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STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

TO DISCUSS REPLACEMENT OF THE EDDY FLATS BRIDGE  
AND TO DISCUSS THE PROPOSED HIGHWAY RECONSTRUCTION

SECTION 1 - FROM THE NEW HAMPSHIRE

STATE LINE EXTENDING EASTERLY APPROXIMATELY  
1.26 MILES TO 0.1 MILES EAST OF ELM STREET.

SECTION II - FROM THE RECREATIONAL COMPLEX ROAD  
EXTENDING EASTERLY APPROXIMATELY 3.14 MILES TO THE  
OSGOOD BRIDE OVER DEAD LAKE STREAM

WORK IDENTIFICATION NUMBERS - 01728.00 & 017912.00  
FEDERAL AID PROJECT NUMBERS - NH - 1728E & BR-1791(200)

Reported by Lorna M. Prince, a Notary Public and  
Court Reporter in and for the State of Maine, on  
October 18, 2016 at the American Legion, 47 Bradley  
Street, Fryeburg, Maine, commencing at 6 p.m.

REPRESENTING THE STATE:	BOB CARRELL
	ERNIE MARTIN
	LUTHER YONCE
	MARK PARLIN
	ROGER NAOUS
STANTEC	MARK DEBOWSKI
	STEVE BABALIS

1                   MR. CARRELL: I think we can probably  
2 get started. We're pretty close to 6 o'clock. It  
3 looks like we've got a full house here tonight. My  
4 name is Bob Carrell, I'm a project manager for the  
5 Maine Department of Transportation and we're here  
6 tonight to discuss the Route 302 reconstruction  
7 project, WIN 17208, which runs from the New Hampshire  
8 border, it's actually two sections, runs from the New  
9 Hampshire border close to in town and ends pretty close  
10 to Oxford Street. The second section begins at the  
11 entrance to the recreational field and runs east and  
12 connects onto the bridge close to the Stanley Hill Road  
13 and the project is currently under construction, 19109.  
14 So there's a gap piece in the center of the in town  
15 part.

16                   With me tonight are several folks from  
17 Maine DOT, my manager, Ernie Martin, Luther Yonce, our  
18 right of way property officer. We have Mark Parlin  
19 with our bridge program and Roger Naous also with our  
20 bridge program. We have Mark Debowski and Steve  
21 Babalis who are with Stantec, which is a consulting  
22 firm that's designing the project. Also we're here to  
23 discuss the bridge over the Eddy -- the Eddy Flats  
24 Bridge, which is being replaced in conjunction with  
25 this project.

1                   There are several items on the back  
2 table as you came in. I hope you all had a chance to  
3 sign in on the sign-in sheet. That helps us know who  
4 was here and helps our court reporter when she's doing  
5 the transcript to know who was speaking and how your  
6 name is spelled and it also helps us to know who has  
7 what concerns. Also on the back table we have an  
8 agenda. That agenda not only has the format for  
9 tonight's meeting, but it has my contact information at  
10 the bottom, my e-mail address and my phone number.  
11 Also there's a copy of the notice that was in the  
12 newspaper. We also have right of way booklets which  
13 explain the right of way process, which Luther will be  
14 talking about more extensively later. Also back there  
15 are comment cards with self-stamped addressed  
16 envelopes, so if you think of something later on that  
17 you have some question or concern or comment, you can  
18 mail those in to us, so feel free to grab any of those  
19 things. Also back there I have my card, again, with my  
20 contact information on it, so feel free.

21                   You might be wondering why the project  
22 is broken into two pieces with a mile-and-a-quarter  
23 section and the in town part left out, if you did not  
24 attend our preliminary public meeting, Ernie explained  
25 it at that meeting. I'll just briefly mention it. At

1 one time this project extended almost 11 miles, just  
2 under 11 miles from the New Hampshire border all the  
3 way over to the Stack Em Inn Road in Bridgton and at  
4 that time the scope of the project was one scope, a lot  
5 of overlay. And once the project got under way and we  
6 got looking at it, we realized there really was not  
7 enough funding to fund almost 11 miles of highway at  
8 once. So the project was broken into two pieces,  
9 19109, which is now under construction, and then 17280.

10 When we started looking at 17280, we  
11 realized the in town piece, about a mile-and-a-quarter,  
12 with it's historic district, ADA problems, a lot of  
13 drainage problems, simply the scope that was there, the  
14 money that was there was not adequate, so we broke that  
15 piece out so we could fund the rest of it. That in  
16 town piece is currently under development for project  
17 development just for PE only, but it is under  
18 development now as a separate project. So hopefully  
19 that explains a little bit of why there's that gap.

20 So, our format tonight is in front of  
21 you, it's pretty simple, we're going to have a highway  
22 design overview with Stantec explaining the project,  
23 then bridge will discuss their project, the replacement  
24 bridge, the Eddy Flats Bridge, then we'll have a right  
25 of way presentation with Luther Yonce. Then at that

1 time I'll touch on funding and schedule for the  
2 project. And then at that point we'll open up to  
3 questions and answers. I would ask that you hold your  
4 questions until the question and answer period. That  
5 way we can get through the presentation in one piece.  
6 We'll be glad to answer your questions, especially  
7 general questions relating to the project. If you have  
8 specific personal property questions, we'd ask you talk  
9 to us afterward because we'll hang around afterwards  
10 and we can talk to you and try to address your  
11 questions and concerns.

12                   So with that, I think I said everything  
13 I need for -- oh, I'm sorry, I also wanted to point out  
14 that with us tonight we have State Senator Nathan  
15 Wadsworth and -- I'm sorry, State Senator James Hamper  
16 and State Representative Nathan Wadsworth, accordion  
17 slip there, and town manager Sharon Jackson is here and  
18 public works, Clyde Watson is here, a couple of  
19 selectmen, Rick Eastman I believe is here, yes, thank  
20 you and is Janice Crawford here? So we have a pretty  
21 good representation from the town tonight, which is  
22 great.

23                   So with that, I'll turn the design  
24 presentation over to Mark Debowski of Stantec.

25                   MR. DEBOWSKI: We have some extra seats

1 up front, maybe if you guys can scoot in a little bit  
2 if you have an empty seat between you, you can scoot in  
3 and get some people seated. There's a couple of seats  
4 back here you can sit in. We also have some extra  
5 chairs in this closet here if you want to grab them. I  
6 want to make sure everyone gets a seat.

7 I'm so glad all of you came out. It's  
8 exciting to have your involvement. That's why we're  
9 here is to explain what's going on and to hear your  
10 input and hopefully we can learn from each other  
11 through that. My name is Mark Debowski. I work with  
12 Stantec and I'm the designer for the project along with  
13 Steve Babalis in the back in the blue shirt. He's a  
14 designer along with me. This project is really I think  
15 a positive one for several needs. Why are we doing  
16 this project in the first place? Well, the biggest  
17 aspect of this corridor has been the pavement  
18 deterioration. I know it's got a nice overlay on it  
19 right now, which will quickly cause more and more bumps  
20 as the winters come and go, but the roadway itself is  
21 built in what was called a bathtub section, meaning  
22 that the road was built over gravel, but that gravel  
23 when water got into it underneath the pavement, the  
24 water didn't have anywhere to go or escape. So when  
25 that water sits in that gravel, it freezes and lifts up

1 the road and warms up and the road falls back down.  
2 What we're trying to do with this project is build the  
3 road in such a way that it will last for many years to  
4 come, get the -- allow the water that misses the gravel  
5 and leave pavement a way out and also rebuild the  
6 entire roadway so it's full reconstruction of the  
7 roadway.

8                   It's an important corridor, I think we  
9 all know, connecting Portland to northern New Hampshire  
10 and there are no paved shoulders on portions,  
11 especially the further east you move in this project,  
12 no paved shoulders, becomes dangerous, especially --  
13 I've mountain biked out on this road, I run, I've  
14 walked and it's hard, but paved shoulders will add  
15 safety, also a place to pull over in case of an  
16 emergency. And a number of vehicles and trucks use  
17 this corridor. It's a busy truck route and especially  
18 during the Fryeburg Fair we all know how many people  
19 are up here.

20                   So let me tell you a little bit about  
21 the plans themselves so when you invite -- after we're  
22 done here, come on up, we'll be here to talk with you  
23 and answer any questions. We'd love to hear your  
24 questions and feedback on your properties. But the  
25 plans move from west, here's the New Hampshire state

1 line, to the east, this is the first plan and we jump  
2 down to the second plan, we continue to move east and  
3 then it's up to this plan further moving east moving  
4 east here. As Bob Carrell mentioned, this is the  
5 beginning at the Dead Lake Stream of the project that's  
6 currently under construction. I'm sure you've driven  
7 through that. As Bob mentioned, also in between the  
8 right most edge of this sheet and the left edge of this  
9 sheet is the project, another project that's currently  
10 under design, the in town portion of Fryeburg itself,  
11 so that's why this doesn't continue directly from there  
12 to there. Each sheet has a north arrow on it. If  
13 you're looking for where north is, the north arrow  
14 looks like that so that's pointing north.

15                   The roadway itself, Bob explained the  
16 limits, part of this job is not only to build a new  
17 roadway, but it's also a construction of sidewalk for a  
18 portion of the town. So the sidewalk itself right now  
19 is planned, so here's the New Hampshire state line and  
20 you start moving east, the rail trail goes along here  
21 and the visitor center is right here, this is the Maine  
22 visitor center. The rail trail goes east. The  
23 sidewalk is going to begin at where the rail trail is  
24 here, move down in front of the Napa Auto Parts and  
25 connect to the existing sidewalk just before you get to

1 River Street there. So you'll see a lighter gray,  
2 that's an existing sidewalk, a darker gray is new  
3 sidewalk. And then the sidewalk will also be rebuilt  
4 in the in town portion here and that's the sidewalk for  
5 this project right here.

6           The bridge, as I mentioned, that is  
7 going to be reconstructed is located right here.  
8 Here's the bridge, so we'll get to that in a minute.  
9 And you'll see on these plans numbers right down the  
10 center of the road, they're in red. There's a line  
11 right down the center of the road such as like 220 plus  
12 00, that's called stationing and every -- 220 plus 00  
13 to 221 plus 00, so if you took the plus out, basically  
14 it's just feet, so there's a hundred feet between every  
15 number. That gives you kind of a scale for the plans.  
16 There are a lot of lines on these plans. I know it can  
17 be difficult to figure out what they all are, but  
18 there's a long red dashed line on these plans which is  
19 the existing State right of way. That's the property  
20 the State owns for the highway. Further out from those  
21 dashed lines may be a solid blue line. The solid blue  
22 line is where we're proposing the right of way to be so  
23 if the right of way is going to be expanded, you'll see  
24 the solid blue line outside of the dashed red line.  
25 Buildings that are shown on these plans are shown in

1 gray so anything filled in with gray is a building.  
2 You'll see driveways coming or entrances to the  
3 buildings.

4                   On the plan itself the road is a lighter  
5 shade of yellow. The shoulder is a darker shade of  
6 yellow. Also there's guardrail on these plans so  
7 you'll notice guardrail next to the road which is a  
8 solid line with little lines coming out from it. It's  
9 representing the guardrail posts. Water obviously on  
10 these plans is blue. All also you'll see some trees  
11 colored in red on these plans. That's trees that we're  
12 planning to remove. So if there's an individual tree  
13 colored in red, that's a tree that we think needs to be  
14 removed with this project. You'll see drainage. Part  
15 of this project is also improving the drainage, not  
16 only the surface of the road and next to the road, but  
17 also underneath the road. So if you see a square, a  
18 filled in black square, that's the catch basin.  
19 Basically it's one of the grates in the ground that the  
20 water flows into and it flows out a pipe to go  
21 somewhere else to drain the roadway. So you'll see  
22 black lines with arrows on them under the road. Those  
23 are drainage pipes under the road. There are pipes  
24 that go across the road. These are what we call cross  
25 culverts so that, for instance right here, that

1 transmits water from one side of the road to the other  
2 side of the road that's underneath the road. You'll  
3 see some arrows, short arrows, one following another  
4 arrow, those are ditches. That's the proposed bottom  
5 of a ditch so you dig that out on the side of the road  
6 for the water to flow in.

7                   You'll also see some red lines with the  
8 letter CLL in between the lines. That's called a  
9 clearing limit line and that's where we're proposing to  
10 clear trees to that line. You'll also see in some  
11 parking lots you'll see some proposed islands, some  
12 sidewalk. This is to try to define entrances and exits  
13 a little bit better. And also part of this project, as  
14 you probably see on the eastern portion of the project  
15 that's being built now, utility poles will be  
16 relocated, moved away from the road to increase safety.  
17 So utility poles as they are today are shown in a  
18 lighter color and where they're going to be proposed to  
19 be relocated to are shown in the darker color. And if  
20 you see along the edge of a road if the edge of the  
21 road is a lighter line, there's not going to be any  
22 curb there, but if along the edge of the road there's a  
23 very dark line, there will be some sort of curb to stop  
24 the water from flowing off the edge of the road and  
25 that will be captured probably in a catch basin along

1 the road.

2                               So that's the plan. The plan is  
3 basically if you're up in the sky looking down from an  
4 airplane, this is what you see. Now underneath this is  
5 a profile and it corresponds to the plan, meaning if  
6 you're at this location on the plan, if you look  
7 straight down, that's what the profile looks like. So  
8 what a profile is, if this is the road and you turn the  
9 road 90 degrees and see the hills and the valleys in  
10 the road, if you're cutting straight down through the  
11 earth and the yellow line on the profile is where the  
12 road is going to be, so this may be hard to see, but  
13 the yellow line is above the orange line here, that  
14 means we're going to raise the road and every one of  
15 these squares going vertically is 5 feet, but going  
16 horizontally each square is 50 feet. So it's  
17 exaggerated by ten times to help you see it. It may  
18 look like those are huge hills, but it's been stretched  
19 ten times up and down. And then the various numbers on  
20 the profile tell you where you are station wise, tell  
21 you what the grade is. This is half a percent going  
22 downhill here. These are various numbers that tell  
23 about the geometry of the curves that we're proposing  
24 and over here behind our court reporter we have some  
25 typical sections. This is basically a slice through

1 the road. I'm sorry, they're over here, I wish we  
2 could have put it up front, there just wasn't enough  
3 room, but a slice through the road, and what the road  
4 is basically going to look like is two 11 foot wide  
5 travel lanes. The travel lanes out there right now are  
6 painted at 12 feet. We're going to move the he stripe  
7 in a foot and there's very important reasons why we do  
8 that, but also there will be a paved shoulder  
9 throughout the project. If there's no guardrail, the  
10 paved shoulder will be 6 feet wide. If there is a  
11 guardrail, the shoulder will generally be 8 feet wide  
12 in front of that guardrail. There will be slopes for  
13 ditches or slopes behind the guardrail. The bottom  
14 picture down here shows the sidewalk right adjacent to  
15 the road, so what would -- if you see sidewalk along  
16 the road, basically you have the travel lane, you have  
17 the white stripe and then you have 6 feet and then you  
18 have the curb and then you have a 5 foot wide sidewalk.

19 A few other things I want to mention  
20 about the design is that there aren't really any  
21 noticeable horizontal shifts in the road on this  
22 project, so where the road is basically it's still  
23 going to be there left or right wise as you drive down  
24 the road. There will be some changes as you can see in  
25 some of the hills and valleys on the road, nothing

1 significant except for two locations I want to mention.  
2 On the western side of the project, the road will be  
3 raised a couple of feet and that's to allow the water  
4 to drain out of that area. You'll notice -- you  
5 remember from before that was overlaid, that was really  
6 pothole covered there, that's because that water is  
7 getting stuck in that area there. We're going to raise  
8 the road so the water can drain out of the gravel.

9           And then as you move further east, there  
10 is a large hill here with the Walker Farm and this is  
11 going to be filled on the western side of the hill and  
12 cut into on the eastern side of the hill keeping the  
13 road about the same here at the farm, the same  
14 elevation it is today. What we're trying to do here is  
15 improve how far you can see over that hill and you  
16 probably notice that sometimes it's hard to see over  
17 that hill, which can be problematic with people pulling  
18 in and out of there, so that would improve the ability  
19 to see down the roadway.

20           The speed limits are going to stay the  
21 same as far as we can understand. They will not be  
22 increased or decreased as far as we understand at this  
23 moment. No buildings are proposed to be removed. We  
24 are, as I mentioned, going to do a number of drainage  
25 improvements to try to get the water away from the

1 roadway both on top of the road and underneath the  
2 road. Driveways, I know a lot of you have driveways  
3 along here. What we do with a driveway is we try to  
4 keep it within 3 percent, the new driveway within 3  
5 percent slope of what the existing driveway is. So  
6 we're trying to either keep things about the same or  
7 improve them and we're able to do that with all of the  
8 driveways. If the driveway is 10 percent or more  
9 steeper, and when I say 10 percent, I mean like this.  
10 If you go over 10 feet as you're driving down the  
11 driveway, it's going up or down one foot, so that's 10  
12 percent, basically the one divided by ten. If the  
13 driveway as we design it and as it's built out there is  
14 going to be 10 percent more steeper, that driveway  
15 improvement will be paved. Otherwise if your driveway  
16 is paved now, it will be replaced as paved. If it's  
17 gravel now, it will be replaced as gravel with a 3 foot  
18 lip at the edge of the road of pavement into your  
19 driveway. The limits of what driveway work will be  
20 done are shown on the plans. They're shown in this  
21 greenish yellow color. We're not going to repave the  
22 whole driveway unless we have to, but it will be enough  
23 to match your existing driveway into the proposed  
24 improvements and keep things basically the same as they  
25 are today in terms of slope.

1                   There is going to be guardrail added out  
2 here in some locations, you can see that on the plans.  
3 That's to improve safety. Utility poles, as I  
4 mentioned, are going to be moved back away from the  
5 roadway. Intersections are going to be repaved,  
6 widened in places if we believe there's truck movements  
7 there or if cars need to move next to each other with  
8 additional pavement. So where we are in the design  
9 right now is that we have got to a point where we think  
10 we understand what needs to be done at every property.  
11 So we're coming to you today and say okay, before the  
12 right of way process begins, I want to hear your input,  
13 listen to what you have to say in case we have to make  
14 any refinements to the design. And we also have plan  
15 sets available. There's a plan set over there.  
16 There's a plan set back there which have a lot of  
17 details in the plans. If you want to take a look in  
18 detail at your property, we can do that.

19                   Finally I just wanted to mention some  
20 things that were brought up in the preliminary public  
21 meeting a year-and-a-half ago and what we did about  
22 that. So some of you raised comments during that  
23 meeting and I just want to give you some feedback on  
24 where we went with that. There was a concern raised  
25 about, you know, water going down a driveway, say we're

1 adding some curb and now your driveway has curb on  
2 both -- there's curb on both sides of it with the  
3 roadway, well, now your driveway become a river. No.  
4 What we do, if there's curb along the edge of the road  
5 and your driveway is between that curb, we make a bump  
6 in the driveway basically so it will go up before it  
7 begins to go down so the water will flow along the curb  
8 line and not down your driveway.

9           There was another question about what do  
10 we do, there's water lines under here, what about the  
11 water shut off valves. Well, water shut off valves  
12 will be adjusted during construction, relocated if  
13 necessary to match the new roadway. Someone did ask  
14 about the sidewalk south of the town ending abruptly  
15 there and actually as a result of that comment and some  
16 internal discussions and discussions with the town,  
17 right now we're proposing for that sidewalk to extend  
18 out to the rail trail, which I think will make a nice  
19 loop, walk down and walk the rail trail and walk back.  
20 I'm a runner and walker so I love loops like that.

21           There was a question about, you know,  
22 what about my cellar drain, my cellar drain comes out  
23 of my property, what's going to happen in construction.  
24 Well, if you have a cellar drain that you know is going  
25 out of your property toward the road, let us know. We

1 have some records. We know some of them that exist,  
2 but let us know. It's always easier to deal with it  
3 now as opposed to the middle of construction and we  
4 have ways of tieing that into our drainage system.  
5 There was a question also raised about Stanley Hill  
6 Road, not Stanley Hill Road, it was -- yeah, it was at  
7 Stanley Hill Road, right, so this is kind of on the  
8 other project, but it was raised about the line of  
9 sight being terrible, you couldn't see. Well we've  
10 improved not only that intersection but at each  
11 intersection we've looked at how do you look now. You  
12 look at that intersection left and right, can we do  
13 anything to improve the sight lines along those  
14 intersections so cars can see you, so you can see those  
15 cars on 302 as well.

16                   There was a question raised about the  
17 intersection at Maple Street and 302 being a  
18 particularly dangerous location in the town and can we  
19 do anything to improve the safety there. And what  
20 we've done is we've tried to look at, you know, one  
21 thing that's going to be done is that there's going to  
22 be clearing of some trees that are currently blocking  
23 the sight line there. There's a couple of chairs right  
24 up here. Also we've taken a look at other  
25 obstructions, is there anything blocking the line of

1 sight there, is there anything we can do to improve the  
2 safety and we also looked at accident records to see  
3 are there any patterns that have occurred at this  
4 location.

5                   There was also the question about the  
6 Fryeburg Fair, you know, what happens in the middle of  
7 the Fryeburg Fair, well, construction will not go on  
8 during the week of the Fryeburg Fair. That's what  
9 we've done for the other project. That's what we're  
10 planning to do for this project.

11                   There was a question about CMP electric  
12 lines, are they going to tie in east of the project, we  
13 don't know, CMP standing for Central Maine Power.  
14 We're still working with them to determine exactly what  
15 they're going to do on the eastern end of the project,  
16 whether they're going to continue their lines all the  
17 way across Dead Lake Stream or whether they're going to  
18 end them there, so that's still up in the air.  
19 Everyone who's currently served with electricity will  
20 still be served, that's not a question. There was a  
21 question about will the lines be continued to connect  
22 to another grid.

23                   There was a question about the trees, so  
24 as you move towards the in town portion, here's the in  
25 town portion, there's these nice trees with the

1 sidewalk and the grass between the sidewalk and the  
2 road, will those trees will be saved, yes, those trees  
3 we're planning to save as many of those -- actually all  
4 of those trees are planning to be saved and in the in  
5 town portion as well we're trying to make this place as  
6 nice or better than it looks today.

7 That's what I have. I'll be happy to  
8 talk to you again. At the end you'll have a time to  
9 ask questions so I'm happy to answer that for you as  
10 well. Now we're going to talk about the bridge next.

11 MR. CARRELL: Mark Parlin.

12 MR. PARLIN: Good evening, I'm Mark  
13 Parlin. I'm the project manager for the Eddy Flats  
14 Bridge project, which will be happening along with the  
15 highway work, and Roger Naous is the designer for the  
16 project. Roger, can you run the -- so this --  
17 particularly a bridge is designed to last about 75  
18 years. This one here has lasted 85 years so far so  
19 it's done pretty well, but it's due. It's due. By the  
20 time this is -- construction is under way, it will be  
21 87 years.

22 As you can see, there's some a little  
23 chlorides that are coming down through the deck here,  
24 which is a sign that, you know, the roadway salts and  
25 stuff is coming through the, leaching through the

1 concrete and getting down and -- which is a sign that  
2 it's also getting to the rebar and the deck so as you  
3 can imagine it's -- there's some corrosion going on in  
4 there. This is what we call a simple slab type of  
5 structure, which is just a concrete slab on mass  
6 concrete abutments and concrete rails you can see. The  
7 structure is 28 feet wide curb to curb. I've got a  
8 couple of plans down there in that corner. I found a  
9 piece of bare wall there which will show you a general  
10 plan of the bridge area and the stage construction  
11 sequence.

12                   So, as you can see there's some erosion  
13 going on around the wings. Right now I believe the  
14 channel is dry, but it's an overflow channel. When the  
15 Saco overflows, water comes down through there and can  
16 come fast at times. So there's another nice shot of  
17 the chlorides coming through the deck there. So  
18 there's a general plan of the bridge. You probably  
19 can't see that very well.

20                   It will be a single span, what we call a  
21 voided slab, which is a precast beam type of structure  
22 with the beams are about 4 feet wide, 21 inches deep  
23 and they're set onto the substructure. The  
24 substructure is going to be interval abutments, which  
25 is basically a roll of piles, four or five piles?

1 MR. NAOUS: Five.

2 MR. PARLIN: Five piles with a concrete  
3 cap and then those precast concrete beams are set right  
4 down on top of that. We plan to do this in stages,  
5 which means that there will be one way alternating  
6 traffic at the bridge site. There will be -- as you  
7 see, we'll be using half of the old structure  
8 maintaining traffic on that while building half of the  
9 new one and then swapping them after and the other half  
10 gets built.

11 So the new structure will be 34 feet,  
12 8 inches wide curb to curb, so we go from 28 to that,  
13 so a nice increase in width there, matching pretty much  
14 the approach roadways, 11 foot lanes and 6 foot  
15 shoulders.

16 As you can see this is the area down  
17 here, so afterwards if you want to come up and look, if  
18 you're an adjacent property owner and you have any  
19 questions, feel free to ask. The budget for the  
20 project is \$1.68 million. That's about all I can think  
21 of, short and sweet. Any questions?

22 MR. CARRELL: Let's hold the questions  
23 until we're done with the presentations.

24 MR. PARLIN: Okay.

25 MR. CARRELL: Thank you. Thanks, Mark.

1 Next up we have Luther Yonce who's with Right of Way.

2 MR. YONCE: Good evening. The right of  
3 way out here today is primarily 66 feet wide. Our  
4 areas are 80. There's one area that's close to a  
5 hundred, but for the most part this corridor is 66 feet  
6 wide. People ask me all the time well, that's 33 feet  
7 either side of center line, nope, that's just where the  
8 truck dropped the paint the last time it went down the  
9 road. There's one section along here, and I'll point  
10 it out to anybody that's really interested, right up in  
11 here is one where the right of way is literally right  
12 at the edge of the pavement on the one side. Back in  
13 the 1800s when they laid out these old county layouts,  
14 they couldn't do curves so they went straight, they did  
15 an angle point, they went straight, they did an angle  
16 point and now when you put these nice curved roads in  
17 there, it's not 33 feet. The road is not centered all  
18 the time within the right of way and that does cause us  
19 some issue sometimes. So some of the right of way  
20 acquisitions is to correct this geometry so we have  
21 equal width on either side since we're sophisticated  
22 enough to today to do curves and lay them out and we  
23 can actually plot out exactly the curvature of the road  
24 and match that right of way along it.

25 The things I'd like for you to notice,

1 Mark went over it a little bit, the center line of the  
2 proposed, existing proposed road is the red with the  
3 stationing on it. The yellow are the two travel lanes.  
4 The little darker mustard color is the breakdown lanes  
5 on either side. From there you're going to see this  
6 green area on all sides. That's going to be loamed and  
7 seeded for the most part when we're done. The outside  
8 areas of that are what we affectionally call the cut  
9 fill lines. That's where we're going to be cutting  
10 into or filling to onto the face of the earth today.  
11 So as we go forward, once we finished this meeting  
12 tonight, we gather your input, they'll go back and  
13 analyze any of the comments that you make and we're  
14 going to try and lock down those cut fill lines, which  
15 is the maximum extent outside of the right of way if  
16 necessary that we're going to touch down on the face of  
17 the earth. That's the disturbance on your private  
18 property.

19                   There are standards. There's federal  
20 funds in here. We have a rule book we have to follow.  
21 So we have certain standards in using federal funds and  
22 one is a corridor that allows for adequate sight  
23 distance for us to be seen coming on and off the  
24 roadway as you're sitting in your driveway to see your  
25 car approaching, a clear zone if a driver loses control

1 that they can stop the vehicle hopefully before they  
2 hit a deadly fixed object. That's why we don't have  
3 poles or boulders or anything, guardrails or DFOs so we  
4 don't like -- I said I wasn't going to use three letter  
5 acronyms, deadly fixed object, a three letter word,  
6 okay, we don't like to have any of those things within  
7 the clear zone because they're hazards and we try to  
8 keep them to a minimum. One of the things you heard a  
9 few moments ago is in the areas of guardrail the  
10 shoulders are wider by another 2 feet. That's to help  
11 someone have more clearance. All of these things and  
12 the utilities, we try to get our ditches as much as we  
13 can inside our right of way. All of that drive the  
14 distance of this right of way. And for the most part  
15 where we can we're going to increase that 66 foot right  
16 of way to a full 100 foot width, which is what we have  
17 on the easterly project that's under construction.

18 We're going to accomplish this by a  
19 number of different property rights. Let me go from  
20 the simplest to the more complex. We just may need to  
21 blend your driveway in. Once we finished blending your  
22 driveway and the front lawn, we're done. Granted that  
23 usually happens near the end of the project, but that's  
24 a temporary work right. It's a temporary construction  
25 right, temporary construction right. It's not a

1 temporary parking right. I'm asked all the time,  
2 property owners say well, is that where the contractor  
3 is going to park their equipment at night. No, they're  
4 not allowed to. This is an area of temporary work.  
5 The contractor is required to get their own lay down  
6 area for office and storage of equipment and materials.  
7 They do that. The DOT doesn't provide it for them. So  
8 this is an area for them to work on your property to  
9 blend it in. Once it's done and project is completed,  
10 that area goes away that's why it's called a temporary,  
11 it's not permanent. If the slopes are of a certain  
12 nature, we may require a slope easement. That slope  
13 easement is to maintain the slope in support of our  
14 roadway. Let's say it's a piece of vacant land and we  
15 have a slope easement on and we want to then do  
16 something else with that land, it doesn't mean you  
17 can't do it, it just means come to us and talk about  
18 it, you may need to build a wall, you may need to fill  
19 a little bit differently, we'll work with you with the  
20 slope easement, we're doing that all over the state  
21 with property owners who want to improve their  
22 property. As long as we're maintaining the integrity  
23 of the road in that area, we work with the property  
24 owners all the time with that.

25 Same token, drainage, yup, engineers

1 tell me I can't talk about the law of gravity that  
2 water is going to go down hill, but I think everybody  
3 knows water is going to go down hill and leave the  
4 roadway. So in those low spots, and in most cases  
5 that's where the water is going today, the water might  
6 have flowed there for the last 200 years or more, we're  
7 going to probably end up taking a drainage easement  
8 just so we can maintain it and we say here's the area  
9 the State is going to maintain for this water to be  
10 flowing. There are going to be areas that we're going  
11 to need to acquire other things like a construction and  
12 maintenance easement, typically for sidewalks or  
13 guardrails if it's not within the right of way or  
14 there's going to be some strip takes. These are long,  
15 narrow pieces typically along the front of the property  
16 that we're going to use to widen the right of way.  
17 Those are permanent acquisitions. And the transfer  
18 from private ownership to public ownership we do in  
19 this state by condemnation. I know everybody panics  
20 about that word so let me go through. Eminent domain  
21 is the right of the State to exercise its power to  
22 acquire these rights. Under the constitution and state  
23 law we are required to compensate the property owners  
24 for their loss at just compensation. Just compensation  
25 cannot be less than market value as determined by a

1 competent appraiser. Okay? Sounds a little  
2 complicated, let me see if I can demystify. If we've  
3 got a corner, corner road and we're clipping this  
4 corner by 10 square feet and this one over here about  
5 100 square feet and we're in an area of the state that  
6 the land is worth a dollar a square foot, this property  
7 owner is going to get \$10 and this property owner is  
8 going to get \$100, right? Simple math. How many say  
9 yes? I see some heads moving, right. You know a catch  
10 is coming. I can't catch this group. The State has a  
11 minimum payment policy. We won't write a check on a  
12 permanent acquisition, whether it be a drainage  
13 easement or construction and maintenance easement or an  
14 acquisition for less than \$500. So even though 10  
15 square feet is a dollar a square foot or 100 square  
16 feet is a dollar a square foot, both of these parties  
17 are going to get \$500. So that's why I said just  
18 compensation in the eyes of the State may be higher  
19 than market value. The same thing is I can tell  
20 everyone tonight that if all we're doing is touching  
21 you with a blending, a temporary work right, our  
22 minimum payment there is minimum of \$250. Enjoy your  
23 steak dinner on the State of Maine. Okay?

24                   So, a lot of people -- it's not a  
25 mystery. These are administrative things that the

1 State has said we're not going to write a \$10 check to  
2 somebody. We feel if we're going to disturb your  
3 property, we're going to compensate you for a minimum  
4 of \$250. Now, if we're getting in there, we have to  
5 cut down significant trees, we need to do a lot more,  
6 the compensation could rise. It's not because it's  
7 this -- we don't have set payment policy as far as a  
8 set payment schedule, but we do have these minimum  
9 dollar amounts that we apply. A lot of times the  
10 appraiser will say it's worth \$50, but we're going to  
11 approve a check for \$250 or \$500, depending on what our  
12 minimum policy is for those. So those are the only two  
13 minimum policies we have. We don't have a minimum  
14 policy on a land acquisition other than it's a  
15 permanent acquisition so it's \$500 minimum. From there  
16 it can go up if it's appropriate.

17 So let's talk about where we go from  
18 here. We get everything, the engineers get to the  
19 point where they want to say we're done with our plan  
20 impacts complete. We know how far out these cut fill  
21 lines are. We know the impacts as far out as we're  
22 going to get and we call that plan impacts complete,  
23 PIC. I don't care at that point if they're figuring  
24 how much gravel they need in the middle road. I don't  
25 care if they're trying to work out quantities. I don't

1 care if they're figuring out how big the beams need to  
2 be for the bridge, I just need to know the outer  
3 limits. Then we lock the plans down. They're not  
4 allowed to change those limits now unless they let me  
5 know about it and we start the right of way process.  
6 We have mappers, they've already started. These  
7 proposed right of way lines the mappers have put on  
8 there are suggestions. We think they're pretty  
9 accurate, but they're still subject to some change and  
10 we get started adding it and once we get that all  
11 squared away, we start updating everybody's title to  
12 make sure you're the owner we need to talk to and then  
13 we start the appraisal process.

14 Now you're going to know when I start  
15 the appraisal process. You're going to get a letter,  
16 it's one of those government form letters that the feds  
17 have us send out and it's going to sound like that and  
18 my phone will not shut up for about two weeks with  
19 everybody calling why are you taking my house. I'm  
20 not. But it says and/or rights in the property and  
21 that and/or rights in the property could be nothing  
22 more than a temporary blending or a narrow trip take,  
23 but if I'm taking your house or I'm doing this, you get  
24 the same letter. Thank you Federal Highway. So when  
25 you get that letter and you start to panic, remember I

1 said that's the letter indicating we're starting the  
2 process. And there's over a hundred affected property  
3 owners on this project and I'm guessing from the crowd  
4 standard showed up tonight we have maybe 20 percent.  
5 Some of you are couples and state officials and town  
6 officials, we probably have 20 out of a hundred  
7 property owners here tonight if I am lucky. So those  
8 80 that aren't here tonight they're going to be on my  
9 phone screaming so please let them know why.

10 In that letter that I'm going to send  
11 typically there will be another letter or we're working  
12 on modifying a letter that has both. It's also going  
13 to include a right to accompany. Under both federal  
14 and state law you as an affected property owner have  
15 the right to meet the appraiser during their inspection  
16 of your property. Please avail yourself of that. I've  
17 been appraising for 42 years. I don't have X-ray  
18 vision. I can't tell what's in the ground. You have a  
19 much better idea of where the pipes are. You know  
20 where your leach fields are. You know where your  
21 well -- our appraisers a lot of times have trouble,  
22 particularly when there's 2 or 3 feet of snow on the  
23 ground finding those things, so please at least make  
24 contact with the appraiser. A lot of times we can  
25 clear it over the phone, but you have every right to

1 meet the appraiser when they come to your property and  
2 inspect it. Do not expect the appraiser to know the  
3 value at that point. They're investigating it. They  
4 haven't done the job yet. They're finding what they  
5 have to work with, so they're not going to give you an  
6 answer at that point because they're just gathering  
7 their information. Once all the appraisals are  
8 complete, they need to be reviewed, all the values need  
9 to be approved internally and then we'll send it over  
10 to negotiations and the negotiator will call you.  
11 They'll schedule an appointment to physically come out  
12 and meet with you. They'll bring the plans. They can  
13 go over what rights we need to acquire. They'll  
14 hopefully be able to answer the bulk of your questions  
15 and they'll have your offer. Okay?

16 I said two key words I want you to  
17 remember, negotiator and offer. What do you do with a  
18 negotiator? Okay. If you feel that the offer is  
19 inadequate, not just because you think it's worth more  
20 doesn't mean we can agree to it, but if there's a  
21 legitimate reason, something that maybe the appraiser  
22 didn't pick up on or you got to remember appraisals are  
23 based upon other sales in the marketplace and not  
24 always do the appraisers, can the appraisers compensate  
25 for everything. We're here to be a good neighbor, not

1 only are we fixing your road, this is your tax money  
2 that we're spending to fix the road and to compensate  
3 property owners so I walk a tight rope every day. I  
4 need to keep the taxpayers at arm's length and the DOT.  
5 I have to be fair to both sides. So if there's a  
6 reason that you feel this offer is low, let us know.  
7 It's not uncommon for us to say yeah, you're right,  
8 let's talk about this, but just because you think that  
9 250 offer is low, market value may only be 50 bucks.  
10 We may already be five times higher, but we'll talk --  
11 we'll look at that.

12 We would hope that within 60 days --  
13 well, I'm jumping ahead. Once all the offers are made,  
14 then a magical clock starts in my office. We call it a  
15 28 day clock. We have an agreement with Federal  
16 Highway that we not acquire the rights until every  
17 property owner has a minimum of four weeks, 28 days to  
18 consider the offer we gave them. You can talk to --  
19 you can seek legal advice if you wish, you can talk to  
20 a surveyor, you can talk to each other. I can't. If  
21 you ever notice when things go to the newspaper about  
22 how unfairly the DOT is treating them, the DOT never  
23 responds, that's because by state law we're forbidden.  
24 All appraisals and negotiation are not public  
25 information, cannot divulge it until after the project

1 is completed and all court cases are settled. The  
2 legislature wants us to treat each and every property  
3 owner individually and fairly without any undue  
4 influence. And a lot of times the property owners will  
5 talk to each other and I'll get phone calls well, Mary  
6 got this for this and I got this for that, well, Mary's  
7 got a different size of an acquisition and she's got  
8 two prize apple trees out front and you don't. So  
9 until you have the breakdown of all of that, it's very  
10 hard to compare and make sure that you're dealing  
11 apples to apples.

12 So after this 28 days, we will record in  
13 the into public records what we call a notice of layout  
14 and taking. It's a multipage document that describes  
15 everything up and down this project, all the property  
16 owners that had land takes, all the property owners  
17 that have drainage easements, all the property owners  
18 that have temporary rights and describes the area so  
19 the next time that you -- and you'll get a copy of this  
20 mailed to you, okay, the next time you go to sell your  
21 property, it will be in the public records and whoever  
22 updates your title will have it to make sure the legal  
23 description is right. Okay?

24 Now you're going -- we're going to tell  
25 you when the negotiator comes out what day we're hoping

1 to acquire the property under, on or before this date,  
2 so you'll have kind of an idea and that's probably a  
3 good thing because on the day of condemnation, when we  
4 record this document and the transfer takes place,  
5 we're going to look at everyone's title again to make  
6 sure that you're the owner, to make sure that you  
7 haven't paid off your house, make sure that the IRS  
8 doesn't put another lien on it, okay? Because all of  
9 the lienholders needs to be listed on your check. Now,  
10 if we're going to send you a \$250 check, we don't put  
11 the lienholders on that small check, but I'm talking if  
12 you got a large payment, we're required to put all the  
13 lienholders on that check so be aware you may have to  
14 deal with the mortgage company before you can cash that  
15 check or any other lienholders.

16 On the day of condemnation once we  
17 double check all these titles, anybody who has changed  
18 ownership, changed lien status, sold off part of the  
19 property, could mean we need to go back and do some  
20 more work, those packages will be held, but everybody  
21 else's package is going to be put in the mail, ready,  
22 here it comes, certified mail, so hope it's from me and  
23 not the IRS because I'm sending you a check, they're  
24 asking you for one, okay? So what we have agreed to,  
25 if we have settled with you, we're going to send you on

1 the day of condemnation or within a day or two  
2 afterwards, once we get all the paperwork done, for  
3 what we have agreed to. If we haven't agreed, and  
4 there will be a number of people we haven't agreed  
5 with, we're going to send you what we have offered to  
6 you. Maine is unique in this status. We pay everyone  
7 upfront either what we have settled for or what we have  
8 offered to you. There are other states that require  
9 that to go in escrow. Cashing that check does not mean  
10 you're agreeing to settle. If you need the state  
11 statute to confirm what I'm saying, give me a call and  
12 I'll give you the state statute. Cashing the check,  
13 you're entitled to it. It does not mean you're  
14 settling it. This is not a transaction between you and  
15 Ernie and you and Bob or an insurance company. This is  
16 the State taking your property through eminent domain.  
17 So if it's an insurance claim, you're cashing that  
18 check, yeah, you settled it. That doesn't happen  
19 through this process. The legislature has protected  
20 you there. Cash the check. It aggravates me that  
21 people call me up six months after the check's been out  
22 there, there's a 180 days on the check, the check  
23 expires, they never cashed it. Cash the check. It's  
24 not doing anything sitting there. It's in a fund  
25 waiting for you to cash. About 60 days after that

1 condemnation and you get that certified package, if you  
2 are unsettled, at that point you're going to receive  
3 another letter from me. And that simply states that we  
4 have -- we have a regulatory requirement on us to place  
5 the unsettled properties at that mark or thereabouts  
6 and refer you to the State Claims Commission.

7                   Now, what the State Claims Commission  
8 is, it's a real estate attorney appointed by the  
9 governor. It's a certified general real estate  
10 appraiser appointed by the governor and there's four of  
11 those, two attorneys, two appraisers and there is --  
12 and then a county commissioner for the county which the  
13 property is located in and they're going to set up like  
14 a mediation board. The biggest thing about the State  
15 Claims Commission is they don't want to hear what you  
16 think the damages to your property are. They want to  
17 actually see it, so they're not going to convene until  
18 the project is completed because probably the largest  
19 group of my property owners are the ones that aren't  
20 used to looking at these pretty plans like we are have  
21 trouble envisioning what this is going to look like  
22 when it's done and just don't want to sign it until  
23 they see it completed. I have no problem with that.  
24 Just tell me. Okay? You have every right to wait  
25 until the project is complete to sign off. If it's

1 something simple and we can come to terms, great too.  
2 Okay? So don't -- I don't want anyone to feel  
3 pressured at any time that we have to settle by a  
4 certain date until we start down the legal path and if  
5 you get referred to State Claims, a hundred parcel  
6 project like this, less than ten, maybe about enough  
7 people on one hand will actually go to that State  
8 Claims hearing. We're going to have 95 percent of them  
9 settled by then. There's really no reason -- there's  
10 no plus for either of us to go there unless we have a  
11 real valuation dispute. We're going to have a number  
12 of long chats between now and then if that occurs.  
13 Okay? Beyond that it's superior court, I don't want to  
14 get there because we do about between 800 and one  
15 thousand affected properties a year and I think we have  
16 one current case before the state -- superior court,  
17 maybe two, one, I mean, it's two, you know, it's  
18 insignificant property owners that -- I'm not even  
19 going to deal with that one tonight.

20 Let me reiterate a couple more things  
21 before I give you the test. Did everyone get a blue  
22 book that is a property owner? I brought a hundred of  
23 them, so before you leave, make sure you get one.  
24 You're going to have ample chances to get a book. A  
25 couple of things that I need you to do early in the

1 process, you don't need to do it tonight, but early in  
2 the process, if you have a survey and there are  
3 property pins out there on the corner of your property,  
4 chances are those pins are going to get disturbed  
5 during construction. When our appraiser comes out,  
6 when our negotiator comes out, make sure you identify I  
7 got a pin over here in the corner and if it's not on  
8 your plans, we need to pick that pin up because if we  
9 disturb it, the bulldozer backs over it, we're going to  
10 fill it by a foot, the pin's going to disappear.

11 After the project is completed based  
12 upon that reference point in the plan, you can ask us  
13 to come back and put a replacement pin in that  
14 location. Now your legal -- and it will be located  
15 typically inside the State's right of way, it's fine,  
16 we know that, but then your deed will match up with our  
17 layout and taking on your property, so whoever comes  
18 along after you can triangulate everything and figure  
19 out what was done. So it's important for you and us  
20 that we place those pins for you and we do that in our  
21 spare time when the survey crews are done, so we're not  
22 going to rush right out here on the day the contractor  
23 leaves, but you need to request it at that time and we  
24 kind of do it over, you know, six months or so they'll  
25 come out and put replacement pins.

1                   Mark touched on cellar drains. There's  
2 one catch, if you're going to flow water off your  
3 property into the public right of way, you're going to  
4 need to sign an agreement. That agreement basically  
5 states you're going to put in a backflow protector  
6 device. You don't want to see, and I have, when we  
7 build these gorgeous ditches along the roadway, the  
8 first time spring rain comes, someone hooked up to it  
9 and their basement becomes an indoor swimming pool.  
10 You need a backflow protector on and if you don't, the  
11 State's not liable. Okay? So everyone be warned. You  
12 need that backflow protector and you will sign that  
13 you've agreed to install it. We'll work with you on  
14 it. We're going to put an inspection port out near the  
15 right of way for you to connect into, the backflow  
16 protector can be right there. You don't need to dig  
17 everything up to the house, but that is an agreement  
18 that needs to be signed by the region. We can get you  
19 pointed in the right direction. And nothing is worse  
20 than the contractor coming along, digging the ditches  
21 and accidentally crushing one of these cellar drains  
22 that nobody knew was there and you will have a swimming  
23 pool a lot sooner than later. We don't want to do that  
24 either.

25                   If you have a well very close to the

1 right of way, please make sure we're aware of it. Not  
2 every well will be tested, but due to the type of  
3 construction, if there's any blasting or the proximity,  
4 we may want to come out and have a well test. Okay?  
5 That's to protect you and us. If there's a change in  
6 that water quality, there's a change in anything, we  
7 have a baseline. You'd be surprised how many wells  
8 people are getting their water out of that are  
9 contaminated today. There's a whole different set of  
10 state statutes reference contaminated by our road salt  
11 and our chemicals. You may be entitled to a new well.  
12 Okay? So it's important that we know that.

13                   Officially tonight I need to let you  
14 know, and it's in the book, if you're going to sell  
15 your property, you or your representative, your  
16 realtor, it's now required by state law to advise the  
17 buyer that the State plans on taking rights in your  
18 property. It's not buyer beware, they should have  
19 known about it. You were here tonight, you now know,  
20 you do need to disclose that information. Okay?

21                   Trees, this is where I get a lot of  
22 conversations. In the eyes of our engineers, the trees  
23 in red on this plan are anything over a foot in  
24 diameter and are singular. We pay the contractor a  
25 different way to take those down. These plans do not

1 show every tree on the project, nor every tree that's  
2 going to get cut down. I'm not trying to hide anything  
3 from anybody. Look for that CLL, the clear limit line,  
4 if it's a clump of natural growth, even though it may  
5 have some specimen trees inside and it's included in  
6 the CLL, everything from there in is going to be  
7 cleared. This plan also only shows the trees that are  
8 required for us to build our roadway. There are other  
9 entities, CMP, that may need to cut or trim a tree to  
10 get their wires in. We're doing the best we can to  
11 accommodate for that in our plan, but sometimes they  
12 need to fit those things in the field.

13 I'm sure I forgot something, but I won't  
14 hold that question on the test against you. When we go  
15 into question and answer, please don't anybody be  
16 offended, if it comes down to a property question and  
17 it's general in nature that many of you can benefit  
18 from, I'll answer it, but if it's a specific question  
19 in reference to your property, I really don't think  
20 everyone wants to sit here and answer everyone's  
21 specific question so I'll say see me after the meeting.  
22 How's that? Fair? And we'll stick around as long as  
23 necessary.

24 MR. CARRELL: Thanks, Luther. Before we  
25 go into the question and answer part, I have a couple

1 of other loose ends to cover here. First of all,  
2 funding, currently we have available funding of a  
3 little over eight-and-a-half million dollars for  
4 construction. Timeline of the project, Luther  
5 mentioned plan impacts complete, that's the next major  
6 milestone, very important one because that triggers the  
7 beginning of the right of way process. If things go  
8 well, we should be getting there hopefully around the  
9 middle of December, give or take a little bit. I would  
10 also mention the plans are not final yet. That's why  
11 we're here tonight, so if you do have comments, now is  
12 the time, and like I said, my contact information is  
13 there and we have comment cards as well, so avail  
14 yourself of those if you would like.

15 So, PIC, middle of December this year,  
16 then with Department resources, the right of way  
17 process, we're probably not going to be able to  
18 advertise the project until May of 2018 and  
19 construction would begin a couple of months roughly  
20 after that, July of 2018. And we're looking at this  
21 point construction being complete in September of 2020.  
22 So it's a big project. It's a long project. It  
23 requires a lot of resources. It doesn't happen  
24 overnight.

25 And I have one other thing I wanted to

1 mention is historic, talking with our historic review  
2 coordinator, Megan Hopkins, she asked me to convey that  
3 Maine DOT determined that state historic preservation  
4 officer concurred that there are several properties in  
5 the project limits that are eligible for listing on the  
6 national register of historic places. Maine DOT  
7 historic coordinator is currently reviewing the  
8 proposed project and the effects of the project -- that  
9 the effects of the project will have on the historic  
10 resources within the project limits. Additional  
11 information is available on the Section 106 process and  
12 the determination of effect will be available for  
13 public comment at a later date. A public notice will  
14 be put in the paper and information will be posted on  
15 <http://www.maine.gov/mdot> -- and I can show you that and  
16 write out that address if you're interested after the  
17 public portion of the meeting. So I'm required to make  
18 that statement and it's made.

19                   So I guess at this time we'll open it up  
20 to questions. Please raise your hand and state your  
21 name. It's very important to state your name so that  
22 our court reporter can get that down for her  
23 transcript. And with that I guess we'll open it up for  
24 questions. Yes, sir?

25                   DAN DYER: Yeah, Dan Dyer. Just what

1 were those dates again? When was the construction  
2 going to begin and when do you think it's going to be  
3 complete?

4 MR. CARRELL: Tentatively hopefully  
5 construction will begin in July of 2018 and it's  
6 possible it could be sooner if we're able to get the  
7 right of way process done more quickly, but that's what  
8 our tentative schedule is.

9 DAN DYER: And completion?

10 MR. CARRELL: Completion, I believe I  
11 said September of 2020 construction complete and again,  
12 that's tentative. Yes, ma'am?

13 KIMBERLY CLARK: Hi, I'm Kimberly Clark.  
14 I'm a resident of Fryeburg. I live on Oxford Street.  
15 I'm also a local realtor and member of the Bicycle  
16 Coalition of Maine. I have to tell you one of my  
17 biggest concerns being a resident of Fryeburg has been  
18 how dangerous it is both to bike and walk and out of  
19 town as you go up over that hill to Hastings, so I have  
20 to commend you on the design both in terms of widening  
21 the roadway, adding the shoulders and most importantly  
22 that sidewalk from the center of town to the info booth  
23 is going to be a huge improvement. I'm wondering if is  
24 the State the one that's going to be maintaining that  
25 sidewalk and will they be maintaining it in the winter

1 as well?

2 MR. CARRELL: We will have an agreement  
3 with the town and I believe the town, and correct me if  
4 I'm wrong, I believe the town will be responsible for  
5 maintenance of the sidewalk, plowing the sidewalk.  
6 Yes, sir?

7 DAVID CHAFFER: David Chaffer, Fryeburg  
8 Business Association. What are we going to be doing  
9 about the speed limits?

10 MR. CARRELL: Our current policy is we  
11 design for posted speeds. We don't generally go in and  
12 change speed limits around. We try to make the road  
13 safe and upgrade the correct standard for that  
14 particular speed. So basically we're planning to keep  
15 the speed limits the same.

16 DAVID CHAFFER: Yeah, new roads  
17 typically make speed limits higher. People want to  
18 drive faster.

19 MR. CARRELL: I'm glad you brought that  
20 up, we hear this on almost every single public meeting  
21 we have. People are concerned about the fact that we  
22 improve the road and people will drive faster. That's  
23 basically a driver behavior thing requiring enforcement  
24 because people -- if people speed, they are going to  
25 speed regardless of what we do to the road. So what we

1 try to do is make the road safe for the speeds that  
2 have been selected and the pattern of those speeds. So  
3 basically I would say that by improving the road, it  
4 should make it easier for law enforcement to enforce  
5 those speeds.

6 DAVID CHAFFER: I won't belabor the  
7 point, but with all of this plan that we see in front  
8 of us, there's an awful lot of road there that is  
9 posted at a very high speed limit for the village and  
10 community.

11 MR. CARRELL: I think where it's coming  
12 into town it drops to 35 and then to 30 through most of  
13 the in town part, but.

14 DAVID CHAFFER: I'm talking from the  
15 state line all the way down to the end of that page.

16 MR. CARRELL: Yeah, there's a section in  
17 the middle there where it drops down to 30 miles an  
18 hour, but that's a very good comment. Like I say, a  
19 lot of people share that. We hear that all the time.  
20 So all I can say is that we can't -- if we slowed all  
21 the roads down in the state to what people thought was  
22 a safe speed, there would be no commerce in the state.  
23 It's just a -- it's a driver behavior thing. We try to  
24 make it safer for the traffic volumes that we have and  
25 the priority of the road, also consider mobility.

1 There's a lot of things we have to consider. If  
2 there's a strong public opposition to a speed, a town  
3 can request a speed study, but we don't particularly  
4 encourage that because sometimes it works against what  
5 the town wants, so. Yes, sir?

6 RICK EASTMAN: Rick Eastman, selectman  
7 of Fryeburg. What would happen -- in light of the  
8 question about safety, what would happen if this town,  
9 I know it's in the design phase of 302 in the downtown  
10 area, if we went from the current perpendicular parking  
11 to parallel parking, is that something we need to  
12 address as far as its design? We're real concerned  
13 about the new highway, which is great, but right now  
14 it's difficult in some places to back out. Your rear  
15 end is halfway into the travel lane. Is that something  
16 you folks need to know and do need to act on it  
17 appropriately?

18 MR. CARRELL: Well, we're looking at the  
19 parking. There is some places where the parking is  
20 perpendicular and we're going to be eliminating that  
21 and going to an angle in parking which is safer and we  
22 have better room for angle in parking than we do for a  
23 perpendicular because it takes more space to back out  
24 in perpendicular and that is less safe. I don't know  
25 specifically, do we have any parallel parking? I think

1 the preferred parking is angled in and I think that  
2 maintains more of the pattern that is there today in a  
3 lot of places. There's some places where it's  
4 perpendicular. Does that answer your question?

5 RICK EASTMAN: To some degree, yes.  
6 Thank you.

7 MR. CARRELL: Yes, ma'am?

8 MARY DYSINGER: Mary Dysinger. The  
9 public water supply, town water goes right on the other  
10 side of the sidewalk between the sidewalk and the  
11 street not too far down, I don't know how far down, but  
12 will that be disturbed? I had my driveway dug up a few  
13 years ago at a cost and I replaced the pipe and I don't  
14 want to disturb it again.

15 MR. CARRELL: I don't know if the water  
16 company has any plans to replace their lines or not,  
17 but I don't believe -- if it's off the road between the  
18 curb and the sidewalk, there's an esplanade, I think in  
19 most places we're not really disturbing that, are we,  
20 Mark?

21 MR. DEBOWSKI: No, but if it's an  
22 individual property concern, we can talk after the  
23 meeting.

24 MR. CARRELL: Show us where your  
25 property is afterwards and we'll take a look and see.

1 Yes, ma'am?

2 AUDIENCE MEMBER: From the state line  
3 coming into town, come over the hill, come down the  
4 hill, will Main Street look different? Are you going  
5 to have any bump outs and what are you planning to do  
6 around the gas station area, C.N. Brown and Elm Street  
7 and all those places? That's pretty dangerous right  
8 there.

9 MR. CARRELL: Right now we're basically  
10 putting in new curb. We're not -- we've got a  
11 crosswalk there. We've got some curved islands by the  
12 gas station which will help control access into those  
13 businesses, so that should help a little bit with  
14 safety there. We're not doing bump outs. There is a  
15 place where it widens out to allow for on street  
16 parking there, but we don't plan bump outs. There will  
17 be sidewalk there.

18 AUDIENCE MEMBER: There will be a  
19 sidewalk along C.N. Brown because now we just --

20 MR. CARRELL: Is that where it says  
21 Irving Oil?

22 AUDIENCE MEMBER: No.

23 MR. CARRELL: I see it, yup, yup. We'll  
24 be putting some kind of islands in there.

25 AUDIENCE MEMBER: Okay.

1                   MR. CARRELL: We're actually taking a  
2 closer look at that section and the way the islands are  
3 configured, but there will be islands there to help  
4 control access so people aren't shooting off in and out  
5 too quickly.

6                   AUDIENCE MEMBER: Thank you.

7                   MR. CARRELL: Yes, sir?

8                   DAVE WADSWORTH: Dave Wadsworth, State  
9 Representative. This first section up here from the  
10 state line into the village, is there any way to  
11 expedite the construction of that? It's going to  
12 affect commuting, a lot of commerce in the town. It  
13 seems like two years will be a long time. I didn't  
14 know if that section would be expedited.

15                   MR. CARRELL: That's a good question,  
16 that to a large degree is up to the contractor how they  
17 want to stage their work. We don't generally tell them  
18 their means and methods and so we don't really know how  
19 the contractor might approach this at this point.

20                   DAVE WADSWORTH: You could require it in  
21 the bid though, couldn't you, maybe?

22                   MR. CARRELL: Potentially, we don't  
23 generally do that. It might cost a lot more if we do  
24 that, but it's something we can think about.

25                   MR. MARTIN: We can look at it. I mean,

1 we can talk further. Are you talking expediting it as  
2 far as separating it from the overall project getting  
3 it done now?

4 DAVE WADSWORTH: I don't know about now,  
5 but just once the construction starts, not have it be  
6 two years just because it's a shorter section of road  
7 and it's a really important section of road.

8 MR. MARTIN: We try not to dictate, but  
9 we can -- it's on the record so we can take a look at  
10 it.

11 DAVE WADSWORTH: That would be great.

12 MR. PARLIN: The two years is for the  
13 whole project, right, Ernie?

14 MR. MARTIN: Excuse me?

15 MR. PARLIN: The two years is for the  
16 whole project and they'll be incrementally working down  
17 through it, right? They're not going to be in one  
18 little area for two years?

19 MR. MARTIN: Yeah, as far as the whole  
20 scheme, Bob had mentioned it's 11 miles from one end of  
21 this 302 corridor and we're trying to bite it off so  
22 that section that's under construction now will be just  
23 about -- everybody will be getting used to it and then  
24 this will be under construction and get this section  
25 done and then do that gap piece that Bob and Mark had

1 mentioned, you know, kind of piecemeal it together.  
2 Where the contractor starts and finishes, we generally  
3 don't dictate because that usually drives up cost, but  
4 we can certainly discuss it internally as far as  
5 constructibility goes and review it.

6 MR. CARRELL: And Ernie, I'm glad you  
7 mentioned that, as far as constructibility goes, access  
8 to homes and businesses are required at all times from  
9 the contractor. I think it was already mentioned that  
10 construction will be suspended during the Fryeburg Fair  
11 week and although there will be some alternating one  
12 way traffic, lane closures will be limited. I think  
13 it's a thousand feet and 1500 feet depending on time of  
14 day and I don't know what those times are, but. So we  
15 do try to limit the impacts as much on the traffic as  
16 we can on the traveling public and it is inconvenient,  
17 we recognize that, but I will try to keep the long term  
18 goal in mind and how great it's going to be to have  
19 that 11 mile stretch totally rebuilt and improved so it  
20 is painful going through that process, but. Yes,  
21 ma'am?

22 AUDIENCE MEMBER: Are there any plans to  
23 do anything different around the monument Portland  
24 Street to Main and from Main Street to Portland?

25 MR. CARRELL: We're not planning on

1 touching that monument at this point. We may have to  
2 do some improvements for ADA purposes and that's  
3 actually on the other project gap piece, the in town  
4 piece so that's going to be part of this 17280 project.  
5 And I think you had a question?

6 JANICE CRAWFORD: Yes, I have several  
7 questions.

8 MR. CARRELL: Your name, please?

9 JANICE CRAWFORD: Janice Crawford,  
10 selectman. This road has to be a certain width because  
11 of the type of traffic that comes across it, is that  
12 not so?

13 MR. CARRELL: The volume, traffic  
14 volumes, the annual average daily traffic comes into  
15 play into -- and also the corridor priority, which is  
16 priority one, the highest priority road we have, those  
17 factors go into what determines the standard for a  
18 width, yes.

19 JANICE CRAWFORD: Is there a rule that  
20 if it's a priority one road you have to keep the two  
21 lanes open?

22 MR. PARLIN: You mean during  
23 construction?

24 MR. CARRELL: During construction there  
25 have to be some lane closures in order to put in large

1 culverts, paving operations, but two way traffic is  
2 maintained. It's alternating one way, but it's not  
3 totally shut down.

4 JANICE CRAWFORD: Will it be marked for  
5 cycling? Will there be a bicycle lane on the road?

6 MR. CARRELL: I don't believe that  
7 there's going to be bicycle lane actually marked.  
8 You'll have a 6 foot paved shoulder which should  
9 accommodate bicycle traffic.

10 JANICE CRAWFORD: Can you do that, can  
11 you mark it?

12 MR. CARRELL: I don't -- I can check on  
13 that. I'll check with our bicycle pedestrian  
14 coordinator. I don't believe we could probably do that  
15 on this project.

16 JANICE CRAWFORD: Will the pavement that  
17 you use be conducive to cycling? I know there's some  
18 issues with other roads that I don't know the exact  
19 term, but I can send it to you.

20 MR. CARRELL: I'm not aware of a problem  
21 with that, but it should be -- it should be good.

22 JANICE CRAWFORD: I'll send you the  
23 information just to make sure. The sidewalk, what is  
24 the median going to be?

25 MR. CARRELL: For the most part it's

1 going to be bituminous curb and paved sidewalk. There  
2 is some potential down here in the in town part, I  
3 don't think a final determination has been made, but  
4 we're leaning towards using granite curb and concrete  
5 to better match what's there now. We're still looking  
6 at that. We're talking with the town and we're looking  
7 at that to figure out what the cost would be for that,  
8 but the rest of this will be bituminous curb and  
9 bituminous surfacing on the sidewalk.

10 JANICE CRAWFORD: Is that what I know as  
11 Tarmac?

12 MR. CARRELL: Bituminous would be like  
13 that black pavement, probably Tarmac. It's not  
14 concrete.

15 JANICE CRAWFORD: Right. When you're  
16 designing that sidewalk and it's going to be cement,  
17 would it be possible to talk about some commemorative  
18 pavers inside that sidewalk as a fundraising potential?

19 MR. CARRELL: That's a discussion you  
20 can have as a town and I would, you know, talk to the  
21 town manager and whatever the town decides, let us know  
22 what your desire is. If we do that, there's going to  
23 be extra costs and the town would have to absorb that.

24 JANICE CRAWFORD: And one last question,  
25 the trees that you take down, I certainly understand if

1 they're on private property, the property owner would  
2 want compensation probably, but if it's not on private  
3 property, who gets that wood?

4 MR. CARRELL: Generally that wood would  
5 go to the contractor, I believe.

6 MR. YONCE: You're talking trees that  
7 are in existing right of way today?

8 JANICE CRAWFORD: Yes.

9 MR. YONCE: Typically those trees will  
10 go to the contractor.

11 JANICE CRAWFORD: If you wanted those  
12 trees to be available to community members that could  
13 use it for firewood to help them with their winter --

14 MR. YONCE: You can get permission from  
15 the regional engineer to take down a tree inside of our  
16 right of way today, that's his call. Most of those  
17 trees are too close to the road or in the power lines  
18 and it's not safe to take them down. That's why  
19 they're there. And you will notice that there are  
20 several parcels up near the beginning of this project  
21 on the east side where a number of property owners have  
22 already cleared the areas of proposed right of way.  
23 This is your land today. If you feel that those trees  
24 have other value to you, harvesting them because we're  
25 going to pay for them as real estate, not as the wood

1 on the truck going to the mill, it's your property. I  
2 cannot give you permission to touch them once we  
3 condemn the property because now they're the property  
4 of the State and they have to go through a bidding  
5 process and we're not going to go there because it will  
6 take us forever to get this thing cleared. So if the  
7 trees are on your property today and you want to cut  
8 them down, that's great. My problem lies once the  
9 appraisers come out and they assess it with the trees,  
10 and you cut them down, that may mess everything up and  
11 we may need to come back and reappraise it if it's a  
12 significant dollar amount. So please let us know your  
13 intentions.

14 MR. CARRELL: Any other questions  
15 tonight? Yes?

16 RICK EASTMAN: Just a statement, for  
17 those property owners on this project, I had a sliver  
18 of my land taken for the bike path and as the gentleman  
19 described, it was fair, it was easy and as they said,  
20 so it doesn't have to be a nightmare.

21 MR. YONCE: That was the rail trail?

22 RICK EASTMAN: Yes.

23 MR. YONCE: That was one of mine, behind  
24 the scenes. We'll try to hold up that same policy on  
25 this project.

1                   RICK EASTMAN: I'm sure you will.

2                   MR. CARRELL: Anybody else? If not,  
3 we'll be glad to hang around afterwards if you want to  
4 talk to us individually and look at your property or  
5 whatever. Thank you for coming tonight. Thank you for  
6 your information.

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8                   (Concluded at 7:20 p.m.)

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CERTIFICATE

I, Lorna M. Prince, a Notary Public in and for the State of Maine, hereby certify that the hearing was stenographically reported by me and later reduced to print through Computer-Aided Transcription, and the foregoing is a full and true record of the hearing.

I further certify that I am a disinterested person in the event or outcome of the above-named cause of action.

IN WITNESS WHEREOF I subscribe my hand and affix my seal this 20th day of October 2016. Dated at West Gardiner, Maine

-----  
Notary Public

My Commission Expires  
February 6, 2019

**MAINE DEPARTMENT OF TRANSPORTATION**  
**FINAL PUBLIC MEETING FOR THE TOWN OF FRYEBURG**  
**SIGN-IN SHEET**

American Legion Building  
 47 Bradley Street, Fryeburg, Maine 04037

Date: October 18th, 2016, 6:00 - 8:00 P.M.  
 Project Manager I: Bob Carrell

NAME	Address
Gerald Keenan	920 Bradley St Rd
Yanina Panno	312 Bridgton Rd.
Robert Panno	112 Bridgton Rd.
Stephen J. Chan	285 Main St.
James Tyrell	295 Main St.
Johanna Hastings	
Ellen Zelman, manager TEST, LLC	
Jane Ann Haeppel	Oxford
Nathan Wadsworth	Hiram
Jody Ann	Fryeburg
PAUL CLARKE	"
David W. Mason	Fryeburg
Margaret H. Mason	"
Sharon Jackson	Fryeburg
Bill KRIM	Fryeburg 341 Main St
Kate Haley	Fryeburg
Colin Green	Portland
Andrew Osgood	29 Crahapplein Fryeburg
Jane Osgood	372 Bridgton Rd.
Janis Osgood II	29 Crahapplein Fryeburg
Jeffrey Mason	16 Western Prom S. Paris
Mary Dysinger	471 Main St Fryeburg
Ruth Antonucci	51 Hattie Pike Rd. Fryeburg

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NAME	Address
<del>John Smith</del>	51 NATTIE PIKE FRYEBURG
Rick EASTMAN	37 WEST VIEW DR FRYEBURG
Clyde WATSON	78 Eastland St Fryeburg
Dannan M. Pease	27 Elm St
Victoria Pellerin	523 MAIN ST FRYEBURG
Bridget Gorton	69 Serenity Lane Fryeburg
Kimberly Clarke	26 Oxford St Fryeburg
Tom Klinge	254 MAIN ST Fryeburg
717 N LOTHROP	325 MAIN ST
Phyllis LOTHROP	325 Main St
EDWARD PRICE	1101 BRIDGTON RD FRYEBURG
HESLIE + JOHN Kramer	443 Main St
Alina Gagne	893 Main St.
David Chaffin	25 OXFORD ST.
CHAD Pond	64 MAPLE ST.
Bob Pond	64 MAPLE ST.
Madeline Bassett	1130 Bridgton Rd. Fryeburg
Boiron Bassett	1130 Bridgton Rd Fryeburg
Holly Foster	55 Portland St Fryeburg
Paul + Cathy Kasprak	431 Main Street Fryeburg
John + Cathy Berg	529 main St
David + Connie Kinsman	Horseshoe Rd. Lovell
Jennifer Roper	23 Chouteau Rd Fryeburg
Gabe Roper	" Fryeburg

