

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
  
IN RE HIGHWAY RECONSTRUCTION FOR  
IMPROVEMENTS TO  
DOWNTOWN ROUTE 1 IN WISCASSET

WIN 021843.00

Public Meeting At The Wiscasset Elementary School Gym

Reported by Robin J. Dostie, a Notary Public and  
court reporter in and for the State of Maine, on May  
8, 2017, at the Wiscasset Elementary School Gym, 83  
Federal Street, Wiscasset, Maine, commencing at 6:00  
p.m.

REPRESENTING THE STATE:

ERNIE MARTIN

FROM VHB:

CHRIS BOBAY

STEPHEN BATES

## 1 TRANSCRIPT OF PROCEEDINGS

2 MR. MARTIN: Okay. Folks, why don't we go  
3 ahead and get started. I'm Ernie Martin. I'm with  
4 the Maine Department of Transportation. I'm the  
5 project manager for the Wiscasset downtown  
6 improvement project that we'll be discussing tonight.  
7 With me -- hopefully everybody had a chance to  
8 sign-in. The sign-in sheet is back there.  
9 Hopefully -- I only had 75 printed up, so you may  
10 have to share agendas. Hopefully you picked one of  
11 those up. There is comment cards with self-stamped  
12 addressed envelopes back there as well. Take one of  
13 those with you if you have any comments and mail  
14 those in to me. Those will come to me. And also at  
15 the bottom of the agendas there is my contact  
16 information, email, telephone, as well as the notices  
17 that are also on the back of the table, those have my  
18 contact information as well.

19 So how this evening is going to go is that  
20 I'll introduce the guys here in a second. Once I get  
21 done talking, I'll go down through the purpose and  
22 need of the project, talk about the design elements,  
23 stakeholders that are involved through this whole  
24 project and then I'm going to turn it over to Chris  
25 Bobay, who is with VHB. He's going to take us down

1 through the traffic situation and then I'll turn it  
2 over to Steve Bates, he'll take us down through the  
3 proposed parking layout. And then from there we'll  
4 go to the questions and comments, you know, just  
5 please hold your questions and comments until we get  
6 to this bullet, please. Just raise your hand, state  
7 your name and we'll answer any of the questions that  
8 come at us. We'll also stay around after the  
9 presentations are done and hear any other questions  
10 that are more specific to something that you're  
11 concerned with as well. And after we get done the Q  
12 and A session I'm going to get into what's following  
13 tonight, where do we head from here.

14           This is the agenda I was talking about. So  
15 project purpose and need, I'm not going to read this  
16 verbatim. It pretty much sums up basically  
17 pedestrian and mobility safety. That's what this  
18 project is really for is to increase the  
19 pedestrian -- improve the pedestrian safety out there  
20 and obviously improve the mobility situation through  
21 the downtown area. You know, the major issue  
22 is major back-ups in the months of July and August.  
23 Those are really the key elements. You know, the  
24 other issue is the non-compliant pedestrian  
25 facilities that are out there that need improvement

1 and then the parking obviously is problematic east  
2 and west of Route 1.

3           Some of the project stakeholders, you know,  
4 we've had many discussions and I share this because  
5 it's not just one stakeholder that we're worried  
6 about as we develop this project, there are a lot of  
7 stakeholders that we have to pool together and come  
8 out with a project that best fits these stakeholders.  
9 You know, obviously the Town of Wiscasset is one of  
10 them, the State of Maine is another, emergency  
11 services is critical, you know, the commuters,  
12 tourists, you know, the residents, businesses,  
13 bicycles, pedestrians, as I mentioned, historic  
14 folks.

15           Is that better? It always takes the police  
16 chief to make me raise my voice. Toby, you're not  
17 quite there yet.

18           Also the historic -- historic things that we  
19 have to worry about out there, utilities and  
20 obviously transport, which is delivery services,  
21 drop-off services and then obviously the regional  
22 interest of this corridor users from a regional  
23 standpoint that use it.

24           The design elements. Everything that we  
25 have to consider when we're going to design this

1 project, which makes it very complex. Pinch point on  
2 a major corridor, turning movements on and off to  
3 Route 1, and obviously the traffic design of the  
4 traffic signals worrying about the cycles, the times,  
5 which Chris will get into here in a moment. You  
6 know, obviously it's very high seasonal traffic, July  
7 and August being the two peak months, parking  
8 constraints east and west of Route 1, the business  
9 locations, you know, we've got to worry about where  
10 they're at and how to get people too and from. There  
11 is some residential area associated with the project,  
12 it's not just about the businesses. And then always  
13 we have to worry about utilities, aerial and  
14 subsurface. And obviously we're dealing with  
15 buildings that are very close to the corridor. You  
16 know, the biggest thing that I've heard is access to  
17 deliveries. You know, I don't think that was really  
18 much digested during the planning process, but I've  
19 heard it numerous times and I think we've tweaked  
20 things to accommodate those. And then obviously the  
21 landscaping items.

22 I just wanted to list some of the outreach  
23 that I've had to date, the number of meetings that  
24 I've had, which I've heard a lot of good comments.  
25 We've listened and I think we've done a pretty good

1 job at analyzing things. I've met with the select  
2 board numerous times, a number of PACs meetings. I'm  
3 not going to go down through all these one by one,  
4 but you can see there where I've been. I've met with  
5 the Historic Commission. I met with public safety  
6 officials. I met with public works officials. You  
7 know, we've done all that and met with the Senior  
8 Center, you know, heard their comments, which were  
9 valuable. We met with the Chamber of the downtown  
10 businesses recently, so we've had a lot of dialogue  
11 outside of our Public Advisory Committee meetings to  
12 analyze and put this feedback to use.

13 I also wanted to introduce the PAC  
14 meeting -- PAC committee members. And I got my list  
15 right here so I don't forget anybody because they're  
16 all valuable people that have really worked with the  
17 Department on behalf of the town and tried to pull  
18 some of these things together. Jamie Sonia, David  
19 Cherry. Is David here? I don't see him. Marian  
20 Anderson, the town manager. Susan Robson. Ben  
21 Averill, the town planner. I'm not sure if Ben is  
22 here. Also a key part, Steve Christiansen is here.  
23 Bill Maloney, Lonnie Kennedy-Patterson, Jeff Slack  
24 out back. Seaver Leslie and Cynthia Davis. I'd just  
25 like to thank these folks because they've been really

1 an asset to me from outside of town. Yes, I visit  
2 Wiscasset, but they've really helped us along to get  
3 where we are today and much appreciated. Thank you.

4 (Applause.)

5 MR. MARTIN: Okay. With that, I'm going to  
6 turn it over to Chris and he's going to walk down  
7 through the signal analysis and show you up on the  
8 screen and how it's going to function and these are  
9 at peak times, correct, Chris?

10 MR. BOBAY: That is correct. Great.  
11 Thanks. For the record, I'm Chris Bobay, traffic  
12 operations task manager with VHB. So the first thing  
13 I do want to introduce before getting into the  
14 traffic operations, and Ernie briefly touched on it,  
15 but it's the project limits itself. The project  
16 limits extend along Main Street from just west of  
17 Fort Hill/Federal Street to east of the Creamery  
18 Wharf driveway, that's approximately 700 lineal feet  
19 that this project entails. It adds two new traffic  
20 signals at Middle Street and Water Street. It's  
21 creating wider sidewalks on Main Street by relocating  
22 on-street parking to side streets and designated  
23 parking areas. It's removing some on-street parking  
24 from side roads close to the signalized  
25 intersections, the proposed ones, to accommodate

1 traffic queues. We're adding two new parking areas  
2 at Water Street and Railroad Avenue. We're adding  
3 new sidewalk along Water Street extending from the  
4 shops heading northerly to Railroad Avenue and the  
5 parking area. And there has been some parking  
6 changes from the original design to include  
7 elimination of some additional parking spaces close  
8 to the intersections, increasing parking on Railroad  
9 Avenue in lieu of additional parking at the Creamery  
10 Wharf. So that's the project limits themselves.

11           Now, for traffic operations. So traffic  
12 operations through Wiscasset, we've all experienced  
13 it. We've all seen the back-ups and congestion along  
14 Route 1 particularly during the summer months and  
15 vacation seasons, congestion that originates in  
16 downtown Wiscasset and affects Route 1 traffic flow  
17 into and out of town. One might ask, and many of you  
18 did who visited the traffic table prior to this  
19 public meeting, why does this occur? You know, it  
20 doesn't occur north and south of Wiscasset, but it's  
21 occurring here in the downtown, so what's causing  
22 that? The project has identified at least four  
23 contributing factors, that kind of friction, right.  
24 Okay. North and south of town traffic is flowing,  
25 but as soon as you get into downtown we're having

1 some elements that are competing against traffic flow  
2 along Route 1.

3           The first thing is the Route 1 traffic  
4 volumes themselves. What we're talking about, and  
5 many of you had discussed this that came to the  
6 traffic table, we're talking about 16,000 vehicles  
7 daily that travel along Route 1. That can approach  
8 almost 20,000 vehicles during the seasonal peak time.  
9 What does that mean on an hourly basis? And as Ernie  
10 eluded to, we're going to talk about the peak hour.  
11 That's what really contributes to the back-ups that  
12 we've seen down on Main Street. We're talking about  
13 anywhere from 1,100 to 1,200 vehicles per hour on  
14 Main Street traveling through Wiscasset. So take  
15 into consideration that a normal roadway facility,  
16 that would be the roadways north and south of town,  
17 can accommodate 1,300 vehicles comfortably and  
18 continue to have smooth flow. So one might say,  
19 well, wait a minute, you just said that we're at  
20 about 1,100 and 1,150 vehicles, why are we getting  
21 those back-ups? Well, it really has to do with those  
22 competing modes of transportation, you know, and  
23 those three elements are sort of listed up here.  
24 We're talking about pedestrians. A 12 hour count  
25 during July and August is showing that at Main Street

1 and Middle Street we're talking about 1,200  
2 pedestrian crossings in a 12 hour period. So now  
3 consider that's not 1,200 unique people, that would  
4 be somebody -- you can cross Main Street and then  
5 cross Middle Street so you're counted sort of twice  
6 and then you might come back. But, again, we're  
7 talking about 1,200 pedestrians crossing in a 12 hour  
8 period. At Water Street we're up to 1,700  
9 pedestrians that are crossing the roadway. So in an  
10 hour, we're talking about 1,250 pedestrians crossing  
11 Main Street in an hour period at Main Street and  
12 Middle Street and about 175 pedestrians that want to  
13 cross Route 1 at Water Street. Now, consider these  
14 pedestrians arrive randomly. State law, you yield to  
15 pedestrians in the crosswalk. Those pedestrians  
16 cross and interrupt that Route 1 traffic flow. You  
17 might have somebody cross, one vehicle going and  
18 another pedestrian comes up, a vehicle yields to that  
19 pedestrian, so consider that influence of the  
20 pedestrians to the downtown.

21 We're also looking at the side street  
22 traffic volumes themselves. Those range on a daily  
23 basis from 400 to 800 vehicles per hour wanting to  
24 cross. On a peak that means that we're talking about  
25 like on Middle Street about 40 vehicles per hour

1 coming down Middle Street and at Water Street  
2 approximately 100 vehicles per hour. You know, that  
3 is competing with that 1,100 and 1,150 vehicles along  
4 Main Street and that Main Street traffic generally  
5 yielding to those vehicles and to those pedestrians  
6 on demand.

7           So and then we have the parking maneuvers  
8 themselves in that block along Main Street between  
9 Water and Middle. The Highway Capacity Manual and a  
10 few other sources quantify that about 15 to 20  
11 percent. What does that mean? We're talking about 2  
12 to 300 vehicles per hour cannot be serviced along  
13 Main Street when you have parking in that block. So  
14 all of a sudden we were talking about, well, a normal  
15 roadway can accommodate 1,300 vehicles and less,  
16 we're down to 1,000, uh-oh, the volume exceeds the  
17 capacity downtown. So what we want to do is we want  
18 to somehow get that volume to meet the capacity.  
19 Well, there are several ways that we can do that. We  
20 can reduce the volume. There is really no way that  
21 we're going to be able to do that, right? I mean,  
22 the demands are what the demands are, so now we've  
23 got to look for increase in capacity. Well, how do  
24 you do that? Well, you can build additional travel  
25 lanes, but as you now through the businesses and the

1 bridge and stuff that is sort of constricted, so what  
2 other options do we have available? Well, we have  
3 already talked about these sort of competing  
4 interests, maybe we can make them work together to  
5 make the traffic work with the side street traffic to  
6 work with the pedestrians to work with the parking  
7 interests. So and that's what is being proposed and  
8 that's what's going to be presented to you here  
9 tonight.

10           So first and foremost, we remove that  
11 on-street and that parallel parking. It's the  
12 parking on Main Street between Middle and Water.  
13 Right away we can get about a 300 vehicles in each  
14 direction more through the downtown area along Route  
15 1. Increase the through-put of the traffic, so  
16 that's one interest. We can make the pedestrians --  
17 we can consolidate them. We can give them their  
18 opportunity to cross with the side street traffic.  
19 And how can we do that? Well, we can use a traffic  
20 control device. We can look at traffic signals and  
21 that's exactly what we looked at. So the Manual on  
22 Uniform Traffic Control Devices actually lists nine  
23 warrants for signalization. There are three volume  
24 warrants, there is a pedestrian warrant, there is a  
25 crash warrant, a railroad warrant and if you look at

1 that believe it or not the traffic volumes in  
2 Wiscasset do not warrant the installation of traffic  
3 signals. However, it is those pedestrian volumes  
4 themselves that are driving that warrant. And those  
5 pedestrians that I talked about earlier in the 12  
6 hour period, 1,200 pedestrians crossing at Water --  
7 at Middle Street, 1,700 at Middle Street, you know,  
8 175 per hour, you know, crossing Main Street. So  
9 that actually drives the warrant for the traffic  
10 signals and why it is a part of this proposal. So  
11 now the question becomes how do we evaluate this?  
12 And for those that came over to the traffic  
13 earlier -- to the traffic table you actually saw the  
14 model that we're using to evaluate that. I'm going  
15 to bring that up here in just a moment.

16           Okay. Many of you came over and actually  
17 were watching this earlier. So we have on the screen  
18 you have Middle Street, we have Water Street and we  
19 have Main Street. What you can see, how these  
20 traffic signals are going to operate is that they are  
21 going to be tied together so that we have green along  
22 Main Street, it will go yellow and red  
23 simultaneously. The vehicles that are in the  
24 mid-block will queue and you'll see that here  
25 momentarily. We have pedestrians that would cross

1 and those signals would go green for the vehicles to  
2 come off the side street into the mid-block. We go  
3 green on the main line. You might have this vehicle  
4 that might have taken that opportunity to look for  
5 the gap on the oncoming traffic to make a left turn  
6 onto Water Street. And what you'll notice is that  
7 from a traffic operation standpoint we are not  
8 proposing to have green arrows for the left turns in  
9 the mid-block. So in other words, you would still  
10 yield to oncoming traffic to make your turn. So what  
11 you will commonly find in this, this is a term -- I  
12 spoke to some of you that came up to the table  
13 earlier is that there is this term called sneakers.  
14 So what happens is when the signal goes yellow, and  
15 you may see this actually here, you've got two  
16 vehicles queued, when this goes yellow there are your  
17 sneakers. We've all done that. When the signal goes  
18 yellow you'll see the oncoming traffic stop, the  
19 first car will take that opportunity to complete its  
20 left turn. Usually the vehicle behind will follow.  
21 You usually get two through before that goes green  
22 and the side street traffic movements begin. So  
23 using this kind of phasing what we're talking about  
24 is we can process anywhere from 1,150 to 1,200  
25 vehicles per hour through Main Street. So really

1 we're talking about the capacity of the intersection  
2 is now going to be equal to really the volume, the  
3 peak seasonal volume. The one thing I do want to  
4 point out is that there will still be generally  
5 back-ups along Main Street. This is not a silver  
6 bullet by installing traffic signals. So the rule  
7 that we have been talking about and what the analysis  
8 is showing is that if you've generally seen a mile  
9 back-up, rolling queues through the downtown, in that  
10 situation with the installation of traffic signals  
11 you will not see that back-up or that rolling queue.  
12 However, in those situations where you have that  
13 heavy traffic, we have more than a mile-and-a-half,  
14 sometimes it goes two, maybe two-and-a-half miles  
15 back, you can expect that the queue of vehicles will  
16 probably be reduced in half. That's what the model  
17 is showing, but there will still be situations where  
18 we are going to have back-ups under this situation.  
19 But consider this, with the installation of this,  
20 we're servicing some additional modes here. We're  
21 providing the opportunity for the side street traffic  
22 to enter the corridor in an efficient manner. You're  
23 getting the opportunity -- you aren't putting the  
24 decision on the Route 1 motorists that are traveling  
25 through Wiscasset. Consider as well the pedestrians.

1 You have your opportunity now when you get that walk  
2 signal to complete your crossing. You, again, are  
3 not putting the decision on the Route 1 motorists to  
4 yield to that. So there has been crash history here.  
5 About 1 in 10 crashes does involve a pedestrian, you  
6 know, that's historically what is being shown. So  
7 the intent here is to satisfy the pedestrians,  
8 satisfy the side street traffic, increase capacity  
9 with the removal of the on-street parking but provide  
10 the signage to direct people off the Main Street to  
11 adjacent lots.

12           So I do want to continue on. Just in  
13 summary, so what have we talked about? Well, Main to  
14 Water and Main to Middle, we meet that Manual and  
15 Uniform Traffic Control Devices to warrant the  
16 signalization under the pedestrian signal warrant.  
17 So the proposed signals will work together, so that's  
18 something that they're not going to independently  
19 work. You know, it will go yellow and red and green  
20 simultaneously both on the side streets, both on the  
21 main line. With the traffic signals pedestrians will  
22 cross the street concurrent with vehicles, I forgot  
23 to mention that, but if you were watching the  
24 simulation that we were showing up here, pedestrians,  
25 when you get that walk signal you don't take control

1 of the intersections you move concurrent with the  
2 side street traffic or the Main Street traffic. So  
3 in other words, if you wanted to cross Main Street,  
4 when the signal -- if you get the walk signal it will  
5 also go green on Water Street and Middle Street. You  
6 would move concurrent with that traffic. It will  
7 yield to you as you go across. In other words, it's  
8 not an exclusive pedestrian crossing. And the final  
9 thing in summary, the existing Main Street delays and  
10 vehicle queues are going to be reduced. We're going  
11 to increase the through-put of traffic along Main  
12 Street.

13           So with that, I'll turn this over to Steve  
14 to talk about some of the geometric considerations  
15 for the project.

16           MR. BATES: Thank you. Can everybody hear  
17 me? My name is Steve Bates. I'm a highway designer  
18 with VHB. I'm going to kind of walk you guys through  
19 the parking situation, what is kind of being removed  
20 and --

21           AUDIENCE MEMBER: We can't hear you.

22           MR. BATES: Can you hear me now? Okay. So  
23 I'm going to walk you through basically what the  
24 parking is existing and then what's going to remain,  
25 what is going to be removed and then what we're

1 proposing as new. If anyone was here for the  
2 beginning session this is basically the general  
3 scheme of what we are proposing. Kind of off to our  
4 north is going to be off on the right side of the  
5 plan. This is Federal Street up here, Middle Street,  
6 Water Street and then this is going to be Railroad  
7 Ave on the bottom and then this is the bridge coming  
8 to Edgecomb and then west on -- or south on Route 1  
9 down to Bath.

10           So I will kind of walk you guys through on  
11 the slide spot by spot. So starting at the northern  
12 part you can see this is Federal Street. We are  
13 proposing to remove five spaces on the south side of  
14 Main Street and then create a loading area. It's  
15 going to be this area right here. Maintain the three  
16 existing spaces on the north side, which are  
17 currently the diagonal parked today. And then we are  
18 going to remove three spaces on the south side of  
19 Middle Street and this is going to be these guys  
20 right here.

21           And then moving our way down to Middle  
22 Street, which is going to be -- I'm sorry, Water  
23 Street, which is right here. We're going to be  
24 removing 24 spaces on both sides of Route 1/Main  
25 Street and we're going to add a loading zone, which

1 will be kind of a loading and unloading zone, so not  
2 just for trucks it will also be for if you're  
3 dropping someone off on your way to park and will  
4 allow people to get to businesses. And then we are  
5 going to have six spaces here on Water Street that  
6 are going to be removed along with eight that are  
7 being removed along the north side of Water Street.  
8 There are going to be two handicap parking spots  
9 along with we're going to have two remaining parking  
10 spots that are going to stay there today. And as you  
11 can kind of see, we're removing spaces that are right  
12 adjacent to the signals and that is so that we can  
13 allow the geometrics of the street to work for us and  
14 will allow vehicles to queue in each direction and  
15 allow for people to come into the street as well.

16           So moving up to Water Street, we're going to  
17 install a new parking lot 25 spaces and there will be  
18 two handicap locations in here and like I said before  
19 we're keeping these four existing and the handicap  
20 that's on the street right now.

21           And then to Railroad Ave you can see right  
22 along this location we're going to have 28 new  
23 parking spots, parallel parking, along with a loading  
24 zone at the very front and handicapped parking. We  
25 are also going to be adding 35 new spaces in this

1 parking lot. As you notice the parking, it's kind of  
2 hard to see, but as you come down this road you'll  
3 have the opportunity to come through the parking lot  
4 and circulate through to find parking and this is  
5 going to be -- along Railroad Ave is going to be a  
6 one-way. As part of this, we're also going to be  
7 leaving the 12 existing spots that are down at the  
8 Wharf. And this just shows a better close-up of that  
9 location. And this is, again, just a close-up of  
10 Railroad Ave parking area. At the end of this you  
11 can see that there are going to be two bus parking  
12 locations. That's in addition to this.

13           So in summary, as you can see at the top, we  
14 have 53 parking spots that are going to be removed.  
15 We have new parking of 88, existing parking is going  
16 to be 19 and two spots for busses. And then  
17 handicapped parking there are going to be nine total  
18 in the project along with four loading zones. If  
19 anyone would like to go through that further  
20 afterwards we can kind of -- I can show you a little  
21 bit more in detail on the plans. So I'm going to  
22 turn it back over to Ernie Martin.

23           MR. MARTIN: All right. Thanks, Steve. I  
24 just wanted to go over a couple of things. The  
25 Creamery Wharf, we're going to regrade, regravel,

1 repave and restripe that. One thing that we did do  
2 as part of the design, which added spots to Railroad  
3 Ave, is that we took away the railroad siding. There  
4 was a rail siding there, we've taken that away so  
5 that gained us more space on the I guess you'll call  
6 it the east side area of Railroad Ave to add more  
7 spaces there, so basically we didn't have to get into  
8 the Wharf at all because we added spaces here, but we  
9 are going to reconstruct that because the gravel base  
10 is failing and the pavement is not so good there, so  
11 we'll restripe that.

12           And associated with the parking, we haven't  
13 really analyzed exactly truly where the handicapped  
14 spots are going to be, what kind of spots are they,  
15 are they going to be timed spots, are they going to  
16 be two hour spots, 5 minute spots. Obviously we have  
17 some drop-off spots at certain times of the day  
18 they'll be used, at certain times they won't be, but  
19 all of that will be worked out as we progress with  
20 working with the Public Advisory Committee and the  
21 town on how to sign those. Part of this whole  
22 parking scheme is going to be a complete signage  
23 package, you know, kind of directing people to and  
24 from, so we'll -- I'm going to change it up a little  
25 bit. I go north and south here just for Route 1

1 perspective, so if you're traveling from Edgecomb  
2 heading towards Wiscasset, as you come across the  
3 bridge you're going to see municipal parking signs  
4 with right arrows telling people we want you to go to  
5 Railroad Avenue. If you're coming from Woolwich into  
6 Wiscasset across the bridge you'll have advanced  
7 signing that says municipal parking to the right  
8 because we want folks to travel down here and use  
9 this parking that's available over on Water Street.

10           If you look at it we're obviously not taking  
11 our project further here, but as you make your way  
12 down to Water Street you have all of that available  
13 parking there today along Water Street as well as the  
14 boat landing area, which kind of mimics what we've  
15 done on Railroad Ave. It's a little bit more spread  
16 out, but if you picture more parking down here it  
17 kind of mimics what we have here in some regards.  
18 This parking lot here is going to be striping, there  
19 won't be any islands there, so it will be open, but  
20 obviously when you have parked cars there there will  
21 be barriers and, as Steve mentioned, there will be a  
22 circular pattern to go around those to find  
23 locations.

24           Okay. With that we're going to turn this  
25 over to question and answers. I apologize for not

1 having a portable mic. We do have Robin, Robin is  
2 recording the meeting tonight, so if you do have a  
3 question if you don't mind maybe making your way down  
4 here and grabbing the mic if that's possible just to  
5 hear what we have for questions or comments. So  
6 basically -- I'll get you in a second, ma'am -- just  
7 raise your hand, stand up, come see me or if you have  
8 a loud enough voice, which I usually do, but I guess  
9 the police chief thought I didn't so he couldn't hear  
10 me back there. Just come down, state your name and  
11 ask your question. Ma'am.

12 AUDIENCE MEMBER: Lorna Winthrop. I'm  
13 concerned about wheelchair access. Once you drop  
14 somebody, can they cross? Is there going to be  
15 sidewalk enough and safety concerns enough for people  
16 with hearing, vision and mobility?

17 MR. MARTIN: Yup. Yeah, all of the  
18 sidewalks will be ADA compliant. I know there are  
19 some -- do you have a picture of the downtown  
20 section, Steve, that shows the wall and the steps a  
21 little better? So what you have here is you're still  
22 going to have the stairs that exist today. The only  
23 thing is on the outside of those -- the wall and the  
24 stairs will be an ADA compliant sidewalks, so there  
25 will be plenty of room in front of those walls for

1 wheelchairs to navigate up and down the sidewalk  
2 there, so that's actually going to add more space.  
3 As far as wheelchair drop-offs, that's one of the  
4 comments I heard at one of the meetings that I've had  
5 recently is just for that purpose and part of the  
6 business deliveries but also handicap accessibility  
7 to drop folks off, put them on the ADA compliant  
8 sidewalk and then go park and then come back and walk  
9 with them. Sir.

10 AUDIENCE MEMBER: Yeah, Chris Dilts. I live  
11 on Washington Street, which blends in at Route 1.  
12 And I was wondering if there has been any research  
13 done on the noise impact of tractor trailers coming  
14 up the hill, hitting jake brakes going down the hill,  
15 cars, trucks, motorcycles and so on how that noise  
16 level affects property values because it's already  
17 crushed mine. With that new traffic light at the  
18 bottom of Route 27 you can't even open the windows  
19 anymore with the constant beeping of the crosswalk  
20 stuff. I can't even go out and enjoy the stairs  
21 anymore without beep, beep, beep. So how does the  
22 noise affect the downtown value overall and how does  
23 that affect the people who have businesses down there  
24 that may be a B&B or whatever the case may be?

25 MR. MARTIN: Yeah, from the standpoint of

1 operations and noise I don't see it changing much.  
2 You know, obviously the signals you'll have a lot of  
3 stopping and going as you do today with the back-ups  
4 you have a lot of starting and going. One thing that  
5 we've got to look at is during non-peak times when  
6 the signal timing could be changed and maybe just,  
7 you know, flashing yellow on Route 1 and red on the  
8 side streets, so that's something that we still have  
9 to look at further, but that's good comment. Ma'am.

10 AUDIENCE MEMBER: Christine Hopf-Lovett.  
11 I'm just really concerned about the businesses and I  
12 wondered if this could be done in a two-step process.  
13 Could you simply take a few weeks to close off the  
14 parking and see what effect it has before making it a  
15 permanent change?

16 (Applause.)

17 MR. MARTIN: Yeah, it's complicated to take  
18 out one piece. It's really a whole package thing in  
19 its operational capacity and the timing and  
20 everything has got to be associated at once. You  
21 just can't bite a piece off and try a piece off at a  
22 time because it still wouldn't function.

23 AUDIENCE MEMBER: (Christine Hopf-Lovett.)  
24 Why not?

25 MR. MARTIN: It's just because of the

1 functionality of the signals and the side connections  
2 and through-put and the pedestrians. The pedestrians  
3 is the biggest thing here when you're trying to get  
4 that through-put that Chris talked about.

5 AUDIENCE MEMBER: (Christine Hopf-Lovett.)  
6 I don't see it.

7 MR. MARTIN: Ma'am.

8 AUDIENCE MEMBER: (Pam Logan.) So you  
9 stated --

10 MR. MARTIN: Can I get your name?

11 AUDIENCE MEMBER: Pam Logan. -- that your  
12 number one is to improve pedestrian safety and the  
13 key elements were to keep the traffic flow. In your  
14 model not one car parked, not one pedestrian crossed.  
15 In this model you have nobody, you have no area for  
16 the drop-off and loading on the north bound side, so  
17 those people who are concerned about wheelchairs  
18 you're going to have to go in circles to drop-off on  
19 the other side. I agree I think it is important to  
20 do a trial. Again, none of these models here or a  
21 year ago also pointed out the parking that we already  
22 have further down on Water Street, behind streets and  
23 other places in town. If we do a trial the second  
24 week in July, second week in August, two high traffic  
25 times, Friday to Monday, close off the parking, do a

1 trial. I think the town would be incredibly  
2 interested in the outcome rather than a permanent  
3 structure just because you can't do parking here or  
4 parking there. It's going to affect us and I think  
5 that it is in the town's best interest and MDOT's  
6 best interest to do a trial and I think that we would  
7 all like to see that.

8 MR. MARTIN: Thank you.

9 (Applause.)

10 MR. MARTIN: Sir.

11 AUDIENCE MEMBER: I'm Griffith Winthrop.  
12 The last time I saw you, sir, was over at the  
13 Community Center. There was some discussion at the  
14 time as to whether or not Route 1 traffic could be  
15 diverted over one of the existing bridges to the  
16 south of us for all that traffic that is simply going  
17 through Wiscasset to get on Route 1 to go somewhere  
18 else, either way going north or south. In order to  
19 take the volume of traffic off -- the pressure off  
20 Wiscasset properly and then those people who are  
21 coming to Wiscasset will come to Wiscasset like they  
22 always have but we're not going to have that kind of  
23 volume of traffic. And the other suggestion that was  
24 made was to find out whether or not you could put  
25 elevators -- elevators in on either side so that

1 people who want to cross the street could use the  
2 elevator to get over the traffic so they wouldn't be  
3 faced in potential problems with car/people  
4 interactions, so to speak. And I would suggest that  
5 if we were going to have people crossing, you know,  
6 have an indication telling us that they're going to  
7 cross that street and at the same time to their left  
8 or right they're going to have a car pulling out, I  
9 think that is not the best way to do that in terms of  
10 injuries to people. Thank you.

11 MR. MARTIN: Thank you. Sir.

12 AUDIENCE MEMBER: Yes, sir. I'm from  
13 Waldoboro and I'm wondering if I can --

14 MR. MARTIN: Can I get your name?

15 AUDIENCE MEMBER: Ron Phillips.

16 MR. MARTIN: Thank you.

17 AUDIENCE MEMBER: (Ron Phillips.) Can I  
18 talk here?

19 MR. MARTIN: Yes.

20 AUDIENCE MEMBER: (Ron Phillips.) So I  
21 think we're all very pleased with the efforts the  
22 MaineDOT staff are making to solve this issue and  
23 what you are doing, so congratulations for this  
24 effort. So I was the past CEO of Coastal  
25 Enterprises, which owns quite a bit of property here

1 in Wiscasset, or did, especially the Haggett Building  
2 which was taken by eminent domain by MaineDOT not  
3 long ago. It is housing right now for the Midcoast  
4 Conservancy, which is a year-round business employing  
5 50 people and growing. And I have a question for the  
6 citizens of Wiscasset as to whether they want to lose  
7 this business because it's a going concern. Second,  
8 the facility, which is a great building by the way,  
9 very strong with historic showcase windows going back  
10 to Larry Haggett days in 1916 as people know. I know  
11 there are debates about the historic value of the  
12 building, but with the showcase windows and the trees  
13 of the Haggett as well as the historic walk of, you  
14 know, the sign on there it does seem to suggest  
15 something. I have a question to you but also the  
16 citizens as to whether MaineDOT decided to forego  
17 federal funding for the project in order to forego  
18 historic review of the Haggett. My point is that  
19 Midcoast Conservancy is likely to leave Wiscasset, a  
20 year-round business. We were a year-round business  
21 at CEI in the 1990s. And I expressed this point of  
22 view to Commissioner David Bernhardt. We had talked  
23 to our senators, Senator Dow, by the way, is also the  
24 senator of Waldoboro. There is a lot of action going  
25 on here. There is a petition currently calling into

1 question the process that has taken a hold of  
2 Wiscasset, again, arguing with citizens of Wiscasset  
3 not so much MaineDOT to do what you're doing and  
4 there is also a lawsuit. So the question here, 24  
5 spots, parking spots, as compared to an ongoing small  
6 business enterprise in Wiscasset, which is part of  
7 the brand and community of Wiscasset. They have  
8 stewardship responsibilities reaching up into Central  
9 Maine. They have associations with many other  
10 conservation and community elements and you're going  
11 to lose a business and probably other businesses.  
12 All I'm proposing and have proposed to Commissioner  
13 Bernhardt is don't demolish Haggett. It's a good  
14 building. It's used for community facilities. It's  
15 an art gallery. It creates economic value  
16 year-round. 24 spots, that's the trade-off. There  
17 ought to be some way to find 24 slots. Thank you.

18 (Applause.)

19 MR. MARTIN: Thank you. Sir.

20 AUDIENCE MEMBER: Don Davis, Middle Street,  
21 Wiscasset. In a follow-up to this gentleman's  
22 statement, Joni Mitchell came out with a nice little  
23 song a number of years ago that some of us might  
24 remember about tearing it down and making it into a  
25 parking lot. This is a very historical building in

1 this town. It's a very attractive building and it's  
2 also a tax base. This is a town that has lost tax  
3 base as a result of other businesses that are left  
4 and Maine Yankee leaving. Taxes are on the down side  
5 as far as revenue coming into this town. We don't  
6 need to take another building off the tax base for 24  
7 spaces as well as the jobs that are associated with  
8 that business, the historical value of that building  
9 for 24 spaces it just doesn't make sense. There is a  
10 building adjacent to that parking lot, which is in  
11 less than desirable condition. You could probably  
12 take that for a lot less money, put in some spaces in  
13 there, it would open up parking connecting into the  
14 Treat's parking lot and it would allow deliveries  
15 off-street instead of on the street where people --  
16 where all of those businesses could be serviced from  
17 behind instead of on the street. But the biggest  
18 problem is the tax base in this town, it's not --  
19 Maine isn't flush with cash and neither is Wiscasset  
20 and to take money away from a town is not deserving.  
21 Thank you.

22 MR. MARTIN: Thank you. Sir.

23 (Applause.)

24 AUDIENCE MEMBER: Carl Amirault. When you  
25 had your little video going there, am I to assume

1 that when you're coming out of Water Street to Route  
2 1 in front of Sarah's is that going to be right turn  
3 only?

4 MR. MARTIN: No.

5 AUDIENCE MEMBER: (Carl Amirault.) On your  
6 video every car that came out of Water Street took a  
7 right and went across the bridge. Nobody went across  
8 traffic and tried to go up the hill, not a single  
9 vehicle. So if that is going to be the form, I don't  
10 know which -- I'm just wondering what it's really  
11 supposed to be because it didn't look real that way.

12 MR. BOBAY: Yeah, I guess I should point out  
13 that was just sort of a snapshot going through there.  
14 The majority of traffic turning off of Water Street  
15 that's shown there is actually, and you all know  
16 about it, is traffic that comes down Route 1, makes a  
17 right onto Lee, comes on down into Fort and Bradbury  
18 and makes its way over to Water Street. That's a  
19 huge demand. We're talking about close to 100  
20 vehicles per hour that come off of Route 1, still  
21 destined for the other side of Route 1, but sort of  
22 take that trip down through there.

23 Now, I can pull up the, you know, in the  
24 interest I can even as we're doing this have the full  
25 macrosimulation running and for those of you even

1 afterwards we can run that even more so. You'll  
2 actually see that there is about 25 to 30 vehicles  
3 turning left out of there. It just so happened --

4 AUDIENCE MEMBER: (Carl Amirault.) Not on  
5 your video.

6 MR. BOBAY: Yeah, and again, remember that's  
7 in an hourly period, so what we probably just looked  
8 at was about 5 minutes. So and the majority of them  
9 will be right turns, but just so you know, sir, yes,  
10 it will be full access coming off of Water Street as  
11 far as the traffic and the turning movements.

12 MR. MARTIN: Sir.

13 AUDIENCE MEMBER: Bob Bruce. I have noticed  
14 that all of the lanes are adequate for motor vehicles  
15 and there is no bicycle lanes, but bicycles are going  
16 to have to travel through there. There isn't room  
17 enough for bikes and cars to go concurrently. Are  
18 you going to use sharrows to indicate sharing the  
19 road so that the bicycle will be allowed to take the  
20 lane and move with traffic? Obviously the flow of  
21 traffic is going to be relatively slow through town  
22 and bicycles will be more able to keep up to speed  
23 with them until they get to one side or the other of  
24 town. I've also been assured that the sensitivity of  
25 the lights will be such that it will pick up bicycles

1 and not all lights do that. I understand that we're  
2 moving towards better lighting that will pick up  
3 cyclists and that's going to be important especially  
4 coming off the street onto Route 1/Main Street. And  
5 then again when there is no traffic the use of the  
6 green box theory right at the end of the light to  
7 encourage cyclists to move up is another thought  
8 process that can be done. And I just want to make  
9 sure that they have been at least looked at and  
10 determined whether they're viable or not.

11 MR. MARTIN: Yup. You want to talk a little  
12 about the connectivity?

13 MR. BOBAY: Yeah, as we had discussed  
14 earlier, and I recall our conversation that we had,  
15 yeah, we'll be having 5 foot shoulders coming in and  
16 outbound particularly going up that hill. So, you  
17 know, obviously the intent is the bicyclists would be  
18 able to ride on those shoulders making their way  
19 through. Also pertaining to the bike detection  
20 essentially, as MaineDOT has sort of adopted most of  
21 the technology that's going on from the vehicle  
22 detection side is on the thermal range, so really the  
23 age of, you know, installing these wire loops in the  
24 pavement has gone by the wayside and a lot of this  
25 thermal-based technology that detects vehicle

1 specifically detects bikes. It can detect the  
2 signature of a bicyclist and hold those proverbial  
3 signals for that bicyclist to make its way through  
4 the signal. That will be the technology that we  
5 would be exploring and having installed for the  
6 traffic signal system here in Wiscasset.

7 MR. MARTIN: Ma'am.

8 AUDIENCE MEMBER: My name is Crissy Swartz.  
9 Well, that brings up one of my concerns that in our  
10 visual that we have lovely things over there to look  
11 at the lighting. When you talk about this  
12 thermal-based technology that's putting visuals in my  
13 mind as something very modern and obtrusive overhead  
14 that will be blocking then the visuals coming down  
15 the hill to look at Wiscasset you'll be seeing these  
16 big huge lights as opposed to a pole lighting system.  
17 Will the pole lighting systems that I've seen in  
18 other towns that are on these nice black poles that  
19 have traffic signals, will they be able to have this  
20 kind of technology or do you have to have some modern  
21 device?

22 MR. MARTIN: Yeah. The black poles will  
23 have the same modern devices that, you know, the ugly  
24 ones do. And obviously we want to make sure they're,  
25 you know, obviously that's in discussion with the

1 town and landscaping and coming up with what style  
2 they are, but they'll be antiquish type lighting  
3 systems. Sir.

4 AUDIENCE MEMBER: Mark Swartz. I'm just  
5 wondering, you heard, Ernie, two questions on why  
6 you're demolishing the Haggett Building for the  
7 parking, would you please respond to that and tell us  
8 what your thinking is and why there is no other  
9 alternative to that?

10 (Applause.)

11 MR. MARTIN: Yeah, just related to the whole  
12 situation here, you know, the Haggett Garage -- CEI,  
13 I'll stop calling it Haggett's Garage. It's CEI  
14 property that is for sale. It has been for sale for  
15 some time and the Department has been in discussions  
16 with CEI during the planning process about the  
17 property. The blue building, Haggett's Garage, you  
18 know, is not eligible from a historic standpoint.  
19 The blue building is eligible for historic. It's on  
20 the eligible list for historic properties. The other  
21 issue with the blue building is the landscape. There  
22 is quite a bit of elevation difference between the  
23 two, so just taking care of the blue building is  
24 fine, but it's everything else around it. When you  
25 look at -- and these are just tax maps, these aren't

1 laid out, you know, survey plans, okay. I just want  
2 you guys to know this. Looking at the tax maps and  
3 talking with a couple of the property owners here  
4 there is a 10 foot easement behind Treats that looks  
5 like it stops right here. And then you've got these  
6 three properties that come right down into here where  
7 there is about a, I'm guessing, a 7 or 8 foot  
8 retaining wall right here. So when you look at this  
9 parcel, that's huge impacts not only cost-wise,  
10 historical-wise because it's eligible, but the  
11 impacts to the abutters when you're talking retaining  
12 walls in someone's back yard. I mean, that's -- I'm  
13 sure that's why it wasn't looked at in the planning  
14 process. I wasn't part of the planning process, but  
15 just from me looking at it and hearing the comments  
16 and questions in previous meetings related to the  
17 blue building that's a lot of impact associated with  
18 it. Ma'am.

19 AUDIENCE MEMBER: Beth Maxwell. We're  
20 looking at this area between just these streets, will  
21 there still be pedestrian crosswalks at Federal  
22 Street and farther up near Washington Street?

23 MR. MARTIN: Yes, those will remain.

24 AUDIENCE MEMBER: (Beth Maxwell.) Okay. So  
25 you'll still have traffic stopping for pedestrians.

1 MR. MARTIN: But it should be hopefully  
2 working within the process downtown. Ma'am.

3 AUDIENCE MEMBER: (Pam Logan.) In regards  
4 to your response to the Haggett's Building and the  
5 blue building, I spent hours researching from the  
6 Maine Historic Society, the National Historic  
7 Society, The New England Historical Society, the only  
8 thing that we have in Wiscasset that is on the  
9 historic list is the boats that are now gone and the  
10 historic district, which we're all apart. The  
11 Haggett's Building is on our walking tour, the blue  
12 building is not. If you're talking about people in  
13 the back yard there is a house behind the Haggett's  
14 Building. There you go. It doesn't make sense.  
15 We're talking to about a 110 year old building that  
16 is of sound mind. The blue building is not of sound  
17 mind. So whether you think it is on the historic  
18 list it is not. It is no more historic than the  
19 Haggett Building, so if you're going to choose one,  
20 choose one that isn't on the walking tour.

21 MR. MARTIN: From the MHP standpoint the  
22 blue building is eligible. It's not listed.

23 AUDIENCE MEMBER: (Pam Logan.) Eligible.  
24 Define eligible.

25 MR. MARTIN: Eligible has the same

1 restrictions -- from a historic standpoint, eligible  
2 has the same restrictions as being on the actual  
3 historic list, which, yes, it doesn't make any sense,  
4 but trust me, if anybody knows it, I know that  
5 because we have dealt with it on many other projects.

6 AUDIENCE MEMBER: (Pam Logan.) But you're  
7 not taking any federal money for it.

8 MR. MARTIN: Can I get your name again?

9 AUDIENCE MEMBER: It's Pam Logan.

10 MR. MARTIN: Thank you.

11 AUDIENCE MEMBER: (Pam Logan.) You're not  
12 taking any federal money for it, so what is your  
13 historic aspect of this? You didn't really answer  
14 that question about why you did not take federal  
15 money.

16 MR. MARTIN: That was answered via the  
17 Commissioner in the Department.

18 AUDIENCE MEMBER: (Pam Logan.) Perhaps  
19 those people here did not hear that.

20 MR. MARTIN: Seaver.

21 AUDIENCE MEMBER: (Pam Logan.) Wow.

22 AUDIENCE MEMBER: Seaver Leslie. And I am a  
23 member of the Wiscasset Public Advisory Committee for  
24 this downtown project. Please don't get mad at  
25 Mr. Martin or any of these guys. It's the plan

1 that's not sound yet. The plan is not sound yet.  
2 It's not there yet. It's not a good plan at this  
3 point, but the most important issue here has had  
4 repercussions for the Town of the Wiscasset. As a  
5 member of this committee I want to make this clear  
6 that the most important concern that we have is the  
7 economic well-being of this town. The downtown  
8 buildings and businesses are essential contributors  
9 to the town tax base. Store front parking is a  
10 crucial lifeline for these businesses. Now, at one  
11 of the first meetings of the Advisory Committee, I  
12 asked Mr. Martin to request the DOT do an impact  
13 study comparing the economic effects of Option 1,  
14 which was one of their options which was acceptable  
15 to them, versus Option 2, which is what they're  
16 promoting here. We have yet to see any of that  
17 analysis and I want to make sure that that's  
18 forthcoming, okay.

19           The most recent study of the Route 1  
20 corridor in the Wiscasset area, the projected plan  
21 you're now pursuing will only increase through-put,  
22 which is what they're talking about, the through-put  
23 of vehicles across the bridge either way. The  
24 through-put has been a small amount for a few -- just  
25 a few years then we'll be facing the traffic problem

1 again and in the meantime this will be threatening  
2 the businesses along Main Street and we need a better  
3 plan. Also, I ask that you study -- I asked the DOT  
4 to study these projected noise and air pollution  
5 problems around the proposed esplanade, which they  
6 had in the pretty pictures. Your renderings show  
7 people enjoying a beautiful day in a leisurely way  
8 sipping coffee and the flower bed and trees with not  
9 a car or truck in sight, but the truth would not be  
10 this pretty picture that you're presenting.  
11 Obviously the 16 wheelers that we know will all be  
12 grinding gears from a stop light, they're going to be  
13 making all sorts of noise and air pollution from the  
14 traffic signal down at Red's and on Water Street. We  
15 tried the traffic lights and, yes, we all know what's  
16 ahead with the traffic lights and it's going to be  
17 definitely a problem because the traffic tie-ups in  
18 Wiscasset are seasonal problems only and we don't  
19 know the negative effects of this Option 2 plan.  
20 Removal of the store front parking on Main Street, we  
21 recommend a sensible less destructive alternative.  
22 And as somebody mentioned, install temporary  
23 bump-outs or planters to shorten pedestrian  
24 crosswalks that they've been discussing, which is --  
25 this is a good, sensible main approach a problem, put

1 temporary bump-outs there and get the pedestrians  
2 crossing the 36 foot crosswalk as opposed to 81 feet  
3 that's there now so it's a quicker crossing for the  
4 pedestrians. Improve the Railroad Avenue parking  
5 property, which MDOT already owns, which they've said  
6 they'd improve and this will be magnificent for the  
7 town. Get that improved with the 28 or -- 28 new  
8 spots down on Railroad Ave. No need to tear down  
9 Haggett's Garage, okay.

10           Let's start with this. This is the sensible  
11 way Maine people do things. We'll start with these  
12 things incrementally and see how they're doing and  
13 test how they're doing. Make these temporary  
14 improvements in stages and measure their effects is  
15 the most practical way to do it. The recent work in  
16 Thomaston, if you've been up in Thomaston, the whole  
17 thing that DOT has done in Thomaston notice that the  
18 parking is remaining on Main Street in front of the  
19 businesses. This is crucial as you all are concerned  
20 about what's going on with this town and via economic  
21 base and our taxes, okay. No tax payer in the State  
22 of Maine is going to want to throw \$5 million at an  
23 ill conceived plan that shows little evidence of a  
24 long-term benefit. The best sign for Wiscasset is  
25 proceed with caution. Don't punish Wiscasset for a



1 MR. MARTIN: It's actually more than a  
2 beautification and, you know, one comment that I  
3 heard clearly from the Wiscasset Historic Commission  
4 folks is less wider sidewalks and we actually  
5 lessened the width of the sidewalks from what we  
6 previously had and as far as the plantings go, I'll  
7 show you a plan right now that we have that we'll  
8 build off moving forward from tonight. I like the  
9 concepts, you know, but as far as what Wiscasset is,  
10 I think they're kind of unrealistic with what the  
11 expectation should be in the future as far as looks  
12 aesthetically. I think there are some big changes  
13 that we can make or lessen so it doesn't look like  
14 what you just mentioned.

15 AUDIENCE MEMBER: (Kim Dolce.) But my  
16 question was about the breakdown of the cost and  
17 whether or not the taxpayers would understand how the  
18 money was being spent.

19 MR. MARTIN: Well, I think as far as  
20 breakdown of cost, I mean, a lot of it is based off  
21 the traffic mobility and traffic mobility. I mean,  
22 the bump-outs and the wider sidewalks are for  
23 pedestrian safety. And the other side of the coin is  
24 that, you know, when you look at the cost of the  
25 sidewalks, right now the town has inadequate ADA

1 compliant facilities, you know, so the cost to  
2 replace all of these and even if you went with a  
3 three year plan, if the town has to implement, which  
4 they should be implementing, an ADA compliant plan to  
5 rehabilitate their facilities you're looking at over  
6 three years probably 400,000 to replace those  
7 facilities to make them ADA compliant, you know, so  
8 when you think about that we're going to take care of  
9 that, which is a huge issue from the standpoint of  
10 ADA compliance. So when you look at the users of the  
11 corridor and, again, I go back to my list, there are  
12 a lot of users that use this corridor. You talk  
13 about the tractor trailers, it's Route 1, it's NHS,  
14 you have a lot of deliveries that go up and down  
15 Route 1, so it's -- it's more so, yes, I have to  
16 consider the folks here tonight, but I also have to  
17 consider the users of this corridor to make it  
18 efficient for mobility and safer. Ma'am.

19 AUDIENCE MEMBER: (Pam Logan.) Answer the  
20 question.

21 AUDIENCE MEMBER: Do you have an updated  
22 version of how you envision it looking because you  
23 said you made the sidewalks a little smaller, do you  
24 have anything that we can see visually what it's  
25 going to look like?

1 MR. MARTIN: I will get to that in just a  
2 second, but I am going to warn you, it's pretty  
3 bland, but it's something that is there to build off  
4 based on --

5 AUDIENCE MEMBER: I'd like to see what you  
6 have now.

7 MR. MARTIN: Yes. Thank you. Ma'am.

8 AUDIENCE MEMBER: Again, my name is Beth  
9 Maxwell. I may have not understood in previous  
10 meetings, but the pictures with the planters and the  
11 tables and the benches, I thought it was mentioned  
12 that if that was what Wiscasset wanted then Wiscasset  
13 would have to supply all of that.

14 MR. MARTIN: We're doing everything that  
15 comes out of our design. I mean, if it's planters,  
16 if it's benches, if it's tables, if it's lights,  
17 we're supplying that, we're paying for that as part  
18 of our designs. We're paying for the signals. We're  
19 going to maintain those signals in the future. Once  
20 they're in place, we are going to maintain them.  
21 Let's try to get some other folks that haven't  
22 spoken.

23 AUDIENCE MEMBER: Ernie, you --

24 MR. MARTIN: Can I get your name, Bill?

25 AUDIENCE MEMBER: My name is Bill Sutter.

1 MR. MARTIN: Thank you.

2 AUDIENCE MEMBER: (Bill Sutter.) You said  
3 the project was fully funded. I spent five hours  
4 last Tuesday sitting with the Transportation  
5 Committee in the Legislature and they debated funding  
6 for the upcoming program, which this project is in.  
7 The work session on that bill is next Thursday, so it  
8 is not funded yet until that program is passed and it  
9 has to get through Transportation and then it has to  
10 get through Appropriations and \$5 million in that  
11 that could be more sorely used elsewhere if you can  
12 get by doing a lot less dollar value here.

13 MR. MARTIN: Thank you. Sir.

14 (Applause.)

15 AUDIENCE MEMBER: Bill (Inaudible). My  
16 question to you is does the state own the railroad --  
17 the Rockland branch from Rockland?

18 MR. MARTIN: The railroad right of way?

19 AUDIENCE MEMBER: No, do they own the line  
20 because I know Timmy Miller owns Maine Central --  
21 bought the Maine Central back in the '70s.

22 MR. MARTIN: Yup. No, it's a State of Maine  
23 railroad right of way.

24 AUDIENCE MEMBER: You just own the right of  
25 way?

1 MR. MARTIN: Yup. It's a state-owned --

2 AUDIENCE MEMBER: He still own the land.

3 MR. MARTIN: It's a state-owned rail too.  
4 The State of Maine owns the rail.

5 AUDIENCE MEMBER: Well, that kind of  
6 confuses me a little bit then. Then what does Miller  
7 still own?

8 MR. MARTIN: Excuse me, I didn't get that.

9 AUDIENCE MEMBER: What does Timmy Miller  
10 still own?

11 MR. MARTIN: I'm not sure. I'd have to look  
12 at it. I'm not the rail guy, but I can certainly  
13 look at it. You're saying Timmy Miller was the  
14 previous owner?

15 AUDIENCE MEMBER: Right. Timmy Miller, he  
16 bought the whole Maine Central back years ago.

17 MR. MARTIN: If you can do me a favor and  
18 grab a comment card and a self-stamped addressed  
19 envelope and send me your contact information and  
20 I'll get back to you because I don't have those  
21 answers right now.

22 AUDIENCE MEMBER: Okay. So you partly  
23 answered my question, you just lease sections.

24 MR. MARTIN: I don't know that for sure.  
25 I've got to do some research. Sir.



1 money with bridge costs and future maintenance costs.  
2 I don't want to argue about it, but I wasn't part of  
3 that discussion.

4 AUDIENCE MEMBER: (Carl Amirault.) I don't  
5 either, but just a few years ago you wanted to bisect  
6 the town and put a bridge all the way across the bay,  
7 which would be about probably four times longer than  
8 the bridge from Edgecomb to Westport Island, so it  
9 makes no sense.

10 MR. MARTIN: Yup. I wasn't part of that and  
11 I don't have an answer. John.

12 AUDIENCE MEMBER: Thank you. I'm John  
13 Reinhardt. You probably know me from other sides. I  
14 thank you, Ernie, for doing this because it shows an  
15 awful lot of problems. One of the problems that I  
16 think that has not been identified or even talked  
17 about is in my 25 years here I have noticed that  
18 Maine drivers are really like perhaps running water.  
19 They will seek the easiest way to get around. Now,  
20 not one word has been talked about because when Bath  
21 Iron Works starts up at 3:30 and there is traffic on  
22 Route 1, Lee Street, Churchill Street, they all go  
23 around and then they try and find areas going in  
24 there. So far I am against the lights personally,  
25 but you haven't identified what's coming in from

1 different areas and that, my friend, is going to  
2 impact the amount of traffic that can get through  
3 because people are going to go down Lee Street, down  
4 Churchill Street. Thank you.

5 MR. MARTIN: I just wanted to comment on the  
6 traffic counts. The traffic counter is down closer  
7 to Woolwich than where the traffic counts are taking,  
8 so that's taking into account all those -- that's the  
9 volume taken, you know, so that should take into  
10 account all of the bypass seekers that are trying to  
11 bypass within the city. You know, and it's evident,  
12 I mean, in talking with the police chief, you know,  
13 we looked at a couple options during the PAC process  
14 to make that even more not available to the water  
15 seekers as you said. You know, they flow where they  
16 flow, but, you know, we looked at an option, but it  
17 just didn't function properly and it made the model  
18 not function the way it does today. So the traffic  
19 counting station picks up all those seekers as you  
20 say, John, so I feel confident that those are already  
21 picked up in the model based off those projections.  
22 Sir.

23 AUDIENCE MEMBER: Fred Quivey. I'd like to  
24 follow along with the question Mr. Sutter asked  
25 earlier. In the process of building and doing

1 construction I've done a lot of that over my career  
2 and there is a concept called value engineering and  
3 if you don't get all of your \$5 million, let's say  
4 you get 4-and-a-half, what falls off the page? Or if  
5 it's not \$5 million it's a no go because you are at  
6 the whim of this committee or at the direction of the  
7 committee that's going to finance this. So certain  
8 things might leave the table like the planters or the  
9 Haggett Building or something like that. I'd like to  
10 know what falls off first if you don't get 5, if you  
11 get 4-and-a-half, if you get 4, where are we left in  
12 that equation?

13 MR. MARTIN: From my seat as a project  
14 manager the project is fully funded and until someone  
15 tells me otherwise then I'm continuing on as I go.  
16 Somebody else? I want to get some different people.  
17 Judy.

18 AUDIENCE MEMBER: Judy Flannigan. And I  
19 really was going to try not to speak tonight, but I  
20 think we need to hear from someone that's not as  
21 concerned about some of the things I've heard  
22 tonight. I have been around town a bit and I've  
23 lived in town 60 something years and the Haggett  
24 property, it's my understanding is not declared --  
25 does not meet the criteria of the historical

1 notation. As far as defending the business that is  
2 the client or the tenant there, it's not a business,  
3 it's a non-profit and it's wonderful. It's been a  
4 good asset for Wiscasset and I hope they can find  
5 other property, but it is a non-profit in that  
6 building right now. I feel that there are a lot of  
7 people here that really would like to see this dead  
8 in the water, but there are people -- some here, some  
9 out there, not here tonight, but are very much in  
10 favor of this. There are business people -- I would  
11 not say all of the businesses are going to dry up and  
12 go away. A lot of business people do, they are in  
13 favor of this and they don't think they're going to  
14 have to pack up and move away. It's a change. It's  
15 a big change, but I think that it will be good for  
16 Wiscasset. I am supporting it on a safety issue  
17 primarily, but then also for what I think is going to  
18 be good for this town. And I just wanted to go on  
19 record as there is someone here in this room who  
20 really feels that this is a going to be a benefit for  
21 the Town of Wiscasset.

22 (Applause.)

23 MR. MARTIN: Thank you.

24 AUDIENCE MEMBER: I am Lisa Truesdell and  
25 I've lived here for 15 years and I don't like to

1 speak, but Judy kind of made me get out of my seat.  
2 And I have children and I love to walk, so I walk  
3 downtown weekly and for me the safety is huge and  
4 that's why I'm so in favor of the project. The idea  
5 of big sidewalks, like I can't physically fit a  
6 stroller -- I can't go up the stairs, I can't fit a  
7 stroller, so in crazy traffic I'm trying to maneuver,  
8 you know, a stroller around parked cars that are  
9 backing out if I want to even go to a business. So  
10 it's just been -- it's not good for me and for  
11 anybody else who has children. So for me I know  
12 there is a concern about, yeah, it's a risk for the  
13 businesses, but I feel like it helps for safety for  
14 people walking. And I don't know, I feel like I -- I  
15 even was a part of years ago when we were part of the  
16 bypass meetings and I went to all of those and I'd go  
17 home like, ah, because I feel like, you know, I'm a  
18 Mainer too and change is just hard. People don't  
19 want to sacrifice and I feel like things don't ever  
20 change because we get, you know, we can't please  
21 everybody and some people have to be willing to give  
22 a little bit for the greater good. So that's what  
23 I'd like to say.

24 MR. MARTIN: Thank you. Mary.

25 (Applause.)

1           AUDIENCE MEMBER: Mary Fairfield. I, you  
2 know, I like Judy voted for this project originally  
3 back in June, but when I saw this tonight and I  
4 really, you know, I've seen stuff in the newspapers  
5 and what really bugs me is -- and I know you  
6 addressed this in somebody else's concern about the  
7 handicapped parking. Why on earth you'd have  
8 handicapped parking way over there where the Haggett  
9 Building used to be and remove handicapped parking  
10 from in front of the building that my father owns.  
11 And my father needs handicapped parking. He owns  
12 that building, Schuyler Fairfield, he has a handicap  
13 thing for the vehicles for his caregivers in town and  
14 he owns that building and right now the way you have  
15 it set up there he can't go in front of his building  
16 to go collect rent. And I can tell you he owns the  
17 Railroad Avenue side of that building too and he  
18 can't maneuver around. It would be difficult for him  
19 to maneuver around. So, you know, I look at where  
20 the handicapped parking is in this model and it just  
21 doesn't -- it really disappoints me as someone who  
22 was originally in favor of this. And I guess how can  
23 you assure people like me and I know one of his  
24 tenants who has a beauty parlor there, 90 percent of  
25 her clients need that handicapped parking space

1 because they're older and she takes care of the older  
2 people in our town. And how can you assure us that  
3 when all is said and done that the handicapped  
4 parking is not going to hurt our businesses because  
5 we're a very old town, a very old county and having  
6 handicapped parking way over there doesn't make any  
7 sense to me.

8 MR. MARTIN: You're the reason why we have  
9 these meetings. How am I supposed to know that?  
10 Right?

11 AUDIENCE MEMBER: (Pam Logan.) You're the  
12 project manager.

13 MR. MARTIN: So I didn't know until you just  
14 spoke up, so I got it now. Thank you. Ma'am.

15 AUDIENCE MEMBER: My name is Beth Quivey and  
16 I have a question about some safety issues that  
17 perhaps you have not already taken note of. I happen  
18 to work at Castle Tucker on High Street during the  
19 summer. It's -- you might know it's a historic  
20 property. We get a lot of tourists, a lot of  
21 visitors there during the summer. It also goes  
22 parallel from Route 1 right down to the waterfront  
23 area. There are -- I can't remember exactly how many  
24 stop signs there are on that side road, but there is  
25 more than one and I have stood looking out the window

1 of Castle Tucker and in the height of the summer or  
2 even not in the height of the summer people are  
3 turning down Main Street and gunning their cars.  
4 They run through the two stop signs there. This is a  
5 neighborhood. This is a neighborhood with families  
6 and young children and they are being endangered.  
7 I'm not sure that it is going to alleviate that  
8 problem. I think that there are other things --  
9 safety issues that do need to be examined a little  
10 more closely and taken into consideration. It's not  
11 just the Main Street, it's the side streets.

12 MR. MARTIN: Yeah. And we talked -- I talk  
13 to the chief about that and the chief has made that  
14 pretty clear that there are some issues on the side  
15 roads with people trying to circumvent the traffic  
16 and, you know, I've always wanted to try spike mats,  
17 you know, if they're going over a certain speed limit  
18 they pop all four tires then you know who they are,  
19 but.

20 AUDIENCE MEMBER: (Beth Quivey.) And you  
21 think this is controversial.

22 MR. MARTIN: Yeah, but, no, it's something  
23 that's still there. I mean, there are some things  
24 that we can work with with the town on maybe  
25 providing some, you know, you can put in temporary --

1 you've seen towns that put in the temporary speed  
2 bumps, you know, they're only going to hit them once  
3 or twice and then they're not going too hit them any  
4 more, but there are some things that we've been  
5 looking at with the police chief and it has been  
6 discussed and it's ongoing for exactly how to  
7 circumvent that. Like I said, we tried to change the  
8 traffic patterns to divert it, but it just didn't  
9 work with what we were trying to do, so it's still  
10 there. We're still thinking about it.

11 AUDIENCE MEMBER: (Beth Quivey.) Traffic is  
12 like water it seeks its own path.

13 MR. MARTIN: Yeah, and I can't design for  
14 driver stupidity. Sir.

15 AUDIENCE MEMBER: Brad Sevaldson. First of  
16 all, I haven't heard a lot of things tonight that I  
17 haven't heard for the past year. I think we need to  
18 start looking forward. Since we moved here we hear,  
19 well, we lost Maine Yankee and we didn't get the  
20 bypass. Well, a week ago a group of us from the  
21 Chamber of Commerce met with the high school student  
22 council. What we heard from them I wish we could  
23 have here tonight because as I look and the group  
24 here we are not the future of Wiscasset. Those kids  
25 are and if we don't do something to make them come

1 back to their hometown and nothing irritates me more  
2 than some of the news releases that I've seen talk  
3 down our town. And I say our town, we've been here  
4 for almost two years, but we love this place and I am  
5 embarrassed to hear lifelong citizens, whoever,  
6 dwnetrod this town based on its past history. It's  
7 time to look ahead. This is a way of bringing us  
8 into not the future but just the present and it's not  
9 that we're going to turn into a metropolis. We  
10 aren't going there, but we need to come up to the  
11 point that people look at Wiscasset as a destination,  
12 as a home, as a place for our business, as a business  
13 here, and I'm just hoping that we can all just start  
14 to work together on this and instead of bad mouthing  
15 the project, let's really try to be positive and see  
16 what we can put together still with these plans to  
17 make it perfect for our town.

18 (Applause.)

19 MR. MARTIN: Ma'am.

20 AUDIENCE MEMBER: I'm Anne Leslie and I am  
21 so glad this issue of pride and place came up because  
22 to me this is exactly what tearing down the Haggett  
23 Garage would threaten this pride and place. And I  
24 feel so strongly that these buildings aren't just  
25 important because of their esthetic qualities,

1 although I value that greatly, and I think the  
2 character of the Haggett Garage is unique in the  
3 downtown and I think it's very valuable for the  
4 downtown, but historic buildings are also important  
5 because they represent craftsmanship, workmanship, a  
6 work ethic and most of all a story that Haggett's  
7 Garage is part of Wiscasset's story. It's about  
8 Lawrence Haggett and how he believed in the future of  
9 automobiles and he wanted to make a business here and  
10 did make a business here and made something great and  
11 to tear that down for 25 spots is insane. In fact, I  
12 can't believe that we're considering this. I thought  
13 this kind of thing ended in the '60s when I was a  
14 kid. I can't believe that MDOT is proposing to  
15 taking down a building in a historic district. And I  
16 believe, I'm not sure if -- I don't know if Jody  
17 Jones is here, but I thought the Midcoast Conservancy  
18 say had offered to give some of their parking spots  
19 to this effort which would bring down the needed  
20 spots from 24 to even fewer. And I'm not a big  
21 proponent of taking down the blue building either. I  
22 think we should find other spots in the village and  
23 they might not be all in one spot, but please don't  
24 destroy the character of the town. That's what makes  
25 Wiscasset a place people want to come to. That's why

1 people flock to historic villages and beautiful  
2 places because they value that kind of character and  
3 it's not worth losing that for economic reasons and  
4 even for reasons of the soul. I also wanted to say  
5 that I am surprised that the town leadership is  
6 allowing this kind of thing to go ahead. I am really  
7 disappointed because I feel that their responsibility  
8 is to look out for the Town of Wiscasset. I know you  
9 have to look at the whole main picture, but the Town  
10 of Wiscasset should be led by the town leadership and  
11 to destroy a historic building and to toss out a  
12 great business that's doing well and emerging and  
13 doing good for midcoast Maine is a terrible legacy  
14 for our selectmen and I really hope they'll act to  
15 stop this.

16 I do have a question in terms of the  
17 enhancement benches and wonderful historic lights and  
18 planters and trees and the gardens and I want to make  
19 clear, so MDOT is paying for our choices of those  
20 elements of the plan?

21 MR. MARTIN: Whatever the Public Advisory  
22 Committee works out with us and obviously the  
23 historic piece to that to make it match up to what's  
24 there today, yes.

25 AUDIENCE MEMBER: (Anne Leslie.) And then

1 has the town allocated the cost of maintenance to  
2 those aspects of this plan? Do we have any economic  
3 information about what it will cost to maintain those  
4 beautiful historic looking assets, which I think are  
5 great. I mean, if we have to do this, I hope we  
6 won't, and those are great additions, but how much  
7 more will it really cost Wiscasset including snow  
8 plowing?

9 MR. MARTIN: Yeah, we really haven't sat  
10 down with Doug on it. You know, I walked the project  
11 with Doug to look and analyze what needs repair now  
12 to make it ADA compliant and obviously you're looking  
13 at a bigger area, you know, so you're talking about  
14 maybe one or two more passes and, you know, the  
15 parking lots are talking about one or two more passes  
16 for the plow truck, but we haven't come up with a  
17 true cost but that's something we'll get to  
18 eventually.

19 AUDIENCE MEMBER: (Anne Leslie.) Don't  
20 hurry. There is so much at stake here for the Town  
21 of Wiscasset. Get those figures and let us know them  
22 and let the Advisory Committee know them so they can  
23 make good choices.

24 MR. MARTIN: Yup. Thank you.

25 (Applause.)

1           AUDIENCE MEMBER: Hi. I'm Bob Faunce. I'm  
2 the Lincoln County Planner and I spoke at a previous  
3 meeting. I wanted to offer a couple of comments,  
4 maybe disjointed comments. The Regional Planning  
5 Commission moved a year or so ago to a building  
6 across from Big Al's. Previous to that, we were  
7 right across from Haggett's Garage for years and I  
8 had umpteen meetings with Haggett's Garage Building.  
9 It's a terrible building. It was terrible then, it's  
10 terrible now. There is a reason why there is a  
11 non-profit in there because a business or an office  
12 use just wouldn't go in there. It's far too  
13 expensive. We had meetings in the main room and I  
14 could hear telephone conversations across the other  
15 side of the building. Ron Phillips, the former  
16 administrator of the building, maybe you could talk  
17 to CEI and the get them to lease or sell to the  
18 Midcoast Conservancy the office space across Water  
19 Street. That space has been vacant for a long time.  
20 That's a beautiful place for them to be. I started  
21 with Lincoln County 19 years ago and the County  
22 Commissioners the first thing they say is, Bob, we  
23 want you to be on the Public Advisory Committee for  
24 the bypass. And I read just about every study that  
25 went on for the 30 previous years and I was on that

1 bypass committee for about 12 or 13 years and we have  
2 had fits and starts of projects to solve the traffic  
3 problems for years and now we are at a point -- a  
4 major decision point. As Ernie said, the project is  
5 fully funded. The question is not whether it should  
6 go through, but the question is how should it be  
7 adjusted. The Board of the Lincoln County Regional  
8 Planning Commission sent the Commissioner a letter a  
9 month or so ago, and I'm paraphrasing, but it  
10 basically said while details need to be worked out to  
11 the satisfaction of everyone, we strongly urge DOT to  
12 continue on with the project -- with the main  
13 project. And why is that? Because the Regional  
14 Planning Commission is made up of 19 towns, 18 of  
15 which are not Wiscasset. Wiscasset is the county  
16 seat of really the most important community in  
17 Lincoln County yet for during the summer there are  
18 long periods, weeks in fact, where citizens from  
19 other towns can't get to the County building, the  
20 Registry of Deeds, Probate to do their business. I  
21 go to meetings all of the time on the peninsulas and  
22 almost invariably one of the questions that comes up  
23 is what's happening to Wiscasset. What are they  
24 doing for the traffic? Because we've got a tourist  
25 industry on those peninsulas that really are

1 significantly adversely affected by traffic. So  
2 while you have to live with that traffic every day  
3 there are businesses on the peninsulas and elsewhere  
4 that want to get traffic through, want to get their  
5 tourists to their there facilities. So for the  
6 reasons of the Lincoln County Regional Planning  
7 Commission and me as a land use planner, I urge DOT  
8 while again I think Ernie said over and over again  
9 he's willing to accommodate regional requests to fine  
10 tune this project. We cannot go the route of all of  
11 the other projects. And I've got cases of studies on  
12 these projects. We can't get rid of this project.  
13 It really has to go through as far as I'm concerned.

14 MR. MARTIN: Thank you. Sir.

15 (Applause.)

16 AUDIENCE MEMBER: Hi. I'm Steven Whitfield.  
17 I've lived on Water Street now for almost 40 years  
18 with my family. My concern goes back to the safety  
19 that a couple of people have mentioned. And one --  
20 and the businesses. In December or January when  
21 there is no issue with traffic are people going to go  
22 down to Railroad Avenue to park to walk up around on  
23 Water Street to go to Treats? I don't think that's  
24 going to happen in the middle of December when it's 5  
25 degrees out. Even if they did and we've had snow

1 they would not have a sidewalk to walk on. This past  
2 year, we -- and I know that's not DOT's issue, but  
3 this past year our sidewalk was cleared once this  
4 year and I believe last year it was once and that was  
5 only because the next storm was coming and they would  
6 have had no place to put the snow from the streets.  
7 In addition, those of us that are in the downtown  
8 area are required to have a post office box. They  
9 will not deliver. I don't know if all of you know  
10 that, but we cannot have a mailbox. Often a day or  
11 two after a major storm we have to walk on Route 1 to  
12 walk up to the post office because neither side of  
13 Route 1 has been cleared. I understand why. I  
14 understand the budgets, but if we're going to ask  
15 people to give up those parking spaces on Route 1 and  
16 move the people to the side streets for parking where  
17 is the town going to find it in their budget to do  
18 that part of the snow clearing, never mind the larger  
19 areas on each side of Main Street. So we end up  
20 right now walking from our home to Route 1 in the  
21 street almost the entire winter. And are we going to  
22 ask people to park on Railroad Avenue and to walk up  
23 around and is that going to be sanded? Are those  
24 sidewalks going to be done? And is that Railroad  
25 Avenue and Haggett Garage area going to be plowed

1 properly and the snow taken away in a timely fashion?  
2 Will we be able to afford that? Those are the  
3 questions that I don't think the town has answered,  
4 never mind the DOT plan. I share many of the  
5 concerns that were expressed here, but those are the  
6 ones that I don't think we've really thought about  
7 and can we afford it, will we afford it and if we  
8 don't, what does that mean? Does that mean all of  
9 those people are going to walk down Water Street and  
10 Middle Street in the middle of the road to get to  
11 Main Street because there is no parking on Main  
12 Street? Thank you.

13 MR. MARTIN: Thank you.

14 (Applause.)

15 MR. MARTIN: Let's try to get some folks  
16 that haven't spoken. Ma'am.

17 AUDIENCE MEMBER: My name is Katherine  
18 Martin-Savage. I only have one question basically.

19 AUDIENCE MEMBER: We can't hear you.

20 AUDIENCE MEMBER: I am Katherine  
21 Martin-Savage and I'm a resident of Wiscasset and I  
22 believe the question I have after raising my hand  
23 forever is does the DOT or is the DOT willing to  
24 negotiate some of the items that have been presented  
25 tonight? Early on before the town even voted on it

1 and I believe you may have been the person at the  
2 selectmen's meeting that was kind of proposing that  
3 Option 2 was the better of the two choices and I  
4 distinctly remember someone saying that you were open  
5 for negotiation. Obviously from all of the comments  
6 there are several issues that people have legitimate  
7 concerns about, so that is basically my questions.  
8 And I do know DOT has the mission to move traffic,  
9 Wiscasset has a mission to take care of the town, but  
10 somewhere we need to find a happy medium. Thank you.

11 MR. MARTIN: Thank you. Yeah, I mean, we've  
12 looked at a few things. Obviously the parking  
13 between Middle and Water is off the table, but I  
14 think as far as other arrangements and other parking  
15 and things, I think we've done some alterations from  
16 some of the things we hear. Obviously I'm not going  
17 to -- I can't do everything that everybody wants.  
18 It's that compromise, back to that stakeholder list.  
19 I'm dealing with a lot of different people, you know,  
20 so it's up to me to put something together that kind  
21 of sort of compromises with everybody in this room,  
22 which is difficult because all of these comments that  
23 I've heard, I've heard them over and over and over  
24 again, you know, and we're still plugging away and I  
25 think we made a lot of headway.

1           AUDIENCE MEMBER: Does that still mean that  
2 there is no plan of a two step process? Christine  
3 Hopf-Lovett.

4           MR. MARTIN: Two step process as far as  
5 trying some steps?

6           AUDIENCE MEMBER: (Christine Hopt-Lovett.)  
7 Right.

8           MR. MARTIN: I've heard the comment tonight  
9 and I've got to look at it. Sir.

10           AUDIENCE MEMBER: I'm Devin Kelley. I  
11 remember back a number of years ago when they had had  
12 Crooker come over here and put a divider down the  
13 whole length of that hill, put two street lights in  
14 and it was a matter of no time at all before he was  
15 over here taking it back up and the lights  
16 disappeared. So if it didn't work then, what makes  
17 you think that it's going to work now? And the best  
18 thing as far as I can see that you've done so far is  
19 put a light up at the end of 27.

20           MR. MARTIN: Thank you. Hold on, let me see  
21 who else I've got. Doug.

22           AUDIENCE MEMBER: (Doug Boston.) In  
23 response to the gentleman's comment on plowing the  
24 street. Larger, wider sidewalks will enable  
25 mechanized equipment to clear snow, plus reduce the

1 manpower that's required. And we also prioritize  
2 clearing the streets first, streets and roads and  
3 then I don't have an accurate count on how many times  
4 we did do the sidewalks, but sidewalks do get done in  
5 the order of priority.

6 AUDIENCE MEMBER: (Steven Whitfield.) They  
7 don't on Water Street.

8 AUDIENCE MEMBER: (Doug Boston.) The cost  
9 is minimal as opposed to the hundreds of thousands of  
10 dollars it would cost to repair and get the sidewalks  
11 into ADA compliance, which I would say is important  
12 to everybody.

13 MR. MARTIN: Thanks, Doug. For the sake of  
14 moving on, I just want to -- I think we've heard  
15 similar comments over and over again, so let's  
16 digress here and just move on to the next step real  
17 quick. Next steps for me obviously I still have  
18 ongoing Public Advisory Committee meetings.  
19 Obviously we're going to take tonight's comments, do  
20 some more research, analyze them, you know, some of  
21 the comments that we've heard tonight. Probably in  
22 June we're probably going to have geotechnical  
23 borings being done, so you'll see the borings being  
24 done. I think right in here by Water Street we'll be  
25 doing some borings. We'll be doing some borings

1 right on Route 1 between Middle and Water because  
2 they're saying there is some ledge there and they'll  
3 be drilling Railroad Avenue because Lord knows what's  
4 buried under that railroad right of way. Then we're  
5 going to kick in the utility coordination, subsurface  
6 locations, obviously sewer/water. There is some  
7 telephone out there. We have aerial utility poles  
8 that, you know, probably are going to stay where they  
9 are today but will probably have to get reset and  
10 maybe pushed back here or there, but for the most  
11 part they're located where they are today. The  
12 biggest thing that transpires is the drainage design.  
13 We all talked about where water flows. I haven't  
14 been able to get it flow uphill yet, so we've got to  
15 work on getting our drain system effective and  
16 efficient to keep the water in next to the curb line  
17 instead of out in the middle of the road where it  
18 goes today, which will further help future  
19 maintenance. And then another key element is  
20 everybody met Kent Cooper tonight. If you came for  
21 the open house, Kent has put together a table of some  
22 of the items, you know, obviously there is still a  
23 lot of dialogue, you know, related to what we do as  
24 far as the amenities go, the benches, the trees the  
25 brick, you know, the granite curb, et cetera, so

1 there is a lot of discussion there that has to be  
2 transpired.

3           So back to that, you know, little blanket  
4 concept that I talked about. This is a view that --  
5 it takes this template into consideration, you know,  
6 so that's Red's, here is library, you know, so you've  
7 got the bump-out here, 5 foot --

8           AUDIENCE MEMBER: That's the gallery.

9           AUDIENCE MEMBER: That's not the library.

10          MR. MARTIN: That's not the library. Sorry,  
11 my fault. So you've got the bump-out here and then  
12 you've got the crosswalk here and this is that  
13 delivery unloading zone that we talked about. You  
14 know, this is plain Jane. This wall right here is  
15 probably going to be Redi-Scape landscape. If you  
16 get to Augusta, ride Mount Vernon Avenue and take a  
17 look at those brick or that landscape block, it's  
18 going to be just like that. And then the steps, what  
19 I'm thinking about for the steps here by the gallery  
20 is take up some of the granite curb that exists today  
21 and make the treads out of granite so we're reusing  
22 the materials that are out there, you know, to make  
23 it look more attractive than brand new concrete  
24 steps. And these steps are in trouble. They're in  
25 tough shape. These ones and these ones even more so.

1 So what we're looking at there is granite treads with  
2 that Redi-Scape wall and then all the railings will  
3 get replaced, you know, with some sort of wrought  
4 iron that looks good. So why I say this is blank,  
5 you know, there are some things missing, you know,  
6 that we have to talk about. We've got street lights,  
7 the sidewalk lighting, you've got benches if you want  
8 them, you've got additional plantings if you want  
9 them, obviously locations, you know, they make tree  
10 wells. Anybody know what a tree well is? You know,  
11 that's where you put the tree in and it gives room  
12 for expansion so roots and stuff don't come up  
13 through the brick like what's happening today. Those  
14 aren't there and maybe you don't want them, but  
15 that's all stuff that's part of this package that  
16 Kent is going to work and pull together with folks in  
17 town, so. Like I said, that's just -- that's raw,  
18 you know, that's not including, you know, this curb  
19 down right here is about -- I think it measures  
20 roughly 26 to 28 feet wide. You know, as you get up  
21 into here obviously it gets a lot less, but you have  
22 that sidewalk area here that's ADA compliant, which  
23 can be navigated by wheelchairs real easy in the  
24 after, which it's really difficult out there today.  
25 So I just wanted to share that up. That's definitely

1 a work in progress, but it's definitely something  
2 we'll be building on.

3 All right. With that, we'll hang out after  
4 the meeting and take any individual comments that you  
5 may have. Thank you.

6 AUDIENCE MEMBER: Is there a next meeting or  
7 a next time?

8 MR. MARTIN: Yes, there will be other  
9 meetings obviously to be determined. Thank you.

10

11 (Meeting concluded at 8:15 p.m.)

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

C E R T I F I C A T E

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

and I have signed:

---

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: May 19, 2017

< Dates >	175 10:12, 13:8	
August, two	18 64:14	
26:24	19 20:16,	< 6 >
February 6,	63:21, 64:14	60 52:23
2019. 75:15	1916 29:10	60s 60:13
July, second	1990s 29:21	6:00 1:16
26:24		
May 19, 2017		
75:17	< 2 >	< 7 >
May 8, 2017	2 11:11, 40:15,	7 37:7
1:14	41:19, 68:3	700 7:18
\$5 42:22,	20 11:10	70s 47:21
47:10, 49:24,	20,000 9:8	75 2:9
52:3, 52:5	24 18:24, 30:4,	
	30:16, 30:17,	< 8 >
	31:6, 31:9,	8 37:7
	60:20	800 10:23
< 0 >	25 19:17, 33:2,	81 42:2
021843.00 1:8	50:17, 60:11	83 1:15
	26 73:20	88 20:15
	27 24:18	8:15 74:11
	27. 69:19	
	28 19:22, 42:7,	< 9 >
	73:20	90 55:24
< 1 >		
1,000 11:16	< 3 >	< A >
1,100 9:13,	30 33:2, 63:25	able 11:21,
9:20, 11:3	300 11:12,	33:22, 34:18,
1,150 9:20,	12:13	35:19, 67:2,
11:3, 14:24	35 19:25	71:14
1,200 9:13,	36 42:2	abutters 37:11
10:1, 10:3,	3:30 50:21	acceptable
10:7, 13:6,		40:14
14:24		access 5:16,
1,250 10:10		23:13, 33:10
1,300 9:17,		accessibility
11:15		24:6
1,700 10:8,		accommodate
13:7		5:20, 7:25,
1. 4:2, 9:2,	< 4 >	9:17, 11:15,
9:7, 12:15,	4 52:11	65:9
24:11	4-and-a-half	account 51:8,
1/main 18:24,	52:4, 52:11	51:10
34:4	40 10:25, 65:17	accurate 70:3,
10 16:5, 37:4	400 10:23	75:5
100 11:2, 32:19	400,000 45:6	across 17:7,
110 38:15		22:2, 22:6,
12 9:24, 10:2,		
10:7, 13:5,	< 5 >	
20:7, 64:1	5 21:16, 33:8,	
13 64:1	34:15, 52:10,	
15 11:10, 53:25	65:24, 72:7	
16 41:11	50 29:5	
16,000 9:6	53 20:14	

<p>32:7, 40:23, 50:6, 63:6, 63:7, 63:14, 63:18 act 61:14 action 29:24 actual 39:2 actually 12:22, 13:9, 13:13, 13:16, 14:15, 24:2, 32:15, 33:2, 43:18, 44:1, 44:4 ADA 23:18, 23:24, 24:7, 44:25, 45:4, 45:7, 45:10, 62:12, 70:11, 73:22 add 18:25, 21:6, 24:2 added 21:2, 21:8 adding 8:1, 8:2, 19:25 addition 20:12, 66:7 additional 8:7, 8:9, 11:24, 15:20, 73:8 additions 62:6 addressed 2:12, 48:18, 55:6 adds 7:19 adequate 33:14 adjacent 16:11, 19:12, 31:10 adjusted 64:7 administrator 63:16 adopted 34:20 advanced 22:6 adversely 65:1 Advisory 6:11, 21:20, 39:23, 40:11, 61:21, 62:22, 63:23, 70:18 aerial 5:13, 71:7</p>	<p>aesthetically 44:12 affect 24:22, 24:23, 27:4, 43:18 affected 65:1 affects 8:16, 24:16 afford 67:2, 67:7 afterwards 20:20, 33:1 age 34:23 agenda 3:14 agendas 2:10, 2:15 ago 26:21, 29:3, 30:23, 48:16, 49:2, 49:10, 49:16, 50:5, 54:15, 58:20, 63:5, 63:21, 64:9, 69:11 agree 26:19 ah 54:17 ahead 2:3, 41:16, 59:7, 61:6 air 41:4, 41:13 Al 63:6 alleviate 57:7 allocated 62:1 allow 19:4, 19:13, 19:14, 19:15, 31:14 allowed 33:19 allowing 61:6 almost 9:8, 59:4, 64:22, 65:17, 66:21 already 12:3, 24:16, 26:21, 42:5, 51:20, 56:17 alterations 68:15 alternative 36:9, 41:21 although 60:1</p>	<p>amenities 71:24 Amirault 31:24, 49:1 Amirault. 32:5, 33:4, 49:15, 49:20, 50:4 amount 40:24, 43:20, 51:2 analysis 7:7, 15:7, 40:17 analyze 6:12, 62:11, 70:20 analyzed 21:13 analyzing 6:1 Anderson 6:20 Anne 59:20, 61:25, 62:19 Answer 3:7, 39:13, 45:19, 49:22, 50:11 answered 39:16, 48:23, 67:3 answering 49:21 answers 22:25, 48:21 antiquish 36:2 Anybody 6:15, 39:4, 54:11, 73:10 apart 38:10 apologize 22:25 Applause. 7:4, 25:16, 27:9, 30:18, 31:23, 36:10, 43:7, 47:14, 49:11, 53:22, 54:25, 59:18, 62:25, 65:15, 67:14 appreciated 7:3 approach 9:7, 41:25 Appropriations 47:10 approximately 7:18, 11:2 area 3:21, 5:11, 8:5, 12:14, 18:14, 18:15, 20:10,</p>
---	---	---

21:6, 22:14,	20:10, 21:3,	17:23, 18:2,
26:15, 37:20,	21:6	21:7, 23:6,
40:20, 56:23,	Ave. 22:15,	64:10, 67:18,
62:13, 66:8,	42:8	68:7
66:25, 73:22	Avenue 8:2,	basis 9:9,
areas 7:23,	8:4, 8:9,	10:23
8:1, 50:23,	22:5, 42:4,	BATES 1:22,
51:1, 66:19	55:17, 65:22,	3:2, 17:16,
argue 50:2	66:22, 66:25,	17:17, 17:22
arguing 30:2	71:3, 72:16	Bath 18:9,
around 3:8,	Averill 6:21	50:20
22:22, 36:24,	away 12:13,	bay 50:6
41:5, 49:8,	21:3, 21:4,	beautification
49:12, 49:13,	31:20, 53:12,	43:21, 43:24,
50:19, 50:23,	53:14, 67:1,	44:2
52:22, 54:8,	68:24	beautiful 41:7,
55:18, 55:19,	awful 50:15	61:1, 62:4,
65:22, 66:23		63:20
arrangements		beauty 55:24
68:14	< B >	becomes 13:11
arrive 10:14	B&B 24:24	bed 41:8
arrows 14:8,	back 2:8, 2:12,	beep 24:21
22:4	2:17, 6:24,	beeping 24:19
art 30:15	10:6, 15:15,	begin 14:22
aspect 39:13	20:22, 23:10,	beginning 18:2
aspects 62:2	24:8, 29:9,	behalf 6:17
asset 7:1, 53:4	37:12, 38:13,	behind 14:20,
assets 62:4	45:11, 47:21,	26:22, 31:17,
associated	48:16, 48:20,	37:4, 38:13
5:11, 21:12,	55:3, 59:1,	believe 13:1,
25:20, 31:7,	65:18, 68:18,	60:12, 60:14,
37:17	69:11, 69:15,	60:16, 66:4,
associations	71:10, 72:3	67:22, 68:1
30:9	back-up 15:9,	believed 60:8
assume 31:25	15:11	Ben 6:20, 6:21
assure 55:23,	back-ups 3:22,	benches 43:22,
56:2	8:13, 9:11,	46:11, 46:16,
assured 33:24	9:21, 15:5,	61:17, 71:24,
attractive	15:18, 25:3	73:7
31:1, 72:23	backing 54:9	benefit 42:24,
August 3:22,	bad 40:3, 59:14	53:20
5:7, 9:25	barriers 22:21	Bernhardt
Augusta 72:16	base 21:9,	29:22, 30:13
automobiles	31:2, 31:3,	best 4:8, 27:5,
60:9	31:6, 31:18,	27:6, 28:9,
available 12:2,	40:9, 42:21	42:24, 69:17
22:9, 22:12,	based 44:20,	Beth 37:19,
51:14	46:4, 51:21,	37:24, 46:8,
Ave 18:7,	59:6	56:15, 57:20,
19:21, 20:5,	basically 3:16,	58:11



<p>car 14:19,  26:14, 28:8,  32:6, 41:9  car/people 28:3  card 48:18  cards 2:11  care 36:23,  45:8, 49:7,  56:1, 68:9  career 52:1  caregivers  55:13  Carl 31:24,  32:5, 33:4,  49:1, 49:15,  49:20, 50:4  carry 49:4  cars 22:20,  24:15, 33:17,  54:8, 57:3  case 24:24  cases 65:11  cash 31:19  Castle 56:18,  57:1  causing 8:21  caution 42:25  CEI 29:21,  36:12, 36:13,  36:16, 63:17  Center 6:8,  27:13  Central 30:8,  47:20, 47:21,  48:16  CEO 28:24  certain 21:17,  21:18, 52:7,  57:17  certainly 48:12  certify 75:4  cetera 71:25  Chamber 6:9,  58:21  chance 2:7  change 21:24,  25:15, 53:14,  53:15, 54:18,  54:20, 58:7  changed 25:6</p>	<p>changes 8:6,  43:19, 44:12  changing 25:1  character 60:2,  60:24, 61:2  Cherry 6:19  chief 4:16,  23:9, 51:12,  57:13, 58:5  children 54:2,  54:11, 57:6  choices 61:19,  62:23, 68:3  choose 38:19,  38:20  Chris 1:21,  2:24, 5:5,  7:6, 7:9,  7:11, 24:10,  26:4  Christiansen  6:22  Christine  25:10, 25:23,  26:5, 69:2,  69:6  Churchill  50:22, 51:4  circles 26:18  circular 22:22  circulate 20:4  circumvent  57:15, 58:7  citizens 29:6,  29:16, 30:2,  59:5, 64:18  city 51:11  clear 40:5,  57:14, 61:19,  69:25  cleared 66:3,  66:13  clearing 66:18,  70:2  clearly 44:3  client 53:2  clients 55:25  close 5:15,  7:24, 8:7,  25:13, 26:25,</p>	<p>32:19  close-up 20:8,  20:9  closely 57:10  closer 51:6  Coastal 28:24  coffee 41:8  coin 44:23  collect 55:16  comes 10:18,  32:16, 32:17,  46:15, 64:22  comfortably  9:17  coming 11:1,  18:7, 22:5,  24:13, 27:21,  31:5, 32:1,  33:10, 34:4,  34:15, 35:14,  36:1, 50:25,  66:5  commencing 1:16  comment 2:11,  25:9, 44:2,  48:18, 51:5,  69:8, 69:23  comments 2:13,  3:4, 3:5,  5:24, 6:8,  23:5, 24:4,  37:15, 63:3,  63:4, 68:5,  68:22, 70:15,  70:19, 70:21,  74:4  Commerce 58:21  Commission 6:5,  44:3, 63:5,  64:8, 64:14,  65:7, 75:15  Commissioner  29:22, 30:12,  39:17, 64:8  Commissioners  63:22  Committee 6:11,  6:14, 21:20,  39:23, 40:5,  40:11, 47:5,</p>
--	---	--

52:6, 52:7, 61:22, 62:22, 63:23, 64:1, 70:18	17:6	8:23
commonly 14:11	concurrently 33:17	contributors 40:8
Community	condition 31:11	Control 12:20, 12:22, 16:15, 16:25
27:13, 30:7, 30:10, 30:14, 64:16	confident 51:20	controversial 57:21
commuters 4:11	confuses 48:6	conversation 34:14
compared 30:5	congestion 8:13, 8:15	conversations 63:14
comparing 40:13	congratulations 28:23	Cooper 71:20
competing 9:1, 9:22, 11:3, 12:3	connecting 31:13	coordination 71:5
complete 14:19, 16:2, 21:22, 49:10	connections 26:1	correct 7:9, 7:10
complex 5:1	connectivity 34:12	corridor 4:22, 5:2, 5:15, 15:22, 40:20, 45:11, 45:12, 45:17
compliance 45:10, 70:11	Conservancy 29:4, 29:19, 60:17, 63:18	cost 43:15, 44:16, 44:20, 44:24, 45:1, 62:1, 62:3, 62:7, 62:17, 70:8, 70:10
compliant 23:18, 23:24, 24:7, 45:1, 45:4, 45:7, 62:12, 73:22	conservation 30:10	cost-wise 37:9
complicated 25:17	Consider 4:25, 10:3, 10:13, 10:19, 15:19, 15:25, 45:16, 45:17	costs 50:1
compromise 68:18	consideration 9:15, 57:10, 72:5	council 58:22
compromises 68:21	considerations 17:14	count 9:24, 70:3
conceived 42:23	considering 60:12	counted 10:5
concept 52:2, 72:4	consolidate 12:17	counter 51:6
concepts 44:9	constant 24:19	counting 51:19
concern 29:7, 40:6, 54:12, 55:6, 65:18	constraints 5:8	counts 51:6, 51:7
concerned 3:11, 23:13, 25:11, 26:17, 42:19, 52:21, 65:13	constricted 12:1	County 56:5, 63:2, 63:21, 64:7, 64:15, 64:17, 64:19, 65:6
concerns 23:15, 35:9, 67:5, 68:7	construction 52:1	couple 20:24, 37:3, 51:13, 63:3, 65:19
concluded 74:11	contact 2:15, 2:18, 48:19	Court 1:14, 75:2, 75:13
concrete 72:23	continue 9:18, 16:12, 64:12	craftsmanship 60:5
concurrent 16:22, 17:1,	continuing 52:15	
	contributes 9:11	
	contributing	

<p> crash 12:25,  16:4  crashes 16:5  crazy 54:7  Creamery 7:17,  8:9, 20:25  create 18:14  creates 30:15  creating 7:21  Crissy 35:8  criteria 52:25  critical 4:11  Crooker 69:12  cross 10:4,  10:5, 10:13,  10:16, 10:17,  10:24, 12:18,  13:25, 16:22,  17:3, 23:14,  28:1, 28:7  crossed 26:14  crossing 10:7,  10:9, 10:10,  13:6, 13:8,  16:2, 17:8,  28:5, 42:2,  42:3  crossings 10:2  crosswalk  10:15, 24:19,  42:2, 72:12  crosswalks  37:21, 41:24  crucial 40:10,  42:19  crushed 24:17  curb 71:16,  71:25, 72:20,  73:18  curious 43:14  currently  18:17, 29:25  cute 49:8  cycles 5:4  cyclists 34:3,  34:7  Cynthia 6:24    &lt; D &gt; </p>	<p> daily 9:7,  10:22  date 5:23  DATED 75:17  David 6:18,  6:19, 29:22  Davis 6:24,  30:20  day 21:17,  41:7, 65:2,  66:10  days 29:10  dead 53:7  dealing 5:14,  68:19  dealt 39:5  debated 47:5  debates 29:11  December 65:20,  65:24  decided 29:16,  43:15  decision 15:24,  16:3, 64:4  declared 52:24  Deeds 64:20  defending 53:1  Define 38:24  definitely  41:17, 73:25,  74:1  degrees 65:25  delays 17:9  deliver 66:9  deliveries  5:17, 24:6,  31:14, 45:14  delivery 4:20,  72:13  demand 11:6,  32:19  demands 11:22  demolish 30:13  demolishing  36:6  Department 1:2,  2:4, 6:17,  36:15, 39:17  deserving 31:20  design 2:22,  4:24, 4:25,  5:3, 8:6,  21:2, 46:15,  58:13, 71:12  designated 7:22  designed 49:3  designer 17:17  designs 46:18  desirable 31:11  destination  59:11  destined 32:21  destroy 49:7,  60:24, 61:11  destructive  41:21  detail 20:21  details 64:10  detect 35:1  detection  34:19, 34:22  detects 34:25,  35:1  determined  34:10, 74:9  develop 4:6  device 12:20,  35:21  Devices 12:22,  16:15, 35:23  Devin 69:10  diagonal 18:17  dialogue 6:10,  71:23  died 49:16  difference  36:22  different 51:1,  52:16, 68:19  difficult  55:18, 68:22,  73:24  digested 5:18  digress 70:16  Dilts 24:10  direct 16:10  directing 21:23  direction  12:14, 19:14,  52:6 </p>
--	--

disappeared	43:4, 64:11,	14:13, 34:14,
69:16	65:7, 66:2,	51:25
disappointed	67:4, 67:23,	Early 67:25
61:7	68:8	earth 55:7
disappoints	Doug 62:10,	easement 37:4
55:21	62:11, 69:21,	easiest 50:19
discussed 9:5,	69:22, 70:8,	east 4:1, 5:8,
34:13, 58:6	70:13	7:17, 21:6
discussing 2:6,	Dow 29:23	easy 73:23
41:24	DOWNTOWN 1:6,	economic 30:15,
discussion	2:5, 3:21,	40:7, 40:13,
27:13, 35:25,	6:9, 8:16,	42:20, 61:3,
50:3, 72:1	8:21, 8:25,	62:2
discussions	10:20, 11:17,	Edgecomb 18:8,
4:4, 36:15	12:14, 15:9,	22:1, 49:6,
disjoined 63:4	23:19, 24:22,	50:8
distinctly 68:4	38:2, 39:24,	effect 25:14
district 38:10,	40:7, 54:3,	effective 71:15
60:15	60:3, 60:4,	effects 40:13,
divert 58:8	66:7	41:19, 42:14
diverted 27:15	downtrod 59:6	efficient
divider 69:12	drain 71:15	15:22, 45:18,
doing 28:23,	drainage 71:12	71:16
30:3, 32:24,	drilling 71:3	effort 28:24,
42:12, 42:13,	driver 58:14	60:19
46:14, 47:12,	drivers 50:18	efforts 28:21
50:14, 51:25,	drives 13:9	eight 19:6
61:12, 61:13,	driveway 7:18	either 27:18,
64:24, 70:25	driving 13:4	27:25, 40:23,
Dolce 43:10	drop 23:13,	50:5, 60:21
Dolce. 43:13,	24:7	element 71:19
44:15	drop-off 4:21,	Elementary
dollar 47:12	21:17, 26:16,	1:11, 1:15
dollars 70:10	26:18	elements 2:22,
domain 29:2	drop-offs 24:3	3:23, 4:24,
Don 30:20	dropping 19:3	9:1, 9:23,
done 2:21, 3:9,	dry 53:11	26:13, 30:10,
3:11, 5:25,	during 5:18,	61:20
6:7, 14:17,	8:14, 9:8,	elevation 36:22
22:15, 24:13,	9:25, 25:5,	elevator 28:2
25:12, 34:8,	36:16, 49:12,	elevators 27:25
42:17, 52:1,	51:13, 56:18,	Eligible 36:18,
56:3, 66:24,	56:21, 64:17	36:19, 36:20,
68:15, 69:18,		37:10, 38:22,
70:4, 70:23,		38:23, 38:24,
70:24		38:25, 39:1
Dostie 1:13,	< E >	elimination 8:7
75:2	Eagle 49:14,	elsewhere
DOT 40:12,	49:16	47:11, 65:3
41:3, 42:17,	earlier 13:5,	eluded 9:10
	13:13, 13:17,	

<p>email 2:16 embarrassed 59:5 emergency 4:10 emerging 61:12 eminent 29:2 employing 29:4 enable 69:24 encourage 34:7 end 20:10, 34:6, 66:19, 69:19 endangered 57:6 ended 60:13 engineering 52:2 England 38:7 enhancement 61:17 enjoy 24:20 enjoying 41:7 enough 23:8, 23:15, 33:17 entails 7:19 enter 15:22 enterprise 30:6 Enterprises 28:25 entire 66:21 envelope 48:19 envelopes 2:12 envision 45:22 equal 15:2 equation 52:12 equipment 69:25 Ernie 1:20, 2:3, 7:14, 9:9, 20:22, 36:5, 46:23, 50:14, 64:4, 65:8 especially 29:1, 34:3 esplanade 41:5 essential 40:8 essentially 34:20 esthetic 59:25 et 71:25 ethic 60:6</p>	<p>evaluate 13:11, 13:14 evening 2:19 eventually 62:18 everybody 2:7, 17:16, 54:21, 68:17, 68:21, 70:12, 71:20 everyone 64:11 Everything 4:24, 25:20, 36:24, 46:14, 68:17 evidence 42:23 evident 51:11 exactly 12:21, 21:13, 56:23, 58:6, 59:22 examined 57:9 exceeds 11:16 exclusive 17:8 Excuse 48:8 exist 23:22 existing 17:9, 17:24, 18:16, 19:19, 20:7, 20:15, 27:15 exists 72:20 expansion 73:12 expect 15:15 expectation 44:11 expensive 63:13 experienced 8:12 Expires 75:15 exploring 35:5 expressed 29:21, 67:5 extend 7:16 extending 8:3  &lt; F &gt; fabulous 49:2 faced 28:3 facilities 3:25, 30:14, 45:1, 45:5,</p>	<p>45:7, 65:5 facility 9:15, 29:8 facing 40:25 fact 60:11, 64:18 factors 8:23 failing 21:10 Fairfield 55:1, 55:12 falls 52:4, 52:10 families 57:5 family 65:18 far 24:3, 31:5, 33:11, 44:6, 44:9, 44:11, 44:19, 50:24, 53:1, 63:12, 65:13, 68:14, 69:4, 69:18, 71:24 farther 37:22 fashion 67:1 father 55:10, 55:11 fault 43:2, 72:11 Faunce 63:1 favor 48:17, 53:10, 53:13, 54:4, 55:22 Federal 1:16, 18:5, 18:12, 29:17, 37:21, 39:7, 39:12, 39:14 feedback 6:12 feel 43:3, 51:20, 53:6, 54:13, 54:14, 54:17, 54:19, 59:24, 61:7 feels 53:20 feet 7:18, 42:2, 73:20 few 11:10, 25:13, 40:24, 40:25, 50:5, 68:12</p>
--	---	---

fewer 60:20	forever 67:23	gap 14:5
figures 62:21	forget 6:15	Garage 36:12,
final 17:8	forgot 16:22	36:13, 36:17,
finance 52:7	form 32:9	42:9, 59:23,
find 14:11,	former 63:15	60:2, 60:7,
20:4, 22:22,	Fort 7:17,	63:7, 63:8,
27:24, 30:17,	32:17	66:25
50:23, 53:4,	forthcoming	gardens 61:18
60:22, 66:17,	40:18	gears 41:12
68:10	forward 44:8,	general 18:2
fine 36:24,	58:18	generally 11:4,
65:9	four 8:22,	15:4, 15:8
First 7:12,	19:19, 20:18,	gentleman
9:3, 12:10,	50:7, 57:18	30:21, 69:23
14:19, 40:11,	Fred 51:23	geometric 17:14
52:10, 58:15,	friction 8:23	geometrics
63:22, 70:2	Friday 26:25	19:13
fit 54:5, 54:6	friend 51:1	geotechnical
fits 4:8, 64:2	front 19:24,	70:22
five 18:13,	23:25, 32:2,	gets 73:21
47:3	40:9, 41:20,	getting 7:13,
Flannigan 52:18	42:18, 55:10,	9:20, 15:23,
flashing 25:7	55:15	71:15
flock 61:1	full 32:24,	give 12:17,
flow 8:16, 9:1,	33:10, 43:15	54:21, 60:18,
9:18, 10:16,	fully 43:12,	66:15
26:13, 33:20,	43:13, 47:3,	gives 73:11
43:18, 51:15,	52:14, 64:5	glad 59:21
51:16, 71:14	function 7:8,	grab 48:18
flower 41:8	25:22, 51:17,	grabbing 23:4
flowing 8:24	51:18	granite 71:25,
flows 71:13	functionality	72:20, 72:21,
flush 31:19	26:1	73:1
Folks 2:2,	funded 43:10,	gravel 21:9
4:14, 6:25,	43:11, 43:12,	Great 7:10,
22:8, 24:7,	43:14, 47:3,	29:8, 60:10,
44:4, 45:16,	47:8, 52:14,	61:12, 62:5,
46:21, 67:15,	64:5	62:6
73:16	funding 29:17,	greater 54:22
follow 14:20,	47:5, 49:23	greatly 60:1
51:24	future 44:11,	green 13:21,
follow-up 30:21	46:19, 50:1,	14:1, 14:3,
following 3:12	58:24, 59:8,	14:8, 14:21,
foot 34:15,	60:8, 71:18	16:19, 17:5,
37:4, 37:7,	< G >	34:6
42:2, 72:7	gained 21:5	Griffith 27:11
forego 29:16,	gallery 30:15,	grinding 41:12
29:17	72:8, 72:19	group 58:20,
foregoing 75:4		58:23
foremost 12:10		growing 29:5

guess 21:5, 23:8, 32:12, 55:22	he'll 3:2	56:19, 60:4, 60:15, 61:1, 61:11, 61:17, 61:23, 62:4
guessing 37:7	head 3:13	Historical
gunning 57:3	heading 8:4, 22:2	30:25, 31:8, 38:7, 52:25
guy 48:12	headway 68:25	historical-wise 37:10
guys 2:20, 17:18, 18:10, 18:19, 37:2, 39:25, 43:2	hear 3:9, 17:16, 17:21, 17:22, 23:5, 23:9, 39:19, 52:20, 58:18, 59:5, 63:14, 67:19, 68:16	historically 16:6
Gym 1:11, 1:15	heard 5:16, 5:19, 5:24, 6:8, 24:4, 36:5, 44:3, 49:13, 52:21, 58:16, 58:17, 58:22, 68:23, 69:8, 70:14, 70:21	history 16:4, 59:6
< H >	hearing 23:16, 37:15	hit 58:2, 58:3
Haggett 29:1, 29:10, 29:13, 29:18, 30:13, 36:6, 36:12, 36:13, 36:17, 38:4, 38:11, 38:13, 38:19, 42:9, 52:9, 52:23, 55:8, 59:22, 60:2, 60:6, 60:8, 63:7, 63:8, 66:25	heavy 15:13	hitting 24:14
half 15:16	height 57:1, 57:2	Hold 3:5, 30:1, 35:2, 69:20
hand 3:6, 23:7, 67:22	help 71:18	home 54:17, 59:12, 66:20
handicap 19:8, 19:18, 19:19, 24:6, 55:12	helped 7:2	hometown 59:1
handicapped	helps 54:13	hope 53:4, 61:14, 62:5
19:24, 20:17, 21:13, 55:7, 55:8, 55:9, 55:11, 55:20, 55:25, 56:3, 56:6	hereby 75:4	Hopefully 2:7, 2:9, 2:10, 38:1
hang 74:3	High 5:6, 26:24, 56:18, 58:21	Hopf-lovett 25:10, 69:3
happen 56:17, 65:24	Highway 1:4, 11:9, 17:17	Hopf-lovett. 25:23, 26:5
happened 33:3	hill 24:14, 32:8, 34:16, 35:15, 69:13	hoping 59:13
happening	Hill/federal 7:17	Hopt-lovett. 69:6
64:23, 73:13	Historic 4:13, 4:18, 6:5, 29:9, 29:11, 29:13, 29:18, 36:18, 36:19, 36:20, 38:6, 38:9, 38:10, 38:17, 38:18, 39:1, 39:3, 39:13, 44:3,	hour 9:10, 9:13, 9:24, 10:2, 10:7, 10:10, 10:11, 10:23, 10:25, 11:2, 11:12, 13:6, 13:8, 14:25, 21:16, 32:20
happens 14:14		hourly 9:9, 33:7
happy 68:10		hours 38:5, 47:3
hard 20:2, 54:18		house 38:13, 71:21
		housing 29:3
		huge 32:19, 35:16, 37:9,

45:9, 54:3  
 hundreds 70:9  
 hurry 62:20  
 hurt 56:4  
  
 < I >  
 idea 54:4  
 identified  
   8:22, 50:16,  
   50:25  
 ill 42:23  
 imagine 43:22  
 impact 24:13,  
   37:17, 40:12,  
   51:2  
 impacts 37:9,  
   37:11  
 implement 45:3  
 implementing  
   45:4  
 important  
   26:19, 34:3,  
   40:3, 40:6,  
   59:25, 60:4,  
   64:16, 70:11  
 Improve 3:19,  
   3:20, 26:12,  
   42:4, 42:6  
 improved 42:7  
 improvement  
   2:6, 3:25  
 IMPROVEMENTS  
   1:5, 42:14  
 in. 47:6  
 inadequate  
   44:25  
 Inaudible 47:15  
 include 8:6  
 including 62:7,  
   73:18  
 Increase 3:18,  
   11:23, 12:15,  
   16:8, 17:11,  
   40:21  
 increasing 8:8  
 incredibly 27:1  
 incrementally  
   42:12  
 independently

16:18  
 indicate 33:18  
 indication 28:6  
 individual 74:4  
 industry 64:25  
 influence 10:19  
 information  
   2:16, 2:18,  
   48:19, 62:3  
 injuries 28:10  
 input 43:3  
 insane 60:11  
 install 19:17,  
   41:22  
 installation  
   13:2, 15:10,  
   15:19  
 installed 35:5  
 installing  
   15:6, 34:23  
 instead 31:15,  
   31:17, 59:14,  
   71:17  
 intent 16:7,  
   34:17  
 interactions  
   28:4  
 interest 4:22,  
   12:16, 27:5,  
   27:6, 32:24  
 interested  
   27:2, 43:23  
 interests 12:4,  
   12:7  
 interrupt 10:16  
 intersection  
   15:1  
 intersections  
   7:25, 8:8,  
   17:1  
 introduce 2:20,  
   6:13, 7:13  
 invariably  
   64:22  
 involve 16:5  
 involved 2:23  
 Iron 50:21,  
   73:4  
 irritates 59:1  
 Island 49:3,

49:6, 50:8  
 islands 22:19  
 issue 3:21,  
   3:24, 28:22,  
   36:21, 40:3,  
   45:9, 53:16,  
   59:21, 65:21,  
   66:2  
 issues 56:16,  
   57:9, 57:14,  
   68:6  
 items 5:21,  
   67:24, 71:22  
 itself 7:15  
  
 < J >  
 J. 1:13, 75:2  
 jake 24:14  
 Jamie 6:18  
 Jane 72:14  
 January 65:20  
 Jeff 6:23  
 job 6:1  
 jobs 31:7  
 Jody 60:16  
 John 50:11,  
   50:12, 51:20  
 Jones 60:17  
 Joni 30:22  
 Judy 52:17,  
   52:18, 54:1,  
   55:2  
 July 3:22, 5:6,  
   9:25  
 June 55:3,  
   70:22  
  
 < K >  
 Katherine  
   67:17, 67:20  
 keep 26:13,  
   33:22, 71:16  
 keeping 19:19  
 Kelley 69:10  
 Kennedy-patterns  
   on 6:23  
 Kent 71:20,  
   71:21, 73:16

key 3:23, 6:22, 26:13, 71:19	34:9	limit 57:17
kick 71:5	leave 29:19, 52:8	limits 7:15, 7:16, 8:10
kid 60:14	leaving 20:7, 31:4	Lincoln 63:2, 63:21, 64:7, 64:17, 65:6
kids 58:24	led 61:10	line 14:3, 16:21, 47:19, 71:16
Kim 43:10, 43:13, 44:15	ledge 71:2	lineal 7:18
Kind 8:23, 14:23, 17:18, 17:19, 18:3, 18:10, 19:1, 19:11, 20:1, 20:20, 21:14, 21:23, 22:14, 22:17, 27:22, 35:20, 44:10, 48:5, 54:1, 60:13, 61:2, 61:6, 68:2, 68:20	Lee 32:17, 50:22, 51:3	Lisa 53:24
knows 39:4, 71:3	left 14:5, 14:8, 14:20, 28:7, 31:3, 33:3, 52:11	list 5:22, 6:14, 36:20, 38:9, 38:18, 39:3, 45:11, 68:18
< L >	legacy 61:13	listed 9:23, 38:22
laid 37:1	Legislature 47:5	listened 5:25
land 48:2, 65:7	legitimate 68:6	lists 12:22
landing 22:14	leisurely 41:7	little 20:20, 21:24, 22:15, 23:21, 30:22, 31:25, 34:11, 42:23, 45:23, 48:6, 49:8, 54:22, 57:9, 72:3
landscape 36:21, 72:15, 72:17	length 69:13	live 24:10, 49:19, 65:2
landscaping 5:21, 36:1	Leslie 6:24, 39:22, 59:20	lived 52:23, 53:25, 65:17
lane 33:20	Leslie. 61:25, 62:19	loading 18:14, 18:25, 19:1, 19:23, 20:18, 26:16
lanes 11:25, 33:14, 33:15	less 11:15, 31:11, 31:12, 41:21, 44:4, 47:12, 73:21	located 71:11
Larger 66:18, 69:24	lessen 44:13	location 19:22, 20:9
Larry 29:10	lessened 44:5	locations 5:9, 19:18, 20:12, 22:23, 71:6, 73:9
last 27:12, 47:4, 66:4	letter 64:8	Logan 26:11, 39:9
law 10:14	level 24:16	Logan. 26:8, 38:3, 38:23, 39:6, 39:11, 39:18, 39:21, 45:19, 56:11
Lawrence 60:8	library 72:6, 72:9, 72:10	
lawsuit 30:4	lieu 8:9	
layout 3:3	lifeline 40:10	
leadership 61:5, 61:10	lifelong 59:5	
lease 48:23, 63:17	light 24:17, 34:6, 41:12, 69:19	
least 8:22,	lighting 34:2, 35:11, 35:16, 35:17, 36:2, 73:7	
	lights 33:25, 34:1, 35:16, 41:15, 41:16, 46:16, 50:24, 61:17, 69:13, 69:15, 73:6	
	likely 29:19	

<p>long 29:3, 49:16, 63:19, 64:18 long-term 42:24 longer 50:7 Lonnie 6:23 look 11:23, 12:20, 12:25, 14:4, 22:10, 25:5, 25:9, 32:11, 35:10, 35:15, 36:25, 37:8, 44:13, 44:24, 45:10, 45:25, 48:11, 48:13, 55:19, 58:23, 59:7, 59:11, 61:8, 61:9, 62:11, 69:9, 72:17, 72:23 looked 12:21, 33:7, 34:9, 37:13, 51:13, 51:16, 68:12 Looking 10:21, 37:2, 37:15, 37:20, 45:5, 45:22, 49:25, 56:25, 58:5, 58:18, 62:4, 62:12, 73:1 looks 37:4, 44:11, 73:4 loops 34:23 Lord 71:3 Lorna 23:12 lose 29:6, 30:11 losing 61:3 lost 31:2, 58:19 lots 16:11, 62:15 loud 23:8 love 54:2, 59:4 lovely 35:10</p>	<p>Ma'am 23:6, 23:11, 25:9, 26:7, 35:7, 37:18, 38:2, 43:8, 45:18, 46:7, 56:14, 59:19, 67:16 macrosimulation 32:25 mad 39:24 magnificent 42:6 mail 2:13 mailbox 66:10 Maine 1:1, 1:14, 1:16, 2:4, 4:10, 30:9, 31:4, 31:19, 38:6, 42:11, 42:22, 43:14, 43:16, 43:23, 47:20, 47:21, 47:22, 48:4, 48:16, 50:18, 58:19, 61:13, 75:3 Mainedot 28:22, 29:2, 29:16, 30:3, 34:20 Mainer 54:18 Maintain 18:15, 46:19, 46:20, 62:3 maintenance 50:1, 62:1, 71:19 major 3:21, 3:22, 5:2, 64:4, 66:11 majority 32:14, 33:8 Maloney 6:23 manager 2:5, 6:20, 7:12, 52:14, 56:12 maneuver 54:7, 55:18, 55:19 maneuvers 11:7 manner 15:22, 43:5</p>	<p>manpower 70:1 Manual 11:9, 12:21, 16:14 maps 36:25, 37:2 Marian 6:19 Mark 36:4 Martin-savage 67:18, 67:21 Mary 54:24, 55:1 match 61:23 materials 72:22 mats 57:16 matter 69:14 Maxwell 37:19, 46:9 Maxwell. 37:24 MDOT 27:5, 42:5, 60:14, 61:19 mean 9:9, 11:11, 11:21, 37:12, 44:20, 44:21, 46:15, 51:12, 57:23, 62:5, 67:8, 68:11, 69:1 means 10:24, 75:6 meantime 41:1 measure 42:14 measures 73:19 mechanized 69:25 medium 68:10 meet 11:18, 16:14, 52:25 Meeting 1:11, 6:14, 8:19, 23:2, 63:3, 68:2, 74:4, 74:6, 74:11 meetings 5:23, 6:2, 6:11, 24:4, 37:16, 40:11, 46:10, 54:16, 56:9, 63:8, 63:13, 64:21, 70:18,</p>
--	--	---

< M >

74:9  
 members 6:14  
 mention 16:23  
 mentioned 4:13,  
     22:21, 41:22,  
     44:14, 46:11,  
     65:19  
 met 6:1, 6:4,  
     6:5, 6:6,  
     6:7, 6:9,  
     58:21, 71:20  
 metropolis 59:9  
 MHP 38:21  
 mic 23:1, 23:4  
 mid-block  
     13:24, 14:2,  
     14:9  
 Midcoast 29:3,  
     29:19, 60:17,  
     61:13, 63:18  
 Middle 7:20,  
     10:1, 10:5,  
     10:12, 10:25,  
     11:1, 11:9,  
     12:12, 13:7,  
     13:18, 16:14,  
     17:5, 18:5,  
     18:19, 18:21,  
     30:20, 65:24,  
     67:10, 68:13,  
     71:1, 71:17  
 mile 15:8  
 mile-and-a-half  
     15:13  
 miles 15:14  
 Miller 47:20,  
     48:6, 48:9,  
     48:13, 48:15  
 million 42:22,  
     47:10, 49:24,  
     52:3, 52:5  
 mimics 22:14,  
     22:17  
 mind 23:3,  
     35:13, 38:16,  
     38:17, 66:18,  
     67:4  
 mine 24:17  
 minimal 70:9  
 minute 9:19,

21:16  
 minutes 33:8  
 missing 73:5  
 mission 68:8,  
     68:9  
 Mitchell 30:22  
 mobility 3:17,  
     3:20, 23:16,  
     44:21, 45:18  
 model 13:14,  
     15:16, 26:14,  
     26:15, 51:17,  
     51:21, 55:20  
 models 26:20  
 modern 35:13,  
     35:20, 35:23  
 modes 9:22,  
     15:20  
 moment 5:5,  
     13:15  
 momentarily  
     13:25  
 Monday 26:25  
 money 31:12,  
     31:20, 39:7,  
     39:12, 39:15,  
     43:17, 44:18,  
     50:1  
 month 64:9  
 months 3:22,  
     5:7, 8:14  
 motor 33:14  
 motorcycles  
     24:15  
 motorists  
     15:24, 16:3  
 Mount 72:16  
 mouthing 59:14  
 move 17:1,  
     17:6, 33:20,  
     34:7, 53:14,  
     66:16, 68:8,  
     70:16  
 moved 58:18,  
     63:5  
 movements 5:2,  
     14:22, 33:11  
 moving 18:21,  
     19:16, 34:2,  
     44:8, 70:14

municipal 22:3,  
     22:7  
 < N >  
 name 3:7,  
     17:17, 23:10,  
     26:10, 28:14,  
     35:8, 39:8,  
     46:8, 46:24,  
     46:25, 56:15,  
     67:17  
 National 38:6  
 navigate 24:1  
 navigated 73:23  
 near 37:22  
 need 2:22,  
     3:15, 3:25,  
     31:6, 41:2,  
     42:8, 52:20,  
     55:25, 57:9,  
     58:17, 59:10,  
     64:10, 68:10  
 needed 60:19  
 needs 55:11,  
     62:11  
 negative 41:19  
 negotiate 67:24  
 negotiation  
     68:5  
 neighborhood  
     57:5  
 neither 31:19,  
     66:12  
 nest 49:14  
 New 7:19, 8:1,  
     8:3, 18:1,  
     19:17, 19:22,  
     19:25, 20:15,  
     24:17, 38:7,  
     42:7, 72:23  
 news 59:2  
 newspapers 55:4  
 Next 47:7,  
     49:5, 66:5,  
     70:16, 70:17,  
     71:16, 74:6,  
     74:7  
 NHS 45:13  
 nice 30:22,

<p> 35:18  nine 12:22,  20:17  No. 32:4  Nobody 26:15,  32:7  noise 24:13,  24:15, 24:22,  25:1, 41:4,  41:13  non-compliant  3:24  non-peak 25:5  non-profit  53:3, 53:5,  63:11  none 26:20  normal 9:15,  11:14  North 8:20,  8:24, 9:16,  18:4, 18:16,  19:7, 21:25,  26:16, 27:18  northerly 8:4  northern 18:11  Notary 1:13,  75:3  notation 53:1  note 56:17  nothing 59:1  notice 14:6,  20:1, 42:17  noticed 33:13,  50:17  notices 2:16  number 5:23,  6:2, 26:12,  30:23, 49:2,  69:11  numerous 5:19,  6:2    &lt; O &gt;  obtrusive 35:13  Obviously 3:20,  4:1, 4:9,  4:20, 4:21,  5:3, 5:6, </p>	<p> 5:14, 5:20,  21:16, 22:10,  22:20, 25:2,  33:20, 34:17,  35:24, 35:25,  41:11, 61:22,  62:12, 68:5,  68:12, 68:16,  70:17, 70:19,  71:6, 71:22,  73:9, 73:21,  74:9  occur 8:19,  8:20  occurring 8:21  off-street  31:15  offer 63:3  offered 60:18  office 63:11,  63:18, 66:8,  66:12  officials 6:6  Often 66:10  Okay 2:2, 7:5,  8:24, 13:16,  17:22, 22:24,  37:1, 37:24,  40:18, 42:9,  42:21, 48:22  old 38:15, 56:5  older 56:1  on-street 7:22,  7:23, 12:11,  16:9  Once 2:20,  23:13, 25:20,  46:19, 58:2,  66:3, 66:4  oncoming 14:5,  14:10, 14:18  one-way 20:6  ones 7:25,  35:24, 67:6,  72:25  ongoing 30:5,  58:6, 70:18  open 22:19,  24:18, 31:13,  68:4, 71:21 </p>	<p> operate 13:20  operation 14:7  operational  25:19  operations  7:12, 7:14,  8:11, 8:12,  25:1  opportunity  12:18, 14:4,  14:19, 15:21,  15:23, 16:1,  20:3  opposed 35:16,  42:2, 70:9  Option 40:13,  40:15, 41:19,  51:16, 68:3  options 12:2,  40:14, 51:13  order 27:18,  29:17, 70:5  original 8:6  originally  55:2, 55:22  originates 8:15  otherwise 52:15  ought 30:17  outbound 34:16  outcome 27:2  outreach 5:22  outside 6:11,  7:1, 23:23  overall 24:22  overhead 35:13  own 47:16,  47:19, 47:24,  48:2, 48:7,  48:10, 58:12  owner 48:14  owners 37:3  owns 28:25,  42:5, 47:20,  48:4, 55:10,  55:11, 55:14,  55:16    &lt; P &gt;  p.m. 1:17, </p>
--	---	--

74:11  
 PAC 6:13, 6:14,  
 51:13  
 pack 53:14  
 package 21:23,  
 25:18, 73:15  
 Pacs 6:2  
 page 52:4  
 Pam 26:8,  
 26:11, 38:3,  
 38:23, 39:6,  
 39:9, 39:11,  
 39:18, 39:21,  
 45:19, 56:11  
 parallel 12:11,  
 19:23, 56:22  
 paraphrasing  
 64:9  
 parcel 37:9  
 park 19:3,  
 24:8, 65:22,  
 66:22  
 parked 18:17,  
 22:20, 26:14,  
 54:8  
 parlor 55:24  
 Part 6:22,  
 13:10, 18:12,  
 20:6, 21:2,  
 21:21, 24:5,  
 30:6, 37:14,  
 46:17, 49:23,  
 50:2, 50:10,  
 54:15, 60:7,  
 66:18, 71:11,  
 73:15  
 particularly  
 8:14, 34:16  
 partly 48:22  
 parts 43:17  
 passed 47:8  
 passes 62:14,  
 62:15  
 past 28:24,  
 58:17, 59:6,  
 66:1, 66:3  
 path 58:12  
 pattern 22:22  
 patterns 58:8  
 pavement 21:10,

34:24  
 payer 42:21  
 paying 43:24,  
 46:17, 46:18,  
 61:19  
 peak 5:7, 7:9,  
 9:8, 9:10,  
 10:24, 15:3  
 pedestrian  
 3:17, 3:19,  
 3:24, 10:2,  
 10:18, 10:19,  
 12:24, 13:3,  
 16:5, 16:16,  
 17:8, 26:12,  
 26:14, 37:21,  
 41:23, 44:23  
 pedestrians  
 4:13, 9:24,  
 10:7, 10:9,  
 10:10, 10:12,  
 10:14, 10:15,  
 10:20, 11:5,  
 12:6, 12:16,  
 13:5, 13:6,  
 13:25, 15:25,  
 16:7, 16:21,  
 16:24, 26:2,  
 37:25, 42:1,  
 42:4  
 peninsulas  
 64:21, 64:25,  
 65:3  
 per 9:13,  
 10:23, 10:25,  
 11:2, 11:12,  
 13:8, 14:25,  
 32:20  
 percent 11:11,  
 55:24  
 perfect 59:17  
 Perhaps 39:18,  
 50:18, 56:17  
 period 10:2,  
 10:8, 10:11,  
 13:6, 33:7  
 periods 64:18  
 permanent  
 25:15, 27:2  
 person 68:1

personally  
 50:24  
 perspective  
 22:1  
 pertaining  
 34:19  
 petition 29:25  
 phasing 14:23  
 Phillips 28:15,  
 63:15  
 Phillips.  
 28:17, 28:20  
 physically 54:5  
 pick 33:25,  
 34:2  
 picked 2:10,  
 51:21  
 picks 51:19  
 picture 22:16,  
 23:19, 41:10,  
 61:9  
 pictures 41:6,  
 46:10  
 piece 25:18,  
 25:21, 61:23  
 Pinch 5:1  
 Pittston 49:18  
 place 46:20,  
 59:4, 59:12,  
 59:21, 59:23,  
 60:25, 63:20,  
 66:6  
 places 26:23,  
 61:2  
 plain 72:14  
 plan 18:5,  
 39:25, 40:1,  
 40:2, 40:20,  
 41:3, 41:19,  
 42:23, 44:7,  
 45:3, 45:4,  
 61:20, 62:2,  
 67:4, 69:2  
 Planner 6:21,  
 63:2, 65:7  
 Planning 5:18,  
 36:16, 37:13,  
 37:14, 63:4,  
 64:8, 64:14,  
 65:6

plans 20:21, 37:1, 59:16	presenting 41:10	40:20, 41:4
planters 41:23, 46:10, 46:15, 52:8, 61:18	pressure 27:19	projections 51:21
plantings 43:21, 44:6, 73:8	pretty 3:16, 5:25, 41:6, 41:10, 46:2, 57:14	projects 39:5, 64:2, 65:11, 65:12
Please 3:5, 3:6, 36:7, 39:24, 54:20, 60:23	Previous 37:16, 46:9, 48:14, 63:2, 63:6, 63:25	promoting 40:16
pleased 28:21	previously 44:6	properly 27:20, 51:17, 67:1
plenty 23:25	pride 59:21, 59:23	properties 36:20, 37:6
plow 62:16	primarily 53:17	property 24:16, 28:25, 36:14, 36:17, 37:3, 42:5, 52:24, 53:5, 56:20
plowed 66:25	printed 2:9	proponent 60:21
plowing 62:8, 69:23	prior 8:18	proposal 13:10
plugging 68:24	prioritize 70:1	proposed 3:3, 7:25, 12:7, 16:17, 30:12, 41:5
plus 69:25	priority 70:5	proposing 14:8, 18:1, 18:3, 18:13, 30:12, 60:14, 68:2
point 5:1, 15:4, 29:18, 29:21, 32:12, 40:3, 59:11, 64:3	Probably 15:16, 30:11, 31:11, 33:7, 45:6, 50:7, 50:13, 70:21, 70:22, 71:8, 71:9, 72:15	protect 43:6
point. 64:4	Probate 64:20	proverbial 35:2
pointed 26:21	problem 31:18, 40:25, 41:17, 41:25, 43:1, 49:7, 57:8	provide 16:9
pole 35:16, 35:17	problematic 4:1	providing 15:21, 57:25
poles 35:18, 35:22, 71:7	problems 28:3, 41:5, 41:18, 50:15, 64:3	Public 1:11, 1:13, 6:5, 6:6, 6:11, 8:19, 21:20, 39:23, 61:21, 63:23, 70:18, 75:3, 75:13
police 4:15, 23:9, 51:12, 58:5	proceed 42:25	pull 6:17, 32:23, 73:16
pollution 41:4, 41:13	PROCEEDINGS 2:1, 75:5	pulling 28:8
pool 4:7	process 5:18, 14:24, 25:12, 30:1, 34:8, 36:16, 37:14, 38:2, 51:13, 51:25, 69:2, 69:4	punish 42:25
pop 57:18	program 47:6, 47:8	purpose 2:21, 3:15, 24:5
portable 23:1	progress 21:19, 74:1	pursue 49:17
positive 59:15	projected	pursued 49:9
possible 23:4		pursuing 40:21
post 66:8, 66:12		pushed 71:10
potential 28:3		put 6:12, 24:7, 27:24, 31:12,
practical 42:15		
present 59:8		
presentations 3:9		
presented 12:8, 67:24		

41:25, 49:5, 50:6, 57:25, 58:1, 59:16, 66:6, 68:20, 69:12, 69:13, 69:19, 71:21, 73:11	48:12 railings 73:2 Railroad 8:2, 8:4, 8:8, 12:25, 18:6, 19:21, 20:5, 20:10, 21:2, 21:3, 21:6, 22:5, 22:15, 42:4, 42:8, 47:16, 47:18, 47:23, 55:17, 65:22, 66:22, 66:24, 71:3, 71:4	72:15, 73:2 reduce 11:20, 69:25 reduced 15:16, 17:10 regards 22:17, 38:3 Regional 4:21, 4:22, 43:1, 63:4, 64:7, 64:13, 65:6, 65:9 Registry 64:20 regrade 20:25 regravel 20:25 rehabilitate 45:5 Reinhardt 50:13 related 36:11, 37:16, 71:23 relatively 33:21 releases 59:2 relocating 7:21 remain 17:24, 37:23 remaining 19:9, 42:18 remember 30:24, 33:6, 56:23, 68:4, 69:11 Removal 16:9, 41:20 remove 12:10, 18:13, 18:18, 55:9 removed 17:19, 17:25, 19:6, 19:7, 20:14 removing 7:23, 18:24, 19:11 renderings 41:6 rent 55:16 repair 62:11, 70:10 repave 21:1 repercussions 40:4 replace 45:2, 45:6
putting 15:23, 16:3, 35:12	raise 3:6, 4:16, 23:7 raising 67:22 randomly 10:14 range 10:22, 34:22 rather 27:2 raw 73:17 RE 1:4 reaching 30:8 read 3:15, 63:24 real 32:11, 70:16, 73:23 reason 56:8, 63:10 reasons 61:3, 61:4, 65:6 recall 34:14 recent 40:19, 42:15 recently 6:10, 24:5 recommend 41:21 reconstruct 21:9 RECONSTRUCTION 1:4 record 7:11, 53:19 recording 23:2 Red 13:22, 16:19, 25:7, 41:14, 72:6 Redi-scape	
< Q > qualities 59:25 quantify 11:10 question 13:11, 22:25, 23:3, 23:11, 29:5, 29:15, 30:1, 30:4, 39:14, 44:16, 45:20, 47:16, 48:23, 49:21, 51:24, 56:16, 61:16, 64:5, 64:6, 67:18, 67:22 questions 3:4, 3:5, 3:7, 3:9, 23:5, 36:5, 37:16, 64:22, 67:3, 68:7 queue 13:24, 15:11, 15:15, 19:14 queued 14:16 queues 8:1, 15:9, 17:10 quick 70:17 quicker 42:3 quite 4:17, 28:25, 36:22 Quivey 51:23, 56:15 Quivey. 57:20, 58:11		
< R > rail 21:4, 48:3, 48:4,		

replaced 73:3	10:9, 11:15	1:15, 58:21
Reported 1:13	roadways 9:16	Schuyler 55:12
Reporter 1:14, 75:2	Robin 1:13, 23:1, 75:2	screen 7:8, 13:17
Reporter/notary 75:13	Robson 6:20	seasonal 5:6, 9:8, 15:3, 41:18
represent 60:5	Rockland 47:17	seasons 8:15
REPRESENTING 1:20	rolling 15:9, 15:11	seat 52:13, 54:1, 64:16
request 40:12	Ron 28:15, 28:17, 28:20, 63:15	Seaver 6:24, 39:20, 39:22
requests 65:9	room 23:25, 33:16, 53:19, 63:13, 68:21, 73:11	Second 2:20, 23:6, 26:23, 29:7, 46:2
required 66:8, 70:1	roots 73:12	section 23:20
research 24:12, 48:25, 70:20	roughly 73:20	sections 48:23
researching 38:5	rule 15:6	seeing 35:15
reset 71:9	run 33:1, 57:4	seek 50:19
resident 67:21	running 32:25, 50:18	seekers 51:10, 51:15, 51:19
residential 5:11		seeks 58:12
residents 4:12	< S >	seem 29:14
respond 36:7	sacrifice 54:19	seen 8:13, 9:12, 15:8, 35:17, 55:4, 58:1, 59:2
response 38:4, 69:23	safer 45:18	select 6:1
responsibilitie s 30:8	safety 3:17, 3:19, 6:5, 23:15, 26:12, 44:23, 53:16, 54:3, 54:13, 56:16, 57:9, 65:18	selectmen 61:14, 68:2
responsibility 61:7	sake 70:13	self-stamped 2:11, 48:18
restrictions 39:1, 39:2	sale 36:14	sell 63:17
restripe 21:1, 21:11	sanded 66:23	Senator 29:23, 29:24
result 31:3	Sarah 32:2	senators 29:23
retaining 37:8, 37:11	sat 62:9	send 48:19
reusing 72:21	satisfaction 64:11	Senior 6:7
revenue 31:5	satisfy 16:7, 16:8	sense 31:9, 38:14, 39:3, 50:9, 56:7
review 29:18	saw 13:13, 27:12, 55:3	sensible 41:21, 41:25, 42:10, 43:5
rid 65:12	saying 48:13, 68:4, 71:2	sensitivity 33:24
ride 34:18, 72:16	says 22:7	sent 64:8
risk 54:12	scheme 18:3, 21:22	serviced 11:12, 31:16
road 20:2, 33:19, 43:19, 56:24, 67:10, 71:17	School 1:11,	services 4:11,
roads 7:24, 57:15, 70:2		
roadway 9:15,		

4:20, 4:21  
 servicing 15:20  
 session 3:12,  
 18:2, 47:7  
 set 55:15  
 Sevaldson 58:15  
 several 11:19,  
 68:6  
 sewer/water  
 71:6  
 shape 72:25  
 share 2:10,  
 4:4, 67:4,  
 73:25  
 sharing 33:18  
 sharrows 33:18  
 sheet 2:8  
 shops 8:4  
 shorten 41:23  
 shoulders  
 34:15, 34:18  
 show 7:7,  
 20:20, 41:6,  
 44:7  
 showcase 29:9,  
 29:12  
 showing 9:25,  
 15:8, 15:17,  
 16:24  
 shown 16:6,  
 32:15  
 shows 20:8,  
 23:20, 42:23,  
 50:14  
 sides 18:24,  
 50:13  
 sidewalk 8:3,  
 23:15, 24:1,  
 24:8, 66:1,  
 66:3, 73:7,  
 73:22  
 sidewalks 7:21,  
 23:18, 23:24,  
 43:21, 44:4,  
 44:5, 44:22,  
 44:25, 45:23,  
 54:5, 66:24,  
 69:24, 70:4,  
 70:10  
 siding 21:3,

21:4  
 sight 41:9  
 sign 21:21,  
 29:14, 42:24  
 sign-in 2:8  
 signage 16:10,  
 21:22  
 signal 7:7,  
 14:14, 14:17,  
 16:2, 16:16,  
 16:25, 17:4,  
 25:6, 35:4,  
 35:6, 41:14  
 signalization  
 12:23, 16:16  
 signalized 7:24  
 signals 5:4,  
 7:20, 12:20,  
 13:3, 13:10,  
 13:20, 14:1,  
 15:6, 15:10,  
 16:17, 16:21,  
 19:12, 25:2,  
 26:1, 35:3,  
 35:19, 43:19,  
 46:18, 46:19  
 signature 35:2  
 signed 75:8  
 significantly  
 65:1  
 signing 22:7  
 signs 22:3,  
 56:24, 57:4  
 silver 15:5  
 similar 70:15  
 simply 25:13,  
 27:16  
 simulation  
 16:24  
 simultaneously  
 13:23, 16:20  
 single 32:8  
 sipping 41:8  
 Sir 24:9,  
 27:10, 27:12,  
 28:11, 28:12,  
 30:19, 31:22,  
 33:9, 33:12,  
 36:3, 47:13,  
 48:25, 49:23,

51:22, 58:14,  
 65:14, 69:9  
 sitting 47:4  
 situation 3:1,  
 3:20, 15:10,  
 15:18, 17:19,  
 36:12  
 situations  
 15:12, 15:17  
 six 19:5  
 Slack 6:23  
 slide 18:11  
 slots 30:17  
 slow 33:21  
 small 30:5,  
 40:24  
 smaller 45:23  
 smooth 9:18  
 snapshot 32:13  
 sneakers 14:13,  
 14:17  
 snow 62:7,  
 65:25, 66:6,  
 66:18, 67:1,  
 69:25  
 Society 38:6,  
 38:7  
 solve 28:22,  
 64:2  
 solved 43:1  
 Somebody 10:4,  
 10:17, 23:14,  
 41:22, 52:16,  
 55:6  
 somehow 11:18  
 someone 19:3,  
 37:12, 52:14,  
 52:20, 53:19,  
 55:21, 68:4  
 sometimes 15:14  
 somewhere  
 27:17, 68:10  
 song 30:23  
 Sonia 6:18  
 soon 8:25  
 sorely 47:11  
 Sorry 18:22,  
 43:10, 72:10  
 sort 9:23,  
 10:5, 12:1,

<p> 12:3, 32:13,  32:21, 34:20,  68:21, 73:3  sorts 41:13  soul 61:4  sound 38:16,  40:1  sources 11:10  south 8:20,  8:24, 9:16,  18:8, 18:13,  18:18, 21:25,  27:16, 27:18  space 21:5,  24:2, 55:25,  63:18, 63:19  spaces 8:7,  18:13, 18:16,  18:18, 18:24,  19:5, 19:11,  19:17, 19:25,  21:7, 21:8,  31:7, 31:9,  31:12, 66:15  specific 3:10  specifically  35:1  speed 33:22,  57:17, 58:1  spent 38:5,  43:17, 43:20,  44:18, 47:3  spike 57:16  spoke 14:12,  56:14, 63:2  spoken 46:22,  67:16  spot 18:11,  60:23  spots 19:8,  19:10, 19:23,  20:7, 20:14,  20:16, 21:2,  21:14, 21:15,  21:16, 21:17,  30:5, 30:16,  42:8, 60:11,  60:18, 60:20,  60:22  spread 22:15 </p>	<p> staff 28:22  stages 42:14  stairs 23:22,  23:24, 24:20,  54:6  stake 62:20  stakeholder  4:5, 68:18  stakeholders  2:23, 4:3,  4:7, 4:8  stand 23:7  standpoint  4:23, 14:7,  24:25, 36:18,  38:21, 39:1,  45:9  start 42:10,  42:11, 58:18,  59:13  started 2:3,  49:10, 63:20  starting 18:11,  25:4  starts 50:21,  64:2  State 1:1,  1:14, 1:20,  3:6, 4:10,  10:14, 23:10,  42:21, 43:4,  43:14, 47:16,  47:22, 48:4,  75:3  state-owned  48:1, 48:3  stated 26:9  statement 30:22  station 51:19  stay 3:8,  19:10, 71:8  stenograph 75:6  step 49:5,  69:2, 69:4,  70:16  STEPHEN 1:22  steps 23:20,  69:5, 70:17,  72:18, 72:19,  72:24 </p>	<p> Steve 3:2,  6:22, 17:13,  17:17, 20:23,  22:21, 23:20  Steven 65:16,  70:6  stewardship  30:8  stood 56:25  stop 14:18,  36:13, 41:12,  56:24, 57:4,  61:15  stopping 25:3,  37:25  stops 37:5  Store 40:9,  41:20  storm 66:5,  66:11  story 60:6,  60:7  streets 7:22,  16:20, 25:8,  26:22, 37:20,  57:11, 66:6,  66:16, 70:2  striping 22:18  stroller 54:6,  54:7, 54:8  strong 29:9  strongly 59:24,  64:11  structure 27:3  student 58:21  studies 65:11  study 40:13,  40:19, 41:3,  41:4, 63:24  stuff 12:1,  24:20, 55:4,  73:12, 73:15  stupidity 58:14  style 36:1  subsurface  5:14, 71:5  sudden 11:14  suggest 28:4,  29:14  suggestion </p>
---	--	---

<p>27:23 summary 16:13, 17:9, 20:13 summer 8:14, 56:19, 56:21, 57:1, 57:2, 64:17 sums 3:16 supply 46:13 supplying 46:17 supporting 53:16 supposed 32:11, 56:9 surprised 61:5 survey 37:1 Susan 6:20 Sutter 46:25, 51:24 Sutter. 47:2 Swartz 35:8, 36:4 system 35:6, 35:16, 71:15 systems 35:17, 36:3</p> <p>&lt; T &gt; table 2:17, 8:18, 9:6, 13:13, 14:12, 52:8, 68:13, 71:21 tables 46:11, 46:16 talked 12:3, 13:5, 16:13, 26:4, 29:22, 50:16, 50:20, 57:12, 71:13, 72:4, 72:13 task 7:12 tax 31:2, 31:6, 31:18, 36:25, 37:2, 40:9, 42:21 Taxes 31:4, 42:21 taxpayers</p>	<p>43:16, 43:23, 44:17 tear 42:8, 60:11 tearing 30:24, 59:22 technology 34:21, 34:25, 35:4, 35:12, 35:20 telephone 2:16, 63:14, 71:7 tells 52:15 template 72:5 temporary 41:22, 42:1, 42:13, 43:4, 57:25, 58:1 tenant 53:2 tenants 55:24 term 14:11, 14:13 terms 28:9, 61:16 terrible 61:13, 63:9, 63:10 test 42:13 Thanks 7:11, 20:23, 70:13 themselves 8:10, 9:4, 10:22, 11:8, 13:4 theory 34:6 thermal 34:22 thermal-based 34:25, 35:12 they'll 21:18, 36:2, 61:14, 71:2 they've 6:25, 7:2, 41:24, 42:5 thinking 36:8, 58:10, 72:19 Thomaston 42:16, 42:17 thousands 70:9 threaten 59:23 threatening</p>	<p>41:1 three 9:23, 12:23, 18:15, 18:18, 37:6, 45:3, 45:6 through-put 12:15, 17:11, 26:2, 26:4, 40:21, 40:22, 40:24 throw 42:22 Thursday 47:7 tie-ups 41:17 tied 13:21 timed 21:15 timely 67:1 timing 25:6, 25:19 Timmy 47:20, 48:9, 48:13, 48:15 tires 57:18 Toby 4:16 today 7:3, 18:17, 19:10, 22:13, 23:22, 25:3, 49:23, 51:18, 61:24, 71:9, 71:11, 71:18, 72:20, 73:13, 73:24 together 4:7, 6:18, 12:4, 13:21, 16:17, 59:14, 59:16, 68:20, 71:21, 73:16 tonight 2:6, 3:13, 12:9, 23:2, 44:8, 45:16, 52:19, 52:22, 53:9, 55:3, 58:16, 58:23, 67:25, 69:8, 70:19, 70:21, 71:20 took 21:3, 32:6 top 20:13 toss 61:11 total 20:17</p>
--	---	---

<p>touched 7:14  tough 72:25  tour 38:11,  38:20  tourist 64:24  tourists 4:12,  56:20, 65:5  towards 22:2,  34:2, 43:17  towns 35:18,  58:1, 64:14,  64:19  tractor 24:13,  45:13  trade-off 30:16  trailers 24:13,  45:13  TRANSCRIPT 2:1,  75:5  transpired 72:2  transpires  71:12  transport 4:20  Transportation  1:2, 2:4,  9:22, 47:4,  47:9  travel 9:7,  11:24, 22:8,  33:16  traveling 9:14,  15:24, 22:1  treads 72:21,  73:1  Treat 31:14  Treats 37:4,  65:23  tree 73:9,  73:10, 73:11  trees 29:12,  41:8, 61:18,  71:24  trial 26:20,  26:23, 27:1,  27:6  tried 6:17,  32:8, 41:15,  58:7  trip 32:22  trouble 72:24</p>	<p>truck 41:9,  62:16  trucks 19:2,  24:15  true 62:17,  75:4  Truesdell 53:24  truly 21:13  trust 39:4  truth 41:9  try 25:21,  43:5, 46:21,  50:23, 52:19,  57:16, 59:15,  67:15  trying 26:3,  51:10, 54:7,  57:15, 58:9,  69:5  Tucker 56:18,  57:1  Tuesday 47:4  tune 65:10  turn 2:24, 3:1,  7:6, 14:5,  14:10, 14:20,  17:13, 20:22,  22:24, 32:2,  59:9  turning 5:2,  32:14, 33:3,  33:11, 57:3  turns 14:8,  33:9  tweaked 5:19  twice 10:5,  58:3  Two 5:7, 7:19,  8:1, 14:15,  14:21, 15:14,  19:8, 19:9,  19:18, 20:11,  20:16, 21:16,  36:5, 36:23,  57:4, 59:4,  62:14, 62:15,  66:11, 68:3,  69:2, 69:4,  69:13  two-and-a-half</p>	<p>15:14  two-step 25:12  type 36:2    &lt; U &gt;  ugly 35:23  uh-oh 11:16  umpteen 63:8  understand  34:1, 44:17,  66:13, 66:14  understanding  52:24  understood 46:9  Uniform 12:22,  16:15  unique 10:3,  60:2  unloading 19:1,  72:13  unrealistic  44:10  until 3:5,  33:23, 47:8,  52:14, 56:13  upcoming 47:6  updated 45:21  uphill 71:14  urge 64:11,  65:7  users 4:22,  45:10, 45:12,  45:17  using 13:14,  14:23  utilities 4:19,  5:13  utility 71:5,  71:7    &lt; V &gt;  vacant 63:19  vacation 8:15  valuable 6:9,  6:16, 60:3  value 24:22,  29:11, 30:15,  31:8, 47:12,</p>
--	--	--

52:2, 60:1, 61:2	15:3, 27:19, 27:23, 51:9	waterfront 56:22
values 24:16	volumes 9:4, 10:22, 13:1, 13:3	ways 11:19, 43:1
vehicle 10:17, 10:18, 14:3, 14:20, 17:10, 32:9, 34:21, 34:25	voted 55:2, 67:25	wayside 34:24
vehicles 9:6, 9:8, 9:13, 9:17, 9:20, 10:23, 10:25, 11:2, 11:3, 11:5, 11:12, 11:15, 12:13, 13:23, 14:1, 14:16, 14:25, 15:15, 16:22, 19:14, 32:20, 33:2, 33:14, 40:23, 55:13	< W >	week 26:24, 58:20
verbatim 3:16	wait 9:19	weekly 54:3
Vernon 72:16	Waldoboro 28:13, 29:24	weeks 25:13, 64:18
version 45:22	walk 7:6, 16:1, 16:25, 17:4, 17:18, 17:23, 18:10, 24:8, 29:13, 54:2, 65:22, 66:1, 66:11, 66:12, 66:22, 67:9	well-being 40:7
versus 40:15, 43:20	walked 62:10	wells 73:10
VHB 1:21, 2:25, 7:12, 17:18	walking 38:11, 38:20, 54:14, 66:20	west 4:2, 5:8, 7:16, 18:8
via 39:16, 42:20	wall 23:20, 23:23, 37:8, 72:14, 73:2	Westport 49:3, 50:8
viable 34:10	walls 23:25, 37:12	Wharf 7:18, 8:10, 20:8, 20:25, 21:8
video 31:25, 32:6, 33:5	wanted 5:22, 6:13, 17:3, 20:24, 46:12, 50:5, 51:5, 53:18, 57:16, 60:9, 61:4, 63:3, 73:25	Whatever 24:24, 61:21
view 29:22, 72:4	wanting 10:23	wheelchair 23:13, 24:3
village 60:22	wants 68:17	wheelchairs 24:1, 26:17, 73:23
villages 61:1	warn 46:2	wheelers 41:11
vision 23:16	warrant 12:24, 12:25, 13:2, 13:4, 13:9, 16:15, 16:16	whether 27:14, 27:24, 29:6, 29:16, 34:10, 38:17, 44:17, 64:5
visit 7:1	warrants 12:23, 12:24	whim 52:6
visited 8:18	Washington 24:11, 37:22	Whitfield 65:16
visitors 56:21	watching 13:17, 16:23	Whitfield. 70:6
visual 35:10		whoever 59:5
visually 45:24		whole 2:23, 21:21, 25:18, 36:11, 42:16, 48:16, 49:7, 61:9, 69:13
visuals 35:12, 35:14		wide 73:20
voice 4:16, 23:8		wider 7:21, 43:21, 44:4, 44:22, 69:24
volume 11:16, 11:18, 11:20, 12:23, 15:2,		width 44:5

windows 24:18, 29:9, 29:12	58:19
winter 66:21	yard 37:12, 38:13
Winthrop 23:12, 27:11	year 26:21, 38:15, 45:3, 58:17, 63:5, 66:2, 66:3, 66:4
wire 34:23	year-round 29:4, 29:20, 30:16
wish 58:22	years 30:23, 40:25, 45:6, 48:16, 49:2, 49:10, 50:5, 50:17, 52:23, 53:25, 54:15, 59:4, 63:7, 63:21, 63:25, 64:1, 64:3, 65:17, 69:11
within 38:2, 51:11, 75:3	yellow 13:22, 14:14, 14:16, 14:18, 16:19, 25:7
without 24:21	yield 10:14, 14:10, 16:4, 17:7
wondered 25:12	yielding 11:5
wonderful 53:3, 61:17	yields 10:18
wondering 24:12, 28:13, 32:10, 36:5	you'e 49:21
Woolwich 22:5, 51:7	young 57:6
word 50:20	Yup 23:17, 34:11, 47:22, 48:1, 50:10, 62:24
words 14:9, 17:3, 17:7	
work 12:4, 12:5, 12:6, 16:17, 16:19, 19:13, 42:15, 43:3, 47:7, 56:18, 57:24, 58:9, 59:14, 60:6, 69:16, 69:17, 71:15, 73:16, 74:1	
worked 6:16, 21:19, 64:10	
working 21:20, 38:2	
workmanship 60:5	
Works 6:6, 50:21, 61:22	
worried 4:5	< Z >
worry 4:19, 5:9, 5:13	zone 18:25, 19:1, 19:24, 72:13
worrying 5:4	zones 20:18
worth 61:3	
Wow 39:21	
wrought 73:3	
< Y >	
Yankee 31:4,	

**MAINE DEPARTMENT OF TRANSPORTATION**  
**PUBLIC INFORMATIONAL MEETING FOR ROUTE 1 DOWNTOWN IMPROVEMENTS**  
**TOWN OF WISCASSET**  
 Open house format 4: 00 – 6:00 PM & 6:30 -8:00  
**SIGN-IN SHEET**

Wiscasset Elementary School,  
 83 Federal Street, Wiscasset, Maine 04347

Date: May 8th, 2017  
 Senior Project Manager: Ernie Martin

NAME	REPRESENTING
DEAVER W. LESLIE	WISCASSET
Tom Bauer	Wiscasset
CRISSA SMITH	Wiscasset
Bob Blagden	Wiscasset
Layne	Wiscasset
Brad Swanson	Wiscasset
Anita Sobe	"
Tom Sobe	"
Herb & Lovetta Leighton	"
William Sutter	"
Lorna Winthrop	"
GRIFFITH J. WINTHROP	WISCASSET
Mrs. Hipt-Lovette	Wiscasset
Judith A. Sutter	Wiscasset
Donna E. Davis	Wiscasset
CYNTHIA PH DAVIS	WISCASSET
MARC SWAN E	WISCASSET
Linda Pope	Wiscasset
Ann W. Pope	WISCASSET
Beth Maxwell	Wiscasset
Jan W. Pope	Wiscasset
Stella W. Pope	Wiscasset
Pamela Brackett	Wiscasset

**MAINE DEPARTMENT OF TRANSPORTATION**  
**PUBLIC INFORMATIONAL MEETING FOR ROUTE 1 DOWNTOWN IMPROVEMENTS**  
**TOWN OF WISCASSET**

Open house format 4: 00 – 6:00 PM & 6:30 -8:00

**SIGN-IN SHEET**

Wiscasset Elementary School,  
 83 Federal Street, Wiscasset, Maine 04347

Date: May 8th, 2017  
 Senior Project Manager: Ernie Martin

NAME	REPRESENTING
Beth Quivray	<del>Wiscasset</del>
Fred Quivray	Wiscasset Budget Comm.
BODY JONES	MIDCOAST CONSERVANCY
Frances Schumann	Taxpayers
Laura Hartz	Self (Wiscasset)
Aaron Leflemme	Self (Wiscasset Resident)
Sharmay Ballantine	Self " "
BOB FURCES	LCRPC
Anna Rantou	Self Wiscasset
Ed + Arlene Polewanyski	home owner
Mitt + Priscilla Kelley	Home owner
Emily Court	home owner
Carl Anispaull	Wiscasset
JOAN DAVIS	Wiscasset
Will + Lisa Truesdell	Wiscasset homeowner
Susan + Cliff Russell	Midcoast Conservancy
Laurel DeRitter	home owner
RONALD WENTWORTH	HOME OWNER
George Elli	
Suzanne Barkin	Wiscasset Home owner
William Parker	Wiscasset Home owner
William Sprague	Wiscasset
Carla Dickstein	Wiscasset

**MAINE DEPARTMENT OF TRANSPORTATION**  
**PUBLIC INFORMATIONAL MEETING FOR ROUTE 1 DOWNTOWN IMPROVEMENTS**  
**TOWN OF WISCASSET**

Open house format 4: 00 – 6:00 PM & 6:30 -8:00

**SIGN-IN SHEET**

Wiscasset Elementary School,  
 83 Federal Street, Wiscasset, Maine 04347

Date: May 8th, 2017  
 Senior Project Manager: Ernie Martin

NAME	REPRESENTING
Jennifer Morgan	Wiscasset
Robert Miller	WISCASSET
Nichole Groler	Wiscasset
Geoff Tully	Wiscasset
John Reinhardt	Wiscasset
Maria Reinhardt	Wiscasset
Sue Power	Wiscasset
Carl Wood	Wiscasset
Travis Lester	Westport
Guy Woodring	Wiscasset
Carla Hank	Wiscasset Newpage
Kim Adams	Wiscasset
Shaye Paradis	Wiscasset
Jenice O'Connor	Wis
Dee O'Connell	Wis
Jamie Sonia	Wiscasset
Doug Baston	At Board of Selectmen
Wendy Ryan	Wiscasset
Grady Fischer	Wiscasset
Anne Fisher	Wiscasset
Richard Hensen	64 Main St Wiscasset
Ron Phillips	262 Friendship St. Waldoboro
David Gunn	402 Howelltown Rd Wiscasset

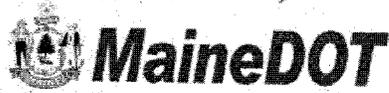
**MAINE DEPARTMENT OF TRANSPORTATION**  
**PUBLIC INFORMATIONAL MEETING FOR ROUTE 1 DOWNTOWN IMPROVEMENTS**  
**TOWN OF WISCASSET**  
 Open house format 4: 00 – 6:00 PM & 6:30 -8:00  
**SIGN-IN SHEET**

Wiscasset Elementary School,  
 83 Federal Street, Wiscasset, Maine 04347

Date: May 8th, 2017  
 Senior Project Manager: Ernie Martin

NAME	REPRESENTING
Katharine Martin-Savage	Self
Shyle Stewart	Self
Monty Fox	self
Mary Ellen Barnes	WC Reg A Comm
U. Destroyed my Home	Self
MARIAN L. ANDERSON	Town of Wiscasset, Town Mgr
Aht Kostro	Henn Ocean Wiscasset
George Greene	Self
Stephen Grafton	Wiscasset Conservation Commission
CARL W EILERS	SELF
DONALD JONES	"
Marta Fairfield	Self & Schuyler Fairfield, Sr
Judge Hanagan	
Sherril Dunbar	Business & chamber
RICHARD LITZ	SELF
Violet Brandwein	Self
Leonard Merseman	SELF
Mouglu MCRAE	Chamber / First National

I didn't get a chance to sign in, but I was here!!



PUBLIC MEETING

NAME: Anne Leslie PHONE: 882 5554

ADDRESS: Cap TOWN: \_\_\_\_\_

EMAIL: \_\_\_\_\_ REPRESENTING \_\_\_\_\_

Do you want a MaineDOT representative to call you? YES  NO