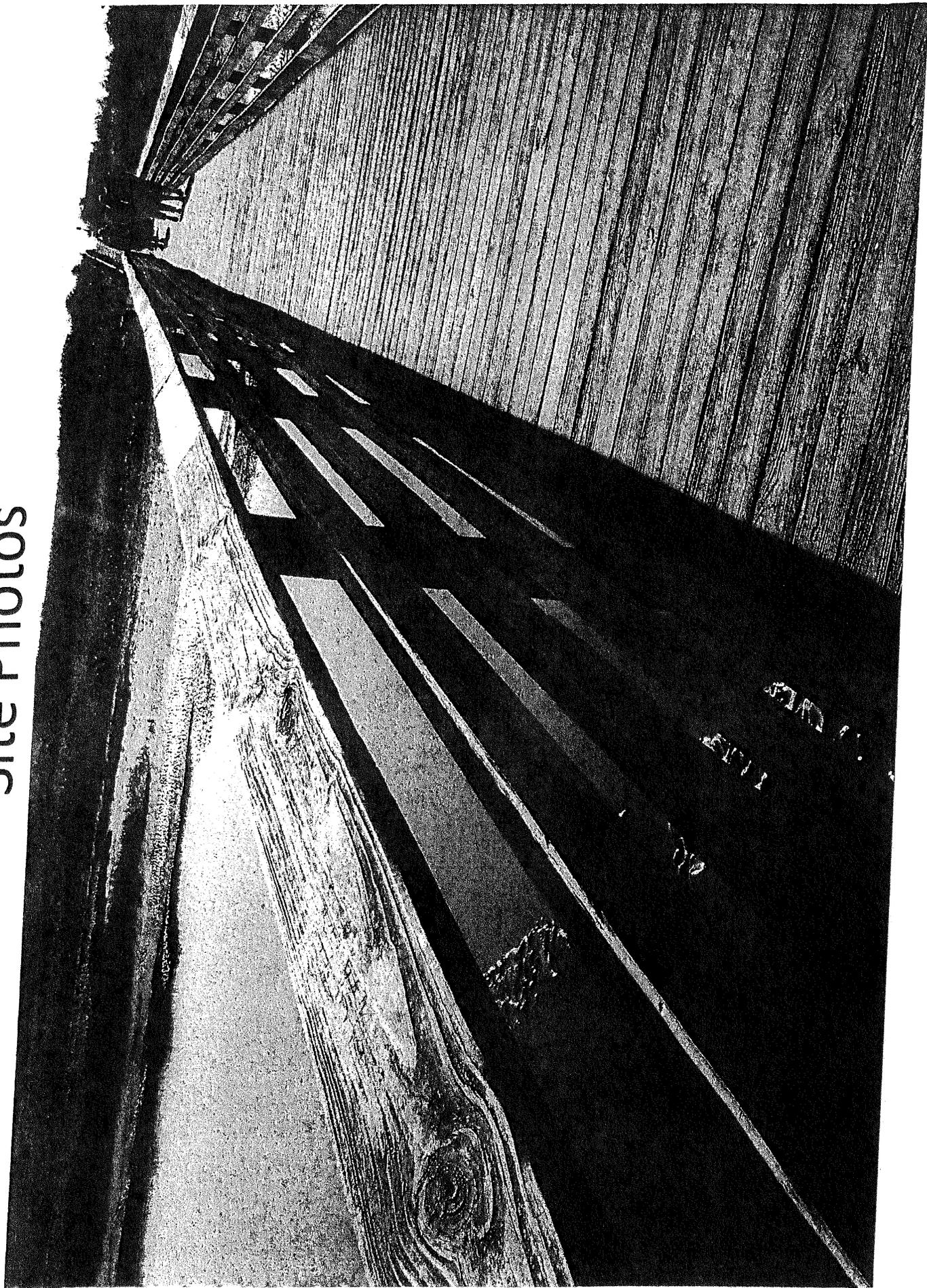
# Site Photos



# Site Photos

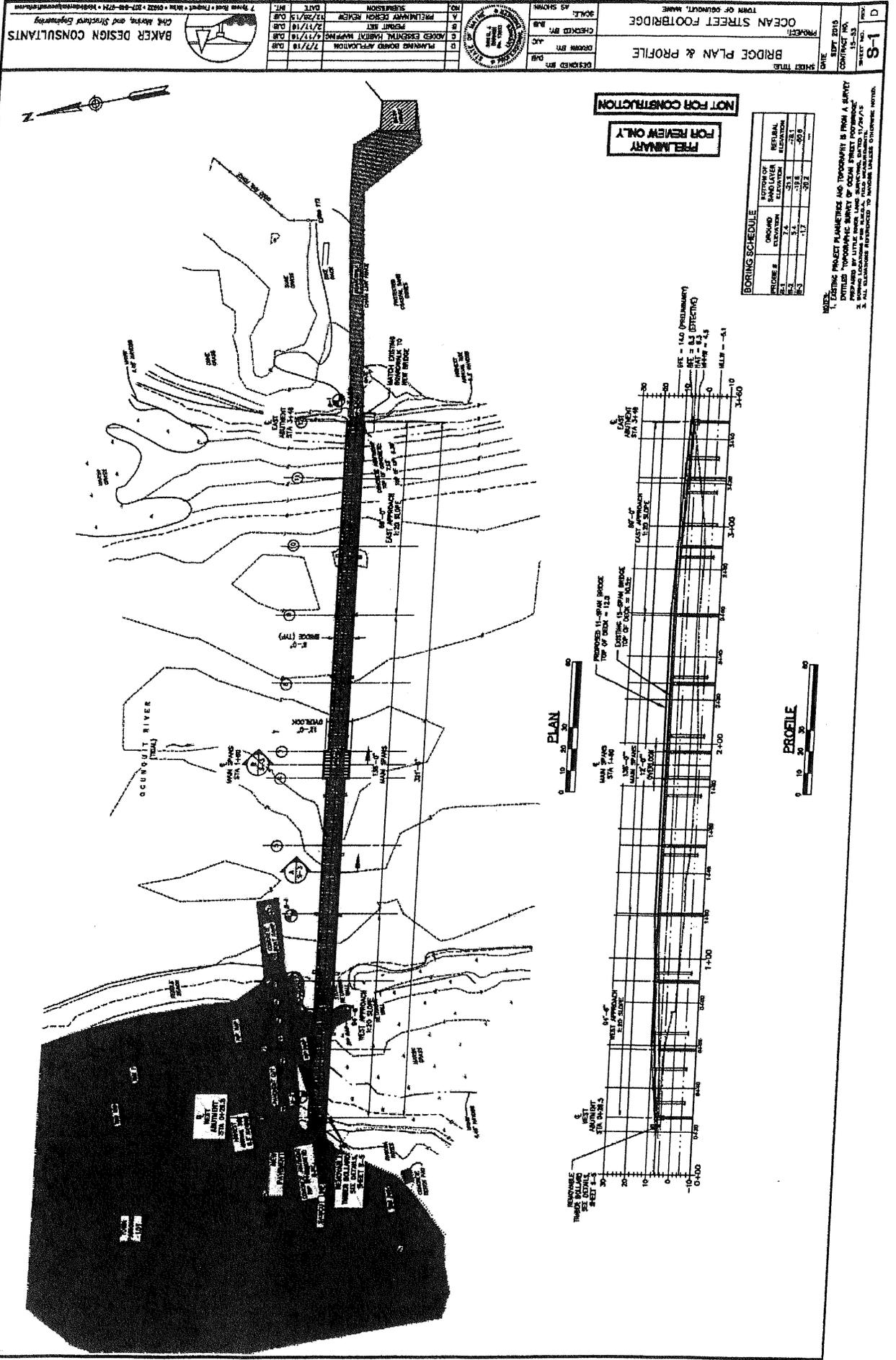


# Site Photos





# Proposed Bridge Plan & Profile

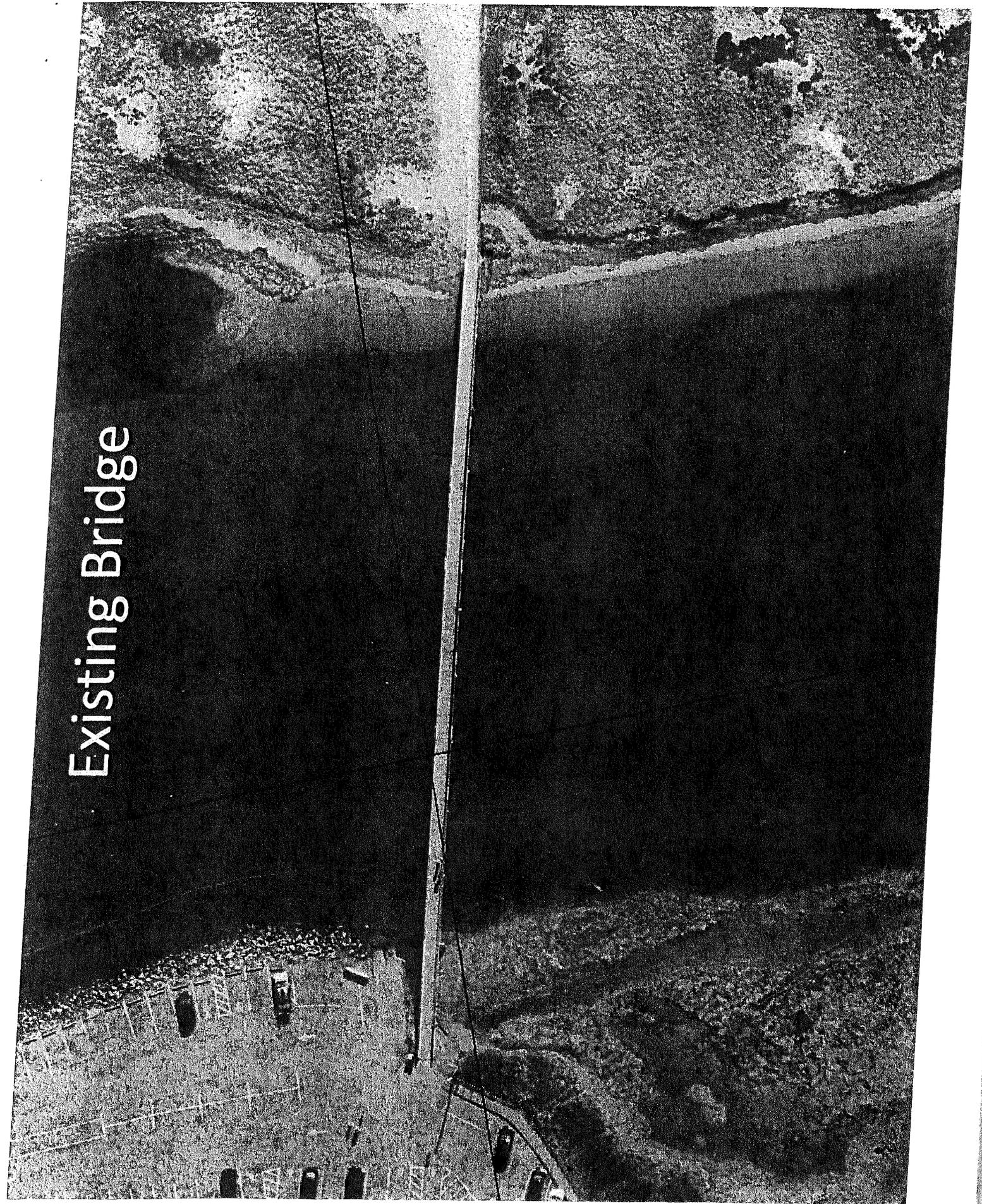




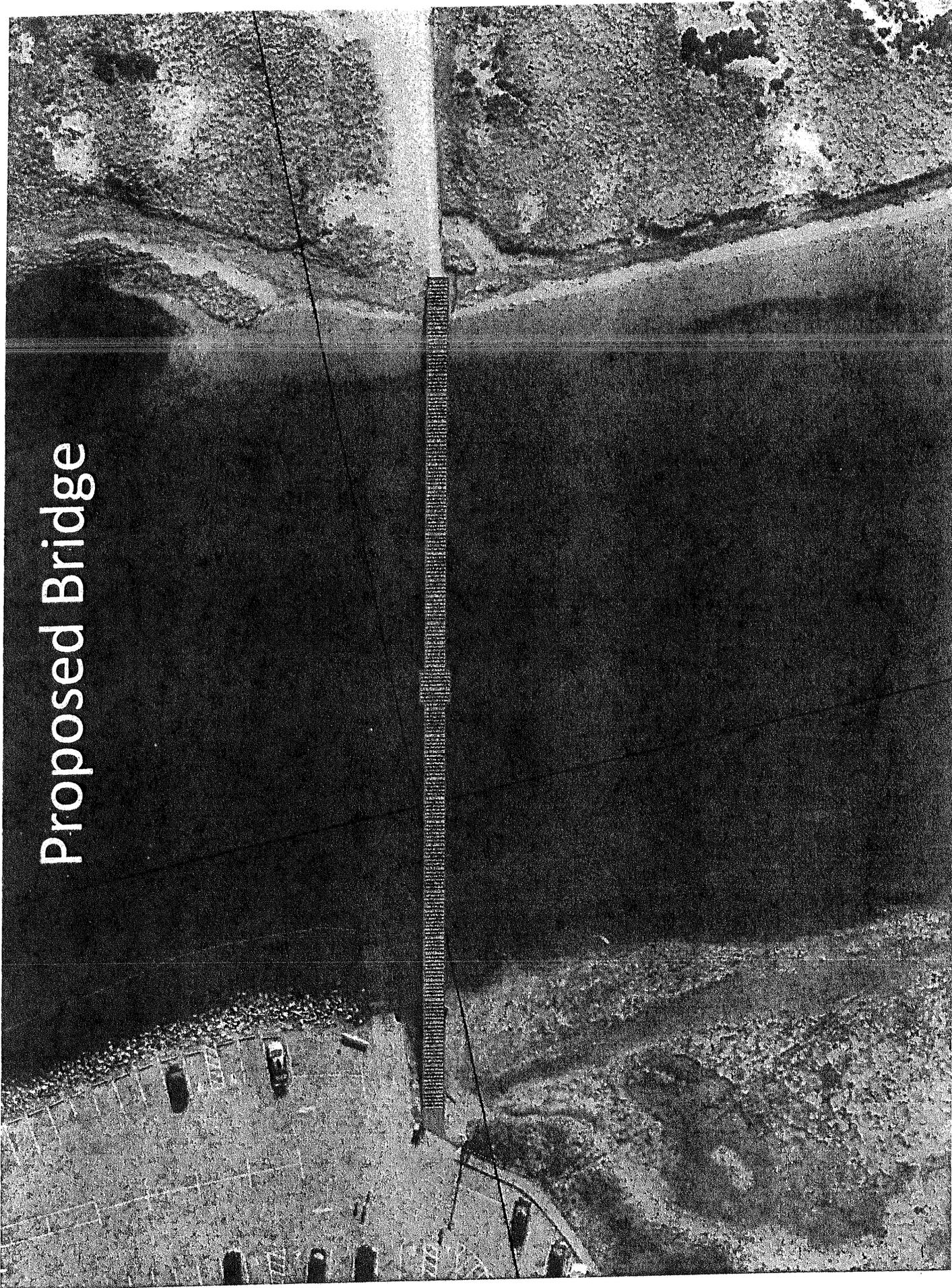
# Comparison of Existing and Proposed Design

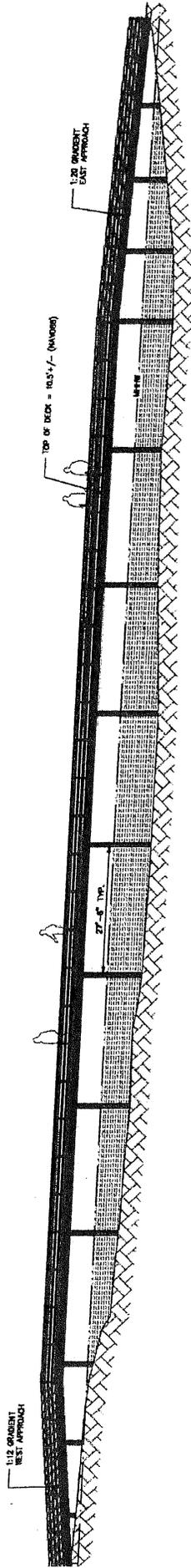
	Existing Bridge	Proposed Design
<b>Total Length</b>	329'-0"	321'-8"
<b># Pile Bents / # Spans</b>	14 Pile Bents 15 Spans	10 Pile Bents 11 Spans
<b>Typical Span Length</b>	27'-6" +/- typ. (varies)	31'-6"
<b>Width</b>	6'-0" Clear	8'-0" Clear
<b>Deck Elevation (Main Spans)</b>	10.5' +/- (NAVD88)	12' (NAVD88)
<b>Approach Gradient</b>	West approach 1:12 +/- East approach 1:20 +/-	1:20 (fully ADA compliant)
<b>Length of Main Spans (Level section of Bridge)</b>	220'+/-	138'-0"
<b>Bumpout/Overlook</b>	None	12'x13' at CL of main spans
<b>Horizontal Alignment</b>	Match Existing	
<b>Railing</b>	ADA compliant with regard to handrails, maximum opening sizes, graspable rail, 42" rail height	
<b>Materials</b>	Timber structure, see drawings for design and timber schedule Glulam Girders, SYP Framing, Decking, Railings	
<b>Substructure &amp; Abutment type</b>	Pile supported abutments at each end with timber piles and CIP caps Timber 4-pile interior bents, match existing	
<b>Pile Design</b>	Timber friction piles driven in sand strata	

# Existing Bridge

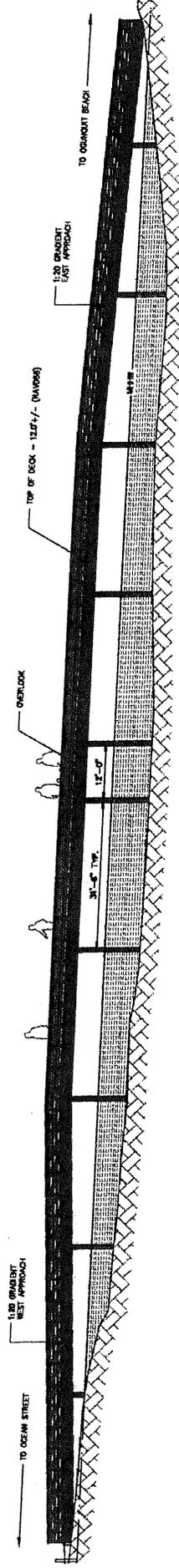


# Proposed Bridge





EXISTING BRIDGE ELEVATION

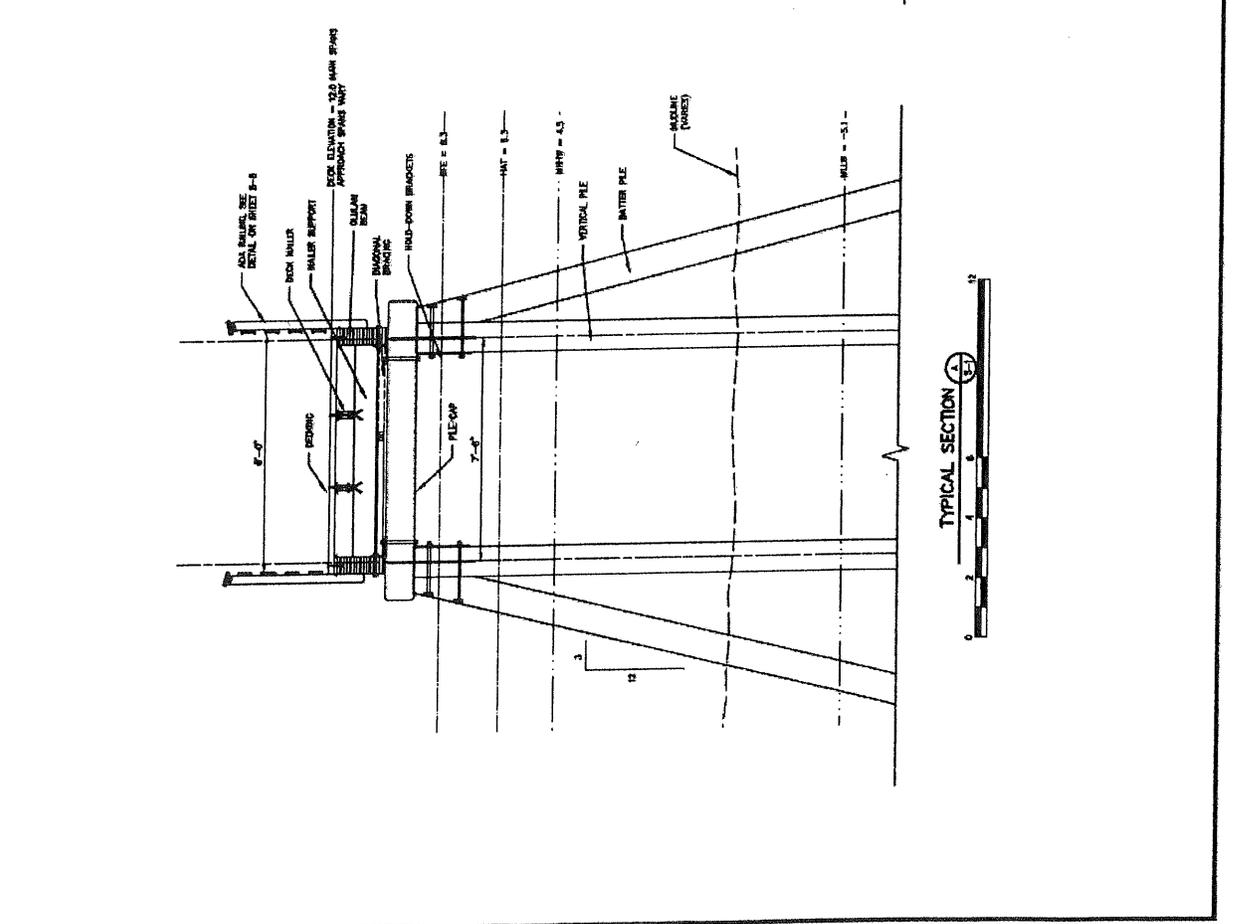
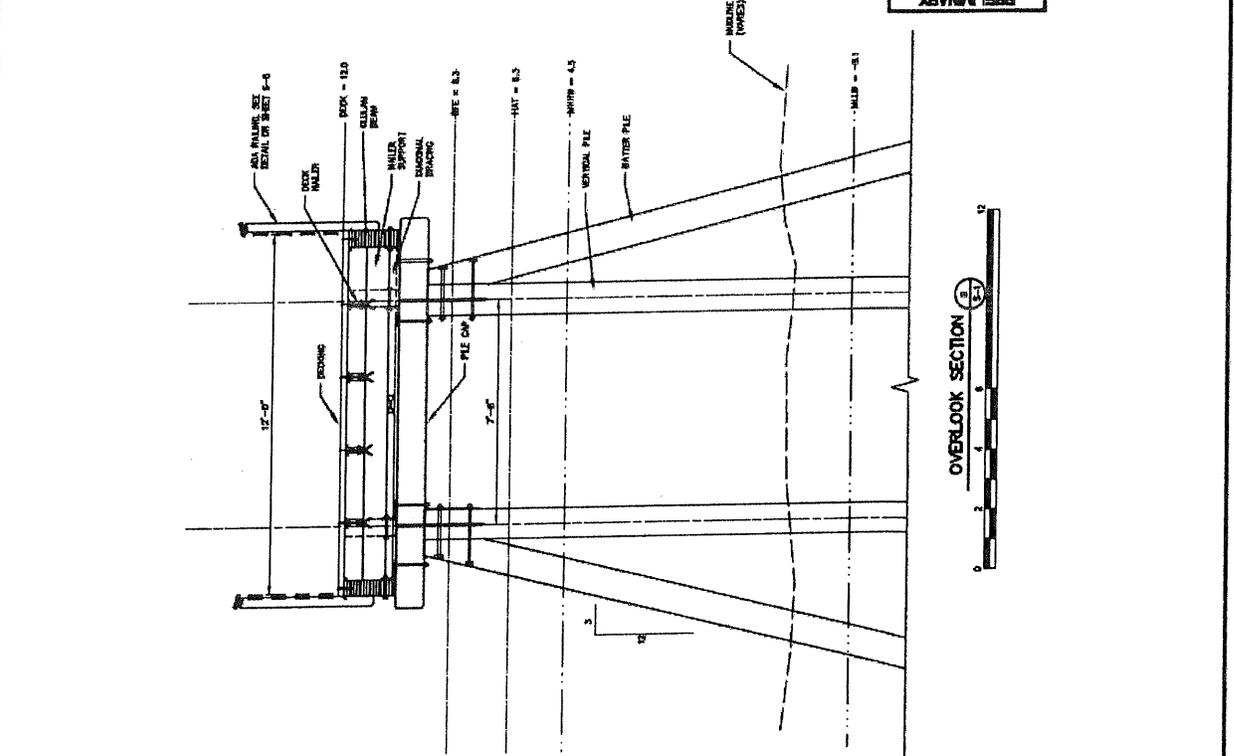


PROPOSED BRIDGE ELEVATION

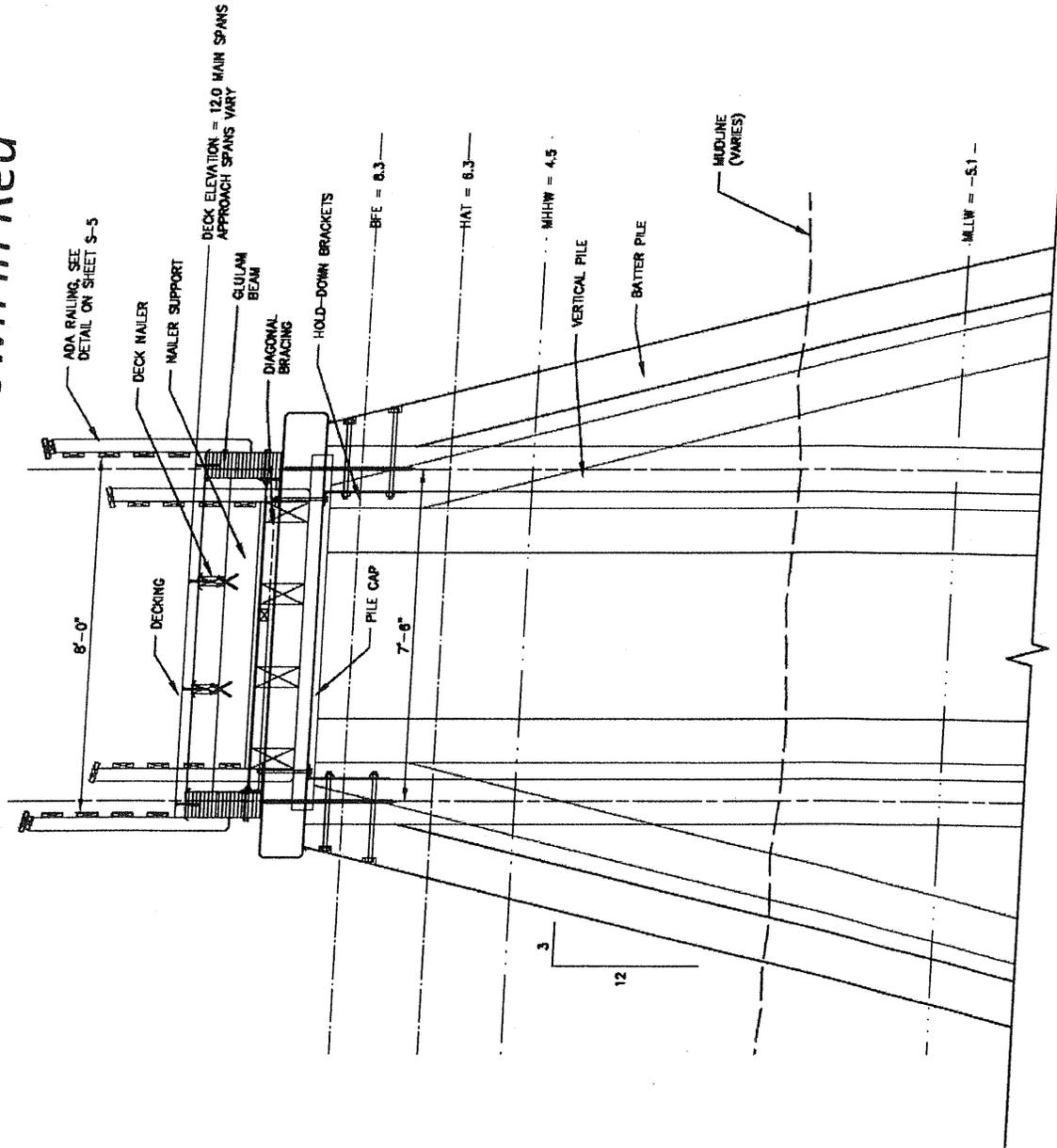
# Proposed Bridge Section

DESIGNED BY		DRAWN BY		CHECKED BY		SCALE: AS SHOWN	
DATE		DATE		DATE		DATE	
SUBMISSION		SUBMISSION		SUBMISSION		SUBMISSION	
7 Bridge Road + Project + Inva + OCE + 251-44-775 + Mendocino + California		7 Bridge Road + Project + Inva + OCE + 251-44-775 + Mendocino + California		7 Bridge Road + Project + Inva + OCE + 251-44-775 + Mendocino + California		7 Bridge Road + Project + Inva + OCE + 251-44-775 + Mendocino + California	

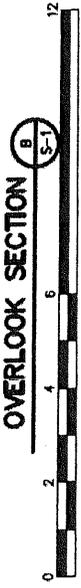
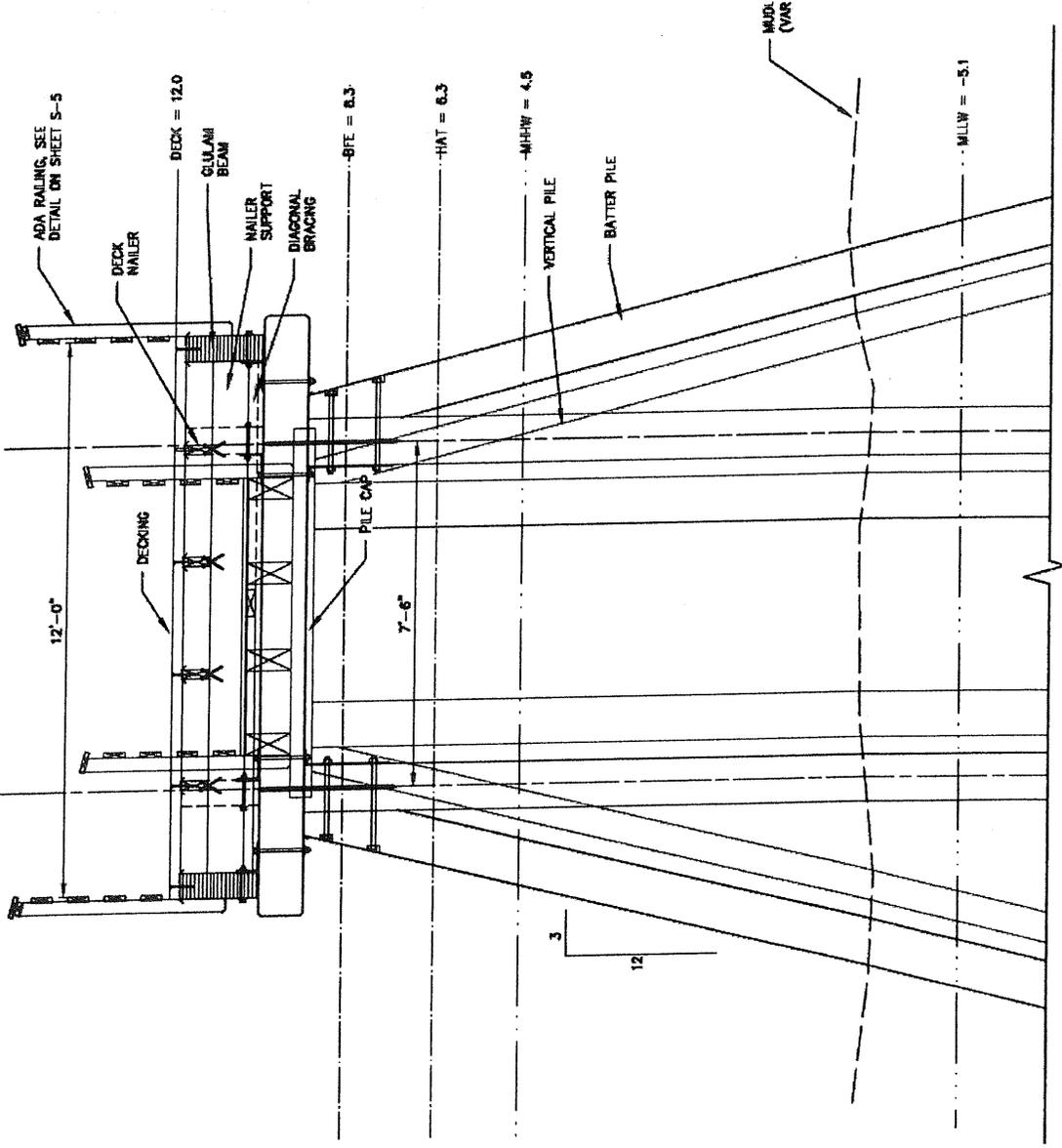
PROJECT: OCEAN STREET FOOTBRIDGE  
 SHEET TITLE: BRIDGE SECTIONS  
 CONTRACT NO. 10-53  
 SHEET NO. 63 C

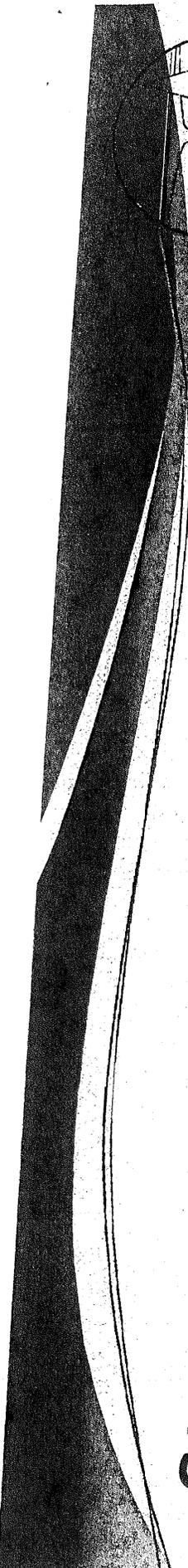


# Typical Bridge Section Existing Bridge Section Shown in Red



# Overlook Section Existing Bridge Section Shown in Red





# Status of Permits

- State – Maine DEP – Full NRPA Permit
  - Received 6/30/16
- Federal – USCG Bridge Permit
  - Advance Approval Received 2/17/16
- Town of Ogunquit
  - Design Review, Site Plan Review - Submitted/pending
  - Flood Hazard Development Permit – Submitted/pending
  - Building Permit – Pending Bid/Contractor Selection



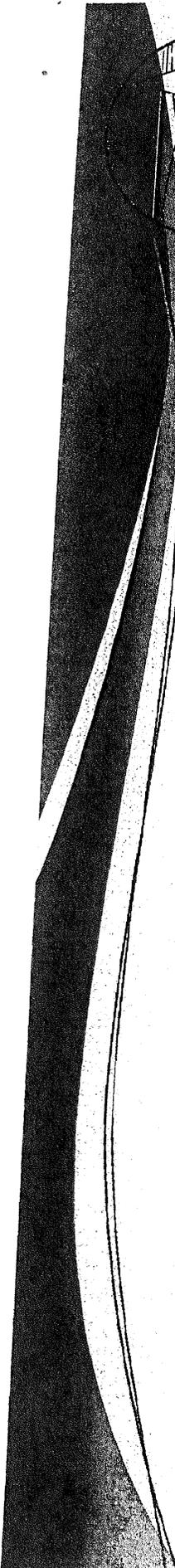


# Funding

- Design, Permitting, and Bid Phase
  - Maine Coastal Program Shore and Harbor Planning Grant
- Construction Phase
  - Maine DOT Small Harbor Improvement Program (SHIP) Grant
  - Up to \$550,000 total funding
  - \$250,000 Maine DOT
  - \$300,000 Town

BAKER DESIGN CONSULTANTS  
Civil, Marine, & Structural Engineering





# Schedule

- September/October 2016 – Finalize Plans and Specifications
- November 2016 – Advertise for bids
- Winter 2016/2017 – Construction
- Complete for use Summer 2017 season





# Planning Board Public Hearing

August 8, 2016

Ocean Street Footbridge Replacement  
Town of Ogunquit, Maine

Daniel Bannon, PE  
Baker Design Consultants  
7 Spruce Road  
Freeport, ME 04032  
d.bannon@bakerdesignconsultants.com  
207-846-9724

