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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

IN RE BLUE HILL FALLS BRIDGE

WIN 017712.00

Public Meeting At The Blue Hill Town Office

Reported by Robin J. Dostie, a Notary Public and  
court reporter in and for the State of Maine, on  
August 8, 2017, at the Blue Hill Town Office, Blue  
Hill, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE:	ANDREW LATHE
FROM HNTB:	TIM COTE
	KEVIN BRAYLEY
FROM FEDERAL HIGHWAY:	CASSIE CHASE

## 1 TRANSCRIPT OF PROCEEDINGS

2 AUDIENCE MEMBER: (Jim Schatz.) I believe  
3 we're ready to begin. As you may know, there was an  
4 announcement in one of the papers, I won't mention  
5 which one, these was going to be a marijuana meeting  
6 tonight as well. So I think we've diverted a few  
7 people, but if you are here and wanting to be at that  
8 meeting just stay and take the high road actually.

9 (Laughter.)

10 I won't go any further with that sort of  
11 thing. But I first of all I want to welcome all of  
12 you this evening and I think we have a good  
13 representation. Basically, there will be four parts  
14 to this meeting. First, will be an introduction. I  
15 will introduce the Bridge Advisory Committee and then  
16 we'll introduce our DOT team and then there will be a  
17 presentation by our engineer that will be kind of a  
18 sample of what we have as a committee been -- has  
19 been given to us over a period of time. So a lot of  
20 the content has been condensed, but you'll see in  
21 review what we have absorbed and what we are working  
22 with. And then finally, will be -- the meeting will  
23 be turned over to all of you and so we'll encourage  
24 your questions, your statements, your opinions and  
25 whatever you feel comfortable giving at this meeting.

1 And then later at the end of the -- I mean, before we  
2 get into the last part, I'll give you some  
3 housekeeping instructions since tonight's meeting  
4 will be recorded by this wonderful person on my right  
5 who is moving those fingers so wonderfully, so we  
6 need to speak loudly and maybe not so quickly as  
7 we're used to so you can catch everything. And  
8 before you do ask a question or say anything, please  
9 say your name so she can capture that and then we'll  
10 have a publication that will be in print at some  
11 level and so that will be exciting and we'll get the  
12 residuals.

13           Anyway, that said, I would like to introduce  
14 our committee. Last spring we were tasked to  
15 organize a committee of up to nine people who would  
16 have the interest, the ability and the passion and  
17 patience to work on this project to come up with a  
18 rehabilitation or replacement plan for the Falls  
19 Bridge. So the nine people I'm going to introduce  
20 were willing to put forth that effort and I will do  
21 it alphabetically because otherwise one gets in  
22 trouble. And I do know the alphabet, so if you bear  
23 with me.

24           Anyway, Michael Astbury right here is a long  
25 time resident, former road commissioner and a

1 wonderful person. I've known him for all of the  
2 years that I've been here and of course his knowledge  
3 both in terms of his businesses and the offices that  
4 he's held go very deep into our fabric.

5           Then I have Deborah Brewster behind me here.  
6 Deborah is a select person on the board in Brooklin  
7 and is very not only intelligent, but I know she  
8 serves her constituents with passion and she brings a  
9 good deal of that knowledge and passion to our table,  
10 so we're very fortunate to have her as a member.

11           Then we have John Chapman over here. John  
12 is not only a resident of South Blue Hill but is  
13 deeply engaged in things that pertain to the harbor  
14 and the fire company and fire department, so he  
15 brings those experiences to the table as well and  
16 very important to our view of what might happen in  
17 the future.

18           Then Lynn Clark. And Lynn, again, has deep  
19 roots in Blue Hill, been associated with the historic  
20 society and with the cemetery committee for years and  
21 she's a go to person if you want any old pictures.  
22 She has a little portfolio that she carries around I  
23 think. I'm not sure, but I bet you do.

24           Bill Cousins is our road commissioner, a  
25 good friend, a colleague and talk about a go to

1 person, he's on the spot and with many things that  
2 come up I personally trust him to take on any task  
3 with short notice. So it's good to have somebody  
4 with those capabilities, his knowledge, not only as  
5 road commissioner, he has all of the plowing  
6 experience he would ever want to have and probably  
7 more, so he brings that to our table.

8           An Vaughn, Vaughn Leach, my friend and  
9 colleague is a selectman. It's an honor and  
10 privilege to serve with him on that board and he too  
11 with his business -- he started a business here in  
12 town, spun it off and also has a business that's  
13 related. He's very familiar with the capacity and  
14 limitations and challenges of our road system, so he  
15 also along with his governing expertise brings very  
16 much important things to our table.

17           And then we have Steve Rappaport, who is  
18 right behind me. Oh, no, he's over there. No, don't  
19 get behind me. Anyway, Steve is a reporter for the  
20 Ellsworth American and literally covers the  
21 waterfront. He lives in East Blue Hill and is a good  
22 voice and gives context to a lot of things that we've  
23 been talking about, so it's not only exciting to have  
24 his input but very comfortable to have him as a  
25 member of our committee.

1           And then we have Lori Sitzabee, who Lori is  
2 our director of the Peninsula Chamber of Commerce.  
3 Lori is a more recent -- she came here more recently,  
4 but she hit the ground running and is an incredible  
5 advocate for our visiting community and for our  
6 business community and I really appreciate her  
7 perception and that she can bring to this whole  
8 effort.

9           And then finally, but not least, Karen  
10 Wyatt. Karen, a resident of South Blue Hill, very,  
11 very -- she networks very well. If you need a  
12 petition over night of hundreds of people, Karen can  
13 make that happen and so -- and I've seen it in work.  
14 But her knowledge and her contact with the  
15 constituent base over there is so incredibly useful  
16 to us and it's greatly appreciated.

17           So that's our committee and I thank them  
18 and, again, it's an honor to be part of this as the  
19 facilitator. So that said, I will introduce Andrew  
20 Lathe, who is the administrator, I would guess, or  
21 the engineer -- how do you phrase your --

22           MR. LATHE: Project manager.

23           AUDIENCE MEMBER: (Jim Schatz.) Yeah.  
24 Okay. Well, he's in charge of all things that  
25 pertain to DOT and he's our go to person and provides

1 tremendous support. I've been very impressed with  
2 the expertise and the follow through that DOT has  
3 given us. Andrew is -- well, how would you  
4 characterize yourself, obsessive compulsive, which is  
5 really a good thing to have somebody working with  
6 you.

7 MR. LATHE: And now I'm nervous.

8 (Laughter.)

9 AUDIENCE MEMBER: (Jim Schatz.) So that,  
10 again, has brought so much support to us that I don't  
11 think we have ever had before, so I thank Andrew.  
12 Andrew will introduce his team and then we'll move  
13 forward with the program.

14 MR. LATHE: Great. Well, thank you very  
15 much, Jim. With me tonight I have two consultants  
16 from HNTB, the designing consultant that we have for  
17 this project, and with me is Tim Cote and Kevin  
18 Brayley. I, myself, will give a brief introduction  
19 for a few slides. Tim will give the bulk of the  
20 presentation and then we will move on to more of a  
21 question and comment period, sort of a dialogue  
22 between the community and the Bridge Advisory  
23 Committee as well as myself and HNTB. And we also  
24 have a representative from Federal Highway, Cassie  
25 Chase is here somewhere in the back from Federal

1 Highway.

2           I do have a couple of housekeeping items if  
3 you folks are interested. On the way in you may have  
4 seen -- hopefully you all picked up this handout. It  
5 kind of provides information on the specifics or the  
6 terminology for bridge parts and components. As Tim  
7 goes through his presentation he'll be referring to  
8 these items, so they're available on either side of  
9 the door in the entryway. Also, and I bring these to  
10 all public meetings, we have our State of Maine  
11 Landowners' Property Acquisition Process for any  
12 right of way process. If anybody has any questions  
13 about it, we bring this to all public meetings  
14 whether we have any right of way concerns or not. I  
15 have also Civil Rights Title VI Program information  
16 from the Department of Transportation. Again, that's  
17 available to pick up. And also some people don't  
18 like to speak in public or ask questions in public,  
19 so if you want there are envelopes in either entryway  
20 if you want to take them with you, it's addressed  
21 directly to me. There is a question or a comment  
22 card in there, you fill that out, put it in the  
23 envelope and it will come directly to the Bridge  
24 Program and we'll get your comment from there. There  
25 are other public outreach opportunities and I'll

1 present those in one of our slides coming up. Also,  
2 there are notices that people might have seen in the  
3 newspaper or may have gotten in the mail if you're an  
4 abutting property owner or a local official you may  
5 have gotten one of these in the mail. The benefit to  
6 this is this is just the meeting announcement  
7 information, but it has my contact information as  
8 well as the bridge project information number on it.  
9 We have sort of a project identification number and a  
10 bridge number and I also have my business cards back  
11 there. So I just wanted to show you all that if  
12 you'd like to take some of that with you when you go.

13           And I'll go ahead and start with the  
14 presentation. So the intent for the meeting from the  
15 Department's standpoint really is to update the  
16 public on the project activity since the last public  
17 meeting, which we had two in 2015. We also want to  
18 kind of explain the creation and goals for the Bridge  
19 Advisory Committee. And also, Tim will be going  
20 through and identifying the rehabilitation and  
21 replacement options that are currently being  
22 considered. It's not a finite list, it's just our  
23 starting position. I would also want to really  
24 provide an opportunity for the public to ask  
25 questions and make comments for further consideration

1 for the Bridge Advisory Committee and the Department.  
2 What we won't be doing at this meeting though is  
3 going into very much for specifics on rehabilitation  
4 or replacement design, so you won't get a lot of red  
5 meat out of this meeting with respect to that because  
6 we want to try to provide as much opportunity to have  
7 a dialogue between the community and the bridge  
8 advisory group.

9           So a little bit of the project update. As I  
10 stated, we had two meetings back in 2015, one was in  
11 August and one was in November. Mike Wight was in  
12 attendance with me at both of those meetings and we  
13 found from the first meeting in August there was a  
14 strong sense of preservation and that rehabilitation  
15 of the structure was a very important aspect to the  
16 community, a very important goal. We came back in  
17 the November time frame and it was a different  
18 temperature in the room. There was a lot of focus on  
19 safety concerns. As you know, it's a narrow bridge  
20 and there is a lot of pedestrian activity in the  
21 area, so there was a lot of -- a lot of emphasis on  
22 trying to improve site safety whether that was a  
23 rehabilitation or replacement option was arguable  
24 from the sense that we get from that meeting.

25           Now, since 2015 there has been two

1 archeological investigations. One was done in the  
2 summer of 2015 and that was to try to determine the  
3 extent of a 1936 excavation done on the Nevin site  
4 and really kind of identify where the outer limits of  
5 that site is located. Then they came back in the  
6 summer of 2016 to test the other two corners, which  
7 would be the northwest corner of the bridge and the  
8 southwest corner of the bridge to see if there were  
9 any evidence of habitation over there and of course  
10 they did find a few things. Tim will go into more  
11 detail, but of interest on the northwest corner was  
12 an old wigwam foundation and the foundation  
13 potentially for the Roundy homestead.

14           So we took a look at what we got for  
15 responses from the two public meetings. It was kind  
16 of mixed. And then we took the information that we  
17 got from MHPC, the Maine Historic Preservation  
18 Commission, and decided that we really kind of needed  
19 to reboot this public process. We had already had  
20 two public meetings, but we thought with the  
21 environmental or historical and archeological  
22 implications and really not having our pulse on the  
23 direction from the community we thought we'd open it  
24 up and have a more controlled Bridge Advisory  
25 Committee process where these folks can represent the

1 community, we can query them with questions and they  
2 can give us ideas and we'll get more of a -- of a  
3 flavor from the community standpoint on the needs at  
4 this location. So essentially that's why we wanted  
5 to form the Bridge Advisory Committee to -- instead  
6 of coming back in a big public process like we're  
7 doing today, have a more in-depth focus discussion  
8 with a smaller group.

9           So these are essentially the Bridge Advisory  
10 Committee goals. These are the kind of goals that I  
11 put together back at the onset back in the March or  
12 April time frame and it's really to have these folks  
13 identify all of the project constraints as best we  
14 can, help us to identify the community problems and  
15 needs at the site and also to understand, this is  
16 important, to understand the National Environmental  
17 Policy Act decision-making process, which Tim will go  
18 into much more detail on, but there is federal money  
19 involved in this project, so we need to take serious  
20 consideration of all options and their impacts to the  
21 community and to any historic properties that might  
22 be out there, so we definitely wanted to walk through  
23 with a slow and methodical approach to come into a  
24 final conclusion or final alternative. Also, we want  
25 to challenge the design team to bring us all

1 reasonable options and I think they can speak on my  
2 behalf that we certainly do want to hear all options  
3 out there and make sure when we come back with a  
4 preferred alternative that is selected from the  
5 Department or Federal Highway's standpoint that we  
6 haven't missed something, that there is not an idea  
7 in the community that got overlooked, so we really  
8 want to get all ideas out on the table.

9           Let's see. Also, they're going to assist us  
10 in the creation of an alternative design matrix, so  
11 we're not going to go into too much detail about that  
12 tonight, but an alternative design matrix essentially  
13 is a spreadsheet of options across the top and  
14 impacts along the side and we populate it based upon  
15 what we know from engineering standards and from  
16 impacts and it will lead us to a path of which is the  
17 most or least harmful option. So they're going to  
18 help us -- assist us in putting together that design  
19 matrix. Also, to support the broader public  
20 outreach, which is something we're doing today and  
21 maybe help us participate in and then should they be  
22 willing to continue this advisory process right  
23 through preliminary and final design, which is going  
24 to be the stages of the design for the rehabilitation  
25 or replacement option once we've come to a preferred

1 alternative.

2 I mentioned earlier there is other  
3 opportunities for public process and public outreach.  
4 Our public -- our Bridge Advisory Committee meetings,  
5 they are open to the public. There has been a pretty  
6 decent turnout that we've had. If you're interested  
7 in attending any of these, please refer to the Blue  
8 Hill town website, which should give you the most  
9 current meeting dates as well as the meeting minutes  
10 are posted on the town website. And also on the town  
11 website is a link should you decide to leave a  
12 comment, you can click on that link, it will ask you  
13 for a little bit of information and it will send your  
14 comment directly to me and to Michael Wight, who is  
15 in the Bridge Program as well. I then take those  
16 comments and bring them to the Bridge Advisory  
17 Committee. They're anonymous when they go to the  
18 Bridge Advisory Committee and they can be shared with  
19 the community, also anonymous, but it's another  
20 avenue for you to provide an opinion, comment  
21 electronically if you so wish.

22 Let's see. Also, the Bridge Advisory  
23 Committee, they're up here today, but they're also  
24 available able in the public. They're around, so if  
25 you see one in the grocery store getting groceries by

1 all means feel free to give them your opinion. And I  
2 do promise the Department will -- we'll hold future  
3 public meetings especially when we come back to  
4 discuss a selected preferred alternative.

5           So with that, I am going to hand the  
6 controls over to Tim Cote, who is going to talk about  
7 the existing conditions of the Falls Bridge.

8           MR. COTE: Thank you, Andy. Thank you,  
9 everybody. It's great to see a nice turnout tonight.  
10 I'm excited to see the participation here in this  
11 project. It's a really interesting bridge and  
12 project to be part of and we're appreciative of that.

13           I really want to cover a couple of things in  
14 my part of the presentation. The first is to provide  
15 a little bit of background on the bridge itself and  
16 primarily its condition because that really provides  
17 the foundation for why are we here completing this  
18 project, what is it that brought this project forward  
19 in MaineDOT's program to have something done. I want  
20 to talk a little bit about the site condition, the  
21 features that we need to be aware of as we develop  
22 this project. We want to talk about the federal laws  
23 and regulations that this project needs to be  
24 developed in consideration of and then move into some  
25 potential options that we'll be evaluating as part of

1 the project and what that process may look like  
2 moving forward.

3           So I'm going to start here with the  
4 discussion of the load rating that our firm is  
5 currently working on and I start with this slide and  
6 this topic only because it provides an opportunity to  
7 talk about the tied arch and its components, which is  
8 going to be helpful as we talk about the bridge  
9 condition slide later on. So in this slide here you  
10 can see that there are several primary components  
11 that are part of the tied arch bridge. This bridge  
12 is a tied arch and several primary components make up  
13 the structural system of tied arches. That primarily  
14 includes the orange highlighted arch rail, right.  
15 This is one of the main carrying components. And  
16 then highlighted in blue is the tie girder. This is  
17 sort of like the bow in the bow string, that really  
18 holds the arch together and makes the structural  
19 system. Additionally, we have these hangers that  
20 come down vertically highlighted in yellow that  
21 support the bridge deck underneath and the floor  
22 beams that generally run underneath the bridge  
23 between those hangers, right. So these primary  
24 elements, these arch ribs, the tie girders, the  
25 hangers and then the floor beams are the primary

1 structural components of this bridge and they're the  
2 ones that we really want to understand the condition  
3 of and the load capacity. So that's why as part of  
4 this project we're taking into consideration the  
5 inspection data available, but we're also looking at  
6 the capacity of these elements because if we find  
7 that the bridge does need to be strengthened we would  
8 need to work that into any type of bridge  
9 rehabilitation options to evaluate. So we're  
10 currently working on that load rating analysis now.  
11 We're going to see how much capacity, how heavy a  
12 vehicle can this bridge take. It's important to know  
13 and we'll know that. We're not there yet. This is a  
14 fairly detailed evaluation that we're working through  
15 and we should have the results in the next few  
16 months. So that's part one of understanding the  
17 existing bridge.

18           The second part is looking at existing  
19 conditions and every other year or every two years  
20 MaineDOT completes a bridge inspection for all of the  
21 bridges in the state's inventory and they look at  
22 several primary components of the bridge. They look  
23 at the superstructure, right. In this case, that's  
24 the tied arch component. They look at what we call  
25 the substructure or the foundation supporting the

1 bridge. And they also look at the bridge deck, which  
2 is the roadway surface that vehicles drive on. And  
3 all of those receive a condition rating that helps us  
4 engineers understand the condition of that, right.  
5 So when we look at the superstructure for this bridge  
6 the last inspection that was completed in 2016 rated  
7 the superstructure as being in fair condition, right.  
8 So that's a mediocre type condition. It's somewhere  
9 between poor and satisfactory condition, right. So  
10 that's the middle of the road rating-wise. And  
11 that's some of the reasons why the superstructure  
12 received this rating is there is a number of cracks  
13 in the concrete. They don't show up too well in this  
14 particular picture, but you can see the cracking and  
15 the staining on the surface is indicative of the fact  
16 that this concrete is deteriorating and is in need of  
17 some repairs.

18           As we look at other portions of the tied  
19 arches and another photo of the arch rib down at the  
20 roadway surface and as you can see the blowup here on  
21 the right-hand side there are some rather large  
22 cracks that go right through the top of that arch  
23 rib. The reason for that is we believe the  
24 reinforcing steel that's encased within that concrete  
25 has corroded. When reinforcing steel corrodes it

1 expands significantly and those forces actually push  
2 the concrete apart and what we're seeing here is  
3 actually cracking develop just from those forces  
4 pushing the concrete apart from the inside out. So  
5 those are some things to be aware of. And also when  
6 we look at the tie girder, this is the west side of  
7 the bridge, we see what we call spalling or the areas  
8 of the surface of the concrete is falling away. And  
9 we also see some pretty extensive cracking and  
10 moisture throughout. So this tells us that the  
11 superstructure certainly is in need of some repair  
12 and is what led to the fair rating that it received.

13           Perhaps the part that most people are  
14 familiar with is the roadway deck, right, what you  
15 drive across every day if you go across this bridge.  
16 The deck is rated in poor condition. This is the  
17 lower end of the condition spectrum and that is  
18 because we see there is large areas of cracking along  
19 the bridge deck primarily along the center line of  
20 the roadway and also near the abutments. When we go  
21 underneath the bridge though it's even more  
22 pronounced. So the view that most people don't get  
23 often is this view from underneath and you can see  
24 that there is extensive cracking. The reinforcing  
25 steel has actually been completely exposed and is

1 corroding. This puts the bridge deck in the poor  
2 condition category.

3           The third and final component that I want to  
4 talk about the bridge condition rating on is the  
5 substructure and there are several parts of the  
6 substructure I want to talk about this evening. The  
7 first is this retaining wall system that supports the  
8 roadway. One of the things we know is there is large  
9 tidal variations at this bridge and we actually see  
10 that water actually goes right through this abutment  
11 or, excuse me, right through the roadway underneath  
12 the roadway on the north approach of the bridge and  
13 literally squirts out the stones on the other side.  
14 And this is because over time those tidal forces have  
15 penetrated through those materials, they've washed  
16 the fine grain materials out of the fill and has  
17 basically left a series of voids that allows this  
18 water to pass through. This can eventually lead to  
19 movement of the stones that make up the retaining  
20 wall, can cause settlement of the roadway. It's  
21 something that would need to be addressed as part of  
22 the project. There is ways to do that, we just need  
23 to understand that.

24           Additionally, on the substructure if we move  
25 towards the parts that actually support the bridge,

1 right, so these are the foundations that support the  
2 bridge roadway. We have the stonework underneath and  
3 then we have these concrete caps. So this concrete  
4 cap here is the top portion over the granite and you  
5 can see the top is heavily cracked. This is the tied  
6 arch up here that rests right on top of it. There is  
7 extensive cracking and deterioration of this concrete  
8 cap and it needs some significant repair as well.  
9 And then when we look at the stonework, we actually  
10 see there are these large gaps that started  
11 developing in the stones because they're actually  
12 beginning to shift. And the reason we believe that  
13 that is occurring is this particular abutment, this  
14 is the south abutment here, is not entirely founded  
15 on bedrock. So there is a layer of soil between the  
16 bedrock and the stone foundation that over time these  
17 currents have washed that material away and led to  
18 movement of the abutments. So these findings here  
19 put the substructure for the bridge in a poor  
20 condition as well. So these are all things that the  
21 team needs to be aware of and thinking of as any type  
22 of bridge rehabilitation is considered. We'll have  
23 to work those into the scope of work. Also, on the  
24 top of the abutment here, this is the roadway side,  
25 you can see the extensive cracking at the top of the

1 concrete, so this portion here that we were just  
2 looking at is also -- this is the top of that  
3 concrete and you can see there is some significant  
4 deterioration. All of these are things that could  
5 be, you know, resolved as part of a rehabilitation  
6 project, but we just need to understand what the  
7 process would be, how that would be constructed and  
8 what that might mean in terms of construction and  
9 time frame, costs, impacts to the natural  
10 environment, et cetera. So that's a little bit about  
11 the bridge.

12           Let's talk about the site because there is a  
13 lot of interesting things going on at this particular  
14 site and let's start with archeology. There are two  
15 or actually three archeological sites at this  
16 location. So the first is in the northeast quadrant,  
17 what we refer to as the Nevin site, and this is the  
18 most significant site in the project area. This is a  
19 prehistoric site dating back about 4,200 years. And  
20 a lot of these coastal sites over time because sea  
21 levels have risen over the course of hundreds of  
22 years have been washed away due to that sea level  
23 rise, so this is actually one of the very few  
24 remaining coastal sites of this type in -- certainly  
25 of the type in the State of Maine and for that reason

1 this site is really significant. It's eligible for  
2 National Historic Register. And this site was  
3 actually discovered shortly after the bridge was  
4 built in 1936-1937. It was a fairly significant  
5 archeological excavation that was completed here to  
6 assess what's there, but as part of that excavation  
7 they did not take all of the materials out and bring  
8 it somewhere else, you know, a lot of those artifacts  
9 remain there today and for that reason major impacts  
10 to this site really aren't permissible. And we use  
11 the term major, but in this particular case adding  
12 anything more than several inches to a foot of fill,  
13 you know, within a couple of feet within the existing  
14 toe of embankment is probably not acceptable in this  
15 particular case. So what that informs us as the  
16 project team is that any significant work beyond the  
17 existing toe of the embankment here in the northeast  
18 quadrant is probably not permissible.

19           On the other side of the roadway we have two  
20 sites of significance, the Luskey site and the Roundy  
21 site. The Luskey site is a prehistoric site. There  
22 was the wigwam foundation that was discovered last  
23 summer that Andy referred to. This dates back about  
24 2,000 years. So there is a wigwam foundation and a  
25 hearth there. In addition to that, nearby, just a

1 little bit further to the west is the Roundy site.  
2 And the Roundy site is the old homestead of John  
3 Roundy, who was believed to be the first settler of  
4 Blue Hill, which dates back to about 1762 to 1771.  
5 So these sites are also significant. They're not  
6 quite as significant or sensitive as the Nevin site  
7 and for that reason we can actually do a little bit  
8 of work on the west side of the roadway, it would  
9 just mean that any disturbance there would require  
10 either an archeological excavation and recovery of  
11 those artifacts or protection and covering those over  
12 so they're not damaged and disturbed if the work is  
13 temporary in nature such as a temporary detour. So  
14 we have a little bit more flexibility on what could  
15 happen on the west side of the roadway, but it is  
16 certainly something that we would need to be aware of  
17 as we work through this project.

18           There is also historic conditions here. The  
19 Blue Hill Falls Bridge is part of a historic district  
20 and to have a historic district you need three  
21 historic properties. And in this particular location  
22 the historic properties are the Wakonda residence,  
23 the Arcady residence and the Falls Bridge itself.  
24 All three of these are historic structures that are  
25 eligible for the National Register and the three of

1 them comprise the historic district on this project.  
2 So if we change the Falls Bridge and we alter its  
3 historic nature that is something that would need to  
4 be mitigated because now it affects the entire  
5 historic district and it's something we need to be  
6 aware of as we advance this project.

7           There is a number of environmental site  
8 constraints. We have natural resources including  
9 coastal wetlands, so the area between the high tide  
10 and low tide lines, that's called the coastal wetland  
11 area, impact or disturbance of that will need to be  
12 addressed. We have a number of fish species, several  
13 of which are endangered species, so Atlantic salmon,  
14 alewives, eels, elvers all could potentially be  
15 traveling through the bridge opening and swimming in  
16 and out of Salt Pond. They haven't identified all of  
17 those species at present, but there is the  
18 possibility they could be in this area so they need  
19 to be treated as though they are. Shellfish and  
20 waterfowl, scallops, soft shell clams, over wintering  
21 eider duck population, a number of species use this  
22 area. It's really a biologically diverse area.  
23 Marine mammals, there is a number of seal haul-outs  
24 nearby that we are aware of as well as the Northern  
25 Long-Eared Bat, which is a threatened species that

1 affects when tree clearing can occur as part of the  
2 project. So all of these are environmental  
3 considerations that need to be taken into  
4 consideration.

5           In addition to the archeological, historic,  
6 environmental aspects there is also some things just  
7 about the structure itself that's interesting. The  
8 first we want to talk about is hydraulics. A couple  
9 of interesting points here, the freeboard, what we  
10 call freeboard on the structure is the distance from  
11 the bottom of the structure to the highest water  
12 level. In this particular case, that's about 6 feet  
13 and that's okay for today. I'll jump to the bottom  
14 of the slide here, but we recognize that, you know,  
15 sea levels may rise over time and as we develop this  
16 project we want to be cognizant of that and if we're  
17 looking for a long-term solution here, if we can  
18 raise the existing bridge or raise a new bridge  
19 higher, provide more freeboard that's something that  
20 the project would look to do or see if it's practical  
21 to do that. But the thought is at a minimum the  
22 existing freeboard would be maintained at 6 feet, all  
23 right, we wouldn't want to decrease that or go any  
24 lower than that. We also notice with the existing  
25 bridge opening that it's only about 100 feet wide and

1 about 6 feet deep at low tide and we know that's a  
2 really large impoundment. Salt Pond is a fairly  
3 large body of water. It's about a mile -- one square  
4 mile in area and when we have that volume of water  
5 coming in and out with the tide it creates this  
6 hydraulic feature that I think folks are very  
7 familiar with, right. We have high flow velocity  
8 being passed through a very tight constricted opening  
9 and it creates these rapids through the area that  
10 really generate a lot of interest. It's good for the  
11 biologic diversity of the ocean. It's very poor  
12 feeding eider ducks and things of that nature. But  
13 it also draws people that are sight seers,  
14 recreational users such as kayakers and other water  
15 sports and it really becomes a draw for the community  
16 and you folks certainly know this. In addition to  
17 those water sports there is bird watching, there is  
18 sight seeing and then there is bicyclists and  
19 pedestrians that just walk across the bridge on a  
20 daily basis, so this particular feature brings a lot  
21 of interest to the project.

22 I want to touch briefly on subsurface soil  
23 conditions. As part of the project earlier on this  
24 spring they completed some geotechnical  
25 investigations. They actually drilled down through

1 the roadway through the fill on the approaches and  
2 went down to bedrock and that helps us as engineers  
3 to understand the characteristics of the soil that  
4 support the roadway, where the bedrock is, how deep  
5 it is, the competency of the bedrock, but it also  
6 tells us things and confirms our beliefs with respect  
7 to the washed out fill on the north side of the  
8 roadway that's allowing the water just to pass  
9 underneath, right, those samples confirm that, yes,  
10 in fact, there is -- there are voids. It also  
11 confirmed that on the south abutment we have a layer  
12 of soil between at least a portion of that south  
13 abutment and the bedrock and when you take high flow  
14 velocities and soil that leads to what we call scour  
15 or just the washing away of the materials from  
16 beneath the structure and that is important  
17 information that we will take into consideration.

18 Right of way and utilities. There is a 66  
19 foot wide right of way on this project and the  
20 roadway actually meanders within the right of way.  
21 And what I mean by that is that the roadway and  
22 bridge is not always centered within the right of  
23 way, right. So depending on where you are along the  
24 roadway, you might be a little bit to the right or a  
25 little bit to the left of the center line of the

1 state's right of way here. Sometimes in some  
2 locations that may work to our advantage and in some  
3 locations that may not. Our goal will be to try to  
4 stay within the state's right of way to the extent  
5 practical whatever the solution may be. That's not  
6 always possible, but the state does have a defined  
7 right of way process for dealing with those  
8 situations. Additionally, there are aerial utility  
9 lines that cross over from the east side on the north  
10 end of the bridge to the west side and you can see  
11 they actually go overhead about 10 to 15 feet west of  
12 the existing bridge. Those utilities will likely  
13 need to be adjusted or changed in some manner as part  
14 of the project because they are very close to the  
15 bridge and whether the bridge is replaced or  
16 rehabilitated having construction workers and  
17 equipment in very close proximity to electrical lines  
18 is not desirable. So some utility adjustments will  
19 likely be required and, again, the Department does  
20 have a defined utility coordination process to make  
21 sure that is worked through thoughtfully and we  
22 minimize the disturbance as a result of that work.

23 A couple of facts about the bridge. It's  
24 100 feet long from abutment to abutment, so the main  
25 span, the tied arch itself is about 100 feet long and

1 we've got 100 feet of approach structure or approach  
2 causeway on the north side and about 30 feet on the  
3 south side. And the curb-to-curb width here is about  
4 20 feet and I think most folks recognize it's a  
5 fairly narrow bridge. It actually matches pretty  
6 well into the roadway, which is actually a little bit  
7 more narrow. The roadway pavement is about 20 feet  
8 wide, so it's pretty consistent across the corridor.  
9 We do recognize that the bridge width is more narrow  
10 than current state standards. So current state  
11 standards would say that the roadway -- a new  
12 structure might be 24 feet wide for roadway width,  
13 but that doesn't necessarily mean that the existing  
14 bridge can't stay 20 feet long -- 20 feet wide,  
15 rather. And the reason for that is we look at the  
16 crash history and the traffic at the site is about  
17 1,730 vehicles per day and we look at the crash data  
18 and this is a database of reported accidents that  
19 occurred at the site and we don't see a significant  
20 history of accidents over the last three year period  
21 that would indicate that the narrow bridge is  
22 creating a condition that at least has resulted in  
23 accidents at the project site. So, you know, as  
24 engineers and working with the Department we have the  
25 ability to rationalize and take a judgement-based

1 approach and say, okay, this bridge is more narrow  
2 than modern standards but perhaps that's acceptable  
3 and, right, and that's something we would evaluate as  
4 part of the project.

5           A few miscellaneous features. So here we've  
6 got the right of way line shown in red. The green  
7 represents the existing embankment for the roadway  
8 and the brown areas here represent some wide gravel  
9 shoulders. So on the north side we have these wide  
10 gravel shoulders on both sides which is used as an  
11 informal parking area. Additionally, we've got some  
12 granite steps that go down to the west side of the  
13 bridge at the north abutment and also a more informal  
14 footpath to the water on the northeast side. We'll  
15 be working with the Bridge Advisory Committee to  
16 understand if these features should be maintained,  
17 perpetuated, modified in some manner as part of the  
18 project.

19           So what does all of this information mean,  
20 the bridge condition, the historic, archeological,  
21 all of those things, those are all things that need  
22 to be evaluated and considered and worked together  
23 with a couple federal regulations and processes that  
24 dictate advancing these projects, right, and then  
25 regulatory constraints that we need to work with.

1 These all fall under the National Environmental  
2 Policy Act or what we commonly refer to as NEPA. And  
3 NEPA is essentially an umbrella policy meant to  
4 ensure that all of these individual federal  
5 regulations are properly adhered to as part of  
6 project. And the ones that apply to this particular  
7 project are highlighted in green and we'll talk about  
8 those as part of the -- as part this presentation.  
9 But essentially, NEPA requires that we develop and  
10 analyze a reasonable range of alternatives, so it  
11 means that we can't come in and say we just want to  
12 do X and evaluate just that. It means we need to  
13 come in and evaluate X, Y, and Z and then evaluate  
14 those against the range of environmental effects,  
15 right, and the effects that those have on  
16 archeological, environmental, historical, et cetera,  
17 and we analyze each of those options and what the  
18 impacts are. And then where we find that there are  
19 impacts the team works to minimize those impacts and  
20 if they can't be minimized, the team would have to  
21 mitigate the adverse impacts, right, and we can  
22 minimize them by minimizing or just avoiding the  
23 impacts all together. In some cases, we may -- that  
24 may dictate that we repair or preserve the bridge.  
25 In some cases, if that's not possible compensation

1 may be required and compensation is not necessarily  
2 monetary, it could be recording and documenting the  
3 existing bridge if it were to be replaced and putting  
4 up some signs and placards to document the history of  
5 site. So there is a process and we're working  
6 through this and we'll talk about that a bit more.  
7 In addition, there is a requirement for a public  
8 involvement process that's part of the meeting here  
9 tonight, the involvement of the Bridge Advisory  
10 Committee is part of the NEPA process. And then  
11 there is also there compensation with various  
12 agencies including the Maine Historic Preservation,  
13 U.S. Fish and Wildlife and other parties that  
14 regulate the resources at this particular site and  
15 then the document -- we have to document the  
16 outcomes. And what this means is when we follow  
17 through this process, this process and the  
18 requirement that we adhere to this can influence the  
19 outcome of the project and this is one case where  
20 that may be so.

21           So let's talk about the individual  
22 regulations that NEPA is covering in this particular  
23 case. So the first is Section 4(f). And forgive me,  
24 but I am going to read this because I don't memorize  
25 it, but 4(f) essentially stipulates that the Federal

1 Highway Administration and other DOT agencies cannot  
2 approve the use of land from publicly owned parks,  
3 recreational areas, wildlife and waterfowl refuges or  
4 public and private historical sites unless the  
5 following conditions apply. And I'm going to pause  
6 there to say the historical site in this particular  
7 case is the Falls Bridge, which kicks us into the  
8 4(f) category. So they apply -- the following  
9 conditions apply: There is no feasible and prudent  
10 avoidance alternative to the use of land and the  
11 action includes all possible planning to minimize  
12 harm to the property resulting from such use or the  
13 Administration determines that the use of property  
14 will have a de minimis or a trivial or minor impact.  
15 So that's a requirement that we need to adhere to and  
16 we need to work through that as part of this project,  
17 right, and understand what are the ways that we  
18 could -- what are the feasible and prudent measures  
19 to preserving the existing bridge, do these prudent,  
20 feasible measures exist and can those be built in a,  
21 you know, are they reasonable alternatives and that  
22 needs to be evaluated as part of this.

23           Section 106 of the National Historic  
24 Preservation Act. As part of the historic nature of  
25 this bridge FHWA with MaineDOT will be working with

1 the Maine State Historic Preservation Office and  
2 others to understand any changes to the bridge and  
3 whether they create any adverse effect on the  
4 project. And that could be rehabilitation to the  
5 bridge, changing the railing system, now you've made  
6 the bridge look a little different, that's an adverse  
7 effect, and the parties would need to get together to  
8 determine, you know, is that, in fact, an adverse  
9 effect and, if so, you know, how should that be  
10 mitigated, how should that be addressed, is that  
11 reasonable, is that acceptable? Examples of adverse  
12 effects are takes, removal, demolition and these can  
13 also include atmospheric, audible and visual elements  
14 as well. If you change the appearance of it, you  
15 know, that can affect it. And then obviously change  
16 if you -- if you take a bridge from a highway  
17 structure and convert it into something completely  
18 different, you know, that may be considered a change  
19 of use. So where adverse effects cannot be  
20 reasonably avoided mitigation of the effects is  
21 negotiated by MaineDOT, FHWA, the State Historic  
22 Preservation Office and the Tribal Historic  
23 Preservation Officers in order to determine, you  
24 know, what's the right path forward in that  
25 particular case.

1           And the last one is natural resources.  
2 There is a number of federal laws that regulate  
3 natural resources including Section 7 of the  
4 Endangered Species Act, the Marine Mammal and then  
5 the Magnuson-Stevens Fishery Conservation and  
6 Management Act. These are really geared towards  
7 protecting habitats for those species and not doing  
8 activities, either permanent impacts or temporary  
9 impacts, and activities that might damage the habitat  
10 or actually injure the species, the fish, the seals,  
11 et cetera, themselves. And it essentially requires  
12 that those impacts be avoided and if they can't be  
13 avoided that they be minimized. So an example of  
14 this is if there is a temporary bridge that's built  
15 here and there is fish going through the waterway, we  
16 know there are certain times of year that fish spawn  
17 and they just may require that that in-water work to  
18 construct a temporary bridge occur during a certain  
19 time of year when we know the fish are less likely to  
20 be there and they're less sensitive to the  
21 disturbances, so that's an example of how those  
22 impacts could be avoided or mitigated.

23           So in understanding that we need to evaluate  
24 the range of alternatives, we've been working with  
25 the Bridge Advisory Committee to understand what is

1 that range of options, what should be on the table.  
2 Right now, there are three primary alternatives that  
3 we are evaluating. We have actually not started them  
4 because it was just the last Bridge Advisory  
5 Committee two or three weeks ago that we actually  
6 talked about this. You know, up to now we've been  
7 talking about a lot of the background information  
8 that we've just shared up until this point, but the  
9 three options that have been identified thus far is  
10 bridge rehabilitation, right. So we're looking at  
11 ways to preserve the existing bridge in a similar  
12 fashion how it is today. And then bridge replacement  
13 with either a traditional girder bridge similar to a  
14 lot of the modern highway bridges that you would see  
15 where you have a concrete girder or a steel girder  
16 supporting the concrete roadway deck. That  
17 particular option would have esthetic enhancement.  
18 We recognize the, you know, the esthetic value that  
19 the tied arch has and the thought is that any girder  
20 bridge we have would have esthetic enhancements to  
21 have it reflect the nature of the community that it's  
22 within. And then thirdly, a tied -- excuse me,  
23 secondly, for the bridge rehabilitation a tied arch  
24 bridge, a modern version of what's there today either  
25 constructed with steel or concrete, you know, that

1 may be, you know, a reasonable alternative here. And  
2 then thirdly, looking at some other alternatives such  
3 as what if we rerouted 175, Route 175, so that  
4 instead of going across the Falls Bridge it cut to  
5 the west, crossed over Salt Pond where Salt Pond is  
6 much more narrow and connected back into 172 and then  
7 perhaps the Falls Bridge could be repurposed into  
8 some other use. And these things are obviously not  
9 fully developed yet, but that's a concept that the  
10 Bridge Advisory Committee, the Department and HNTB  
11 will be evaluating together.

12           On all of these we're working with the  
13 Bridge Advisory Committee to help develop them,  
14 talking about the esthetics and the particular  
15 features that would be incorporated and all of the  
16 options as we develop them would be advanced through  
17 that NEPA process. So we'll be looking at for each  
18 given option how can we minimize impacts, avoid them  
19 where possible and how does that pan out to the  
20 entire option as a whole as we evaluate it. And then  
21 at the conclusion of this process once we've worked  
22 through the evaluation of the alternatives, the  
23 iteration of the various options, at the conclusion  
24 of the process a preferred alternative will be  
25 developed and presented back here to the public.

1           So as part of the evaluation, what are we  
2 going to be looking at? Well, certainly we'll be  
3 looking at all of the things we talked about this  
4 evening, the existing condition of the bridge,  
5 archeological, historical, impacting the existing  
6 hydraulic opening, the goal is not to change that.  
7 We recognize that the draw brings value to the  
8 community, so the goal will be to maintain that  
9 hydraulic feature that exists today. And certainly  
10 looking at cost and engineering needs, right.  
11 MaineDOT has a budget. They've got lots of bridges  
12 to maintain. Cost is a factor. Engineering need is  
13 a factor. So if we put a bridge in there there needs  
14 to be an engineering need for the type of bridge  
15 that's put in, right. So it would be perhaps great  
16 to put in a large suspension bridge to span across  
17 this whole opening, but that's not really  
18 engineering -- is not necessary from an engineering  
19 need, there is other ways that that could be  
20 accomplished like, you know, a smaller tied arch,  
21 right. So that's part of the fact, that's part of  
22 the equation we need to be evaluating, you know, the  
23 reasonable range of alternatives in this particular  
24 case and so that's what's meant by engineering need  
25 here.

1           And the last thing we're working with the  
2 Bridge Advisory Committee on is traffic management.  
3 You know, for some period of time the bridge will be  
4 closed whether it's a rehab or a replacement and  
5 thought needs to be given to how we maintain  
6 connectivity for the community. So there are two  
7 options here that are being evaluated. The first is  
8 an on-site temporary bridge and in this particular  
9 case it would be a one-lane bridge most likely  
10 because we want to really minimize impacts. It would  
11 be a one-lane bridge with a traffic signal at either  
12 end and the bridge would have to be on the west side  
13 of the bridge because we know that we can't impact  
14 the Nevin site on the east side, but we recognize  
15 that there are temporary impacts associated with  
16 that. It's going to require tree clearing. It's  
17 going to have property impacts. Those things need to  
18 be evaluated and discussed, you know, with the Bridge  
19 Advisory Committee and receive input from the  
20 community. The other option is to close the bridge  
21 during construction and have an off-site detour. And  
22 I recognize this may be a little hard for folks in  
23 the back to road, but the potential detour route that  
24 we're looking at currently we'd use state routes.  
25 There has been some discussion about possibly putting

1 a detour on town roads, but that would need to be  
2 coordinated with towns and agreements established.  
3 We're not there yet. So at this point, we're showing  
4 you a detour that shows traveling on state routes.  
5 So if you're coming from Brooklin at the bottom of  
6 the map here and going to the intersection of Route  
7 172 and Route 175 your original travel time is about  
8 14 minutes, about 9 miles. If you detour onto Route  
9 172, you know, that's a fairly similar travel time.  
10 It's 3 minutes longer and about 2 miles longer. It's  
11 a little bit more of a challenge if you want to go  
12 from the very south abutment of the Falls Bridge and  
13 for whatever reason you want to come back up to the  
14 north end and you have to make the full loop, you  
15 know, that's where the travel times become a little  
16 bit longer. It's about 31 minutes to go from  
17 abutment to abutment driving this loop. So we're  
18 still very early in this process in evaluating what  
19 the right solution is. Certainly part of the  
20 equation is how long would this be in place for,  
21 right. Are we talking two months? Are we talking a  
22 year? Are we talking two years? The team is not  
23 there yet. We haven't even determined exactly what  
24 the options are. So these are part of the  
25 evaluations that we'll be completing and working with

1 the Bridge Advisory Committee to understand a little  
2 bit better because that will certainly affect the  
3 decision on this, but we at least wanted to share the  
4 current thinking to perhaps get a little bit of  
5 feedback here this evening. Emergency responders are  
6 also something to be aware of as is school bussing  
7 routes and things of that nature. All of these are  
8 coordinated in detail with the communities that are  
9 most affected.

10 So with that, that concludes my part of the  
11 presentation. I'm going to hand it back over to  
12 Andrew.

13 MR. LATHE: Thank you, Tim.

14 MR. COTE: Thank you.

15 (Applause.)

16 MR. LATHE: The only smart thing I did was  
17 hiring him on the project. I want to talk a little  
18 bit briefly about what we did before, but I just  
19 wanted to make note that I see people taking  
20 pictures, but we'll make this presentation available  
21 and get it posted on the Blue Hill website, the town  
22 website, so if your pictures don't come out great, I  
23 can get you a PDF copy of it. We'll give it to Jim  
24 in the next day or two here, so if you want to grab a  
25 copy of it.

1 I just want to talk about what we'll be  
2 doing moving forward. As you probably heard from  
3 Tim, we're now entering the really involved  
4 engineering stage of this project in this process and  
5 it will take -- it will take months of looking at  
6 options and looking at constructability concerns,  
7 traffic concerns and to finally come to a conclusion  
8 as to what the best alternative is moving forward, so  
9 it's likely this process will carry on well into the  
10 fall and perhaps even into the early winter of 2018.  
11 As part of that process, I mentioned earlier we're  
12 going to create a design matrix for all of the  
13 different alternatives and from that design matrix  
14 Federal Highway and the Department of Transportation  
15 will assess the rehabilitation of the existing bridge  
16 and the other alternatives to determine whether it  
17 meets the purpose and need of the project and if the  
18 alternatives create an impact or an adverse affect on  
19 the bridge's historic integrity. Also, Federal  
20 Highway and MDOT will select an alternative from that  
21 design matrix that will best balance the  
22 environmental, cultural, social and it's written  
23 behind here, I'm sure. Social, economic impacts,  
24 transportation needs, also considering cost,  
25 constructability, traffic, utilities and public

1 input. And then we'll return at a minimum to present  
2 to the town the selected alternative likely to be  
3 sometime in early 2018.

4 At this time, I'm going to hit it back over  
5 to Jim and we're going to open it up to public  
6 comment. As Jim had said earlier, lots of you, lots  
7 of them, only one of her, so if you get an  
8 opportunity Jim and I will call on you and if you  
9 could state your name at first, please. And if you  
10 didn't get a chance, if you could put your name on  
11 the sign-in sheet so that she's got the correct  
12 spelling for the record it would be great. And I  
13 also ask the Bridge Advisory Committee too for her  
14 sake if you have a comment to tell her your name as  
15 well. And I don't mean to be rude, but I might  
16 interrupt people at times just to get that  
17 information again because I sometimes forget. So  
18 with that, Jim, I'll hand it back to you.

19 AUDIENCE MEMBER: (Jim Schatz.) Sure. Just  
20 for a brief moment, the rest of the meeting is all  
21 yours, so please make your comments along the  
22 guidelines that Andrew just gave you. And also I  
23 would ask the committee as the conversation moves on  
24 you may have questions to fire back to some of our  
25 constituents that would help clarify some of the

1 conversation, so feel free to do that. So that said,  
2 the rest of the meeting is open to you and it will  
3 only end when you're exhausted or the questions are  
4 exhausted. So it's yours. Yes, in the back.

5 AUDIENCE MEMBER: Hi. My name is Charlotte  
6 Weir. I'm here with her Ann Luskey and she probably  
7 signed us on the paper, but I am a resident of the  
8 Wakonda House and I remember last year when they did  
9 the archeological dig. We actually helped dig it  
10 too. We actually helped a little bit. And I'm just  
11 a little bit concerned about the environmental impact  
12 and the archeological impact of the option of a  
13 temporary bridge. And I'm aware and I understand  
14 that there aren't really any great options. We're  
15 kind of in a kind of a hole here that we can't really  
16 dig ourselves out of, but I'm very concerned about  
17 how it will affect the habitat of the species and  
18 endangered fish and birds and everything that live in  
19 the Salt Pond. So are there going to be measures  
20 like if we do a temporary bridge, are there going to  
21 be rules that you can't, you know, harm any of the  
22 species that live in the Salt Pond or that you can't  
23 litter or you have to be very careful about the waste  
24 that you put out when you're possibly building a  
25 temporary bridge or doing any of the reconstruction?

1           AUDIENCE MEMBER: (Jim Schatz.) Maybe I can  
2 give just one response and then others who have been  
3 asking that same question. The idea is to minimize  
4 the adverse impact and my understanding does not mean  
5 that we can necessarily eliminate all adverse impact,  
6 so I guess having the sensitivity brought to, you  
7 know, coming out of our planning process is at least  
8 the best thing we can do initially and then it will  
9 come out at the public -- in the public as to whether  
10 those mitigations are good enough and what kind of  
11 harm, if any, would take place.

12           MR. LATHE: And there are very specific  
13 federal regulations as to what can occur in the water  
14 itself and in the watershed and the environment  
15 around it that we adhere to. In particular, this is  
16 an environment for Atlantic salmon,  
17 short-nose/long-nose sturgeon, so there are certain  
18 seasons that we can be in the water or not be in the  
19 water. Inland it's more you can't be in the water  
20 until -- you can only be in the water from July 15 to  
21 September 30. On the coast it's a bit different,  
22 it's like from November to early April. Also in  
23 regards to other environmental impacts, Tim talked  
24 briefly about the bat issue where clearing would have  
25 to take place at a specific time of year. Also like

1 with marine mammals, a lot of times when there is  
2 construction that's going to be in the water they  
3 actually have marine mammal observers to make sure  
4 that there is nothing in the area when there is  
5 activity going on, so there are a number of different  
6 measures that's set up by the federal agencies to  
7 protect those resources.

8           Now, specifically the archeological  
9 resources that are there, there are -- Tim mentioned  
10 that we're looking at two different possibilities,  
11 which I think MHPC will probably agree with both of  
12 them, MHPC is the Maine Historic Preservation  
13 Commission, and that is if there is any disturbance  
14 out there the potentiality of covering those  
15 resources so that they're not damaged, but there may  
16 be concern about crushing, you know, if something is  
17 not buried deep enough, so they would be even on  
18 board with a complete removal of those resources, a  
19 cataloging and removal of those resources so they're  
20 not there any longer or completely avoid it entirely.  
21 So those are issues that we as a group are trying to  
22 navigate in addition to HNTB. So I don't have an  
23 answer for you as of yet, but they certainly will be  
24 part of our analysis as we're looking at it. And I  
25 didn't get your last name.

1 AUDIENCE MEMBER: Um, Luskey.

2 MR. LATHE: Luskey.

3 THE REPORTER: What was your first name?

4 AUDIENCE MEMBER: My first name is  
5 Charlotte.

6 THE REPORTER: Okay. Thank you.

7 MR. LATHE: Thank you.

8 AUDIENCE MEMBER: (Jim Schatz.) Yes, right  
9 here.

10 AUDIENCE MEMBER: My name is Steve Wright,  
11 Falls Bridge Road. I sent you some information on  
12 the Wickford Bridge -- Hussey Bridge in Rhode Island.  
13 Its restoration has taken about a year. It's cost  
14 about 3 million. It's roughly twice the size of our  
15 bridge. Have you looked into that at all?

16 MR. LATHE: We've looked at the photographs  
17 and we contacted the DOT agency itself. Very  
18 different set of dynamics there with regards to the  
19 location and the resources that are there. I think  
20 this group would admit that there are a lot of  
21 hurdles here to try to get around with all of the  
22 archeological, historical and environmental concerns.  
23 So to look at that particular project and compare it  
24 directly with this one is not necessarily a fair  
25 appraisal. We certainly are looking at

1 rehabilitation similar to what they did. I think  
2 they draped and did one whole side first and they  
3 maintained traffic on the bridge and then they draped  
4 another whole side and maintained traffic, so there  
5 wasn't a --

6 AUDIENCE MEMBER: (Steve Wright.) No, there  
7 were periods in which it was completely closed.

8 MR. LATHE: It was completely closed?

9 AUDIENCE MEMBER: (Steve Wright.) At least  
10 two periods where it was completely closed.

11 MR. LATHE: I thought they had maintained  
12 for some duration traffic on the bridge itself.

13 AUDIENCE MEMBER: (Steve Wright.) For some  
14 duration, yes.

15 MR. LATHE: So with this particular project  
16 one of the things we have kind of looked at is we  
17 wouldn't be able to maintain traffic on the bridge  
18 whether it was a rehabilitation project because the  
19 deck itself would likely have to be removed entirely  
20 and there is no more driving surface. I do have your  
21 information and I did reach out to that DOT. I  
22 haven't spent -- I'll be honest with you, I haven't  
23 spent a lot of time on that particular topic, but,  
24 yeah.

25 AUDIENCE MEMBER: (Steve Wright.) There was

1 a lot of concrete deterioration on that bridge and  
2 there were additional features such as electric  
3 lighting, which were native to the original  
4 installation.

5 MR. LATHE: Right.

6 AUDIENCE MEMBER: (Steve Wright.) And so  
7 there were considerations on that bridge that you  
8 don't have on this bridge that probably would have  
9 added to the expense and won't be accruing to this  
10 project.

11 MR. LATHE: There were, I think, more  
12 reasonable detour routes around that detour location  
13 as well. That's down in a marine area as I recall.

14 AUDIENCE MEMBER: (Steve Wright.) Yeah, the  
15 detour was -- we experienced the detour and it was  
16 interesting. It wasn't really very well signed. But  
17 in any event, it was not a short detour.

18 MR. LATHE: Yup. Thank you.

19 AUDIENCE MEMBER: Hi. My name is Donna  
20 Constantinople and I am listening to the presentation  
21 and it occurred to me I live on the Mill Pond, which  
22 I found out from my tax assessment is the Salt Pond  
23 and I face the causeway bridge, which is the other  
24 bridge which has never been mentioned in any of the  
25 presentations or notes that at least I've been able

1 to follow. And it all of a sudden occurred to me  
2 that any work that will be done on the bridge is  
3 going to have to use the causeway bridge for you to  
4 bring in heavy equipment, et cetera, and as I gaze at  
5 that almost on a daily basis I note it too doesn't  
6 look great.

7 MR. LATHE: Okay.

8 AUDIENCE MEMBER: (Donna Constantinople.) I  
9 don't know whether you've assessed it and it struck  
10 me that once this project is completed a lot is going  
11 to be coming over that very narrow somewhat crumbling  
12 causeway bridge, so I wanted to bring up that issue  
13 because it seemed to me even going over to Deer Isle  
14 where you see now that that causeway bridge has been  
15 redone because they did all of that work to buttress  
16 the Deer Isle Bridge, so that little causeway bridge  
17 is a pretty important piece of this project and I  
18 just have not heard anyone address it.

19 MR. LATHE: No, that's a fair point. And to  
20 explain how projects come into Project Development in  
21 the Bridge Program, Tim had gone over the condition  
22 ratings of the bridge, more of the higher -- the  
23 higher view have talked about specifics about the  
24 substructure and the superstructure and the deck  
25 being in failed or poor condition. It's done on a

1 rating system of 0 to 9 and when the inspectors who  
2 go over there every two years to look at a bridge  
3 sometimes -- we have some bridges that are a yearly  
4 inspections, but different elements of the bridge get  
5 rated from 0 to 9, 0 being closed, 9 being brand new,  
6 and as those inspection numbers start to drop then  
7 the bridges come into our Work Plan. So it's likely  
8 that the condition of the causeway bridge hasn't  
9 deteriorated to the point that they were put into our  
10 Work Plan and our Work Plan usually tries to take a  
11 look at something that needs attention in the next 10  
12 years. So --

13 AUDIENCE MEMBER: (Donna Constantinople.)  
14 Well, it may not now, but are you looking to bring  
15 equipment, trucks, all of your construction  
16 employees, et cetera, over the causeway bridge to get  
17 to the next bridge?

18 MR. LATHE: Well, it's likely. There are  
19 two access points, obviously there is the north and  
20 southbound side, and it's a very valid point. We  
21 certainly can take a look at that bridge and have  
22 some comfort level, whether the wearing surface needs  
23 to be improved or improved when the project is done  
24 as well because, you know, it will take some beating  
25 as construction activity is going across it, but it's

1 a very good point. Thank you.

2 AUDIENCE MEMBER: (Jim Schatz.) Back there.

3 AUDIENCE MEMBER: Thank you. Christopher  
4 Marks. I live off the Falls Bridge Road adjacent to  
5 the Salt Pond. Repurposing I think is the verb used  
6 of the bridge as one of the alternatives. What does  
7 that mean and what are examples of that?

8 MR. LATHE: We're not sure what repurposing  
9 means yet, but and I'll tell you what my explanation  
10 of repurposing would be. If the Department were to  
11 put a new bridge in in a new location to reconnect  
12 175 to 172 it would not want to be in possession of  
13 the Falls Bridge likely any longer. We would want to  
14 take it out of our inventory so that we're not  
15 maintaining that bridge. So we would want there to  
16 be an entity out there that would want to take on the  
17 responsibility of that bridge. The Department would  
18 still by its mandate inspect that bridge every two  
19 years, but repurposing could be no longer any motor  
20 vehicle traffic going over it. It could be an  
21 observation platform. It could be a bike path. It  
22 could be any number of things, but they would want  
23 there to be to a willing entity to take over  
24 responsibility of maintaining that bridge because  
25 once the Department of Transportation decided that it

1 was in a condition that was dire and needs to be  
2 removed it's really no longer the responsibility of  
3 the Department's, it would be the responsibility of  
4 whoever wanted to take over that structure. So  
5 repurposing can be any number of things providing  
6 there is an interested party that wants to maintain  
7 it.

8 AUDIENCE MEMBER: (Christopher Marks.) So I  
9 guess as part of that alternative of repurposing  
10 there is a fairly significant potential burden placed  
11 on the local political community and fiscal community  
12 to pay for such a reemployment as well; is that a  
13 fair -- I think all of the implications of that  
14 alternative.

15 MR. LATHE: Correct.

16 AUDIENCE MEMBER: (Christopher Marks.) As  
17 attractive as it may be, someone has to, as you said,  
18 needs to carry the cost and the rehabilitation so  
19 that it serves its purpose safely.

20 MR. LATHE: Yeah. And if there is an  
21 opportunity that -- because the Department really  
22 wants to try to connect all forms of modes of  
23 transport and transfer and transportation and so we  
24 look at all sorts of intermodal opportunities whether  
25 it's rail or bussing or ferry services, so if there

1 something that's advantageous there for a travel  
2 corridor for bikes or pedestrians, the Department may  
3 be willing to go a certain distance, but I don't know  
4 what that is. We have not gone that far into this  
5 process, but my understanding is the Department would  
6 not want to be the owner of the bridge if we've  
7 replaced it with a new alternative.

8 AUDIENCE MEMBER: (Christopher Marks.)  
9 Thank you.

10 AUDIENCE MEMBER: My name is Noel Stookey  
11 and I live with my wife Betty in Blue Hill Falls.  
12 And as many of you know, I was the -- I am an  
13 advocate for building a new bridge in a new location  
14 preserving the value both historically and  
15 environmentally of the current bridge recognizing  
16 that, in fact, it would have to have new ownership,  
17 as Andrew suggested, but also understanding that  
18 governments have many different ways in which they  
19 can contribute to communities from the historic  
20 society to preservation to -- I think that that is  
21 one area that could be explored for the possible  
22 support -- financial support and maintenance of what  
23 we consider to be a very valuable part of this  
24 community. However, that said, I am a pragmatist and  
25 while we hear numbers ranging somewhere between 4.5

1 and 7 million dollars for either the repair or the  
2 replacement of the bridge at its current location,  
3 the third alternative sort of begs the question,  
4 well, what kind of price tag do we have for a third  
5 alternative. You did mention X, Y and Z, so consider  
6 that the alternative bridge location might be Z, how  
7 do we achieve an understanding of what the  
8 comparative cost would be? And then it seems to me  
9 that we have to weigh its emotional attraction as  
10 well as just the practical aspect of who is going to  
11 pay for it. And then there of course are the issues  
12 of the abutting neighbors who would be not  
13 necessarily persuaded to contribute their property  
14 for a relocated bridge. However, all of those issues  
15 seem to be unimportant unless we know how much it's  
16 going to cost. If we have 4.5 for the rehabilitation  
17 and we have 7 for a brand new bridge and we don't  
18 know what the third one is how can we make an  
19 effective choice?

20 AUDIENCE MEMBER: (Jim Schatz.) Well, I  
21 think it is, at least as I understand it, the task  
22 before us is to look at that alternative and put some  
23 prices to it ultimately. So it's not like we're  
24 going to kind of hold that out as a fail safe or  
25 anything like that, so I think anything that we're

1 exploring as an option will be assessed along the  
2 same lines, apples and apples.

3 AUDIENCE MEMBER: (Noel Stookey.) Great.

4 MR. LATHE: Yeah, we'll put together, you  
5 know, a comparative cost analysis. And just so you  
6 know, it's not just X, Y and Z, we look at A through  
7 W as well if there are viable options. If there is  
8 anything out there for an option that we -- we'd like  
9 to hear from the community and have the Bridge  
10 Advisory and the DOT consider.

11 AUDIENCE MEMBER: (Noel Stookey.) Well, you  
12 did mention ferry.

13 MR. LATHE: I did mention ferry. I did.

14 AUDIENCE MEMBER: (Jim Schatz.) Ruth.

15 AUDIENCE MEMBER: (Ruth Miller.) What's  
16 your plan to take the --

17 AUDIENCE MEMBER: (Jim Schatz.) Name.

18 AUDIENCE MEMBER: Oh, sorry, Ruth Miller,  
19 South Blue Hill. For the other option, I mean,  
20 unless you plan to take the land by eminent domain,  
21 you know, maybe it would be wise to speak with the  
22 abutters to see how they feel about that before you  
23 even bother looking at the cost.

24 AUDIENCE MEMBER: (Jim Schatz.) The red  
25 shirt. The gentleman in the red shirt, did you have

1 your hand up?

2 AUDIENCE MEMBER: (Greg Bush.) I did  
3 before. I am a new resident of South Blue Hill  
4 and --

5 AUDIENCE MEMBER: Could you speak up,  
6 please?

7 AUDIENCE MEMBER: Sure. My name is Greg  
8 Bush. I'm a new resident of South Blue Hill and I  
9 come from Miami where I struggled with public  
10 waterfront for a number of years. And I come here  
11 and I see a lot of potential out of this area, but  
12 I'm also looking at the large context and I see, for  
13 example, the roadways are unsafe for bikers and  
14 walkers and I think that's an important issue that  
15 needs to be brought to your attention and I'm sure  
16 you're aware of it. And I also see -- I'm very much  
17 in favor of the possibility of another roadway and  
18 preserving that bridge as a recreational bridge.  
19 Chattanooga, as you may know, does something like  
20 that and it did a lot for the area. But I'm curious  
21 because there is so little access to the Salt Pond by  
22 the public as I understand, there was a lot that was  
23 foreclosed if I'm not mistaken by the city and I'd  
24 like to know if there is more information about that  
25 in that part of the plan.

1           AUDIENCE MEMBER: (Jim Schatz.) Well, I  
2 could brief you a little bit on that. You're right  
3 about those properties being available. We haven't  
4 organized a plan around that nor is it necessarily  
5 part of a feature of this alternative route.

6 Obviously, when those considerations go before the  
7 engineers and it goes on the table, but there is  
8 no -- nothing happening right now in that regard.

9           AUDIENCE MEMBER: (Greg Bush.) I guess I'm  
10 just urging that there be more attention to those  
11 kind of issues when you're planning.

12           AUDIENCE MEMBER: (Jim Schatz.) Scott.

13           AUDIENCE MEMBER: Scott Miller, South Blue  
14 Hill. I have a process question, which is in April I  
15 think MaineDOT showed kind of a matrix -- was talking  
16 to the committee about a matrix that had all of the  
17 evaluation criteria and alternatives in columns and  
18 my understanding at the time was that that was  
19 something you were encouraging the Bridge Advisory  
20 Committee to come up with. I thought it made a lot  
21 of sense to sort of lay out what all of the  
22 evaluation criteria would be, cost, time, you know,  
23 the impacts on all of the environmental history, et  
24 cetera, but it doesn't seem like that's happened yet  
25 and I think I saw in your last slide that you guys

1 were going to do that. So I guess my process  
2 question is where does that stand, you know, has it  
3 been done, when are we going to have an opportunity  
4 to see it and have input on it? Or, again, your last  
5 slide sort of suggested the next public meeting is  
6 when you select an alternative and you're going to  
7 unveil it, which strikes me as being kind of the end  
8 of the process rather than -- instead of the point at  
9 which public can have input.

10 MR. LATHE: Publicly --

11 AUDIENCE MEMBER: (Jim Schatz.) No, I don't  
12 I think that's our -- our understanding is really  
13 that we're really at the cusp of the -- of kind of  
14 construction that matrix around the various options  
15 that are evolving, so I think Tim mentioned that as  
16 part of the process just a little while ago. So  
17 you're right, it hasn't surfaced as a tool yet, but  
18 once we get evaluations on the options then he said  
19 we would set those in that context -- that matrix  
20 context and I'm certain that that will be available  
21 during this next phase of Bridge Advisory Committee  
22 meetings not at the end alone; is that right?

23 MR. LATHE: Yeah. It will -- to get some  
24 context, we've had about seven meetings, six or seven  
25 meetings --

1           AUDIENCE MEMBER: (Jim Schatz.) Eight all  
2 together.

3           MR. LATHE: Eight. I think six of them were  
4 all very focused on specific information that we  
5 force fed this poor group up here and so we  
6 haven't -- we didn't spend much time yet on design  
7 and filling out that matrix, which they're going to  
8 help us to populate and as a group we'll take a look  
9 at how those issues weigh across the different  
10 options. And to be fair, this meeting is a little  
11 bit ahead of where we wanted to be in that we wanted  
12 to make sure that we reached out to the community  
13 before, you know, the end of the summer and when I  
14 said that there will be one more meeting in which we  
15 show a preferred alternative there will be at least  
16 one more meeting when we unveil an alternative. What  
17 I've said to this group as well is if there is a need  
18 for additional public meetings during this process,  
19 we're more than happy to do that. So I don't want to  
20 leave you the impression that this is the only  
21 opportunity for the public to hear or speak out. I  
22 indicated that there are a number of options for you  
23 to actually reach the Bridge Advisory Committee as  
24 well, but at the very least there will be an  
25 additional public meeting or more as is warranted by

1 the Bridge Advisory Committee. Yes, that tool for  
2 the design matrix hasn't been, you know, really  
3 released. It will be available to the public. There  
4 is nothing that we're doing behind doors here, so  
5 that information will be provided. We're just not in  
6 the position to give it to put it out yet, so.

7 AUDIENCE MEMBER: (Jim Schatz.) Yes.

8 AUDIENCE MEMBER: I'm Gary Loft, South Blue  
9 Hill. You were talking earlier about pedestrian  
10 traffic on the bridge and around the bridge, are you  
11 going to be -- well, where does the bridge start and  
12 stop? Are you going to be addressing the area on the  
13 south side up to the top of the hill where Arcady is  
14 and on the hill the other way, the north side? And  
15 how wide because there is no shoulders there and  
16 people that are walking now or riding bikes have to  
17 ride in the roadway or walk on the road.

18 MR. LATHE: We have some limitations as to  
19 how much of that roadway, especially on the north end  
20 because of the northeast corner the impacts to the  
21 Nevin site. Tim mentioned earlier that we'll look at  
22 trying to raise that bridge profile as much as  
23 practicable, whether it's a rehabilitation or a  
24 replacement. But at a minimum, we won't make the  
25 freeboard appearance any worse than the existing

1 conditions, but what happens is as soon as you raise  
2 something a foot you have to chase that all the way  
3 out to the extents of the approaches. Typically in a  
4 bridge project we don't go much more than 100 feet or  
5 so beyond the end of the bridges to tie into the  
6 existing approaches. That's pretty standard for a  
7 lot of our bridge projects. We don't want to make a  
8 highway project on 175 out of this bridge project, so  
9 we'll correct as much deficiency as we can, but it's  
10 likely we won't go to the very tops of either of the  
11 hills unless we want to put in some signage whether  
12 it's, you know, for safety, you know, whether it's  
13 advance warning signage that might be further along  
14 on Route 175 on the approaches to the bridge, but  
15 it's likely that we'll try to keep the roadway  
16 elevation changes as much at the minimum as we can so  
17 that we don't -- every time you raise the road you  
18 increase the slopes and you keep encroaching out  
19 further and further and with all of the historic and  
20 archeological stuff that's going on there we want to  
21 minimize it as much as possible.

22 AUDIENCE MEMBER: (Gary Loft.) So you  
23 aren't going to be addressing the shoulders on either  
24 side?

25 MR. LATHE: Well, no, I -- that will be

1 certainly part of our scope, but it probably won't be  
2 going more than 100 feet or so from the end of each  
3 approach of the bridge, so where the abutments stop  
4 on either end, one of the abutments is 100 feet long  
5 and the other one is 30 feet.

6 MR. COTE: Yes, that's correct.

7 MR. LATHE: So it's likely within 100 feet  
8 at the end of the road the project extents will stop  
9 with the exception of, you know, and I'm just trying  
10 to think out loud here, if we -- if there was a  
11 direction to put in a temporary bridge then maybe  
12 those impacts go further out because we'll have to  
13 tie it back into the original roadway. So I don't --  
14 if the bridge were to be rehabilitated and stay 20  
15 foot 4 inches wide, it's likely the approaches  
16 wouldn't be much different than they are today, maybe  
17 a foot shoulder on either side, but it wouldn't be a  
18 dramatic increase. If the bridge were replaced, the  
19 bridge would likely be made wider and we'd try to  
20 accommodate the approaches as best we can, but it may  
21 not be as wide as 24 or 28 feet just because we don't  
22 want to have those environmental impacts and  
23 archeological and historical impacts as the road gets  
24 wider and sheds the shoulders out.

25 AUDIENCE MEMBER: (Gary Loft.) And just a

1 quick follow-up. Do you have a time frame for when  
2 the load limits will be determined on the bridge?

3 MR. COTE: I'm sorry, when will the load  
4 rating analysis be completed?

5 AUDIENCE MEMBER: (Gary Loft.) Yes.

6 MR. COTE: We're working on that now.  
7 Probably two months. By the end of the year, I would  
8 expect that we have something complete and ready for  
9 distribution.

10 AUDIENCE MEMBER: (Gary Loft.) All right.

11 AUDIENCE MEMBER: (Noel Stookey.) I just  
12 wondered in connection with that how long a life span  
13 do we have for the old bridge? How long can we  
14 reasonably plan to travel on it before it's  
15 absolutely condemned and we have to...

16 MR. LATHE: In its current condition or --

17 AUDIENCE MEMBER: (Noel Stookey.) Yes.  
18 Yeah, no, I mean, right now. I mean, how long do we  
19 have?

20 MR. LATHE: Well, it's in our Work Plan to  
21 be rehabilitated or replaced. I mean, I would think  
22 the bridge is inspected every two years, it's safe to  
23 the traveling public and it's monitored by Bridge  
24 Maintenance, so we can probably maintain the  
25 structure by small repairs indefinitely, I mean,

1 for -- I shouldn't say indefinitely.

2 AUDIENCE MEMBER: (Noel Stookey.) Yeah,  
3 come on now.

4 (Laughter.)

5 MR. COTE: Do you mind if I jump in?

6 MR. LATHE: Yes, please, please jump in now.  
7 Throw me a line. Phone a friend.

8 (Laughter.)

9 MR. COTE: So typically what happens when a  
10 bridge reaches what I'll say is the end of its  
11 service life, and I'm not saying this bridge is bad,  
12 but that deterioration is there, so when the bridge  
13 reaches a point where the deterioration is advanced  
14 to the point where we are now what typically starts  
15 to happen is unless work is performed that bridge  
16 continues to deteriorate and the load rating  
17 evaluations that are done shows that that bridge  
18 because of its deterioration can carry less and less  
19 weight. So typically what we would see is that over  
20 time if work were not done this bridge may start to  
21 be posted per load. So perhaps it starts at 30 tons,  
22 a couple years later it goes to 20 tons then it goes  
23 down to 10 tons.

24 AUDIENCE MEMBER: (Noel Stookey.) But we'd  
25 have six years?

1 MR. COTE: It's hard to say until the load  
2 rating is done. Again, at this point, I'm not  
3 worried that the bridge is at risk of eminent  
4 closure.

5 AUDIENCE MEMBER: (Noel Stookey.) Okay.

6 MR. COTE: So that's what typically happens,  
7 those bridge postings happen progressively over time.

8 AUDIENCE MEMBER: (Noel Stookey.) I see.

9 MR. COTE: It's okay for passenger vehicles,  
10 but large heavy trucks would probably need to find an  
11 alternate route. But the goal is that's why this  
12 project is in the Department's Work Plan now so that  
13 we can avoid being in that position, right.

14 AUDIENCE MEMBER: (Noel Stookey.) I see.

15 MR. COTE: We want to do the work now while  
16 the bridge is still safe and while it can safely  
17 carry loads so that we don't end up in a situation  
18 where the bridge needs to be posted because we  
19 recognize that's an impact to the community.

20 AUDIENCE MEMBER: (Jim Schatz.) Back in the  
21 pink you had a question.

22 AUDIENCE MEMBER: No, I just wanted them to  
23 speak up.

24 AUDIENCE MEMBER: (Joe Schatz.) Okay. Yes,  
25 please speak up because your back is to the audience.

1 AUDIENCE MEMBER: Thank you.

2 AUDIENCE MEMBER: (Joe Schatz.) Over here.

3 AUDIENCE MEMBER: Robin Wilder, South Blue  
4 Hill. I was wondering, you were talking about all  
5 these mitigation measure for the environmental  
6 impacts on the bridge, now we know we have a census  
7 pretty much for the traffic and of course it's a  
8 roadway, do we have any sort of idea besides  
9 anecdotal about kayaks being loaded into the Salt  
10 Pond or how many viewers there are, cars stopping on  
11 the bridge to view the change of current, walkers,  
12 bicycle riders? Do we know kind of what we're  
13 talking about except anecdotally? And I understand  
14 with kayakers if there is a place for them to debark  
15 from a side of the Salt Pond if there is available  
16 land there they could use that, so that would  
17 mitigate some of the traffic stoppage on the bridge  
18 and people getting in and out of kayaks. And I was  
19 wondering what do we know about pedestrian traffic,  
20 bike traffic, viewership?

21 MR. LATHE: Did you guys get that in the  
22 back about the -- okay. We don't have -- we haven't  
23 done a pedestrian count down there specifically to  
24 identify bikers or pedestrians and certainly haven't  
25 done anything to identify day use such as --

1 PARTICIPANT: (Noel Stookey.) Kayakers.

2 MR. LATHE: -- kayakers or arborists or bird  
3 watchers or whoever might be going down there to  
4 enjoy the location, but I will defer to the Bridge  
5 Advisory Committee because I'm getting from them  
6 their sense of use and activity at that site, so  
7 that's a resource that I'm leaning more on them.  
8 They'll tell me, I think, if it's worth having  
9 someone go down there and do a count. It's probably  
10 a viable consideration. There's going to be a  
11 seasonal flux obviously. I'm relying on the Bridge  
12 Advisory Committee and making that better as to the  
13 local use and the frequency of it.

14 AUDIENCE MEMBER: (Robin Wilder.) Because  
15 make it available and they will come. So but what  
16 are we going to make available or not available is  
17 part it seems to me of what we do with the bridge.

18 AUDIENCE MEMBER: (Jim Schatz.) John.

19 AUDIENCE MEMBER: John Miller, Blue Hill. A  
20 comment. I would like to hear a little more from the  
21 committee and is there a chance of turning the lights  
22 up so we can see all the way up back here?

23 AUDIENCE MEMBER: (Jim Schatz.) Yeah, we're  
24 going to turn them on.

25 AUDIENCE MEMBER: (John Miller.) Can you

1 recognize Mark Astbury and call on him? He's had his  
2 hand up. He and Steve, I'd like to hear what they  
3 have to say.

4 AUDIENCE MEMBER: (Stephen Rappaport.) I  
5 just wanted to address John's remark. All of us here  
6 react like hell and we have all plenty to say and  
7 some of it may even be of some value, but really the  
8 purpose of this meeting, I think, is for us to hear  
9 what the people in Blue Hill and the surrounding  
10 communities who are affected by this project,  
11 whatever the project is going to be, have to say to  
12 us. I mean, I have all kinds of opinions about all  
13 kinds of issues that some of you have raised and some  
14 have not been raised. I don't think -- and obviously  
15 I'm not speaking for my colleagues, but I really want  
16 to hear you. I've heard all of these guys and I've  
17 heard Andrew and, you know, and it would be  
18 tremendously helpful, but you haven't been here and  
19 this is a great chance for us to hear the concerns  
20 that the community has and I'd really rather focus on  
21 that.

22 AUDIENCE MEMBER: (John Miller.) I'm not  
23 interested in your personal opinion, but what the  
24 committee has done, so where the committee is at.

25 AUDIENCE MEMBER: (Stephen Rappaport.) And

1 I think that the, you know, the committee's opinion  
2 right now is that we are gathering information and  
3 this is part of an information gathering process and  
4 I would assume there are nine of us and there are  
5 probably nine opinions about -- at least nine  
6 opinions about every issue, but I would hope that the  
7 one opinion that we share is that the real function  
8 of this committee is to represent the community and  
9 the only way we can really do that is if we listen  
10 when we get the chance to what people in the  
11 community have to say. What your concerns are. What  
12 should we be thinking about that we haven't already  
13 thought about. I'm sure that list is as long as my  
14 arm and then some. So, I mean, I think that's really  
15 the purpose.

16 AUDIENCE MEMBER: (Jim Schatz.) Mindy. I  
17 didn't catch your arm before.

18 AUDIENCE MEMBER: Thank you. Mindy  
19 Marshuetz, full-time resident, South Blue Hill. I  
20 have gone to many of these meetings since this all  
21 started and one of the -- and I'm very sensitive to  
22 this historical and the wildlife issues, but one of  
23 the things that stands out to me and putting off of  
24 what you just said is I don't see any information of  
25 how this is going to impact the people of the

1 community, economically, emergency services, whether  
2 the bridge is closed, whether there is a temporary  
3 bridge. This is -- this will impact people who are  
4 making a living here, who through the winter months  
5 or through any of the months, how is that all going  
6 to impact the people that live here year-round who  
7 are trying to make a living and I have a real concern  
8 over that because I don't see any evaluation. There  
9 were multiple slides about, you know, historical  
10 people from 4,000 years ago, but I don't see any  
11 information about how this will impact economically  
12 the community and what this will do to people during  
13 the months that the bridge is either closed or have a  
14 detour or if there is a temporary bridge how that  
15 would impact it. As well as emergency services, and  
16 I do know you're going to look into it, however, when  
17 you put that up on the board that's in the summer.  
18 How will this impact the condition of the road in the  
19 winter? If emergency services have to get to your  
20 house it is not going to take the same amount of time  
21 it will take in the summer months. It would be nice,  
22 but any of us who are here when it's snowing or when  
23 the roads are full of ice how will that impact the  
24 safety and well-being of the people of the community  
25 which is my -- I guess I'm asking as much -- almost

1 as much attention to how this will impact everybody  
2 living here, young, old, school children, safety,  
3 emergency services, you name it, but especially the  
4 economy. It will hurt people who live here who have  
5 to clean houses, go lobstering, whatever it is to  
6 make a living and rerouting 30 minutes is going to  
7 impact their bottom line because of the cost of that.  
8 So I would just ask -- I'm giving my input to ask to  
9 see some kind of a study done on how this will impact  
10 to not just Blue Hill, but all of the surrounding  
11 towns which their livelihood is getting on and off  
12 the island.

13 AUDIENCE MEMBER: (Jim Schatz.) I would  
14 just suggest that it would be a mistake to think that  
15 we're not making those considerations and are not  
16 aware of them. And as Stephen just said, we would  
17 like to hear those articulated specifically from our  
18 constituents as well, but we have looked at the  
19 various challenges to whether it be a renovation or  
20 replacement and dealing with time and isolation of  
21 population and the economic people, so those have  
22 been topics of our meeting. So we, again, this is to  
23 further that discussion, so you brought up several of  
24 those areas of concerns which we have noted and will  
25 continue to focus on.

1           AUDIENCE MEMBER: (Mindy Marshuetz.) Just  
2 respectfully, it wasn't part of your presentation and  
3 it was about everything else other than the  
4 year-round community and that was my concern.

5           AUDIENCE MEMBER: (Deborah Brewster.) I  
6 think for me that's why we're having this meeting is  
7 to get the human reactions, response, concerns. You  
8 know, what you saw tonight in this presentation was  
9 just a shortened version of a lot of detail about all  
10 of the same subjects that have been presented to us.  
11 Tonight is the human face of the issue and it's  
12 really important.

13           AUDIENCE MEMBER: (Vaughn Leach.) In  
14 reference to Scott Miller's question on the design  
15 matrix, five slides back it gave a description of a  
16 couple of types of bridges, a bridge replacement and  
17 a repurpose, that was the start of the headline so to  
18 speak --

19           AUDIENCE MEMBER: (Scott Miller.) Columns.

20           AUDIENCE MEMBER: (Vaughn Leach.) -- the  
21 columns for our bridge matrix and in order to  
22 complete this matrix we need to find out the  
23 information like Miss Marshuetz is bringing and John  
24 Miller or anybody else in this room. That's why  
25 we're looking them because all of that stuff applies

1 to this matrix for every bridge choice and the  
2 environmental and the marine life. If you can't work  
3 from November to April that affects the time of year  
4 when there might be closures or might not. It's  
5 complex. Every time you add another factor that  
6 matrix is going to keep changing. And we apologize  
7 we haven't moved completely where we wanted to be  
8 before this meeting, but like Andrew said, we wanted  
9 to catch people who were just here seasonally and get  
10 their thoughts.

11 AUDIENCE MEMBER: (Mike Astbury.) Can I  
12 follow-up, Jim?

13 AUDIENCE MEMBER: (Jim Schatz.) Sure. Go  
14 ahead.

15 AUDIENCE MEMBER: (Mike Astbury.) I've  
16 forgotten what I wanted to say before, but I think  
17 one thing that would help this advisory board and  
18 probably the MDOT is to hear where this alternative  
19 bridge location might happen because we can talk  
20 about an alternative bridge location for a long, long  
21 time, but until somebody presents us with an actual  
22 place where it could happen -- thank you. We'd love  
23 to see it because how can we evaluate it if we don't  
24 know about it?

25 AUDIENCE MEMBER: (Noel Stookey.) But

1 notwithstanding the crude sketch that I've made to  
2 present, Andrew himself or Tim, I can't remember  
3 which one, said that there is a narrow gap between  
4 the Salt Pond and 172; is that right? Which is even  
5 narrower than the one that's currently bridged?

6 MR. COTE: It's about the same.

7 AUDIENCE MEMBER: (Noel Stookey.) I think  
8 it's about the same. And so I did a little -- kind  
9 of a little Google map showing it.

10 AUDIENCE MEMBER: (Mike Astbury.) So that's  
11 one of the purposes of this meeting is to get  
12 information like this. And when I hear that this  
13 advisory committee is going to work until we come to  
14 a conclusion, I'd like it to be sooner rather than  
15 later. So we definitely -- I think what we have  
16 heard, I will reiterate, almost everything that's  
17 been talked about here tonight we have talked about  
18 and we are glad to get the input from you people and  
19 we need more of it, so please hit us up at the  
20 grocery store and tell us your thoughts.

21 AUDIENCE MEMBER: (Jim Schatz.) Go ahead.

22 AUDIENCE MEMBER: Thom McLaughlin,  
23 full-time resident of South Blue Hill and I'd like to  
24 speak very much again for repurposing of the bridge.  
25 That bridge, it serves an economic purpose and it

1 also has a great cultural value and it's not just the  
2 bridge. It's that whole area that's there. It's  
3 about framing. It's about how we view our area. As  
4 you come down -- in the wintertime, you come down  
5 that hill by Arcady and Blue Hill Mountain stretches  
6 before you. And there used to be a sign and I think  
7 there is still part of it there on a telephone pole  
8 that said hope and in the dark of winter I feel a  
9 great deal of hope coming down that bridge and seeing  
10 the landscape. Coming back the other way across that  
11 causeway past the cove it is so picturesque. And,  
12 yes, I know it's picturesque I am sure over this  
13 alternative site, but it's not the grand history  
14 that's there. So I -- as a committee, I really  
15 encourage you to think about the whole totality of  
16 that landscape, not just the bridge.

17 AUDIENCE MEMBER: (Jim Schatz.) Okay.

18 AUDIENCE MEMBER: My name is Dick Marshuetz  
19 and we didn't really mean to double-team. I think  
20 I've been to every -- a majority of the meetings and  
21 I've read all of the reports and I'd like to make two  
22 points specific about the potential of saving or  
23 rehabilitating the bridge that we already have. The  
24 first requires a little bit of imagination. Suppose  
25 you live in South Blue Hill, which is pretty easy for

1 us to imagine, and you have a little bit of a  
2 household emergency, maybe a kitchen fire, and you  
3 got it out, but as you get it out you feel a numbness  
4 on one side of your face, people notice you're  
5 slurring your words and recognize the potential  
6 symptoms of a stroke and now you're in an ambulance  
7 headed towards the bridge. As you get right toward  
8 the bridge, the ambulance stops and the attendant  
9 says, oh, summertime, there is a bunch of  
10 photographers and some people watching kayakers and a  
11 couple of bikers, but don't worry about it, they're  
12 getting off. Well, just as he finishes, you hear  
13 another siren. Now, this guy is maybe a -- he's an  
14 excellent medical technician but maybe not much of a  
15 diplomat and he says, are you sure that fire was out  
16 because there is a fire engine coming the other way.  
17 I think two questions go through your mind at this  
18 point, one is you know that the bridge was designed  
19 in 1926 for Model T Fords, which were 3 feet narrower  
20 than the current vehicles. So you know an ambulance  
21 and a fire truck can't cross each other at the speed  
22 limit, which one has the right of way on that bridge  
23 and why should we even have such a choice? The  
24 second question I think is if the bridge is -- if the  
25 new bridge is -- if we rehabilitated that bridge,

1 what in the world were we thinking of to get  
2 ourselves a bridge that doesn't meet our needs out of  
3 a bridge that didn't meet our needs and spent 6 or 7  
4 million dollars doing it.

5           The second point is if we don't put in a  
6 temporary bridge, I've heard numbers like 14 minutes  
7 and things like that. I've clocked it. Remembering  
8 that an ambulance has to go round trip, it's a half  
9 an hour longer across Hales Woods and Hales Hill  
10 Road. Half an hour. If you have to go through  
11 Brooklin it's an hour. This in a situation in an  
12 emergency vehicle where minutes can make the  
13 difference between being paralyzed for life or  
14 getting away unscathed or in the case of a cardiac  
15 event die. In a society that will spend 17 or 18  
16 percent of GEP on healthcare is that where we want to  
17 economize?

18           The second point I make involves respect.  
19 And I do think we should respect wildlife, we should  
20 respect those who came before us, we should respect  
21 property owners, those who are here today and those  
22 who are coming tomorrow and those yet unborn. With  
23 respect to wildlife and those were here before us,  
24 one thing is for sure, they're not going to be using  
25 that bridge to get from one side to the other. With

1 respect to the people here today and those as yet  
2 unborn, I think we can divide them for purposes of  
3 the bridge consideration into two groups, the summer  
4 people and the people who are year-round.  
5 Remembering that the summer people and the  
6 vacationers we invite here. We wear it on our  
7 license plate. We call it Vacationland. And I can't  
8 think of a way that we could make that area less  
9 hospitable than it is. You can't really stand safely  
10 and walk on the bridge. There are places to put a  
11 car, but, you know, you don't really want to park  
12 there and if you open the door you take your life in  
13 your hands. As far as the beauty of the area, I  
14 don't know, maybe this gentleman enjoys the beauty of  
15 the area. I think if you're thinking about the  
16 beauty of the area, and I cross that bridge twice a  
17 day, four times a day, six times a day, if you think  
18 about the beauty of the area when you're going across  
19 that bridge, I don't think you're operating the  
20 vehicle in a very safe way with school busses coming  
21 toward you, snowplows in the wintertime, slippery  
22 roadways, there is all kinds of problems to that.  
23 With respect to the people who are here year-round  
24 all of us need that bridge. As I say two, four, six  
25 times a day, school busses are needed, everybody sees

1 the UPS truck, the EBS truck, the oil truck. Mindy  
2 and I needed a new septic field, we needed Mike's --  
3 Mike Astbury has very sophisticated and bulky and  
4 heavy equipment to get it done well and to get it  
5 done fast and I think it came across that bridge, but  
6 that bridge wasn't built for that purpose, so why on  
7 earth would we saddle especially future generations  
8 with a bridge that doesn't fit our needs. And I  
9 think -- and Mindy and I own both sides of the road,  
10 we're quite prepared for that road to be widened for  
11 bikers, for walkers and, you know, we would sort of  
12 welcome that. The point is that road isn't going  
13 to -- I don't think you can argue that that road is  
14 going to get any narrower than it is, so the bridge  
15 is going to become even more of a concern. And we  
16 have a template -- I'm almost finished. We have a  
17 template in front of us, I think, in the case of the  
18 Verona Island Bridge where we replaced a beautiful,  
19 graceful suspension bridge that didn't suit our needs  
20 anymore with a robust, well-engineered, I think it's  
21 a beautiful cable stay bridge that fits everybody's  
22 needs including people who want to enjoy the view and  
23 people who want to park. And I think if we don't  
24 do -- we obviously won't put a cable stay bridge in,  
25 but if we don't follow some formula like that people

1 in the future are going to say to us what in the  
2 world were they thinking about?

3           With respect to the wildlife and the  
4 archeological sites and the property owners, I think  
5 it tells us to be very careful in the construction  
6 process. And for my money MaineDOT has been just  
7 terrific in their expertise and their caring and  
8 their listening and they've got to be careful during  
9 the construction process and then they have to  
10 restore the land to the best they can to the way it  
11 was beforehand. And just one more point, if you  
12 think about this land around here and you look at any  
13 of the art work that was done a century ago, you can  
14 see from where Tradewinds is today all the way up to  
15 top of Blue Hill Mountain. There weren't any trees.  
16 Trees grow back. So thank you very much.

17           MR. LATHE: Any follow-up questions or  
18 comments?

19           AUDIENCE MEMBER: (John Miller.) Maybe --  
20 you mentioned in some part or made previous mention I  
21 could have sworn on the first one or eluded to  
22 someone had suggested maybe option C. But the idea  
23 of having two bridges and each bridge being one-way  
24 keeping the current bridge and with the intent of  
25 answering a lot of the questions and concerns that

1 people had as far as the studies of the existing  
2 bridge and removal of the bridge or each bridge being  
3 one-way, obviously opposite directions.

4 AUDIENCE MEMBER: (Jim Schatz.) Scott.

5 AUDIENCE MEMBER: Scott Miller still in  
6 South Blue Hill. One thing -- so I've done a lot  
7 of -- because I happen to live just across the  
8 bridge, just on the wrong side of the bridge so when  
9 you talk about the distance, you know, especially  
10 with a big detour there is only a handful of us that  
11 are there year-round, probably -- well, there is  
12 probably 10. Well, it depends on how close to the  
13 bridge you want to be, but anyway. So I have kind of  
14 a strong interest in terms of how the bridge unfolds.  
15 I've done some research and it seems to me that a lot  
16 of transportation departments, it may be a  
17 requirement, do effectively a user cost analysis and  
18 say, okay, how many cars are going across per average  
19 daily traffic volume, how far is the detour going to  
20 have to be, how long will it be and what's the value  
21 for that, you know, there are formulas for that  
22 attributing a comparative value. And really to  
23 Mindy's point, I'm kind of making the same one in a  
24 slightly different way, which is -- and a more  
25 narrower one, which is it seems to me that a basic

1 tenant in transportation work, highway work, is doing  
2 that cost analysis to say how much is a closure going  
3 to cost, how, you know, should we be considering  
4 accelerated techniques so that we can -- like this  
5 one in Rhode Island, you know, have the bridge closed  
6 for a total of whatever, four weeks. There is a big  
7 difference between four weeks and two years, an  
8 enormous difference. And so that's point one. And  
9 point two, and it will be my last one, is I've talked  
10 a little bit about process and what information we  
11 get back. I hear you saying, you know, give us your  
12 feedback, we want it now. Well, it's really --  
13 you're getting unguided feedback because we don't  
14 actually know what you're seriously considering. We  
15 don't know what the relevant costs are. We don't  
16 know whether there is -- really, we don't know the  
17 evaluation criteria for whether, you know, is a  
18 temporary bridge realistic or not. You've said you  
19 don't know what a third alternative, you know, might  
20 be. You haven't really looked at it. So my point is  
21 before I can give you useful feedback, you've got to  
22 give me a little bit more guidance as to what you're  
23 seriously considering rather than coming and saying,  
24 oh, well, you didn't mention it back in August, you  
25 know, you're, you know, I understand we'll have more

1 time for feedback, but I think everybody here,  
2 including the summer folks, you know, it should be  
3 much more of an interactive process. And so from my  
4 perspective just asking us for feedback now saying,  
5 hey, the bridge is going to fall down at some point,  
6 give us your feedback as to what he we should do is  
7 not really a constructive way to get useful feedback,  
8 so. And you'll certainly hear more from me as time  
9 goes on and I think the community should as well.

10 AUDIENCE MEMBER: (Jim Schatz.) Well, some  
11 of the committee members have said this was rushed,  
12 so to get part of the population, the seasonal  
13 population involved and I think we have talked -- we  
14 talked earlier about wanting to have more of what you  
15 just outlined available. So we made a choice, and  
16 I'm not sure we all agreed with that choice, but made  
17 a choice to enter into this discussion now may be  
18 prematurely, so I think you have to give a little bit  
19 of a pass on that, but I do understand what you're  
20 saying. That said, but, Andy, did you --

21 AUDIENCE MEMBER: (Mindy Marshuetz.) I have  
22 a question. This has been going on for a  
23 year-and-a-half. When was the first meeting, two  
24 years ago? Do you have a plan of what -- when you're  
25 going to land the plane on this? I'm sorry.

1           AUDIENCE MEMBER: I can't hear you.

2           AUDIENCE MEMBER: (Mindy Marshuetz.) I'm  
3 asking do you have a plan -- I went to the first  
4 meeting, which was two summers ago, I think.

5           MR. LATHE: Mmm.

6           AUDIENCE MEMBER: (Mindy Marshuetz.) The  
7 way it sounds, do you have a plan on when you're  
8 going to land this plane and make a decision and come  
9 up with a date to decide when you're going to have  
10 some information? We can't keep going on another two  
11 years before you decide, so I was just wondering do  
12 you have a plan as a committee when you're going to  
13 come to terms about landing the plane? I don't know  
14 how else to put it.

15           MR. LATHE: Sure. As I indicated earlier,  
16 we're really to going to exhaust the engineering  
17 process and it can be months as we work through this  
18 process, so it's not likely that we'll have a  
19 selected preferred alternative until sometime until  
20 2018. From that point in time, it takes I would say  
21 probably six months to produce a preliminary design  
22 and then probably another additional year once the  
23 preliminary design is complete to do a final design.  
24 If there is any need for any sort of right of way  
25 acquisition for an easement needed for

1 constructability that process is going to take 8 to  
2 10 months as well. So it could be, you know, a  
3 couple more years before you see boots on the ground  
4 there. And I'm sorry, I'm almost done, and I know  
5 Mr. Astbury indicated earlier that the sooner the  
6 better and I agree, but we want to make sure that  
7 we're very thorough in this process, so we don't want  
8 to skip any steps and Federal Highway is on board  
9 with us. There is laws that we simply can't plow  
10 through and they'll take time, so. And what's  
11 transpired since our last meetings in 2015 with the  
12 archeological exploration really kind of changed our  
13 window of view on this project in the process moving  
14 forward. Typically, we don't go through an involved  
15 process like this. It's very easy for us to come in  
16 as bridge engineers or designers and run rough shot  
17 through here and say this is what we're going to do,  
18 this is the cheapest, it's the best, it's going to  
19 last 100 years. We want to make sure we do due  
20 diligence and really reach out and really we have one  
21 chance to do this right and a lot of ways to do it  
22 wrong, so I'd like to say that we'll have more clear  
23 direction to give to the community in 2018 as early  
24 as we possibly can, but, yeah.

25 AUDIENCE MEMBER: Gary Loft. I was going to

1 ask about where we are at the in queue. I mean, once  
2 the design is settled, are there hundreds possibly of  
3 bridges in the same condition as Falls Bridge across  
4 the State of Maine, so, you know, we have to come up  
5 with -- the state has to come up with the money  
6 somehow.

7 MR. LATHE: This project is fully funded for  
8 construction now --

9 AUDIENCE MEMBER: (Gary Loft.) It is?

10 MR. LATHE: -- but to be fair, again, the  
11 numbers have been sort of banding around a little bit  
12 from our original 2015 presentation. It's a very --  
13 it's a slice in time, so as we look at more  
14 construction or rehabilitation alternatives and in  
15 the back mentioned about accelerated construction,  
16 accelerated construction opportunities, those  
17 estimates we're going to refine those. So we have an  
18 approved budget now for construction of this project,  
19 but it's likely that budget number will slide up or  
20 down depending on the most recent estimates, which  
21 the current estimates are about now two years old.  
22 And I'm sorry, there was a --

23 AUDIENCE MEMBER: (Jim Schatz.) Ann.

24 AUDIENCE MEMBER: So my name is Ann Luskey.  
25 I live in South Blue Hill. I live in Wakonda, one of

1 the properties that abuts the bridge with some of the  
2 significant archeological treasures in the property.  
3 And I -- Andrew, I think you just nailed it when you  
4 said we have one chance to do this right. I  
5 personally would love the committee and I know -- and  
6 I really want to commend the work that the committee  
7 has done. I've attended a lot of the meetings and  
8 feel like they're really examining all of the very  
9 complicated aspects of this bridge. It's incredibly  
10 complicated. What I leave -- what I take away is  
11 that there is not going to be one solution that  
12 pleases everyone in the room and there are -- we all  
13 are going to have to compromise in one way or  
14 another. I hope that the state will support and that  
15 the town will support a reconditioning, a  
16 reconstruction, a preservation of one of Blue Hill's  
17 most treasured things. I have -- I am a summer  
18 person. I have been visiting Blue Hill since I was  
19 16. I've -- when I was 16, I fell in love with  
20 Wakonda and I thought to myself some day I want to  
21 live there and it magically worked out that the  
22 universe put me in that place looking at that bridge  
23 every day. It's a very spiritual place. The bridge  
24 is -- sorry. I am a steward of Wakonda and I want  
25 our town and our state to be a steward of this

1 magical place and this incredible bridge. I'm the  
2 lucky one who gets to hear the kids screaming  
3 with joy as they jump off that bridge, as they play  
4 on my beach. I'm happy to have them play on my beach  
5 and climb on my dock and run around and jump off that  
6 bridge again. The kayakers are there every day.  
7 It's, you know, I love the idea that that is a  
8 beautiful bridge that I'm blessed to look at every  
9 day and I love driving over it and I love looking at  
10 it at night. I love all of these beautiful things  
11 about this bridge and I hope that we as a community  
12 can really look at the long-term of this decision  
13 that, you know, I'm going to be dead and gone, the  
14 trees will be repaired, they'll grow back, you know,  
15 all these things will right themselves, but if we  
16 take away that bridge we're taking away a central  
17 artery of our community and I think that we really  
18 need to think about that. We don't -- it's a big  
19 decision of replacing it, taking away something  
20 that's been a keystone to the Blue Hill town.

21 (Applause.)

22 AUDIENCE MEMBER: (Jim Schatz.) This  
23 gentleman over there.

24 AUDIENCE MEMBER: Yeah, I'm Tom Morris. I  
25 live in North Brooklin. I wanted to thank you guys

1 for a great presentation. It was very thorough. It  
2 was very reassuring in terms of what you're looking  
3 at and I think the process you laid out looks great  
4 for evaluating all of the situations. I am also  
5 assistant chief of Brooklin fire and Matt Dennison is  
6 here and John Chapman from Blue Hill and Ben is here  
7 from Sedgwick. I'm a bigger mouth than they are. I  
8 want to tell you all that there are provisional  
9 agreements in place for Brooklin to cover South Blue  
10 Hill if the bridge is out including with our EMTs.  
11 And I spent some time looking at Google maps today  
12 and Brooklin can actually be at the bridge as quickly  
13 as Blue Hill can currently be at the camps. So there  
14 won't be a significant change in response time and we  
15 have EMTs that will respond. And for the series of  
16 situations that you mentioned we pull in LifeFlight  
17 and they can land in your field. So I think there is  
18 pretty good coverage in place for arrangements to be  
19 in place should be bridge be out.

20 AUDIENCE MEMBER: (Jim Schatz.) There was a  
21 hand in the way back first.

22 AUDIENCE MEMBER: Ellen Best and I'm from  
23 Blue Hill and I have been a full-time resident in  
24 Blue Hill for more than 35 years now and I've worked  
25 in Blue Hill Village during all of that time, so I

1 have a lot of time going over that bridge. And I'll  
2 go with Ann's statement on how I feel about the  
3 bridge. I love the bridge, but if it comes to that  
4 we're going to replace the bridge I would really,  
5 really like that we not try to duplicate it and that  
6 we go for what is a new and appropriate and modern  
7 approach to it and not and try and replicate it  
8 because it won't be -- it won't be the same bridge.  
9 It won't feel the same. It won't be exact. It won't  
10 be the same patina. It's isn't the same concrete  
11 anymore, you know, it's all different. So let's, you  
12 know, if we're going to build that bridge let's look  
13 at it with a clear eye as to what's going to work for  
14 the future. And also I would really suggest that if  
15 you really think that's a super bad idea that you --  
16 if you have any long-term association with this area  
17 and driven around that you go for a ride up Route 1  
18 and go through over what used to be the Singing  
19 Bridge between Hancock and Sullivan and then keep  
20 going on to Milbridge and both places arch bridges --  
21 concrete arch bridges, but arch bridges have been  
22 replaced with open bridges and when I recently drove  
23 over them a few months ago I was really struck  
24 because I was thinking about this about how I didn't  
25 miss those bridges. I really saw for the first time

1 the incredible landscape that the bridges obscured  
2 and that it was actually more beautiful when you  
3 drove over those -- what's now those modern bridges  
4 and were able to see the panoramic view. So, you  
5 know, that's just something to, you know, think about  
6 while you're making your decisions. But I'm also --  
7 I'm really grateful for what Tom said because it has  
8 occurred to me that not everybody in Brooklin has  
9 dropped dead in the last few years, so I think we can  
10 probably work that out.

11 AUDIENCE MEMBER: (Jim Schatz.) Matt.

12 AUDIENCE MEMBER: Matt Dennison, fire chief  
13 in Blue Hill and I'm going to add a little bit to  
14 what Tom said. We may have agreements with Brooklin  
15 or Sedgwick or whoever may cover it if it comes to  
16 that. Ultimately, being responsible for fire  
17 protection service in this town makes me nervous. I  
18 don't like -- no offense to you, Tom, other people to  
19 be responsible for my stuff. Now, on the other hand,  
20 with a comment to that what if half your volunteers  
21 are in Blue Hill, where is our coverage then?

22 AUDIENCE MEMBER: (Tom Morris.) But you  
23 also have at least three officers that live in this  
24 town, right?

25 AUDIENCE MEMBER: (Matt Dennison.) At

1 night.

2 AUDIENCE MEMBER: (Tom Morris.) At night.

3 AUDIENCE MEMBER: (Matt Dennison.) At day  
4 they're on this side of the bridge with no equipment.  
5 So it's going to be something to really think about  
6 other than just say, yeah, we'll be all set. There  
7 is going to be a lot of variables in it. And I think  
8 it really comes down to what decision is made on what  
9 bridge and where and how and I can't really answer  
10 those questions.

11 AUDIENCE MEMBER: (Donna Constantinople.)  
12 And you're all coming over the causeway bridge.  
13 Don't forget my little causeway bridge, which is  
14 getting shakier every second here.

15 (Laughter.)

16 AUDIENCE MEMBER: (Dick Marshuetz.) I would  
17 like to address the business of the ambulance service  
18 and the equation between that and the fire service.  
19 They're both of untold value, but they're different.  
20 You know, they may quack like a duck, but they're not  
21 ducks of the same kind. I am on the board of the  
22 ambulance board and chairman of the finance committee  
23 and the ambulance are professional people. I don't  
24 mean that the fire department isn't, that's not what  
25 I mean, it's the ambulance people are paid and

1 they're on duty 24 hours a day 7 days a week around  
2 the calendar. When you call for an ambulance you can  
3 always find one unless of course it's out on another  
4 call. The notion of using EMTs from Brooklin, that  
5 would be some help maybe in sort of a first aid way  
6 but they cannot carry patients, so it doesn't help a  
7 lot. That the business of putting an ambulance -- an  
8 extra ambulance, we only have two on the other side  
9 of the bridge. We're in the process of buying a new  
10 ambulance. Stripped down they're 171,000 bucks and  
11 they reach the end of their life pretty quickly.  
12 It's hard on those vehicles. So the notion of  
13 keeping one on the other side of the bridge and then  
14 staffing and paying at least two more people and  
15 finding a place for them to stay warm over night is  
16 just -- it doesn't make any sense. So I don't  
17 believe there is an equation between the fire  
18 department and the ambulance. The ambulance has got  
19 to live where the ambulance is and it's going to have  
20 to get to the other side of that bridge. And as I  
21 said over Hales Hill Road and Hales Woods Road that's  
22 an extra half an hour round trip.

23 AUDIENCE MEMBER: (Tom Morris.) Actually,  
24 just to follow-up, it's actually four minutes faster  
25 to get to the bridge going down through Hales Woods

1 than it is to get to the end of Naskeag and to think  
2 about all the calls they have in Castine. There is  
3 some delay, but we haven't lost any lives.

4 AUDIENCE MEMBER: (Dick Marshuetz.) So you  
5 choose to do that.

6 AUDIENCE MEMBER: (Tom Morris.) You choose  
7 to live there.

8 AUDIENCE MEMBER: (Jim Schatz.) Are there  
9 more comments from the committee or more from the  
10 audience or are you ready to call it a night?

11 MR. LATHE: Any --

12 AUDIENCE MEMBER: (Rebecca Wentworth.) I  
13 would just like to say one thing about experiencing  
14 the Orland Bridge. Has anybody experienced the  
15 Orland Bridge when it was redone? No? Yes?

16 AUDIENCE MEMBER: (Jim Schatz.) Name.

17 AUDIENCE MEMBER: Oh, Rebecca Wentworth from  
18 Blue Hill not South Blue Hill. And the bridge done  
19 in Orland was such a disappointment to me. It really  
20 tore out a lot of the environment and, I don't know,  
21 it just -- and it was an open bridge and it was flat  
22 and it just really disappointed me a lot. So I would  
23 hate to see that happen at this bridge. That's all I  
24 would like to say.

25 AUDIENCE MEMBER: (Jim Schatz.) Thank you

1 all very much. There will be another meeting.  
2 Hopefully you'll all be able to attend. Thank you so  
3 much.

4

5

(Meeting concluded at 8:36 p.m.)

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C E R T I F I C A T E

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

and I have signed:

    /s/ Robin J. Dostie    

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: August 20, 2017

< Dates >  
 August 20, 2017  
 98:17  
 August 8, 2017  
 1:13  
 February 6,  
 2019. 98:15  
 July 15 46:21  
 September 30  
 46:22

< 0 >  
 0 52:2, 52:6  
 017712.00 1:6

< 1 >  
 1 92:18  
 1,730 30:18  
 10 29:12,  
 52:12, 66:24,  
 87:3  
 10. 83:13  
 100 27:1,  
 29:25, 30:1,  
 30:2, 63:5,  
 64:3, 64:5,  
 64:8, 87:20  
 106 34:24  
 14 41:9, 79:7  
 15 29:12  
 16 89:20  
 16. 89:20  
 17 79:16  
 171,000 95:11  
 172 38:7, 41:8,  
 41:10, 53:13,  
 76:5  
 175 38:4, 41:8,  
 53:13, 63:9,  
 63:15  
 1762 24:5  
 1771. 24:5  
 18 79:16  
 1926 78:20  
 1936 11:4  
 1936-1937. 23:5

< 2 >  
 2 41:11  
 2,000 23:25  
 20 30:5, 30:8,  
 30:15, 64:15,  
 66:23  
 2015 10:11,  
 11:1, 11:3,  
 87:12, 88:13  
 2015. 9:18  
 2016 11:7, 18:7  
 2018 87:24  
 2018. 43:11,  
 44:4, 86:21  
 24 30:13,  
 64:22, 95:2  
 28 64:22

< 3 >  
 3 41:11, 48:15,  
 78:20  
 30 30:3, 64:6,  
 66:22, 73:7  
 31 41:17  
 35 91:25

< 4 >  
 4 64:16  
 4(f 33:24,  
 34:1, 34:9  
 4,000 72:11  
 4,200 22:20  
 4.5 56:1, 56:17

< 6 >  
 6 26:13, 26:23,  
 27:2, 79:4  
 66 28:19  
 6:00 1:14

< 7 >  
 7 36:4, 56:2,  
 56:18, 79:4,  
 95:2

< 8 >  
 8 87:2  
 8:36 97:6

< 9 >  
 9 41:9, 52:2,  
 52:6  
 \_\_\_/s/ 98:12

< A >  
 ability 3:16,  
 31:1  
 able 14:25,  
 49:18, 51:1,  
 93:5, 97:3  
 absolutely  
 65:16  
 absorbed 2:21  
 abutment 20:11,  
 21:14, 21:15,  
 21:25, 28:12,  
 28:14, 29:25,  
 31:14, 41:13,  
 41:18  
 abutments  
 19:21, 21:19,  
 64:4, 64:5  
 abuts 89:2  
 abutters 57:23  
 abutting 9:4,  
 56:13  
 accelerated  
 84:5, 88:16,  
 88:17  
 acceptable  
 23:15, 31:3,  
 35:12  
 access 52:20,  
 58:22  
 accidents  
 30:19, 30:21,  
 30:24  
 accommodate  
 64:21  
 accomplished  
 39:21  
 accruing 50:10  
 accurate 98:5

achieve 56:8	70:6, 94:18	agreed 85:17
Acquisition	addressed 8:20,	agreements
8:11, 87:1	20:22, 25:13,	41:3, 91:10,
across 13:14,	35:11	93:15
19:16, 27:20,	addressing	ahead 9:14,
30:9, 38:5,	62:13, 63:24	61:12, 75:15,
39:17, 53:1,	adhere 33:19,	76:22
61:10, 77:11,	34:16, 46:16	aid 95:6
79:10, 80:19,	adhered 32:6	alewives 25:15
81:6, 83:8,	adjacent 53:5	allowing 28:9
83:19, 88:4	adjusted 29:14	allows 20:18
Act 12:18,	adjustments	almost 51:6,
32:3, 34:25,	29:19	73:1, 76:17,
36:5, 36:7	Administration	81:17, 87:5
action 34:12	34:2, 34:14	alone 60:23
activities	administrator	alphabet 3:22
36:9, 36:10	6:20	alphabetically
activity 9:17,	admit 48:21	3:21
10:21, 47:6,	advance 25:7,	already 11:20,
53:1, 69:7	63:14	71:13, 77:24
actual 75:22	advanced 38:17,	alter 25:3
Actually 2:8,	66:14	alternate 67:12
19:2, 19:4,	advancing 31:25	alternative
20:1, 20:10,	advantage 29:3	12:25, 13:5,
20:11, 21:1,	advantageous	13:11, 13:13,
21:10, 21:12,	55:2	14:2, 15:5,
22:16, 22:24,	adverse 32:22,	34:11, 38:2,
23:4, 24:8,	35:4, 35:7,	38:25, 43:9,
28:1, 28:21,	35:9, 35:12,	43:21, 44:3,
29:12, 30:6,	35:20, 43:19,	54:10, 54:15,
30:7, 36:11,	46:5, 46:6	55:8, 56:4,
37:4, 37:6,	advocate 6:5,	56:6, 56:7,
45:10, 45:11,	55:14	56:23, 59:6,
47:4, 61:24,	aerial 29:9	60:7, 61:16,
84:15, 91:13,	affect 35:16,	61:17, 75:19,
93:3, 95:24,	42:3, 43:19,	75:21, 77:14,
95:25	45:18	84:20, 86:20
add 75:6, 93:14	affected 42:10,	alternatives
added 50:10	70:11	32:11, 34:22,
adding 23:12	affects 25:5,	36:25, 37:3,
addition 24:1,	26:2, 75:4	38:3, 38:23,
26:6, 27:17,	agencies 33:13,	39:24, 43:14,
33:8, 47:23	34:2, 47:7	43:17, 43:19,
additional	agency 48:18	53:7, 59:18,
50:3, 61:19,	ago 37:6,	88:15
62:1, 86:23	60:17, 72:11,	ambulance 78:7,
Additionally	82:14, 85:25,	78:9, 78:21,
16:20, 20:25,	86:5, 92:24	79:9, 94:18,
29:9, 31:12	agree 47:12,	94:23, 94:24,
address 51:19,	87:7	95:1, 95:3,

95:8, 95:9, 95:11, 95:19, 95:20	appraisal 49:1	25:23, 27:5, 27:10, 31:12, 47:5, 50:14, 55:22, 58:12, 58:21, 62:13, 77:3, 77:4, 80:9, 80:14, 80:16, 80:17, 80:19, 92:17
American 5:20	appreciate 6:6	
amount 72:21	appreciated 6:16	
analysis 17:11, 47:25, 57:6, 65:5, 83:18, 84:3	appreciative 15:13	
analyze 32:11, 32:18	approach 12:24, 20:13, 30:2, 31:2, 64:4, 92:8	areas 19:8, 19:19, 31:9, 34:4, 73:25
Andrew 1:17, 6:19, 7:3, 7:11, 7:12, 42:13, 44:23, 55:18, 70:18, 75:9, 76:3, 89:4	approaches 28:2, 63:4, 63:7, 63:15, 64:16, 64:21	arguable 10:24
Andy 15:9, 23:24, 85:21	appropriate 92:7	argue 81:14
anecdotal 68:10	approve 34:3	arm 71:15, 71:18
anecdotally 68:14	approved 88:19	around 4:22, 14:25, 46:16, 48:22, 50:13, 59:5, 60:15, 62:11, 82:13, 88:12, 90:6, 92:18, 95:2
Ann 45:7, 88:24, 88:25, 92:3	April 12:13, 46:23, 59:15, 75:4	arrangements 91:19
announcement 2:4, 9:6	arborists 69:3	art 82:14
anonymous 14:18, 14:20	Arcady 24:24, 62:14, 77:6	artery 90:18
answer 47:24, 94:10	arch 16:8, 16:12, 16:13, 16:15, 16:19, 16:25, 17:25, 18:20, 18:23, 21:7, 30:1, 37:20, 37:24, 39:21, 92:21, 92:22	articulated 73:18
answering 83:1	archeological 11:2, 11:22, 22:16, 23:6, 24:11, 26:6, 31:21, 32:17, 39:6, 45:10, 45:13, 47:9, 48:23, 63:21, 64:24, 82:5, 87:13, 89:3	artifacts 23:9, 24:12
anybody 8:12, 74:25, 96:15	archeology 22:15	aspect 10:16, 56:11
Anyway 3:13, 3:24, 5:19, 83:14	arches 16:14, 18:20	aspects 26:7, 89:10
apart 19:3, 19:5	area 10:22, 22:19, 25:10, 25:12, 25:19,	assess 23:7, 43:16
apologize 75:7		assessed 51:10, 57:2
appearance 35:15, 63:1		assessment 50:23
Applause. 42:16, 90:22		assist 13:10, 13:19
apples 57:3		assistant 91:6
applies 75:1		associated 4:19, 40:16
apply 32:7, 34:6, 34:9, 34:10		association 92:17
		assume 71:5
		Astbury 3:24,

<p>70:2, 81:4, 87:6 Astbury. 75:12, 75:16, 76:11 Atlantic 25:14, 46:17 atmospheric 35:14 attend 97:3 attendance 10:13 attendant 78:9 attended 89:8 attending 14:8 attention 52:12, 58:16, 59:11, 73:2 attraction 56:10 attractive 54:18 attributing 83:23 audible 35:14 AUDIENCE MEMBER 2:2 August 10:12, 10:14, 84:25 available 8:8, 8:17, 14:25, 17:6, 42:21, 59:4, 60:21, 62:4, 68:16, 69:16, 69:17, 85:16 avenue 14:21 average 83:19 avoid 38:19, 47:21, 67:14 avoidance 34:11 avoided 35:21, 36:13, 36:14, 36:23 avoiding 32:23 aware 15:22, 19:6, 21:22, 24:17, 25:7, 25:25, 42:7, 45:14, 58:17, 73:17</p>	<p>away 19:9, 21:18, 22:23, 28:16, 79:15, 89:11, 90:17, 90:20  &lt; B &gt; background 15:16, 37:8 bad 66:12, 92:16 balance 43:22 banding 88:12 base 6:15 based 13:15 basic 84:1 Basically 2:13, 20:18 basis 27:21, 51:6 Bat 26:1, 46:25 beach 90:5 beams 16:23, 17:1 bear 3:22 beating 52:25 beautiful 81:19, 81:22, 90:9, 90:11, 93:3 beauty 80:14, 80:15, 80:17, 80:19 become 41:16, 81:16 becomes 27:16 bedrock 21:16, 21:17, 28:3, 28:5, 28:6, 28:14 beforehand 82:12 begin 2:3 beginning 21:13 begs 56:4 behalf 13:3 behind 4:5, 5:18, 5:19, 43:24, 62:5</p>	<p>beliefs 28:7 believe 2:2, 18:24, 21:13, 95:18 believed 24:4 Ben 91:7 beneath 28:17 benefit 9:5 besides 68:9 Best 12:14, 43:9, 43:22, 46:9, 64:21, 82:11, 87:19, 91:23 bet 4:23 better 42:3, 69:13, 87:7 Betty 55:12 beyond 23:17, 63:6 bicycle 68:13 bicyclists 27:19 big 12:7, 83:11, 84:7, 90:19 bigger 91:8 bike 53:22, 68:21 bikers 58:14, 68:25, 78:12, 81:12 bikes 55:3, 62:17 Bill 4:24 biologic 27:12 biologically 25:23 bird 27:18, 69:3 birds 45:19 bit 10:10, 14:14, 15:16, 15:21, 22:11, 24:2, 24:8, 24:15, 28:25, 29:1, 30:7, 33:7, 41:12, 41:17, 42:3, 42:5, 42:19,</p>
--	---	--

<p>45:11, 45:12, 46:22, 59:3, 61:12, 77:25, 78:2, 84:11, 84:23, 85:19, 88:12, 93:14 blessed 90:9 blowup 18:21 board 4:6, 5:10, 47:19, 72:18, 75:18, 87:9, 94:22, 94:23 body 27:4 boots 87:4 bother 57:24 bottom 26:12, 26:14, 41:6, 73:8 bow 16:18 brand 52:6, 56:18 Brayley 1:19, 7:18 Brewster 4:5 Brewster. 74:6 bridged 76:6 bridges 17:22, 37:15, 39:12, 52:4, 52:8, 63:6, 74:17, 82:24, 88:4, 92:21, 92:22, 92:23, 93:1, 93:2, 93:4 brief 7:18, 44:21, 59:3 briefly 27:23, 42:19, 46:25 bring 6:7, 8:9, 8:13, 13:1, 14:17, 23:8, 51:5, 51:13, 52:15 bringing 74:24 brings 4:8, 4:15, 5:7, 5:15, 27:21, 39:8 broader 13:20</p>	<p>Brooklin 4:6, 41:6, 79:12, 91:1, 91:6, 91:10, 91:13, 93:9, 93:15, 95:5 brought 7:10, 15:19, 46:7, 58:16, 73:24 brown 31:9 bucks 95:11 budget 39:12, 88:19, 88:20 build 92:13 building 45:25, 55:14 built 23:5, 34:21, 36:15, 81:7 bulk 7:19 bulky 81:4 bunch 78:10 burden 54:11 buried 47:18 Bush 58:9 Bush. 58:3, 59:10 business 5:11, 5:12, 6:6, 9:10, 94:18, 95:8 businesses 4:3 busses 80:21, 81:1 bussing 42:7, 55:1 buttress 51:16 buying 95:10</p> <p>&lt; C &gt; C. 82:23 cable 81:22, 81:25 calendar 95:3 call 17:25, 19:8, 26:11, 28:15, 44:9, 70:2, 80:8, 95:3, 95:5,</p>	<p>96:11 called 25:11 calls 96:3 camps 91:14 cap 21:5, 21:9 capabilities 5:4 capacity 5:13, 17:4, 17:7, 17:12 caps 21:4 capture 3:9 car 80:12 card 8:22 cardiac 79:15 cards 9:10 careful 45:24, 82:6, 82:9 caring 82:8 carries 4:22 carry 43:10, 54:19, 66:19, 67:18, 95:7 carrying 16:16 cars 68:11, 83:19 case 17:24, 23:12, 23:16, 26:13, 33:20, 33:24, 34:8, 36:1, 39:25, 40:10, 79:15, 81:18 cases 32:24, 33:1 Cassie 1:20, 7:24 Castine 96:3 cataloging 47:20 catch 3:7, 71:18, 75:10 category 20:3, 34:9 cause 20:21 causeway 30:3, 50:24, 51:4, 51:13, 51:15, 51:17, 52:9, 52:17, 77:12,</p>
---	---	--

94:13, 94:14	charge 6:24	5:9
cemetery 4:20	Charlotte 45:6,	colleagues
census 68:7	48:6	70:16
center 19:20,	Chase 1:20,	Columns 59:18,
29:1	7:25, 63:3	74:20, 74:22
centered 28:23	Chattanooga	comes 92:4,
central 90:17	58:20	93:16, 94:9
century 82:14	cheapest 87:19	comfort 52:23
certain 36:17,	chief 91:6,	comfortable
36:19, 46:18,	93:13	2:25, 5:24
55:4, 60:21	children 73:3	Coming 9:1,
Certainly 13:3,	choice 56:20,	12:7, 27:6,
19:12, 22:25,	75:2, 78:24,	41:6, 46:8,
24:17, 27:17,	85:16, 85:17,	51:12, 77:10,
39:3, 39:10,	85:18	77:11, 78:17,
41:20, 42:3,	choose 96:6,	79:23, 80:21,
47:24, 49:1,	96:7	84:24, 94:13
52:22, 64:2,	Christopher	commencing 1:14
68:25, 85:9	53:4, 54:9,	commend 89:7
certify 98:4	54:17, 55:9	comment 7:21,
cetera 22:11,	city 58:24	8:21, 8:24,
32:17, 36:12,	Civil 8:15	14:13, 14:15,
51:5, 52:17,	clams 25:21	14:21, 44:7,
59:25	clarify 45:1	44:15, 69:21,
chairman 94:23	Clark 4:18	93:21
challenge 13:1,	clean 73:6	comments 10:1,
41:12	clear 87:23,	14:17, 44:22,
challenges	92:14	82:19, 96:10
5:14, 73:20	clearing 26:2,	Commerce 6:2
Chamber 6:2	40:17, 46:25	Commission
chance 44:11,	click 14:13	11:19, 47:14,
69:22, 70:20,	climb 90:6	98:15
71:11, 87:22,	clocked 79:8	commissioner
89:5	close 29:15,	3:25, 4:24,
change 25:3,	29:18, 40:21,	5:5
35:15, 35:16,	83:13	commonly 32:3
35:19, 39:7,	closed 40:5,	communities
68:12, 91:15	49:8, 49:9,	42:9, 55:20,
changed 29:14,	49:11, 52:6,	70:11
87:13	72:3, 72:14,	company 4:14
changes 35:3,	84:6	comparative
63:17	closure 67:5,	56:9, 57:6,
changing 35:6,	84:3	83:23
75:7	closures 75:5	compare 48:24
Chapman 4:11,	coast 46:22	compensation
91:7	coastal 22:21,	33:1, 33:2,
characteristics	22:25, 25:10,	33:12
28:4	25:11	competency 28:6
characterize	cognizant 26:17	complete 47:19,
7:4	colleague 4:25,	65:9, 74:23,

86:24	50:2, 92:11,	Constantinople
completed 18:7,	92:22	50:21
23:6, 27:25,	condemned 65:16	Constantinople.
51:11, 65:5	condensed 2:20	51:9, 52:14,
completely	condition	94:12
20:1, 35:18,	15:17, 15:21,	constituent
47:21, 49:8,	16:10, 17:3,	6:15
49:9, 49:11,	18:4, 18:5,	constituents
75:8	18:8, 18:9,	4:8, 45:1,
completes 17:21	18:10, 19:17,	73:19
completing	19:18, 20:3,	constraints
15:18, 42:1	20:5, 21:21,	12:14, 25:9,
complex 75:6	30:23, 31:21,	32:1
complicated	39:5, 51:22,	constricted
89:10, 89:11	52:1, 52:9,	27:9
component	54:2, 65:17,	construct 36:19
17:25, 20:4	72:19, 88:4	constructabilit
components 8:6,	conditions	y 43:7, 44:1,
16:8, 16:11,	15:8, 17:20,	87:2
16:13, 16:16,	24:19, 27:24,	constructed
17:2, 17:23	34:6, 34:10,	22:8, 38:1
comprise 25:2	63:2	construction
compromise	confirm 28:10	22:9, 29:17,
89:14	confirmed 28:12	40:22, 47:3,
compulsive 7:4	confirms 28:7	52:16, 53:1,
concept 38:10	connect 54:23	60:15, 82:6,
concern 47:17,	connected 38:7	82:10, 88:9,
72:8, 74:5,	connection	88:15, 88:16,
81:16	65:13	88:17, 88:19
concerned	connectivity	constructive
45:12, 45:17	40:7	85:8
concerns 8:14,	Conservation	consultant 7:16
10:20, 43:7,	36:6	consultants
43:8, 48:23,	consider 55:24,	7:15
70:20, 71:12,	56:6, 57:11	contact 6:14,
73:25, 74:8,	consideration	9:7
83:1	10:1, 12:21,	contacted 48:18
concluded 97:6	15:25, 17:5,	content 2:20
concludes 42:11	26:5, 28:18,	context 5:22,
conclusion	69:11, 80:4	58:13, 60:20,
12:25, 38:22,	considerations	60:21, 60:25
38:24, 43:8,	26:4, 50:8,	continue 13:23,
76:15	59:7, 73:16	74:1
concrete 18:14,	considered	continues 66:17
18:17, 18:25,	9:23, 21:23,	contribute
19:3, 19:5,	31:23, 35:19	55:20, 56:14
19:9, 21:4,	considering	controlled
21:8, 22:2,	43:25, 84:4,	11:25
22:4, 37:16,	84:15, 84:24	controls 15:7
37:17, 38:1,	consistent 30:9	conversation

<p>44:24, 45:2  convert 35:18  coordinated  41:3, 42:9  coordination  29:21  copy 42:24,  43:1  corner 11:8,  11:9, 11:12,  62:21  corners 11:7  Correct 44:12,  54:16, 63:10,  64:7  corridor 30:9,  55:3  corroded 19:1  corrodes 19:1  corroding 20:2  Cost 39:11,  39:13, 43:25,  48:14, 54:19,  56:9, 56:17,  57:6, 57:24,  59:23, 73:8,  83:18, 84:3,  84:4  costs 22:10,  84:16  COTE 1:18,  7:17, 15:7,  15:9, 42:15,  64:7, 65:4,  65:7, 66:6,  66:10, 67:2,  67:7, 67:10,  67:16, 76:7  count 68:24,  69:10  couple 8:2,  15:14, 23:14,  26:9, 29:24,  31:24, 66:23,  74:17, 78:12,  87:4  course 4:2,  11:10, 22:22,  56:12, 68:8,  95:4</p>	<p>Court 1:12,  98:2, 98:13  Cousins 4:24  cove 77:12  cover 15:14,  91:10, 93:16  coverage 91:19,  93:22  covering 24:12,  33:23, 47:15  covers 5:20  cracked 21:6  cracking 18:15,  19:4, 19:10,  19:19, 19:25,  21:8, 22:1  cracks 18:13,  18:23  crash 30:17,  30:18  create 35:4,  43:13, 43:19  creates 27:6,  27:10  creating 30:23  creation 9:19,  13:11  criteria 59:18,  59:23, 84:18  cross 29:10,  78:22, 80:17  crossed 38:6  crude 76:2  crumbling 51:12  crushing 47:17  cultural 43:23,  77:2  curb-to-curb  30:4  curious 58:21  current 14:10,  30:11, 42:5,  55:16, 56:3,  65:17, 68:12,  78:21, 82:25,  88:22  currently 9:22,  16:6, 17:11,  40:25, 76:6,  91:14</p>	<p>currents 21:18  cusp 60:14  cut 38:5    &lt; D &gt;  daily 27:21,  51:6, 83:20  damage 36:10  damaged 24:13,  47:16  dark 77:9  data 17:6,  30:18  database 30:19  date 86:10  DATED 98:17  dates 14:10,  23:24, 24:5  dating 22:20  day 19:16,  30:18, 42:25,  69:1, 80:18,  81:1, 89:21,  89:24, 90:7,  90:10, 94:4,  95:2  days 95:2  de 34:15  dead 90:14,  93:10  deal 4:9, 77:10  dealing 29:8,  73:21  debark 68:15  Deborah 4:5,  4:6, 74:6  decent 14:7  decide 14:12,  86:10, 86:12  decided 11:19,  54:1  decision 42:4,  86:9, 90:13,  90:20, 94:9  decision-making  12:18  decisions 93:7  deck 16:22,  18:2, 19:15,</p>
---	--	--

- 19:17, 19:20,  
 20:2, 37:17,  
 49:20, 51:25  
 decrease 26:24  
 deep 4:4, 4:18,  
 27:2, 28:5,  
 47:18  
 deeply 4:13  
 Deer 51:14,  
 51:17  
 defer 69:5  
 deficiency  
 63:10  
 defined 29:7,  
 29:21  
 definitely  
 12:23, 76:16  
 delay 96:4  
 demolition  
 35:13  
 Dennison 91:6,  
 93:13  
 Dennison. 94:1,  
 94:4  
 Department 1:2,  
 4:14, 8:16,  
 9:16, 10:2,  
 13:6, 15:3,  
 29:20, 30:25,  
 38:11, 43:15,  
 53:11, 53:18,  
 54:1, 54:4,  
 54:22, 55:3,  
 55:6, 67:13,  
 94:25, 95:19  
 departments  
 83:17  
 depending  
 28:24, 88:21  
 depends 83:13  
 description  
 74:16  
 design 10:5,  
 13:1, 13:11,  
 13:13, 13:19,  
 13:24, 13:25,  
 43:13, 43:14,  
 43:22, 61:7,  
 62:3, 74:15,  
 86:22, 86:24,  
 88:3  
 designed 78:19  
 designers 87:17  
 designing 7:16  
 desirable 29:19  
 detail 11:12,  
 12:19, 13:12,  
 42:9, 74:10  
 detailed 17:15  
 deteriorate  
 66:17  
 deteriorated  
 52:10  
 deteriorating  
 18:17  
 deterioration  
 21:8, 22:5,  
 50:2, 66:13,  
 66:14, 66:19  
 determine 11:3,  
 35:9, 35:24,  
 43:17  
 determined  
 41:24, 65:3  
 determines  
 34:14  
 detour 24:14,  
 40:22, 40:24,  
 41:2, 41:5,  
 41:9, 50:13,  
 50:16, 50:18,  
 72:15, 83:11,  
 83:20  
 develop 15:22,  
 19:4, 26:16,  
 32:10, 38:14,  
 38:17  
 developed  
 15:25, 38:10,  
 39:1  
 developing  
 21:12  
 Development  
 51:21  
 dialogue 7:21,  
 10:8  
 Dick 77:19,  
 94:17, 96:5  
 dictate 31:25,  
 32:25  
 die 79:16  
 difference  
 79:14, 84:8,  
 84:9  
 different  
 10:18, 35:7,  
 35:19, 43:14,  
 46:22, 47:6,  
 47:11, 48:19,  
 52:5, 55:19,  
 61:10, 64:17,  
 83:25, 92:12,  
 94:20  
 dig 45:10,  
 45:17  
 diligence 87:21  
 diplomat 78:16  
 dire 54:2  
 direction  
 11:24, 64:12,  
 87:24  
 directions 83:4  
 directly 8:21,  
 8:23, 14:15,  
 48:25  
 director 6:2  
 disappointed  
 96:23  
 disappointment  
 96:20  
 discovered  
 23:4, 23:23  
 discuss 15:5  
 discussed 40:19  
 discussion  
 12:8, 16:5,  
 41:1, 73:24,  
 85:18  
 distance 26:11,  
 55:4, 83:10  
 distribution  
 65:10  
 district 24:20,  
 24:21, 25:2,  
 25:6  
 disturbance  
 24:10, 25:12,  
 29:23, 47:14  
 disturbances  
 36:22

<p>           disturbed 24:13            diverse 25:23            diversity 27:12            diverted 2:6            divide 80:3            dock 90:6            document 33:5,                33:16            documenting                33:3            doing 10:3,                12:8, 13:21,                36:8, 43:3,                46:1, 62:5,                79:5, 84:2            dollars 56:2,                79:5            domain 57:21            done 11:2,                11:4, 15:20,                51:3, 52:1,                52:24, 60:4,                66:18, 66:21,                67:3, 68:24,                69:1, 70:25,                73:10, 81:5,                81:6, 82:14,                83:7, 83:16,                87:5, 89:8,                96:19            Donna 50:20,                51:9, 52:14,                94:12            door 8:9, 80:13            doors 62:5            Dostie 1:11,                98:2            Dostie_____         </p>	<p>           69:10, 77:5,            77:10, 85:6,            88:21, 94:9,            95:11, 96:1            dramatic 64:19            draped 49:3,                49:4            draw 27:16,                39:8            draws 27:14            drilled 28:1            drive 18:3,                19:16            driven 92:18            driving 41:18,                49:21, 90:10            drop 52:7            dropped 93:10            drove 92:23,                93:4            duck 25:22,                94:21            ducks 27:13,                94:22            due 22:23,                87:20            duplicate 92:6            duration 49:13,                49:15            during 36:19,                40:22, 60:22,                61:19, 72:13,                82:9, 92:1            duty 95:2            dynamics 48:19              &lt; E &gt;            earlier 14:3,                27:24, 43:12,                44:7, 62:10,                62:22, 85:15,                86:16, 87:6            early 41:19,                43:11, 44:4,                46:23, 87:24            earth 81:8            easement 87:1            East 5:21,                29:10, 40:15         </p>	<p>           easy 78:1,                87:16            EBS 81:2            economic 43:24,                73:22, 77:1            economically                72:2, 72:12            economize 79:18            economy 73:5            eels 25:15            effect 35:4,                35:8, 35:10            effective 56:20            effectively                83:18            effects 32:15,                32:16, 35:13,                35:20, 35:21            effort 3:20,                6:8            eider 25:22,                27:13            Eight 61:2            Eight. 61:4            either 8:8,                8:19, 24:11,                36:9, 37:14,                37:25, 40:12,                56:2, 63:11,                63:24, 64:5,                64:18, 72:14            electric 50:3            electrical                29:18            electronically                14:22            elements 16:25,                17:7, 35:14,                52:5            elevation 63:17            eligible 23:2,                25:1            eliminate 46:6            Ellen 91:23            Ellsworth 5:20            eluded 82:22            elvers 25:15            embankment                23:15, 23:18,                31:8         </p>
---	--	---

Emergency 42:6, 72:2, 72:16, 72:20, 73:4, 78:3, 79:13	enormous 84:9	esthetics 38:15
eminent 57:21, 67:4	enough 46:11, 47:18	estimates 88:18, 88:21, 88:22
emotional 56:10	ensure 32:5	et 22:11, 32:17, 36:12, 51:5, 52:17, 59:24
emphasis 10:22	enter 85:18	evaluate 17:10, 31:4, 32:13, 32:14, 36:24, 38:21, 75:24
employees 52:17	entering 43:4	evaluated 31:23, 34:23, 40:8, 40:19
Emts 91:11, 91:16, 95:5	entire 25:5, 38:21	evaluating 16:1, 37:4, 38:12, 39:23, 41:19, 91:5
encased 18:25	entirely 21:15, 47:21, 49:20	evaluation 17:15, 38:23, 39:2, 59:18, 59:23, 72:9, 84:18
encourage 2:23, 77:16	entity 53:17, 53:24	evaluations 42:1, 60:19, 66:18
encouraging 59:20	entryway 8:9, 8:19	evening 2:12, 20:7, 39:5, 42:6
encroaching 63:19	envelope 8:23	event 50:18, 79:16
end 3:1, 19:18, 29:11, 40:13, 41:15, 45:4, 60:8, 60:23, 61:14, 62:20, 63:6, 64:3, 64:5, 64:9, 65:8, 66:11, 67:18, 95:12, 96:2	envelopes 8:19	eventually 20:19
Endangered 25:14, 36:5, 45:19	environment 22:11, 46:15, 46:17, 96:21	everybody 15:10, 73:2, 81:1, 81:22, 85:2, 93:9
engaged 4:13	Environmental 11:22, 12:17, 25:8, 26:3, 26:7, 32:2, 32:15, 32:17, 43:23, 45:12, 46:24, 48:23, 59:24, 64:23, 68:6, 75:3	everyone 89:13
engine 78:17	environmentally 55:16	everything 3:7, 45:19, 74:4, 76:17
engineer 2:17, 6:21	equation 39:23, 41:21, 94:19, 95:18	evidence 11:10
Engineering 13:16, 39:11, 39:13, 39:15, 39:19, 39:25, 43:5, 86:17	equipment 29:18, 51:5, 52:16, 81:5, 94:5	evolving 60:16
engineers 18:5, 28:3, 30:25, 59:8, 87:17	especially 15:4, 62:20, 73:4, 81:8, 83:10	exact 92:10
enhancement 37:18	essentially 12:5, 12:10, 13:13, 32:4, 32:10, 34:1, 36:12	exactly 41:24
enhancements 37:21	established 41:3	examining 89:9
enjoy 69:5, 81:23	esthetic 37:18, 37:19, 37:21	example 36:14, 36:22, 58:14
enjoys 80:15		Examples 35:12,

53:8	extensive	fashion 37:13
excavation	19:10, 19:25,	fast 81:6
11:4, 23:6,	21:8, 22:1	faster 95:25
23:7, 24:11	extent 11:4,	favor 58:18
excellent 78:15	29:5	feasible 34:10,
except 68:14	extents 63:4,	34:19, 34:21
exception 64:10	64:9	feature 27:7,
excited 15:11	extra 95:9,	27:21, 39:10,
exciting 3:11,	95:23	59:6
5:23	eye 92:14	features 15:22,
excuse 20:12,		31:6, 31:17,
37:23	< F >	38:16, 50:3
exhaust 86:17	fabric 4:4	fed 61:6
exhausted 45:4,	face 50:24,	Federal 1:20,
45:5	74:12, 78:5	7:24, 7:25,
exist 34:21	facilitator	12:19, 13:6,
existing 15:8,	6:19	15:23, 31:24,
17:18, 17:19,	fact 18:16,	32:5, 34:1,
23:14, 23:18,	28:11, 35:9,	36:3, 43:15,
26:19, 26:23,	39:22, 55:17	43:20, 46:14,
26:25, 29:13,	factor 39:13,	47:7, 87:9
30:14, 31:8,	39:14, 75:6	feedback 42:6,
33:4, 34:20,	facts 29:24	84:13, 84:14,
37:12, 39:5,	fail 56:25	84:22, 85:2,
39:6, 43:16,	failed 52:1	85:5, 85:7,
63:1, 63:7,	fair 18:8,	85:8
83:2	19:13, 48:25,	feeding 27:13
exists 39:10	51:20, 54:14,	feel 2:25,
expands 19:2	61:11, 88:11	15:2, 45:2,
expect 65:9	fairly 17:15,	57:23, 77:9,
expense 50:10	23:5, 27:3,	78:4, 89:9,
experience 5:6	30:6, 41:10,	92:3, 92:10
experienced	54:11	feet 23:14,
50:16, 96:15	fall 32:2,	26:13, 26:23,
experiences	43:11, 85:6	27:1, 27:2,
4:15	falling 19:9	29:12, 29:25,
experiencing	Falls 1:4,	30:1, 30:2,
96:14	3:18, 15:8,	30:3, 30:5,
expertise 5:15,	24:20, 24:24,	30:8, 30:13,
7:2, 82:8	25:3, 34:8,	30:15, 63:5,
Expires 98:15	38:5, 38:8,	64:3, 64:5,
explain 9:19,	41:13, 48:12,	64:6, 64:8,
51:21	53:5, 53:14,	64:22, 78:20
explanation	55:12, 88:4	fell 89:20
53:10	familiar 5:13,	ferry 55:1,
exploration	19:15, 27:8	57:13, 57:14
87:13	far 37:10,	few 2:6, 7:19,
explored 55:22	55:5, 80:14,	11:11, 17:16,
exploring 57:2	83:2, 83:20	22:24, 31:6,
exposed 20:1		92:24, 93:10

<p>FHWA 35:1, 35:22 field 81:3, 91:18 fill 8:22, 20:17, 23:13, 28:2, 28:8 filling 61:8 final 12:25, 13:24, 20:4, 86:24 finally 2:22, 6:9, 43:8 finance 94:23 financial 55:23 find 11:11, 17:7, 32:19, 67:11, 74:23, 95:4 finding 95:16 findings 21:19 fine 20:17 fingers 3:5 finished 81:17 finishes 78:13 finite 9:23 fire 4:14, 44:25, 78:3, 78:16, 78:17, 78:22, 91:6, 93:13, 93:17, 94:19, 94:25, 95:18 firm 16:5 First 2:11, 2:14, 10:14, 15:15, 20:8, 22:17, 24:4, 26:9, 33:24, 40:8, 44:10, 48:4, 48:5, 49:3, 77:25, 82:22, 85:24, 86:4, 91:22, 93:1, 95:6 fiscal 54:12 Fish 25:13, 33:14, 36:11, 36:16, 36:17, 36:20, 45:19</p>	<p>Fishery 36:6 fit 81:9 fits 81:22 five 74:16 flat 96:22 flavor 12:4 flexibility 24:15 floor 16:22, 17:1 flow 27:8, 28:14 flux 69:12 focus 10:19, 12:8, 70:21, 74:1 focused 61:5 folks 8:3, 12:1, 12:13, 27:7, 27:17, 30:5, 40:23, 85:3 follow 7:2, 33:17, 51:2, 82:1 follow-up 65:2, 75:13, 82:18, 95:25 following 34:6, 34:9 foot 23:13, 28:20, 63:3, 64:16, 64:18 footpath 31:15 force 61:6 forces 19:2, 19:4, 20:15 Fords 78:20 foreclosed 58:24 foregoing 98:4 forget 44:18, 94:14 forgive 33:24 forgotten 75:17 form 12:6 former 3:25 forms 54:23 formula 82:1 formulas 83:22</p>	<p>forth 3:20 fortunate 4:10 forward 7:13, 15:19, 16:3, 35:25, 43:3, 43:9, 87:15 found 10:14, 50:23 foundation 11:13, 15:18, 18:1, 21:17, 23:23, 23:25 foundations 21:2 founded 21:15 four 2:13, 80:18, 80:25, 84:7, 84:8, 95:25 frame 10:18, 12:13, 22:10, 65:2 framing 77:4 free 15:2, 45:2 freeboard 26:10, 26:11, 26:20, 26:23, 63:1 frequency 69:14 friend 4:25, 5:8, 66:8 front 81:18 full 41:15, 72:24 full-time 71:20, 76:24, 91:24 fully 38:10, 88:8 function 71:8 funded 88:8 future 4:17, 15:3, 81:8, 82:2, 92:15</p> <p>&lt; G &gt; gap 76:4 gaps 21:11 Gary 62:9,</p>
---	--	--

63:23, 65:1,  
65:6, 65:11,  
88:1, 88:10  
gathering 71:3,  
71:4  
gave 44:23,  
74:16  
gaze 51:5  
geared 36:7  
generally 16:23  
generate 27:11  
generations  
81:8  
gentleman 58:1,  
80:15, 90:24  
geotechnical  
27:25  
GEP 79:17  
gets 3:21,  
64:24, 90:3  
getting 15:1,  
68:19, 69:6,  
73:12, 78:13,  
79:15, 84:14,  
94:15  
girder 16:17,  
19:7, 37:14,  
37:16, 37:20  
girders 16:25  
give 3:2, 7:18,  
7:19, 12:3,  
14:9, 15:2,  
42:24, 46:3,  
62:7, 84:12,  
84:22, 84:23,  
85:7, 85:19,  
87:24  
given 2:19,  
7:3, 38:19,  
40:6  
gives 5:22  
giving 2:25,  
73:9  
glad 76:19  
goal 10:17,  
29:4, 39:7,  
39:9, 67:12  
goals 9:19,  
12:11  
Google 76:10,

91:12  
gotten 9:3, 9:5  
governing 5:15  
governments  
55:19  
grab 42:25  
graceful 81:20  
grain 20:17  
grand 77:14  
granite 21:5,  
31:13  
grateful 93:8  
gravel 31:9,  
31:11  
Great 7:14,  
15:10, 39:16,  
42:23, 44:13,  
45:15, 51:7,  
57:4, 70:20,  
77:2, 77:10,  
91:2, 91:4  
greatly 6:16  
green 31:7,  
32:8  
Greg 58:3,  
58:8, 59:10  
groceries 15:1  
grocery 15:1,  
76:21  
ground 6:4,  
87:4  
group 10:9,  
12:9, 47:22,  
48:21, 61:6,  
61:9, 61:18  
groups 80:4  
grow 82:17,  
90:15  
guess 6:20,  
46:7, 54:10,  
59:10, 60:2,  
73:1  
guidance 84:23  
guidelines  
44:23  
guy 78:14  
guys 60:1,  
68:22, 70:17,  
91:1

< H >  
habitat 36:10,  
45:18  
habitation  
11:10  
habitats 36:8  
Hales 79:10,  
95:22, 96:1  
Half 79:9,  
79:11, 93:21,  
95:23  
Hancock 92:20  
hand 15:6,  
42:12, 44:19,  
58:2, 70:3,  
91:22, 93:20  
handful 83:11  
handout 8:4  
hands 80:14  
hangers 16:20,  
16:24, 17:1  
happen 4:16,  
6:13, 24:16,  
66:16, 67:8,  
75:20, 75:23,  
83:8, 96:24  
happened 59:25  
happening 59:9  
happens 63:2,  
66:10, 67:7  
happy 61:20,  
90:5  
harbor 4:13  
hard 40:23,  
67:2, 95:13  
harm 34:13,  
45:22, 46:12  
harmful 13:18  
hate 96:24  
haul-outs 25:24  
he'll 8:7  
headed 78:8  
headline 74:18  
healthcare  
79:17  
hear 13:3,  
56:1, 57:10,  
61:22, 69:21,  
70:3, 70:9,

<p>70:17, 70:20, 73:18, 75:19, 76:13, 78:13, 84:12, 85:9, 86:2, 90:3 heard 43:3, 51:19, 70:17, 70:18, 76:17, 79:7 hearth 24:1 heavily 21:6 heavy 17:12, 51:5, 67:11, 81:5 held 4:4 hell 70:7 help 12:15, 13:19, 13:22, 38:14, 45:1, 61:9, 75:18, 95:6, 95:7 helped 45:10, 45:11 helpful 16:9, 70:19 helps 18:4, 28:3 hereby 98:4 high 2:8, 25:10, 27:8, 28:14 higher 26:20, 51:23, 51:24 highest 26:12 highlighted 16:15, 16:17, 16:21, 32:8 Highway 1:20, 7:24, 8:1, 13:6, 34:2, 35:17, 37:15, 43:15, 43:21, 63:9, 84:2, 87:9 hills 63:12 hiring 42:18 Historic 4:19, 11:18, 12:22, 23:3, 24:19, 24:20, 24:21,</p>	<p>24:22, 24:23, 24:25, 25:2, 25:4, 25:6, 26:6, 31:21, 33:13, 34:24, 34:25, 35:2, 35:22, 35:23, 43:20, 47:13, 55:20, 63:20 historical 11:22, 32:17, 34:5, 34:7, 39:6, 48:23, 64:24, 71:23, 72:10 historically 55:15 history 30:17, 30:21, 33:5, 59:24, 77:14 hit 6:4, 44:5, 76:20 HNTB 1:18, 7:16, 7:23, 38:11, 47:23 hold 15:3, 56:25 holds 16:19 hole 45:16 homestead 11:14, 24:3 honest 49:23 honor 5:9, 6:18 hope 71:7, 77:9, 77:10, 89:15, 90:12 Hopefully 8:4, 97:3 hospitable 80:10 hour 79:10, 79:11, 79:12, 95:23 hours 95:2 House 45:9, 72:21 household 78:3 housekeeping 3:3, 8:2 houses 73:6</p>	<p>human 74:8, 74:12 hundreds 6:12, 22:22, 88:3 hurdles 48:22 hurt 73:5 Hussey 48:13 hydraulic 27:7, 39:7, 39:10 hydraulics 26:9  &lt; I &gt; ice 72:24 idea 13:7, 46:4, 68:9, 82:23, 90:8, 92:16 ideas 12:3, 13:9 identification 9:9 identified 25:17, 37:10 identify 11:5, 12:14, 12:15, 68:25, 69:1 identifying 9:21 imagination 77:25 imagine 78:2 impact 25:12, 34:15, 40:14, 43:19, 45:12, 45:13, 46:5, 46:6, 67:20, 72:1, 72:4, 72:7, 72:12, 72:16, 72:19, 72:24, 73:2, 73:8, 73:10 impacting 39:6 impacts 12:21, 13:15, 13:17, 22:10, 23:10, 32:19, 32:20, 32:22, 32:24, 36:9, 36:10, 36:13, 36:23,</p>
---	--	---

38:19, 40:11,	influence 33:19	70:24
40:16, 40:18,	informal 31:12,	interesting
43:24, 46:24,	31:14	15:12, 22:14,
59:24, 62:21,	information	26:8, 26:10,
64:13, 64:23,	8:5, 8:15,	50:17
64:24, 68:7	9:7, 9:8,	intermodal
implications	11:17, 14:14,	54:25
11:23, 54:14	28:18, 31:20,	interrupt 44:17
important 4:16,	37:8, 44:18,	intersection
5:16, 10:16,	48:12, 49:22,	41:7
10:17, 12:17,	58:25, 61:5,	introduce 2:15,
17:13, 28:17,	62:6, 71:3,	2:16, 3:13,
51:18, 58:15,	71:4, 71:25,	3:19, 6:19,
74:13	72:12, 74:24,	7:12
impoundment	76:13, 84:11,	introduction
27:3	86:11	2:14, 7:18
impressed 7:1	informs 23:16	inventory
impression	initially 46:9	17:22, 53:15
61:21	injure 36:11	investigations
improve 10:23	Inland 46:20	11:2, 28:1
improved 52:24	input 5:24,	invite 80:7
in-depth 12:8	40:20, 44:2,	involved 12:20,
in-water 36:18	60:5, 60:10,	43:4, 85:14,
inches 23:13,	73:9, 76:19	87:15
64:16	inside 19:5	involvement
include 35:14	inspect 53:19	33:9, 33:10
includes 16:15,	inspected 65:23	involves 79:19
34:12	inspection	Island 48:13,
including 25:9,	17:6, 17:21,	73:13, 81:19,
33:13, 36:4,	18:7, 52:7	84:6
81:23, 85:3,	inspections	Isle 51:14,
91:11	52:5	51:17
incorporated	inspectors 52:2	isolation 73:21
38:16	installation	issue 46:25,
increase 63:19,	50:5	51:13, 58:15,
64:19	instead 12:6,	71:7, 74:12
incredible 6:4,	38:5, 60:9	issues 47:22,
90:2, 93:2	instructions	56:12, 56:15,
incredibly	3:3	59:12, 61:10,
6:15, 89:10	integrity 43:20	70:14, 71:23
indefinitely	intelligent 4:7	items 8:2, 8:8
66:1, 66:2	intent 9:15,	iteration 38:24
indicate 30:22	82:25	itself 15:16,
indicated	interactive	24:24, 26:8,
61:23, 86:16,	85:4	30:1, 46:15,
87:6	interest 3:16,	48:18, 49:13,
indicative	11:12, 27:11,	49:20
18:16	27:22, 83:15	
individual	interested 8:3,	
32:5, 33:22	14:7, 54:7,	

J. 1:11, 98:2, 98:12	kitchen 78:3	leaning 69:8
Joe 67:25, 68:3	knowledge 4:2, 4:9, 5:4, 6:14	least 6:9, 13:18, 28:13, 30:23, 42:4, 46:8, 49:10, 51:1, 56:22, 61:16, 61:25, 71:6, 93:24, 95:15
John 4:11, 24:3, 69:19, 69:20, 70:1, 70:6, 70:23, 74:24, 82:20, 91:7	known 4:1	leave 14:12, 61:21, 89:11
joy 90:4	< L >	led 19:13, 21:18
judgement-based 31:1	laid 91:4	left 20:18, 29:1
jump 26:14, 66:6, 66:7, 90:4, 90:6	land 34:3, 34:11, 57:21, 68:17, 82:11, 82:13, 86:1, 86:9, 91:18	less 36:20, 36:21, 66:19, 80:9
< K >	landing 86:14	level 3:11, 22:23, 26:13, 52:23
Karen 6:9, 6:10, 6:12	Landowners 8:11	levels 22:22, 26:16
Kayakers 27:15, 68:15, 69:2, 69:3, 78:11, 90:7	landscape 77:11, 77:17, 93:2	license 80:8
kayaks 68:10, 68:19	large 18:22, 19:19, 20:9, 21:11, 27:3, 27:4, 39:17, 58:13, 67:11	life 65:13, 66:12, 75:3, 79:14, 80:13, 95:12
keep 63:16, 63:19, 75:7, 86:11, 92:20	Last 3:2, 3:14, 9:17, 18:7, 23:23, 30:21, 36:2, 37:5, 40:2, 45:9, 48:1, 60:1, 60:5, 84:10, 87:12, 87:20, 93:10	Lifeflight 91:17
keeping 82:25, 95:14	later 3:1, 16:10, 66:23, 76:16	lighting 50:4
Kevin 1:19, 7:17	Laughter. 2:9, 7:8, 66:5, 66:9, 94:16	lights 69:22
keystone 90:21	laws 15:23, 36:3, 87:10	likely 29:13, 29:20, 36:20, 40:10, 43:10, 44:3, 49:20, 52:8, 52:19, 53:14, 63:11, 63:16, 64:8, 64:16, 64:20, 86:19, 88:20
kicks 34:8	lay 59:22	limit 78:23
kids 90:3	layer 21:16, 28:12	limitations 5:14, 62:19
kind 2:17, 8:5, 9:19, 11:5, 11:16, 11:19, 12:11, 45:16, 46:11, 49:17, 56:5, 56:25, 59:12, 59:16, 60:8, 60:14, 68:13, 73:10, 76:9, 83:14, 83:24, 87:13, 94:22	Leach 5:8	limits 11:5, 65:3
kinds 70:13, 70:14, 80:23	Leach. 74:14, 74:21	line 19:20, 29:1, 31:7, 66:8, 73:8
	lead 13:17, 20:19	lines 25:11,
	leads 28:15	

29:10, 29:18, 57:3	65:11, 88:10	41:18
link 14:12, 14:13	long 3:24, 29:25, 30:1, 30:15, 41:21, 64:5, 65:13, 65:14, 65:19, 71:14, 75:21, 83:21	Lori 6:1, 6:3 lost 96:4 lots 39:12, 44:7
list 9:23, 71:14	Long-eared 26:1	loud 64:11
listen 71:10	long-term	loudly 3:6
listening 50:21, 82:9	26:18, 90:13, 92:17	love 75:23, 89:6, 89:20, 90:8, 90:10, 90:11, 92:4
literally 5:20, 20:14	longer 41:11, 41:17, 47:21, 53:14, 53:20, 54:3, 79:10	low 25:11, 27:2
litter 45:24	look 11:15, 16:2, 17:22, 17:23, 17:25, 18:2, 18:6, 18:19, 19:7, 21:10, 26:21, 30:16, 30:18, 35:7, 48:24, 51:7, 52:3, 52:12, 52:22, 54:25, 56:23, 57:7, 61:9, 62:22, 72:17, 82:13, 88:14, 90:9, 90:13, 92:13	lower 19:18, 26:25
live 45:19, 45:23, 50:22, 53:5, 55:12, 72:7, 73:5, 78:1, 83:8, 89:1, 89:22, 91:1, 93:24, 95:20, 96:8	looked 48:16, 48:17, 49:17, 73:19, 84:21	lucky 90:3
livelihood 73:12	looking 17:6, 17:19, 22:3, 26:18, 37:11, 38:3, 38:18, 39:3, 39:4, 39:11, 40:25, 43:6, 43:7, 47:11, 47:25, 49:1, 52:15, 57:24, 58:13, 75:1, 89:23, 90:10, 91:3, 91:12	Luskey 23:21, 23:22, 45:7, 48:2, 48:3, 88:25
lives 5:21, 96:4	looks 91:4	Lynn 4:18
living 72:5, 72:8, 73:3, 73:7	loop 41:15,	< M >
load 16:5, 17:4, 17:11, 65:3, 65:4, 66:17, 66:22, 67:2		magical 90:2
loaded 68:10		magically 89:22
loads 67:18		Magnuson-steven s 36:6
lobstering 73:6		mail 9:3, 9:5
local 9:4, 54:12, 69:14		main 16:16, 29:25
located 11:6		Maine 1:1, 1:12, 1:14, 8:10, 11:18, 23:1, 33:13, 35:2, 47:13, 88:5, 98:3
location 12:5, 22:17, 24:22, 48:20, 50:13, 53:12, 55:14, 56:3, 56:7, 69:5, 75:20, 75:21		Mainedot 15:20, 17:21, 35:1, 35:22, 39:12, 59:16, 82:7
locations 29:3, 29:4		maintain 39:9, 39:13, 40:6, 49:18, 54:7, 65:25
Loft 62:9, 88:1		maintained 26:23, 31:17, 49:4, 49:5, 49:12
Loft. 63:23, 65:1, 65:6,		maintaining 53:16, 53:25

Maintenance	94:1, 94:4	88:16, 91:17
55:23, 65:25	Mclaughlin	methodical
major 23:10,	76:23	12:24
23:12	MDOT 43:21,	MHPC 11:18,
majority 77:21	75:19	47:12, 47:13
Mammal 36:5,	mean 3:1, 22:9,	Miami 58:10
47:4	24:10, 28:22,	Michael 3:24,
mammals 25:24,	30:14, 31:20,	14:15
47:2	44:16, 46:5,	middle 18:11
Management	53:8, 57:20,	Mike 10:12,
36:7, 40:3	65:19, 65:22,	75:12, 75:16,
manager 6:22	66:1, 70:13,	76:11, 81:3,
mandate 53:19	71:15, 77:20,	81:4
manner 29:14,	88:2, 94:25,	Milbridge 92:21
31:18	95:1	mile 27:4, 27:5
map 41:7, 76:10	meanders 28:21	miles 41:9,
maps 91:12	means 15:2,	41:11
March 12:12	32:12, 32:13,	Mill 50:22
marijuana 2:5	33:17, 53:10,	Miller 57:19,
Marine 25:24,	98:6	59:14, 69:20,
36:5, 47:2,	meant 32:4,	74:15, 74:25,
47:4, 50:14,	39:25	83:6
75:3	measure 68:6	Miller. 57:16,
Mark 70:2	measures 34:19,	70:1, 70:23,
Marks 53:5	34:21, 45:20,	74:20, 82:20
Marks. 54:9,	47:7	million 48:15,
54:17, 55:9	meat 10:6	56:2, 79:5
Marshuetz	medical 78:15	mind 66:6,
71:20, 74:24,	mediocre 18:9	78:18
77:19	meet 79:3, 79:4	Mindy 71:17,
Marshuetz.	meetings 8:10,	71:19, 74:2,
74:2, 85:22,	8:13, 10:11,	81:2, 81:10,
86:3, 86:7,	10:13, 11:16,	83:24, 85:22,
94:17, 96:5	11:21, 14:5,	86:3, 86:7
matches 30:6	15:4, 60:23,	minimis 34:15
material 21:18	60:25, 61:1,	minimize 29:23,
materials	61:19, 71:21,	32:20, 32:23,
20:16, 20:17,	77:21, 87:12,	34:12, 38:19,
23:8, 28:16	89:8	40:11, 46:4,
matrix 13:11,	meets 43:18	63:22
13:13, 13:20,	members 85:12	minimized
43:13, 43:14,	memorize 33:25	32:21, 36:14
43:22, 59:16,	mention 2:4,	minimizing
59:17, 60:15,	56:6, 57:13,	32:23
60:20, 61:8,	57:14, 82:21,	minimum 26:22,
62:3, 74:16,	84:25	44:2, 62:25,
74:22, 74:23,	mentioned 14:3,	63:17
75:2, 75:7	43:12, 47:10,	minor 34:15
Matt 91:6,	50:25, 60:16,	minutes 14:10,
93:12, 93:13,	62:22, 82:21,	41:9, 41:11,

41:17, 73:7, 79:7, 79:13, 95:25	21:19	needed 11:19, 81:1, 81:3, 87:1
miscellaneous 31:6	moves 44:24	needs 12:4, 12:16, 15:24, 21:9, 21:22, 34:23, 39:11, 39:14, 40:6, 43:25, 52:12, 52:23, 54:2, 54:19, 58:16, 67:19, 79:3, 79:4, 81:9, 81:20, 81:23
missed 13:7	moving 3:5, 16:3, 43:3, 43:9, 87:14	negotiated 35:22
mistake 73:15	multiple 72:10	neighbors 56:13
mistaken 58:24	myself 7:18, 7:23, 89:21	NEPA 32:3, 32:4, 32:10, 33:11, 33:23, 38:18
mitigate 32:22, 68:18	< N >	nervous 7:7, 93:18
mitigated 25:5, 35:11, 36:23	nailed 89:4	networks 6:11
mitigation 35:21, 68:6	Name 3:9, 44:10, 44:11, 44:15, 45:6, 48:1, 48:4, 48:5, 48:11, 50:20, 55:11, 57:18, 58:8, 73:4, 77:19, 88:25, 96:17	Nevin 11:4, 22:18, 24:7, 40:15, 62:22
mitigations 46:11	narrow 10:20, 30:6, 30:8, 30:10, 30:22, 31:2, 38:7, 51:12, 76:4	new 26:19, 30:12, 52:6, 53:12, 55:8, 55:14, 55:17, 56:18, 58:4, 58:9, 79:1, 81:3, 92:7, 95:10
mixed 11:17	narrower 76:6, 78:20, 81:15, 84:1	newspaper 9:3
Mmm 86:6	Naskeag 96:2	next 17:16, 42:25, 52:12, 52:18, 60:6, 60:22
Model 78:20	National 12:17, 23:3, 25:1, 32:2, 34:24	nice 15:10, 72:22
modern 31:3, 37:15, 37:25, 92:7, 93:4	native 50:4	night 6:12, 90:11, 94:2, 94:3, 95:16, 96:11
modes 54:23	natural 22:10, 25:9, 36:2, 36:4	nine 3:15, 3:19, 71:5, 71:6
modified 31:18	nature 24:14, 25:4, 27:13, 34:25, 37:22, 42:8	Noel 55:11,
moisture 19:11	navigate 47:23	
moment 44:21	near 19:21	
monetary 33:3	nearby 24:1, 25:25	
money 12:19, 82:7, 88:6	necessarily 30:14, 33:2, 46:6, 48:25, 56:14, 59:5	
monitored 65:24	necessary 39:19	
months 17:17, 41:22, 43:6, 65:8, 72:5, 72:6, 72:14, 72:22, 86:18, 86:22, 87:3, 92:24		
Morris 90:25		
Morris. 93:23, 94:3, 95:24, 96:7		
motor 53:20		
Mountain 77:6, 82:16		
mouth 91:8		
move 7:12, 7:20, 15:25, 20:25		
moved 75:8		
movement 20:20,		

<p>57:4, 57:12, 65:12, 65:18, 66:3, 66:25, 67:6, 67:9, 67:15, 69:2, 76:1, 76:8 nor 59:5 North 20:13, 28:8, 29:10, 30:3, 31:10, 31:14, 41:15, 52:20, 62:15, 62:20, 91:1 northeast 22:17, 23:18, 31:15, 62:21 Northern 25:25 northwest 11:8, 11:12 Notary 1:11, 98:3 note 42:20, 51:6 noted 73:25 notes 51:1 nothing 47:5, 59:9, 62:5 notice 5:3, 26:25, 78:5 notices 9:2 notion 95:5, 95:13 notwithstanding 76:2 November 10:12, 10:18, 46:23, 75:4 number 9:8, 9:9, 9:10, 18:13, 25:8, 25:13, 25:22, 25:24, 36:3, 47:6, 53:23, 54:6, 58:11, 61:23, 88:20 numbers 52:7, 56:1, 79:7, 88:12 numbness 78:4</p>	<p>&lt; 0 &gt; obscured 93:2 observation 53:22 observers 47:4 obsessive 7:4 Obviously 35:16, 38:9, 52:20, 59:7, 69:12, 70:15, 81:25, 83:4 occur 26:2, 36:19, 46:14 occurred 30:20, 50:22, 51:2, 93:9 occurring 21:14 ocean 27:12 off-site 40:22 offense 93:19 Office 1:9, 1:13, 35:2, 35:23 Officers 35:24, 93:24 offices 4:3 official 9:4 often 19:24 oil 81:2 Okay 6:24, 26:14, 31:2, 48:7, 51:8, 67:6, 67:10, 67:25, 68:23, 77:18, 83:19 old 4:21, 11:13, 24:3, 65:14, 73:3, 88:22 on-site 40:9 once 14:1, 38:22, 51:11, 54:1, 60:19, 86:23, 88:2 one-lane 40:10, 40:12 one-way 82:24, 83:4 ones 17:3, 32:7</p>	<p>onset 12:12 open 11:24, 14:6, 44:6, 45:3, 80:13, 92:23, 96:22 opening 25:16, 27:1, 27:9, 39:7, 39:18 operating 80:20 opinion 14:21, 15:2, 70:24, 71:2, 71:8 opinions 2:24, 70:13, 71:6, 71:7 opportunities 8:25, 14:4, 54:25, 88:17 opportunity 9:25, 10:7, 16:7, 44:9, 54:22, 60:4, 61:22 opposite 83:4 option 10:24, 13:18, 14:1, 37:18, 38:19, 38:21, 40:21, 45:13, 57:2, 57:9, 57:20, 82:23 options 9:22, 12:21, 13:2, 13:3, 13:14, 16:1, 17:10, 32:18, 37:2, 37:10, 38:17, 38:24, 40:8, 41:25, 43:7, 45:15, 57:8, 60:15, 60:19, 61:11, 61:23 orange 16:15 order 35:24, 74:22 organize 3:15 organized 59:5 original 41:8, 50:4, 64:14, 88:13</p>
--	--	---

Orland 96:15,  
     96:16, 96:20  
 others 35:3,  
     46:3  
 otherwise 3:21  
 ourselves  
     45:17, 79:3  
 outcome 33:20  
 outcomes 33:17  
 outer 11:5  
 outlined 85:16  
 outreach 8:25,  
     13:21, 14:4  
 overhead 29:12  
 overlooked 13:8  
 own 81:10  
 owned 34:3  
 owner 9:4, 55:7  
 owners 79:22,  
     82:5  
 ownership 55:17  
  
 < P >  
 p.m. 1:14, 97:6  
 paid 95:1  
 pan 38:20  
 panoramic 93:5  
 paper 45:8  
 papers 2:4  
 paralyzed 79:14  
 park 80:12,  
     81:24  
 parking 31:12  
 parks 34:3  
 PARTICIPANT  
     69:2  
 participate  
     13:22  
 participation  
     15:11  
 particular  
     18:15, 21:14,  
     22:14, 23:12,  
     23:16, 24:22,  
     26:13, 27:21,  
     32:7, 33:15,  
     33:23, 34:7,  
     36:1, 37:18,  
     38:15, 39:24,  
     40:9, 46:16,  
     48:24, 49:16,  
     49:24  
 parties 33:14,  
     35:8  
 parts 2:13,  
     8:6, 20:6,  
     21:1  
 party 54:7  
 pass 20:19,  
     28:9, 85:20  
 passed 27:9  
 passenger 67:10  
 passion 3:16,  
     4:8, 4:9  
 past 77:12  
 path 13:17,  
     35:25, 53:22  
 patience 3:17  
 patients 95:7  
 patina 92:11  
 pause 34:6  
 pavement 30:8  
 pay 54:13,  
     56:12  
 paying 95:15  
 PDF 42:24  
 pedestrian  
     10:21, 62:10,  
     68:20, 68:24  
 pedestrians  
     27:20, 55:3,  
     68:25  
 penetrated  
     20:16  
 Peninsula 6:2  
 per 30:18,  
     66:22, 83:19  
 percent 79:17  
 perception 6:7  
 performed 66:16  
 Perhaps 19:14,  
     31:3, 38:8,  
     39:16, 42:5,  
     43:11, 66:22  
 period 2:19,  
     7:21, 30:21,  
     40:4  
 periods 49:8,  
     49:11  
 permanent 36:9  
 permissible  
     23:11, 23:19  
 perpetuated  
     31:18  
 person 3:4,  
     4:1, 4:6,  
     4:21, 5:1,  
     6:25, 89:19  
 personal 70:24  
 personally 5:2,  
     89:6  
 perspective  
     85:5  
 persuaded 56:14  
 pertain 4:13,  
     6:25  
 petition 6:12  
 phase 60:22  
 Phone 66:8  
 photo 18:20  
 photographers  
     78:11  
 photographs  
     48:17  
 phrase 6:21  
 pick 8:17  
 picked 8:4  
 picture 18:15  
 pictures 4:21,  
     42:21, 42:23  
 picturesque  
     77:12, 77:13  
 piece 51:18  
 pink 67:22  
 placards 33:5  
 place 41:21,  
     46:12, 47:1,  
     68:15, 75:23,  
     89:23, 89:24,  
     90:2, 91:10,  
     91:19, 91:20,  
     95:16  
 placed 54:11  
 places 80:11,  
     92:21  
 Plan 3:18,  
     52:8, 52:11,  
     57:17, 57:21,  
     59:1, 59:5,

65:15, 65:21,	61:9	86:24
67:13, 85:25,	population	prematurely
86:4, 86:8,	25:22, 73:22,	85:19
86:13	85:13, 85:14	prepared 81:11
plane 86:1,	portfolio 4:22	present 9:1,
86:9, 86:14	portion 21:5,	25:18, 44:2,
planning 34:12,	22:2, 28:13	76:3
46:8, 59:12	portions 18:19	presentation
plate 80:8	position 9:24,	2:17, 7:20,
platform 53:22	62:7, 67:14	8:7, 9:15,
play 90:4, 90:5	possession	15:15, 32:9,
please 3:8,	53:13	42:12, 42:21,
14:8, 44:10,	possibilities	50:21, 74:3,
44:22, 58:7,	47:11	74:9, 88:13,
66:7, 68:1,	possibility	91:2
76:20	25:19, 58:18	presentations
pleases 89:13	possible 29:7,	51:1
plenty 70:7	33:1, 34:12,	presented 39:1,
plow 87:10	38:20, 55:22,	74:11
plowing 5:5	63:22	presents 75:22
point 37:9,	possibly 41:1,	Preservation
41:4, 52:10,	45:25, 87:25,	10:15, 11:18,
60:9, 66:14,	88:3	33:13, 34:25,
66:15, 67:3,	posted 14:11,	35:2, 35:23,
78:19, 79:6,	42:22, 66:22,	35:24, 47:13,
79:19, 81:13,	67:19	55:21, 89:17
82:12, 83:24,	postings 67:8	preserve 32:25,
84:9, 84:10,	potential 16:1,	37:12
84:21, 85:6,	40:24, 54:11,	preserving
86:21	58:12, 77:23,	34:20, 55:15,
point. 51:20,	78:6	58:19
52:21, 53:2	potentiality	pretty 14:6,
points 26:10,	47:15	19:10, 30:6,
52:20, 77:23	potentially	30:9, 51:18,
pole 77:8	11:14, 25:15	63:7, 68:8,
Policy 12:18,	practicable	78:1, 91:19,
32:3, 32:4	62:24	95:12
political 54:12	practical	previous 82:21
Pond 25:17,	26:21, 29:6,	price 56:5
27:3, 38:6,	56:11	prices 56:24
45:20, 45:23,	pragmatist	primarily
50:22, 50:23,	55:25	15:17, 16:14,
53:6, 58:22,	preferred 13:5,	19:20
68:11, 68:16,	14:1, 15:5,	primary 16:11,
76:5	38:25, 61:16,	16:13, 16:24,
poor 18:10,	86:20	17:1, 17:23,
19:17, 20:2,	prehistoric	37:3
21:20, 27:12,	22:20, 23:22	print 3:10
52:1, 61:6	preliminary	private 34:5
populate 13:15,	13:24, 86:22,	privilege 5:10

Probably 5:6, 23:15, 23:19, 43:3, 45:7, 47:12, 50:9, 64:2, 65:8, 65:25, 67:11, 69:10, 71:6, 75:19, 83:12, 83:13, 86:22, 86:23, 93:11	16:7 providing 54:6 provisional 91:9 proximity 29:18 prudent 34:10, 34:19, 34:20 publication 3:10 Publicly 34:3, 60:11 pull 91:17 pulse 11:23 purpose 43:18, 54:20, 70:9, 71:16, 77:1, 81:7 purposes 76:12, 80:3 push 19:2 pushing 19:5 put 3:20, 8:22, 12:12, 21:20, 39:14, 39:16, 39:17, 44:11, 45:25, 52:10, 53:12, 56:23, 57:5, 62:7, 63:12, 64:12, 72:18, 79:6, 80:11, 81:25, 86:15, 89:23 puts 20:2 putting 13:19, 33:4, 41:1, 71:24, 95:8	8:12, 8:18, 10:1, 12:2, 44:25, 45:4, 78:18, 82:18, 83:1, 94:11 queue 88:2 quick 65:2 quickly 3:6, 91:13, 95:12 quite 24:7, 81:11
problems 12:15, 80:23 PROCEEDINGS 2:1, 98:5 processes 31:24 produce 86:22 professional 94:24 profile 62:23 Program 7:13, 8:15, 8:24, 14:16, 15:20, 51:22 progressively 67:8 projects 31:25, 51:21, 63:8 promise 15:3 pronounced 19:23 properly 32:6 properties 12:22, 24:22, 24:23, 59:4, 89:2 Property 8:11, 9:4, 34:13, 34:14, 40:18, 56:14, 79:22, 82:5, 89:3 protect 47:8 protecting 36:8 protection 24:12, 93:18 provide 9:25, 10:7, 14:21, 15:15, 26:20 provided 62:6 provides 6:25, 8:5, 15:17,	< R > rail 16:15, 55:1 railing 35:6 raise 26:19, 62:23, 63:2, 63:18 raised 70:14, 70:15 range 32:11, 32:15, 36:25, 37:2, 39:24 ranging 56:1 rapids 27:10 Rappaport 5:17 Rappaport. 70:5, 71:1 rated 18:7, 19:17, 52:6 rather 18:22, 30:16, 60:9, 70:21, 76:15, 84:24 rating 16:5, 17:11, 18:4, 18:13, 19:13, 20:5, 52:2, 65:5, 66:17, 67:3 rating-wise 18:11 ratings 51:23 rationalize 31:1 RE 1:4 reach 49:22, 61:24, 87:21,	
	< Q > quack 94:21 quadrant 22:17, 23:19 query 12:2 question 3:8, 7:21, 8:21, 46:4, 56:4, 59:15, 60:3, 67:22, 74:15, 78:25, 85:23 questions 2:24,	

95:12	record 44:13	19:25
reached 61:13	recorded 3:4	reiterate 76:17
reaches 66:11, 66:14	recording 33:3	related 5:13
react 70:7	recovery 24:11	released 62:4
reactions 74:8	recreational 27:15, 34:4, 58:19	relevant 84:16
read 33:25, 40:24, 77:22	red 10:5, 31:7, 57:25, 58:1	relocated 56:15
ready 2:3, 65:9, 96:11	redone 51:16, 96:16	relying 69:12
real 71:8, 72:8	refer 14:8, 22:18, 32:3	remain 23:10
realistic 84:19	reference 74:15	remaining 22:25
reason 18:24, 21:13, 23:1, 23:10, 24:8, 30:16, 41:14	referred 23:24	remark 70:6
reasonable 13:2, 32:11, 34:22, 35:12, 38:2, 39:24, 50:13	referring 8:7	remember 45:9, 76:3
reasonably 35:21, 65:15	refine 88:18	Remembering 79:8, 80:6
reasons 18:12	reflect 37:22	removal 35:13, 47:19, 47:20, 83:3
reassuring 91:3	refuges 34:4	removed 49:20, 54:3
Rebecca 96:13, 96:18	regard 59:9	renovation 73:20
reboot 11:20	regards 46:24, 48:19	repair 19:12, 21:9, 32:25, 56:2
recall 50:14	Register 23:3, 25:1	repaired 90:15
receive 18:4, 40:20	regulate 33:15, 36:3	repairs 18:18, 66:1
received 18:13, 19:13	regulations 15:24, 31:24, 32:6, 33:23, 46:14	replace 92:5
recent 6:3, 88:21	regulatory 32:1	replaced 29:16, 33:4, 55:8, 64:19, 65:22, 81:19, 92:23
recently 6:3, 92:23	rehab 40:5	replacement 3:18, 9:22, 10:5, 10:24, 14:1, 37:13, 40:5, 56:3, 62:25, 73:21, 74:17
recognize 26:15, 30:5, 30:10, 37:19, 39:8, 40:15, 40:23, 67:20, 70:2, 78:6	rehabilitated 29:17, 64:15, 65:22, 79:1	replacing 90:20
recognizing 55:16	rehabilitating 77:24	replicate 92:8
reconditioning 89:16	rehabilitation 3:18, 9:21, 10:4, 10:15, 10:24, 13:25, 17:10, 21:23, 22:6, 35:5, 37:11, 37:24, 43:16, 49:2, 49:19, 54:19, 56:17, 62:24, 88:15	reployment 54:13
reconnect 53:12	reinforcing 18:25, 19:1,	Reported 1:11, 30:19
reconstruction 46:1, 89:17		Reporter 1:12, 5:19, 48:4, 48:7, 98:2
		Reporter/notary 98:13

reports 77:22	respectfully	81:13, 81:14,
represent 12:1,	74:3	95:22
31:9, 71:9	respond 91:16	roads 41:2,
representation	responders 42:6	72:24
2:13	response 46:3,	roadways 58:14,
representative	74:8, 91:15	80:23
7:24	responses 11:16	Robin 1:11,
REPRESENTING	responsibility	68:4, 69:15,
1:17	53:18, 53:25,	98:2, 98:12
represents 31:8	54:3, 54:4	robust 81:21
repurpose 74:18	responsible	room 10:19,
repurposed 38:8	93:17, 93:20	74:25, 89:13
Repurposing	rest 44:21,	roots 4:19
53:6, 53:9,	45:3	rough 87:17
53:11, 53:20,	restoration	roughly 48:15
54:6, 54:10,	48:14	round 79:9,
76:25	restore 82:11	95:23
require 24:10,	rests 21:7	Roundy 11:14,
36:18, 40:17	result 29:23	23:21, 24:2,
required 29:20,	resulted 30:23	24:3, 24:4
33:2	resulting 34:13	Route 38:4,
requirement	results 17:16	40:24, 41:7,
33:8, 33:19,	retaining 20:8,	41:8, 41:9,
34:16, 83:18	20:20	59:6, 63:15,
requires 32:10,	return 44:2	67:12, 92:18
36:12, 77:25	review 2:21	routes 40:25,
rerouted 38:4	Rhode 48:13,	41:5, 42:8,
rerouting 73:7	84:6	50:13
research 83:16	rib 18:20,	rude 44:16
residence	18:24	rules 45:22
24:23, 24:24	ribs 16:25	run 16:23,
resident 3:25,	ride 62:18,	87:17, 90:6
4:12, 6:10,	92:18	running 6:4
45:8, 58:4,	riders 68:13	rushed 85:12
58:9, 71:20,	riding 62:17	Ruth 57:15,
76:24, 91:24	right-hand	57:16, 57:19
residuals 3:12	18:22	
resolved 22:6	Rights 8:15	< S >
resource 69:8	rise 22:24,	saddle 81:8
resources 25:9,	26:16	safe 56:25,
33:15, 36:2,	risen 22:22	65:23, 67:17,
36:4, 47:8,	risk 67:4	80:21
47:10, 47:16,	Road 2:8, 3:25,	safely 54:20,
47:19, 47:20,	4:24, 5:5,	67:17, 80:10
48:20	5:14, 18:11,	safety 10:20,
respect 10:6,	48:12, 53:5,	10:23, 63:13,
28:7, 79:19,	62:18, 63:18,	72:25, 73:3
79:20, 79:21,	64:9, 64:24,	sake 44:15
79:24, 80:2,	72:19, 79:11,	salmon 25:14,
80:24, 82:4	81:10, 81:11,	

<p>46:17  Salt 25:17,  27:3, 38:6,  45:20, 45:23,  50:23, 53:6,  58:22, 68:10,  68:16, 76:5  sample 2:18  samples 28:10  satisfactory  18:10  saving 77:23  saw 60:1, 74:9,  93:1  saying 66:12,  84:12, 84:24,  85:5, 85:21  says 78:10,  78:16  scallops 25:21  school 42:7,  73:3, 80:21,  81:1  scope 21:24,  64:2  Scott 59:13,  59:14, 74:15,  74:20, 83:5,  83:6  scour 28:15  screaming 90:3  sea 22:21,  22:23, 26:16  seal 25:24  seals 36:11  seasonal 69:12,  85:13  seasonally  75:10  seasons 46:19  second 17:19,  78:25, 79:6,  79:19, 94:15  secondly 37:24  Section 33:24,  34:24, 36:4  Sedgwick 91:8,  93:16  seeing 19:3,  27:19, 77:10</p>	<p>seem 56:16,  59:25  seemed 51:14  seems 56:9,  69:18, 83:16,  84:1  seen 6:13, 8:4,  9:2  seers 27:14  sees 81:1  select 4:6,  43:21, 60:7  selected 13:5,  15:5, 44:3,  86:20  selectman 5:9  send 14:14  sense 10:15,  10:25, 59:22,  69:7, 95:17  sensitive 24:7,  36:21, 71:22  sensitivity  46:7  sent 48:12  septic 81:3  series 20:18,  91:16  serious 12:20  seriously  84:15, 84:24  serve 5:10  serves 4:8,  54:20, 77:1  service 66:12,  93:18, 94:18,  94:19  services 55:1,  72:2, 72:16,  72:20, 73:4  set 47:7,  48:19, 60:20,  94:7  settled 88:3  settlement  20:21  settler 24:4  seven 60:25  several 16:11,  16:13, 17:23,</p>	<p>20:6, 23:13,  25:13, 73:24  shakier 94:15  share 42:4,  71:8  shared 14:19,  37:9  sheds 64:25  sheet 44:12  shell 25:21  Shellfish 25:20  shift 21:13  shirt 58:1  short 5:3,  50:18  short-nose/long  -nose 46:18  shortened 74:10  shortly 23:4  shot 87:17  shoulder 64:18  shoulders  31:10, 31:11,  62:16, 63:24,  64:25  shouldn't 66:2  show 9:11,  18:14, 61:16  showed 59:16  showing 41:4,  76:10  shown 31:7  shows 41:5,  66:18  sides 31:11,  81:10  sight 27:14,  27:19  sign 77:7  sign-in 44:12  signage 63:12,  63:14  signal 40:12  signed 45:8,  50:17, 98:8  significance  23:21  significant  21:9, 22:4,  22:19, 23:2,</p>
--	---	--

<p>23:5, 23:17, 24:6, 24:7, 30:20, 54:11, 89:3, 91:15 significantly 19:2 signs 33:5 similar 37:12, 37:14, 41:10, 49:2 simply 87:10 Singing 92:19 siren 78:14 site 10:23, 11:4, 11:6, 12:16, 15:21, 22:13, 22:15, 22:18, 22:19, 22:20, 23:2, 23:3, 23:11, 23:21, 23:22, 24:2, 24:3, 24:7, 25:8, 30:17, 30:20, 30:24, 33:6, 33:15, 34:7, 40:15, 62:22, 69:7, 77:14 sites 22:16, 22:21, 22:25, 23:21, 24:6, 34:5, 82:5 situation 67:18, 79:12 situations 29:9, 91:5, 91:17 Sitzabee 6:1 six 60:25, 61:4, 67:1, 80:18, 80:25, 86:22 size 48:15 sketch 76:2 skip 87:9 slice 88:14 slide 16:6, 16:10, 26:15, 60:1, 60:6, 88:20</p>	<p>slides 7:19, 9:1, 72:10, 74:16 slightly 83:25 slippery 80:22 slopes 63:19 slow 12:24 slurring 78:6 small 66:1 smaller 12:9, 39:21 smart 42:17 snowing 72:23 snowplows 80:22 Social 43:23, 43:24 society 4:20, 55:21, 79:16 soft 25:21 soil 21:16, 27:23, 28:4, 28:13, 28:15 solution 26:18, 29:6, 41:20, 89:12 somebody 5:3, 7:5, 75:22 somehow 88:7 someone 54:18, 69:10, 82:23 sometime 44:4, 86:20 Sometimes 29:2, 44:18, 52:4 somewhat 51:12 somewhere 7:25, 18:9, 23:9, 56:1 soon 63:2 sooner 76:15, 87:6 sophisticated 81:4 sorry 57:19, 65:4, 86:1, 87:5, 88:23, 89:25 sort 2:10, 7:21, 9:9, 16:18, 56:4,</p>	<p>59:22, 60:6, 68:9, 81:12, 86:25, 88:12, 95:6 sorts 54:25 sounds 86:8 South 4:12, 6:10, 21:15, 28:12, 28:13, 30:4, 41:13, 57:20, 58:4, 58:9, 59:14, 62:9, 62:14, 68:4, 71:20, 76:24, 78:1, 83:7, 89:1, 91:10, 96:19 southbound 52:21 southwest 11:9 spalling 19:8 span 30:1, 39:17, 65:13 spawn 36:17 speaking 70:16 Species 25:13, 25:14, 25:18, 25:22, 26:1, 36:5, 36:8, 36:11, 45:18, 45:23 specific 46:13, 47:1, 61:5, 77:23 specifically 47:9, 68:24, 73:18 specifics 8:5, 10:4, 51:24 spectrum 19:18 speed 78:22 spelling 44:13 spend 61:7, 79:16 spent 49:23, 49:24, 79:4, 91:12 spiritual 89:24 sports 27:16, 27:18</p>
--	---	---

spot 5:1	95:16	16:14, 16:19,
spreadsheet	steel 18:25,	17:2
13:14	19:1, 20:1,	structure
spring 3:14,	37:16, 38:1	10:16, 26:8,
27:25	stenograph 98:6	26:11, 26:12,
spun 5:12	Stephen 70:5,	28:17, 30:2,
square 27:4	71:1, 73:17	30:13, 35:18,
squirts 20:14	steps 31:13,	54:5, 66:1
staffing 95:15	87:9	structures
stage 43:5	Steve 5:17,	24:25
stages 13:25	5:19, 48:11,	struggled 58:10
staining 18:16	49:7, 49:10,	studies 83:2
stand 60:3,	49:14, 50:1,	study 73:10
80:10	50:7, 50:15,	stuff 63:21,
standard 63:7	70:3	75:1, 93:20
standards	steward 89:25,	sturgeon 46:18
13:16, 30:11,	90:1	subjects 74:11
30:12, 31:3	stipulates 34:1	substructure
standpoint	stone 21:17	18:1, 20:6,
9:16, 12:4,	stones 20:14,	20:7, 20:25,
13:6	20:20, 21:12	21:20, 51:25
stands 71:24	stonework 21:3,	subsurface
start 9:14,	21:10	27:23
16:4, 16:6,	Stookey 55:11	sudden 51:2
22:15, 52:7,	Stookey. 57:4,	suggest 73:15,
62:12, 66:21,	57:12, 65:12,	92:15
74:18	65:18, 66:3,	suggested
started 5:11,	66:25, 67:6,	55:18, 60:6,
21:11, 37:4,	67:9, 67:15,	82:23
71:22	69:2, 76:1,	suit 81:20
starting 9:24	76:8	Sullivan 92:20
starts 66:15,	stop 62:13,	summer 11:3,
66:22	64:4, 64:9	11:7, 23:24,
State 1:1,	stoppage 68:18	61:14, 72:18,
1:12, 1:17,	stopping 68:11	72:22, 80:4,
8:10, 17:22,	stops 78:9	80:6, 85:3,
23:1, 29:2,	store 15:1,	89:18
29:5, 29:7,	76:21	summers 86:5
30:11, 35:2,	strengthened	summertime
35:22, 40:25,	17:8	78:10
41:5, 44:10,	stretches 77:6	super 92:16
88:5, 88:6,	strikes 60:8	superstructure
89:15, 90:1,	string 16:18	17:24, 18:6,
98:3	Stripped 95:11	18:8, 18:12,
stated 10:11	stroke 78:7	19:12, 51:25
statement 92:3	strong 10:15,	support 7:1,
statements 2:24	83:15	7:10, 13:20,
stay 2:8, 29:5,	struck 51:10,	16:22, 21:1,
30:15, 64:15,	92:24	21:2, 28:5,
81:22, 81:25,	structural	55:23, 89:15,

89:16	template 81:17,	Throw 66:8
supporting	81:18	tidal 20:10,
18:1, 37:17	temporary	20:15
supports 20:8	24:14, 36:9,	tide 25:10,
Suppose 77:25	36:15, 36:19,	25:11, 27:2,
surface 18:3,	40:9, 40:16,	27:6
18:16, 18:21,	45:14, 45:21,	tie 16:17,
19:9, 49:21,	46:1, 64:12,	16:25, 19:7,
52:23	72:3, 72:15,	63:6, 64:14
surfaced 60:18	79:7, 84:19	tied 16:8,
surrounding	tenant 84:2	16:12, 16:13,
70:10, 73:11	term 23:12	16:14, 17:25,
suspension	terminology 8:6	18:19, 21:6,
39:17, 81:20	terms 4:3,	30:1, 37:20,
swimming 25:16	22:9, 83:15,	37:23, 37:24,
sworn 82:22	86:14, 91:3	39:21
symptoms 78:7	terrific 82:8	tight 27:9
system 5:14,	test 11:7	Tim 1:18, 7:17,
16:14, 16:20,	themselves	7:19, 8:6,
20:8, 35:6,	36:12, 90:16	9:20, 11:11,
52:2	They'll 69:9,	12:18, 15:7,
< T >	87:11, 90:15	42:14, 43:4,
table 4:9,	They've 20:16,	46:24, 47:10,
4:15, 5:7,	39:12, 82:9	51:22, 60:16,
5:16, 13:9,	thinking 21:22,	62:22, 76:3
37:2, 59:8	42:5, 71:13,	Title 8:15
tag 56:5	79:2, 80:16,	today 12:8,
talked 37:7,	82:3, 92:25	13:21, 14:24,
39:4, 46:24,	third 20:4,	23:10, 26:14,
51:24, 76:18,	56:4, 56:5,	37:13, 37:25,
84:10, 85:14,	56:19, 84:20	39:10, 64:17,
85:15	thirdly 37:23,	79:22, 80:2,
task 5:2, 56:22	38:3	82:15, 91:12
tasked 3:14	Thom 76:23	toe 23:15,
tax 50:23	thorough 87:8,	23:18
team 2:16,	91:2	together 12:12,
7:12, 13:1,	though 10:3,	13:19, 16:19,
21:22, 23:17,	19:22, 25:20	31:23, 32:24,
32:20, 32:21,	thoughtfully	35:8, 38:12,
41:23	29:22	57:5, 61:3
technician	thoughts 75:11,	Tom 90:25,
78:15	76:21	93:8, 93:15,
techniques 84:5	threatened 26:1	93:19, 93:23,
telephone 77:8	three 22:16,	94:3, 95:24,
tells 19:11,	24:21, 24:25,	96:7
28:7, 82:6	25:1, 30:21,	tomorrow 79:23
temperature	37:3, 37:6,	Tonight 2:6,
10:19	37:10, 93:24	3:3, 7:15,
	throughout	13:13, 15:10,
	19:11	33:10, 74:9,

74:12, 76:18	transpired	80:17
tons 66:22,	87:12	type 17:9,
66:23, 66:24	transport 54:24	18:9, 21:22,
took 11:15,	Transportation	22:25, 23:1,
11:17	1:2, 8:16,	39:15
tool 60:18,	43:15, 43:25,	types 74:17
62:2	54:1, 54:24,	Typically 63:4,
top 13:14,	83:17, 84:2	66:10, 66:15,
18:23, 21:5,	travel 41:8,	66:20, 67:7,
21:6, 21:7,	41:10, 41:16,	87:15
21:25, 22:1,	55:2, 65:15	
22:3, 62:14,	traveling	< U >
82:16	25:16, 41:5,	Ultimately
topic 16:7,	65:24	56:24, 93:17
49:24	treasured 89:18	umbrella 32:4
topics 73:23	treasures 89:3	unborn 79:23,
tops 63:11	treated 25:20	80:3
tore 96:21	tree 26:2,	underneath
total 84:7	40:17	16:22, 16:23,
totality 77:16	Trees 82:16,	19:22, 19:24,
touch 27:23	82:17, 90:15	20:12, 21:3,
toward 78:8,	tremendous 7:1	28:10
80:22	tremendously	understand
towards 21:1,	70:19	12:16, 12:17,
36:7, 78:8	Tribal 35:23	17:3, 18:5,
Town 1:9, 1:13,	tries 52:11	20:24, 22:7,
5:12, 14:9,	trip 79:9,	28:4, 31:17,
14:11, 41:2,	95:23	34:18, 35:3,
42:22, 44:3,	trivial 34:15	37:1, 42:2,
89:16, 90:1,	trouble 3:22	45:14, 56:22,
90:21, 93:18,	truck 78:22,	58:23, 68:14,
93:25	81:2	85:1, 85:20
towns 41:3,	trucks 52:16,	understanding
73:12	67:11	17:17, 36:24,
Tradewinds	true 98:4	46:5, 55:6,
82:15	trust 5:2	55:18, 56:8,
traditional	try 10:7, 11:3,	59:19, 60:13
37:14	29:4, 48:22,	unfolds 83:15
traffic 30:17,	54:23, 63:16,	unguided 84:14
40:3, 40:12,	64:20, 92:6,	unimportant
43:8, 44:1,	92:8	56:16
49:4, 49:5,	trying 10:23,	universe 89:23
49:13, 49:18,	47:22, 62:23,	unless 34:5,
53:21, 62:11,	64:10, 72:8	56:16, 57:21,
68:8, 68:18,	turn 69:25	63:12, 66:16,
68:20, 68:21,	turned 2:23	95:4
83:20	turning 69:22	unsafe 58:14
TRANSCRIPT 2:1,	turnout 14:7,	unscathed 79:15
98:5	15:10	until 37:9,
transfer 54:24	twice 48:15,	

46:21, 67:2, 75:22, 76:14, 86:20	28:15	75:9, 75:17, 91:1
untold 94:20	velocity 27:8	wanting 2:7, 85:15
unveil 60:8, 61:17	verb 53:6	wants 54:7, 54:23
update 9:16, 10:10	Verona 81:19	warm 95:16
UPS 81:2	version 37:25, 74:10	warning 63:14
urging 59:11	vertically	warranted 62:1
useful 6:15, 84:22, 85:8	16:21	washed 20:16, 21:18, 22:23, 28:8
user 83:18	VI 8:15	washing 28:16
users 27:15	viable 57:8, 69:11	waste 45:24
using 79:25, 95:5	view 4:16, 19:23, 19:24, 51:24, 68:12, 77:4, 81:23, 87:14, 93:5	watchers 69:4
utilities	viewers 68:11	watching 27:18, 78:11
28:19, 29:13, 44:1	viewership	water 20:11, 20:19, 26:12, 27:4, 27:5, 27:15, 27:18, 28:9, 31:15, 46:14, 46:19, 46:20, 46:21, 47:3
utility 29:9, 29:19, 29:21	68:21	waterfowl
< V >	Village 92:1	25:21, 34:4
vacationers	visiting 6:5, 89:19	waterfront
80:7	visual 35:14	5:21, 58:11
Vacationland	voice 5:22	watershed 46:15
80:8	voids 20:18, 28:11	waterway 36:16
valid 52:21	volume 27:5, 83:20	ways 20:23, 34:18, 37:12, 39:20, 55:19, 87:22
valuable 55:24	volunteers	wear 80:7
value 37:19, 39:8, 55:15, 70:8, 77:2, 83:21, 83:23, 94:20	93:21	wearing 52:23
variables 94:8	< W >	website 14:9, 14:11, 14:12, 42:22, 42:23
variations	Wakonda 24:23, 45:9, 89:1, 89:21, 89:25	week 95:2
20:10	walk 12:23, 27:20, 62:18, 80:11	weeks 37:6, 84:7, 84:8
various 33:12, 38:24, 60:15, 73:20	walkers 58:15, 68:12, 81:12	weigh 56:10, 61:10
Vaughn 5:8, 74:14, 74:21	walking 62:17	weight 66:20
vehicle 17:13, 53:21, 79:13, 80:21	wall 20:8, 20:21	Weir 45:7
vehicles 18:3, 30:18, 67:10, 78:21, 95:13	wanted 9:11, 12:5, 12:23, 42:4, 42:20, 51:13, 54:5, 61:12, 67:23, 70:6, 75:8,	welcome 2:11, 81:13
velocities		well-being

72:25	Wilder 68:4	31:23, 38:22,
well-engineered	Wilder. 69:15	89:22, 91:25
81:21	Wildlife 33:14,	workers 29:17
Wentworth 96:18	34:4, 71:23,	working 2:21,
Wentworth.	79:20, 79:24,	7:5, 16:6,
96:13	82:4	17:11, 17:15,
west 19:7,	willing 3:20,	30:25, 31:16,
24:2, 24:9,	13:23, 53:24,	33:6, 35:1,
24:16, 29:11,	55:4	36:25, 38:13,
29:12, 31:13,	WIN 1:6	40:2, 42:1,
38:6, 40:13	window 87:14	65:7
wetland 25:11	winter 43:11,	works 32:20
wetlands 25:10	72:5, 72:20,	world 79:2,
whatever 2:25,	77:9	82:3
29:6, 41:14,	wintering 25:21	worried 67:4
70:12, 73:6,	wintertime	worry 78:12
84:7	77:5, 80:22	worse 63:1
whether 8:14,	wise 57:22	worth 69:9
10:23, 29:16,	wish 14:22	Wright 48:11
35:4, 40:5,	within 18:25,	Wright. 49:7,
43:17, 46:10,	23:14, 28:21,	49:10, 49:14,
49:19, 51:10,	28:23, 29:5,	50:1, 50:7,
52:23, 54:25,	37:23, 64:8,	50:15
62:24, 63:12,	98:3	written 43:23
63:13, 72:2,	wondered 65:13	Wyatt 6:10
72:3, 73:20,	wonderful 3:4,	
84:17, 84:18	4:1	
whoever 54:5,	wonderfully 3:5	< Y >
69:4, 93:16	wondering 68:5,	year 17:20,
whole 6:7,	68:20, 86:12	30:21, 36:17,
38:21, 39:18,	Woods 79:10,	36:20, 41:23,
49:3, 49:5,	95:22, 96:1	45:9, 47:1,
77:3, 77:16	words 78:6	48:14, 65:8,
Wickford 48:13	Work 3:17,	75:4, 86:23
wide 27:1,	6:13, 17:9,	year-and-a-half
28:20, 30:9,	21:24, 23:17,	85:24
30:13, 30:15,	24:9, 24:13,	year-round
31:9, 31:10,	24:18, 29:3,	72:7, 74:5,
62:16, 64:16,	29:23, 32:1,	80:5, 80:24,
64:22	34:17, 36:18,	83:12
widened 81:11	51:3, 51:16,	yearly 52:4
wider 64:20,	52:8, 52:11,	years 4:2,
64:25	65:21, 66:16,	4:20, 17:20,
width 30:4,	66:21, 67:13,	22:20, 22:23,
30:10, 30:13	67:16, 75:3,	23:25, 41:23,
wife 55:12	76:14, 82:14,	52:3, 52:13,
Wight 10:12,	84:2, 86:18,	53:20, 58:11,
14:15	89:7, 92:14,	65:23, 66:23,
wigwam 11:13,	93:11	67:1, 72:11,
23:23, 23:25	worked 29:22,	84:8, 85:25,

86:12, 87:4,  
87:20, 88:22,  
91:25, 93:10  
yellow 16:21  
young 73:3  
yourself 7:4  
Yup 50:19

# MAINE DEPARTMENT OF TRANSPORTATION

members of public who spoke at meeting August 8, 2017 Informational Public Meeting  
Blue Hill Falls Bridge, Blue Hill #5038  
WIN #017712.00

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MAINE DEPARTMENT OF TRANSPORTATION

August 8, 2017 Informational Public Meeting

Blue Hill Falls Bridge, Blue Hill #5038

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