

**Appendix 13**

**EA Public Meeting Transcript (March 28, 2018)**

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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
  
IN RE TO DISCUSS THE NATIONAL ENVIRONMENTAL  
POLICY ACT - ENVIRONMENTAL ASSESSMENT  
  
FRANK J. WOOD BRIDGE  
BRUNSWICK AND TOPSHAM, MAINE

WIN 22608.00

MODERATOR: DAVID KENNEDY

Public Meeting At The Mt. Ararat High School Commons  
  
Reported by Robin J. Dostie, a Notary Public and  
court reporter in and for the State of Maine, on  
March 28, 2018, at the Mt. Ararat high School  
Commons, 73 Eagles Way, Topsham, Maine, commencing at  
6:00 p.m.

REPRESENTING THE STATE: WAYNE FRANKHAUSER  
DAVID GARDNER  
REPRESENTING FHWA: Cherry MARTIN

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I N D E X

EXHIBITS	DESCRIPTION	PAGE
1	Letter from Sylvia Wyler	91
2	Letter from Sharon Smiley	91
3	Letter from Mary Alice Treworgy	118

## 1 TRANSCRIPT OF PROCEEDINGS

2 MR. KENNEDY: Okay. Good evening, everyone.  
3 My name is David Kennedy, John David Kennedy. It's  
4 my pleasure to welcome you tonight on behalf of the  
5 Maine Department of Transportation and the Federal  
6 Highway Administration to this public meeting  
7 concerning the Frank J. Wood Bridge. For the record,  
8 I am going to note that this meeting is being  
9 convened pursuant to the National Environmental  
10 Policy Act found at 42 U.S. Code 4332 and Federal  
11 Highway Administration regulations implementing that  
12 act at 23 CFR Code of Federal Regulations Part 771.

13 The purpose of this meeting is to receive  
14 public comment and input on the Environmental  
15 Assessment for this project dated February 22, 2018.  
16 All of you have probably already seen it. If you  
17 don't -- if you haven't, there are copies available  
18 for your review on the table there. It's also posted  
19 on the web at the MaineDOT website at  
20 [maine.gov/mdot/env/frankjwood/](http://maine.gov/mdot/env/frankjwood/).

21 I'm sorry? No? Okay. All substantive  
22 comments made tonight will be considered by the  
23 agencies. If you have any hard copy materials you  
24 want to submit as part of your comments, please give  
25 them to me, I will mark them as an exhibit and the

1 transcriptionist will incorporate them into the  
2 record.

3 I'm going to begin with a brief introduction  
4 about myself and how tonight's process is going to  
5 work. I'm an attorney/mediator who works for the law  
6 firm of Eaton Peabody on Park Row in Brunswick.  
7 Prior to joining that firm, I was a Maine District  
8 Court judge for 10 years, the last five of which were  
9 spent primarily in the West Bath District Court. I  
10 have been hired by MaineDOT to act as a facilitator  
11 for tonight's meeting and my role is limited to two  
12 things; one, making sure that we have made an  
13 adequate record of this meeting; and two, making sure  
14 that everyone who has something that they wish to say  
15 will have a fair opportunity to do that. I do not  
16 have an opinion about the various alternatives that  
17 are being proposed and I have not had nor will I have  
18 any role in any decision-making about the bridge  
19 project.

20 With me tonight are Wayne Frankhauser, Maine  
21 Department of Transportation's Manager for its Bridge  
22 Program. David Gardner from MaineDOT's Environmental  
23 Office. And we're also joined by Cherry Martin, who  
24 is the Assistant Division Administrator for the  
25 Federal Highway Administration's Maine Division

1 office in Augusta. They are here to respond to any  
2 questions about the EA that might come up. If there  
3 is a need for any other particular technical  
4 information, we have some additional DOT  
5 representatives here who they may call on for  
6 additional information.

7           Let's talk for a minute about housekeeping.  
8 Tonight's meeting is being transcribed by our  
9 stenographer, Robin Dostie, over there. It's very  
10 important that we not speak over each other or in  
11 competition with each other. She can only transcribe  
12 one voice at a time. At any point, she may tell me  
13 that she needs a break. Transcriptionist's fingers  
14 get tired just like everybody else's and if she needs  
15 a break, we'll take one or if I need a bio break  
16 we'll take one. If you need a bio break, I'll note  
17 that the restrooms are down the ramp where you came  
18 in the front door. We've been asked by the school to  
19 limit ourselves to those restrooms. If you go  
20 wandering about the building looking for a different  
21 one you might set off an alarm, which would bring the  
22 meeting to its early conclusion, so please don't do  
23 that.

24           So we're set to close at 8 o'clock. We'll  
25 probably go a bit beyond that since we got a little

1 bit of a late start. I'm also going to note that we  
2 changed our procedure slightly to accommodate a log  
3 jam at the front and so not everyone signed-in. I  
4 have the sign-in sheets here. I'm going to pass them  
5 around and if you haven't already signed in, please  
6 do so. Also, if you have a cell phone or other  
7 device that makes noise of some kind, I would  
8 appreciate it if you would turn that off or silence  
9 it. So in order to ensure that everyone gets a  
10 chance to speak before we have to close, I am going  
11 to try and call on everyone once before taking  
12 multiple comments from any single individual. If  
13 your comments are lengthy or cumulative, I may ask  
14 you to summarize them and you have the opportunity to  
15 supplement your comments or to make any additional  
16 comments you think of after tonight by mail or email  
17 and I'll talk about that.

18           Now, I know and you know that this project  
19 is the subject of some controversy. I've had the  
20 pleasure of living and practicing law in Maine for 35  
21 years. I've been at my own town's annual meetings  
22 and many other public events. I've always been proud  
23 of the fact that in Maine, unlike other places,  
24 people treat each other -- generally treat each other  
25 with respect and it's possible to disagree without

1 being disagreeable. I'm asking you to honor those  
2 traditions in your comments tonight and to not make  
3 any personal or personally offensive comments and to  
4 use tonight's event as an opportunity to address the  
5 substantive issues that you're all concerned about.  
6 If I believe that someone is violating those simple  
7 rules, I'm going to intervene and ask them to have a  
8 seat and think about rephrasing their thoughts.  
9 Hopefully, that will be all that's necessary and we  
10 can go on from there. If not, I will -- I do reserve  
11 the right to ask someone to leave if they're being  
12 disruptive to the meeting.

13           So we're going to begin with a brief  
14 presentation by FHWA and MaineDOT. After they make  
15 their initial presentation, I'll be back and request  
16 your comments or questions and we'll talk about the  
17 remainder of how that's going to work when we get to  
18 it. So I understand that Cherry is going to begin  
19 and I'm going to ask her to come up to the podium.

20           MS. MARTIN: Good evening and welcome to the  
21 public meeting for the Frank J. Wood project  
22 Environmental Assessment. As Mr. Kennedy mentioned,  
23 my name is Cherry Martin and I'm the Assistant  
24 Division Administrator of the Federal Highway  
25 Administration Maine Division located in Augusta.

1 The Federal Highway Administration or FHWA is the  
2 lead federal agency for this project and we use the  
3 National Environmental Policy Act or NEPA process to  
4 inform our project decisions. FHWA has adopted the  
5 policy of managing the NEPA project development and  
6 decision-making process as an umbrella under which  
7 all applicable environmental laws, executive orders  
8 and regulations are considered and addressed prior to  
9 the final project decision. Conclusion of the NEPA  
10 process results in a decision that addresses multiple  
11 concerns and requirements. The FHWA NEPA process  
12 allows transportation officials to make project  
13 decisions that balance engineering, transportation  
14 needs and costs with social economic and  
15 environmental -- natural environmental factors.

16           During the process a wide range of  
17 stakeholders including the public, businesses,  
18 interest groups and agencies at all levels of  
19 government provide input into project and  
20 environmental decisions. The NEPA process for this  
21 project has been ongoing since November 2014. FHWA  
22 and MaineDOT initially proposed to prepare a  
23 categorical exclusion for the project. However, we  
24 decided to prepare an environmental assessment or EA  
25 after the April 2017 public meeting. The primary

1 purpose of an EA is to help FHWA decide whether or  
2 not an Environmental Impact Statement is needed and  
3 if there are significant impacts that will result  
4 from the proposed action. The Frank J. Wood Bridge  
5 project EA documents the purpose and need for the  
6 project; alternatives to the proposed action,  
7 including both rehabilitation and replacement of the  
8 structure and the no action alternative; identifies  
9 the preferred alternative; describes applicable  
10 social, economic and environmental impacts and  
11 coordination efforts with the public and government  
12 agencies. The purpose of this meeting is to receive  
13 comments and input on the EA.

14 So where are we in the process? We're right  
15 here where this arrow is pointing out. In the top of  
16 this slide is the general transportation process for  
17 a project development. You can see in that green  
18 block the NEPA process. Underneath the NEPA process  
19 here as part of the NEPA process we've developed the  
20 purpose and need, defined alternatives, assessed  
21 impacts and now we have circulated the EA for review  
22 and comment, so we're at the public meeting to  
23 receive your comments on this EA. And throughout  
24 this whole project development process, we --

25 AUDIENCE MEMBER: You'll have to speak into

1 the mic.

2 MS. MARTIN: Sorry. Throughout the entire  
3 project development process there is coordination and  
4 consultation with agencies and the public and that  
5 doesn't stop when the project is bid. It happens --  
6 it still occurs during construction. As you can see,  
7 Federal Highway and MaineDOT have completed a lot of  
8 work and coordination concerning the EA to reach this  
9 point. A couple of examples include we have  
10 consulted and met with consulting parties as part of  
11 the Section 106 process of the National Historic  
12 Preservation Act. We've also consulted and met with  
13 the National Marine Fisheries Service concerning  
14 Section 7 of the Endangered Species Act and the  
15 essential fish habitat. Again, the EA process will  
16 either support a finding of no significant impact  
17 referred to as a FONSI or indicate that an EIS is  
18 warranted. All environmental processes will need to  
19 be completed prior to the NEPA decision. Once NEPA  
20 is complete the process will proceed with final  
21 design and then construction.

22 Again, the purpose of this meeting is to  
23 obtain your input, comments, concerns and thoughts  
24 regarding the EA for the Frank J. Wood Bridge  
25 project. Also, substantive comments will be

1 responded to as part of the NEPA process. A  
2 substantive comment is one which supplements,  
3 improves or modifies analyses or corrects a factual  
4 error. Comments are being accepted until April 11,  
5 2018 and as Mr. Kennedy mentioned comments may be  
6 submitted tonight, via MaineDOT's website, email or  
7 postal mail. And the website is up there, which also  
8 contains the EA. Handouts are available in the room  
9 with specific details on where to make comments.

10 I will turn the meeting over to Wayne  
11 Frankhauser, MaineDOT Bridge Program Manager, who  
12 will give a brief presentation concerning the  
13 alternatives considered.

14 MR. FRANKHAUSER: Okay. I'm going to take a  
15 few minutes to try to figure out how to work this mic  
16 so I can hold it and walk around with it and without  
17 getting myself too tangled up in it.

18 Okay. So my presentation is going to be a  
19 little bit longer. The purpose of my presentation is  
20 to go over the Environmental Assessment document that  
21 was just completed. There has been a tremendous  
22 amount of work that's gone into this and it is a  
23 packed document, so it's going to take me a little  
24 bit longer. I'll try to move through it as fast as I  
25 can because I know everybody is very anxious to get

1 to questions. I've also been told not to hit one of  
2 these buttons because it blows everything up.

3           So I think you all know where the project  
4 area is, so I'm not going to spend much time on that.  
5 Obviously the bridge, the Bowdoin Mill complex, Fort  
6 Andross, the Brookfield Dam facility, Summer Street,  
7 Main Street and Route 1. I'm going to spend a little  
8 bit of time talking about the existing bridge and the  
9 condition of the existing bridge. So the current  
10 truss, 805 foot, three-span steel truss was built in  
11 1931. It has quite a large volume of traffic. The  
12 average daily traffic is around 19,000 vehicles a  
13 day, so it is a very heavily used bridge, very  
14 heavily used crossing. The cross-section that's out  
15 there now consists of one 5 foot sidewalk, two 11  
16 foot lanes and two 4 foot shoulders, although the  
17 last -- the outside, the exterior 2 feet of those  
18 shoulders are open grid, so it is challenging, I'm  
19 sure, for, you know, bicyclists to use that shoulder.

20           A little bit of nomenclature. A lot of the  
21 photos I'm going to show next about the condition,  
22 talk about specific areas of the bridge, so I have  
23 three slides to try to show you in a broader scale  
24 what I'm talking about. And I'm not going to spend a  
25 lot of time going over these, I'll just hit the

1 critical pieces. And a truss, this is what's  
2 referred to as the bottom chord of the truss, the  
3 floor system or the deck and so that's the riding  
4 surface and anything that's supporting the bridge  
5 deck that the, you know, the vehicles are using. The  
6 superstructure refers to basically all of the steel  
7 components, the abutments or substructure, the  
8 abutments and the piers or the foundation that the  
9 bridge is on.

10           The next slide is a little bit closer from  
11 underneath of the Frank J. Wood and gets a little  
12 more detail. This is the bottom of the bottom  
13 chords, one here, one out there. The truss gains its  
14 support by a series of transverse floor beams that  
15 span between the truss elements from side to side and  
16 then have stringers, which then span from floor beam  
17 to floor beam and what you're seeing up here is  
18 really the deck system. The next slide will go into  
19 a little bit more detail on that. This is denoting a  
20 fairly substantial utility attachment that's tucked  
21 up under this bridge.

22           So, again, a slide view of the bridge, the  
23 bottom chord, the verticals of the truss members.  
24 This if you were to look in here is a floor beam  
25 that's spanning really from vertical -- from the

1 truss member -- truss member from side to side.  
2 These are the stringers. These are what we refer to  
3 as needle beams or cross beams. The bridge out there  
4 now has a steel grid deck with the section of the  
5 outside 4 feet that I mentioned earlier. So that's  
6 really -- I'm sure you all won't remember all of  
7 those, but as we go through the pictures I might --  
8 the next few slides on the condition, I might refer  
9 back to some of these just to try to make -- to show  
10 you where we're at on the bridge.

11           So how do we know so much about this bridge?  
12 It receives almost constant very thorough  
13 inspections. It is on a 21 month cycle for a very  
14 complete inspection, what we consider a hands-on or a  
15 fracture critical inspection where we spend about a  
16 week's worth of time going over every inch of that  
17 bridge hammering it, pounding it, looking for cracks,  
18 looking for rust damage. This process is required  
19 and that really came about after the 2007 collapse of  
20 the I-35W Bridge in Minneapolis. The requirements,  
21 the need to inspect this type of bridge really  
22 increased after that event, and justifiably so, there  
23 is a lot going on on a bridge like this. This bridge  
24 we figured a budget of about \$30,000 per year, so  
25 each of these inspections is in the neighborhood of

1 \$60,000 to accomplish just the inspection alone.

2           So in June 2016, we conducted one of these  
3 fracture critical thorough bridge inspections and the  
4 condition ratings of the bridge were lowered from  
5 fair to poor based on what we found is really  
6 advanced, accelerated deterioration primarily of the  
7 floor system, everything below the riding surface or  
8 the deck surface of the bridge. That spurred a  
9 special inspection, another in-depth inspection in  
10 2016 where our inspectors went out and took detailed  
11 measurements of the section loss, of the  
12 deterioration, of the steel so that an accurate  
13 analysis of the load carrying capacity or what we  
14 call a load rating could be done. And based on that,  
15 based on the condition that we found, primarily  
16 deterioration of the steel, it was posted at 25 tons  
17 or a 25 ton weight limit was put on the bridge and  
18 I'm sure many of you remember that.

19           So just a few -- I think I have three or  
20 four photos to show some close-up of the detail.  
21 This one is in because it gives a lot of detail about  
22 what's going on out there. This is the bottom chord  
23 of the truss. This is the vertical element of the  
24 truss. This is the floor beam that I talked about  
25 and this is the stringer. All these components are

1 connected with I venture to say probably thousands  
2 and thousands, but hundreds of thousand of these what  
3 we call riveted connections and that in the day in  
4 1931 when they built this bridge is what they did.  
5 Instead of putting a bolt in there they put a hot  
6 rivet in and hammered it until it deformed on the cap  
7 and that's what holds the steel members together. As  
8 you can see, there are a lot of nooks and crannies on  
9 this bridge. There is a lot of place for debris to  
10 accumulate, which you can see here. There is a lot  
11 of area for rust to take hold and for corrosion to  
12 take place. One of the significant things we always  
13 look at in the first place, we always look when we  
14 inspect one of these bridges is this area right here.  
15 Everything that comes through the deck drains,  
16 through that grid portion of the deck or over the  
17 side of the bridge, that's all the snow, deicing  
18 chemicals, salt, sands, whatever it may be, tend to  
19 pile up in this vicinity and that's where the  
20 corrosion really takes hold. And this, again, is  
21 based on that, you know, one of those two most recent  
22 inspections, stringer here, floor beam going this way  
23 transverse across the bridge and this is just the  
24 edge of the outside vertical truss member and those  
25 are holes that have formed in that critical

1 connection. Now, it's the section loss to the extent  
2 like this that resulted in that 25 ton posting. Once  
3 this was analyzed based on what's left of the steel,  
4 it did mandate that we do lower the posting to 25  
5 tons. And, again, as you can see down here there is  
6 a significant accumulation of debris down here. This  
7 is one of those -- so this is the bottom chord of the  
8 truss. This is the grid deck. This is that what I  
9 refer to as a cross beam or a needle beam that  
10 supports the -- that supports the grid deck. Those,  
11 in areas, are closer towards, again, the exterior or  
12 the fascia of the outside of the bridge are virtually  
13 gone.

14           These photos, again, this photo is of the  
15 bottom chord of the bridge. You can see the under  
16 bridge inspection vehicle that they use to extend up  
17 under the bridge to look at it. This is the utility  
18 support I mentioned, the bottom chord. This photo  
19 over here shows one of the diagonal braces that runs  
20 under the truss and the reason I included these two  
21 photos is because this really shows the rust that  
22 accumulates in between these built-up plates. That's  
23 what we refer to as pack rust. I believe as steel  
24 corrodes it expands up to 10 percent of its original  
25 volume. So as you can imagine it can take a very

1 little bit of rust on a couple of these plates to  
2 really expand those elements. In extreme cases, you  
3 can see on this member it's actually been held by the  
4 rivet, which is located right there, but is bowing  
5 out drastically in between. In extreme cases it will  
6 eventually pop and break those rivets out. This,  
7 although this is a more drastic photo, this is of  
8 more concern. These are secondary members. We  
9 consider them secondary members of the bridge. This  
10 is a primary member. That bottom chord carries a lot  
11 of tension on that bridge. It's an absolute critical  
12 element of the bridge. And, again, as it  
13 deteriorates and rust accumulates in there it is  
14 difficult to address. And this is, again, I've  
15 talked a little bit about rivets. Rivets were the  
16 state-of-the-art back in the 1930s, 1940s. I'm not  
17 sure when they went out of style to a bolted  
18 connection, but this shows what can happen, I know  
19 you can't see them in there very well, but as the  
20 corrosion occurs these are rivets that are starting  
21 to corrode and rot. This is one that's lost a lot of  
22 its section. Once that rivet corrodes and is lost  
23 then, you know, you've lost the ability to hold all  
24 these built-up members and elements that keep this  
25 bridge together together.

1           So in addition to posting to 25 tons these  
2 conditions also spurred MaineDOT to do a repair to  
3 the bridge, so last summer we did a strengthening of  
4 various -- of the most critical components of the  
5 bridge below the deck with the expectation of that  
6 project that it would preserve the bridge for five  
7 years and it would maintain it at the capacity of 25  
8 tons. The intent was not to extend the life. It was  
9 really just kind of a holding action for the bridge.  
10 And I did include one photo that was done by members  
11 of our Bridge Maintenance group that shows the  
12 complexity of this repair. Each one of these, these  
13 are the repairs that were done to replace steel that  
14 had been lost that had deteriorated or rusted away.  
15 So in order to do that, they will sandwich members  
16 with steel plates, remove those rivets and line up  
17 the plates, drill everything and then put a high  
18 strength bolt in. So this, again, is a -- let me  
19 make sure I get my bearings straight -- this, I  
20 believe, would be the floor beam and the stringer, so  
21 it's right in that critical connection where the  
22 stringer is being supported by the floor beam where  
23 you had seen in one of the previous pictures where  
24 there was a lot of loss in through there, so they  
25 added steel plates. A tremendous amount of effort.

1 As you can see, it's very complicated. It's very  
2 complex. Very difficult to gain access to. Each one  
3 of these rivets that's removed they will typically  
4 take a -- they will typically burn those out. They  
5 will stick a welding rod through them and then sheer  
6 off the head and then punch it out. Each one of  
7 those represents a significant effort just to remove  
8 the rivet, let alone to line up the plates and then  
9 fill it with bolts and tighten the bolts, so just one  
10 picture of that.

11           So now I'll get into a little bit more meat  
12 of the purpose and need of the Environmental  
13 Assessment. The first thing we did as part of this  
14 process is to complete a purpose and need or look at  
15 the purpose and need for the project and it's very  
16 simple. The purpose of the project is to address  
17 poor structural conditions and load capacity issues  
18 to all those things I just showed for the Frank J.  
19 Wood and to address mobility and safety concerns for  
20 pedestrians. Simple. It says a lot.

21           So from there what we did is we identified a  
22 series of options. I think we ended up having  
23 ultimately six if you count this no build alternative  
24 that would be investigated to see if they met the  
25 purpose and need, if they met the constraints for the

1 project. So we, again, looked at a purpose and need,  
2 which is standard -- excuse me, a no build  
3 alternative, which is really just a baseline for the  
4 project that assumes that nothing much is done to the  
5 project. The real meat of the alternatives consisted  
6 of two replacement alternatives or, excuse me, three  
7 replacement alternatives. We looked at a replacement  
8 on-alignment, a replacement just upstream and a  
9 replacement downstream. We also thoroughly  
10 investigated two bridge rehabilitation options, one  
11 maintaining the single sidewalk and one adding a  
12 second sidewalk. And this is just showing, you know,  
13 where they are. Of course, the ones, you know, the  
14 on-alignment replacement and the two rehabilitation  
15 options are right on the same alignment. Alternate  
16 2, the upstream alignment located and caught this  
17 ledge outcrop and was able to be tucked in on the  
18 Brunswick and Topsham approaches fairly soon.  
19 Alternate 5, the downstream alternative, we tried our  
20 best to tuck that in on the downstream alternative  
21 and then come in without doing a tremendous amount or  
22 having a tremendous amount of impact to the 250th  
23 Anniversary Park, which, again, is located right in  
24 this vicinity.

25 So then after identifying those

1 alternatives, we really measured them against a  
2 really significant list of constraints or  
3 considerations. So on the natural resources we  
4 looked at things like impacts to endangered species,  
5 essential fish habitat, wetlands, water bodies, flood  
6 plains, hazardous materials. Under cultural  
7 resources we investigated historic, archeological,  
8 Section 4(f) resources. And one more, under social  
9 and economic we looked at things such as impacts to  
10 businesses, the safety or the impacts bicycles,  
11 pedestrians, traffic impacts, impacts to utilities.  
12 Kind of special in this project were impacts to  
13 Brookfield or FERC, it's the Federal Energy  
14 Regulatory Commission, which governs the hydro  
15 facility just upstream, as well as right of way and  
16 the ever important cost factor.

17 A couple of those options fell off the table  
18 fairly fast. Alternate 5, the downstream  
19 alternative, we did a really, really complex model of  
20 the river as it flows down over the dam through that  
21 basin and then down past the Sea Dog restaurant and  
22 that restriction on the river and found to our  
23 surprise that water really has a hard time getting  
24 out of that bay and it tends to pile up in that  
25 corner by the Sea Dog parking lot. In fact, analysis

1 showed with the placement of piers and the location  
2 of a new bridge on the downstream side that we could  
3 get up to 6 feet of increase in water level during a  
4 flood event in that corner. And we absolutely did  
5 not -- my last slide is a photo of I believe probably  
6 a 1930s flood and you'll see after you see that why  
7 we didn't want to go there at all. And it's also a  
8 much more challenging place to build. You're going  
9 down steep. The river channel tends to be deeper  
10 there. There is a lot more current. So in addition  
11 to the impacts, the flood and potential flooding  
12 impacts and the challenges associated with building  
13 down there that option was dropped.

14           And no surprise, the no build or the  
15 baseline alternative fell away. It just did not meet  
16 the purpose and need. Continued deterioration will  
17 quickly close that bridge.

18           So that left two replacements and two  
19 rehabilitation options. So after the thorough  
20 inspections and looking at the rehabilitation  
21 options, we came up with a list of items -- a list of  
22 repairs that needed to be done to the existing truss  
23 to meet the purpose and need, to improve its  
24 condition and bring it up to an adequate load  
25 capacity. And what we essentially concluded was that

1 basically the entire floor system needed to be  
2 replaced and that, again, was the -- with the series  
3 of photos that I showed and the severe corrosion  
4 there is no way to bring that back other than to pull  
5 it out and replace it. So it starts, and I'll go a  
6 little bit out of order here from the surface down,  
7 it starts with taking off the deck, replacing the  
8 deck, the floor -- the steel floor system that was  
9 those needle beams, cross beams, the stringers, the  
10 transverse floor beams, so essentially taking that  
11 entire deck off -- oh, and the utility hangers and  
12 replacing it. We also had minor repairs to do to the  
13 bottom chord, if there is such a thing as a minor  
14 repair to the bottom chord on a bottom truss, we do  
15 have some minor repairs to do that. And we also have  
16 a need to paint the structure and that should come to  
17 no surprise. The paint is in very bad condition. I  
18 will talk about this more later, but we did conclude  
19 that we needed to build a temporary bridge to  
20 maintain traffic during construction.

21           So two cross-sessions of the rehabilitated  
22 bridge. Again, you are working with the width given  
23 to you, so this is Option 3, which just provides the  
24 single 5 foot sidewalk as it is out there now. We  
25 would replace the concrete deck and remove that

1 outside 2 feet of grid deck providing a 4 foot  
2 shoulder, which isn't a prudent. We looked at the  
3 width of the travel lanes. Our travel lanes are  
4 usually 11 to 12 feet. Rarely, in extremely low  
5 volume situations would we go down to 10. In a  
6 situation like this, that would be two 10 foot lanes  
7 and a situation like this with the amount of traffic  
8 with 19,000 vehicles per day and the amount of truck  
9 traffic that travels over this bridge, we were not  
10 comfortable with going down to 10 foot lanes.  
11 Ultimately, we thought that, you know, with the size  
12 of a truck, with a small truck they are going to  
13 encroach on that line and even though you may have a  
14 paint stripe out there that is going to do nothing in  
15 reality to add that -- to give you that added width  
16 for the shoulders, so we opted for the two 4 foot  
17 shoulders and the two 11 foot lanes. And, again, the  
18 green is really highlighting basically everything  
19 that needs to come out. Instead of going back with  
20 steel grid filled with concrete as it exists out  
21 there today, we were going to put a composite  
22 reinforced concrete deck out there for durability and  
23 longevity.

24 This is Alternate 4. This adds the second  
25 sidewalk, the second 5 foot sidewalk. It still

1 maintains the same cross-section with the 11 foot  
2 lanes and 4 foot shoulders. Because of the added  
3 weight associated with adding this sidewalk the  
4 entire length of the bridge, although it doesn't show  
5 it clearly, this particular option did go with a  
6 lightweight deck, a deck system that we call an  
7 exodermic deck, which so happens to be very similar  
8 to the concrete-filled steel grid deck that's out  
9 there today. It is significantly lighter than, you  
10 know, a full concrete deck. It is more expensive,  
11 but due to the weight added here we had to reduce  
12 weight on the deck system, so this option does carry  
13 the cost of an exodermic steel half-filled concrete  
14 deck.

15           So now I'll move into the replacement  
16 options. Alternate 1 was a replacement on existing  
17 alignment. When we laid it out, it came out to be an  
18 800 foot long multi-span steel girder bridge.  
19 Alternate 2, again, was the upstream alignment that  
20 hit the ledge outcrop just above the existing bridge.  
21 It turned out to be an 835 foot long curved multiple  
22 span steel girder bridge. And I hope I put  
23 cross-sections. I did. So this is the cross-section  
24 really for Alternates 1 and 2, and we decided that  
25 this should be the minimum, minimum cross-section for

1 a replacement bridge, a new bridge where we're not  
2 constrained by the width of the existing truss. So  
3 it has two 5 foot sidewalks minimum, two 5 foot  
4 shoulders minimum and then the two 11 foot lanes.  
5 And just to be able to visualize how this was going  
6 to fit in the on the upstream, we didn't necessarily  
7 need to do this on the on-alignment, just to  
8 visualize how this would fit in on the upstream  
9 alignment if we did do this rendering which shows,  
10 you know, that it is a fairly limited amount of  
11 impact on the approaches to the bridge, a little bit  
12 more on the Brunswick side than on the Topsham side,  
13 but it does happen to fit in. Again, a little bit  
14 more about the difficulty of building downstream, the  
15 downstream alignment that we dismissed would have  
16 impacted these properties, would have had to have  
17 construct pier units or substructure units in this  
18 deeper, faster water and then come in down here. And  
19 we -- again, we found that to be very challenging  
20 whereas this option took full advantage of some of  
21 the shallower water up in this vicinity and some of  
22 the protection that this ledge provides in the  
23 channel.

24           So next, I'm going to move into the  
25 alternative analysis, which is the heart of the

1 Environmental Assessment document. And just a quick  
2 disclaimer just for the sake of time, I'm going to  
3 hit this at a really high level. I picked out some  
4 of the factors that I thought were the most  
5 interesting or the most influencing in my opinion. I  
6 would like to remind everybody again that the full  
7 Environmental Assessment is available online. There  
8 are some out on the table. And online there is also  
9 access to our preliminary design report, which is  
10 purely an engineering document that covers an  
11 incredible amount of information about these  
12 alternatives, about the analysis that was done, about  
13 the costs that we came up with, about the effort that  
14 we put in to investigate the rehabilitation and the  
15 replacement options.

16           So the first thing I want to cover is  
17 Section 4(f) resources. And through the 106 process,  
18 we did uncover a significant number of historic  
19 properties. We have the Summer Street Historic  
20 District, the Cabot Mill, the Pejepscot Paper  
21 Company, the Brunswick/Topsham Historic District, the  
22 bridge itself is considered historic and we also  
23 identified, and I mentioned it before, there is one  
24 park located on the project site and that is the  
25 250th Anniversary Park on the Brunswick side. Our

1 replacement options do have impacts to these historic  
2 properties.

3           So next I want to talk a little bit about  
4 user costs. And, you know, I think we all know the  
5 user costs. The costs to disrupting traffic don't  
6 necessarily add to the cost of the bridge project,  
7 but they are a cost to the public, to the users of  
8 the bridge and we use a traffic demand model at the  
9 Department that looks at the travel distance and the  
10 delay time to come up with a number that's associated  
11 with that impact. In this case, that analysis  
12 provided us with a number of \$22,000 per day for a  
13 full closure and I will talk a little bit more about  
14 that in a minute. Second, I wanted to talk about  
15 business impacts. This is a very -- two thriving  
16 communities, lots of business in this area. We know  
17 that anything we do on this bridge, any time we close  
18 it down, any time we slow traffic or close it it does  
19 have impacts to business. Those are extremely hard  
20 to quantify. I've probably been asked to quantify  
21 business impacts hundreds of times in my career and I  
22 don't know of any way to do it and I think the best  
23 thing we can do is acknowledge that anything we do on  
24 this bridge does have tremendous business impacts.

25           So the maintenance of traffic options that

1 we looked at for this site were a complete closure  
2 with off-site detour, a single lane closure with  
3 staged construction, that's building anything you  
4 build in halves so you can maintain traffic on the  
5 other half while you're building the one half and  
6 then flip flop it. That kind of gets you halfway  
7 there. It allows you to maintain some, usually  
8 alternating one-way traffic on the site. Another is  
9 an on-site detour as opposed to the first. Instead  
10 of, you know, sending traffic on a different route  
11 around the bridge this would be to build an on-site  
12 detour at the location. This typically provides the  
13 least impact to traffic. You're typically providing  
14 two lanes of traffic very close to where they were  
15 crossing originally. And the third is to utilize the  
16 existing bridge and you do that by essentially  
17 building off-alignment. So, again, this would be the  
18 Alternate 2 that we talked about where we're building  
19 on a new alignment and able to maintain traffic on  
20 the existing bridge while we do that.

21           So this slide gets into some of the  
22 durations and the user costs associated with the  
23 different alternatives and with those different  
24 maintenance of traffic alternatives. So, again,  
25 Alternate 1 and 2 were the replacement alternatives.

1 The difference in 1 was on alignment and requiring a  
2 temporary bridge be built and Alternate 2 was the  
3 upstream alternative. And the total construction  
4 duration -- let me finish going across the top.  
5 Alternate 3 and 4 with a temporary bridge, so these  
6 were the rehabilitation options with a temporary  
7 bridge built to maintain two lanes of traffic. And  
8 Alternate 3 and 4 without a temporary bridge would be  
9 detouring traffic for a period curing construction.  
10 The total construction durations for these projects  
11 at the time when we looked at it and this is a really  
12 dynamic number because it really depends on when we  
13 advertise the project and when we can actually do the  
14 work. It's a seasonality. You can only do so much  
15 in the winter and there is also heavy restrictions  
16 for in-water work due to the environmental reasons.  
17 So, again, the Alternate 1 and 2 were  
18 three-and-a-half to two-and-a-half years and then the  
19 replacements were the neighborhood of three years.

20 The specific traffic impacts. Alternate 1  
21 and 2, again, had relatively short single lane  
22 closure periods and this was primarily to tie-in the  
23 approaches to the bridge as we construct it or to  
24 switch back and forth between the temporary bridge  
25 and the temporary alignment and the new bridge.

1 Alternate 3 and 4, the rehabilitation was very  
2 similar. This was the one that provides the  
3 temporary bridge, so it had -- as expected, it had a  
4 very similar traffic impact. The closure resulted in  
5 about a 20 month full closure period. The user cost  
6 associated with that, and that's based on that  
7 \$22,000 a day, so there is .9 million for one, a  
8 little over a half million dollars for Alternate 2;  
9 again, about .9 for 3 and 4 with the temporary  
10 bridge. The full closure though had a total user  
11 cost in the neighborhood of \$13 million. So pretty  
12 significant. So based on this number, we are  
13 recommending that we do provide a temporary bridge or  
14 build on a new alignment so we can maintain traffic  
15 on-site. That type of alternative has something in  
16 the \$4 million range, so can you see there is  
17 obviously a huge difference there. And, again, this  
18 is just the user cost. This does not pick up, you  
19 know, those less direct costs such as impacts to  
20 businesses.

21 Another factor that we weighed heavily were  
22 safety improvements. As you saw in the  
23 cross-sections, the replacement bridge allows us to  
24 provide connectivity for sidewalks and avoid  
25 mid-block crossings. This is a major safety

1 improvement that we were looking to achieve. There  
2 are connecting sidewalks on the approaches now. When  
3 we typically come to a site like this we will look to  
4 put back two sidewalks to make that connectivity to  
5 prevent safety concerns associated with people having  
6 to cross -- to randomly cross the road. It also  
7 provides the two 5 foot shoulders that provide  
8 adequate room for alternate uses for bicycles. It  
9 also improves the overall safety. It results in a  
10 more dependable bridge. I alluded to the  
11 rehabilitation. There are very time sensitive and  
12 high impact things that will need to go on in the  
13 future on a rehab. When you paint that bridge --  
14 when you paint the truss bridge that's a process that  
15 takes in the neighborhood of six to eight months and  
16 has significant traffic impacts associated with it.  
17 With that truss no matter how good we do on the  
18 rehabilitation now it will continue to deteriorate.  
19 We will have to do that thorough inspection every 21  
20 months and there is always a high probability that we  
21 will find a new things that need to be addressed. So  
22 overall, the bridge replacement we felt provided a  
23 more dependable safe bridge.

24           This is a subject that I have not talked  
25 about. I'll just quickly mention it. A fracture

1 critical bridge is a bridge -- is a steel bridge that  
2 if an element of it fails it is subject to a serious  
3 failure. A modern steel girder bridge has five or  
4 six or seven girder lines that all provide support to  
5 a structure. If one of those is impacted the bridge  
6 is likely to stand. Certain elements, not all  
7 elements, of a truss, and I stress the importance of  
8 the bottom chord on the truss, if a member of that  
9 bottom chord -- if part of that bottom chord of that  
10 truss were to corrode or get damaged there is a  
11 possibility that that truss could fail. So this is a  
12 couple words, but it is a big deal for us at the  
13 Department of Transportation in the bridge world in  
14 regards to safety for bridges.

15 Dependability. And I talked about this a  
16 little bit ahead, Alternate 3/4, will require future  
17 traffic disruptions. There are a series of work that  
18 needs to be done. There are future paint projects  
19 that we anticipate a replacement or a rehabilitated  
20 truss would need to be painted every 20 years and  
21 that's because there is no way for us to physically  
22 remove all of the rust, all of the pack rust from  
23 that truss so the new paint job in all of those  
24 intricate details of the truss just does not last as  
25 long. So this somewhat speaks to the need to get in

1 there every 20 years or so and do an extensive and  
2 expensive paint project. Again, the fracture  
3 critical. The replacement -- the truss bridge also  
4 would require future deck replacements and some  
5 pretty substantial work. The replacement  
6 alternatives, we look -- when we design a modern  
7 bridge we look at 100 year design life. We've been  
8 using modern materials and modern techniques. We  
9 feel -- we comfortably feel that we can design a  
10 replacement bridge to last 100 years with minimal,  
11 much less maintenance. So overall, you know, a much  
12 more dependable structure than the past truss  
13 bridges.

14 Cost. We looked at cost from several  
15 different standpoints in the investigation of both  
16 the rehabs and the replacements. We looked at the  
17 initial cost. That's the cost in 2019 to do a  
18 project to rehabilitate the Frank J. Wood Bridge or  
19 to replace the Frank J. Wood Bridge. We also looked  
20 at life cycle costs. And this is -- and, again,  
21 these are all really tools for us to get a feel, you  
22 know, cost weighs heavily in our decisions so we like  
23 to look at it from a few different factors. Life  
24 cycle cost is an attempt to try to bring in future  
25 cost to the project, future maintenance costs, future

1 inspections costs, future repair costs. And what it  
2 does is through financial principles it tries to  
3 bring future dollars back to present dollars. The  
4 downside is it assumes that you are taking that money  
5 and investing it. It uses discount rates, inflation  
6 rates, interest rates and assumes that a Department  
7 of Transportation is going to invest money.

8 Department of Transportations don't invest money. We  
9 spend every dime we can get and then we need more.  
10 There is no way we invest it. So it is a factor, but  
11 it is a difficult factor for us to look at. A  
12 measure that we like to look at a lot more is what we  
13 call service life cost, which is really just a  
14 cumulative cost. In year one, if it costs \$13  
15 million to replace the bridge and then in year 20 it  
16 costs \$4 million to paint it, we just tally up all of  
17 those costs over the life of the bridge and we feel  
18 that gives us a truer representation of what the  
19 financial need for this bridge will be over its life.

20           And that's exactly what that table is. And  
21 I will try to get through this as quick as I can. So  
22 these are the replacements. The rehabilitation  
23 options. Again, I talked a little bit about the 100  
24 year service life, the replacements, the  
25 rehabilitation. We did look at a -- we started out

1 looking at a 30 year life. We did increase that  
2 based on input we received to a 75 year life.  
3 Essentially what that did is it incorporated more  
4 future repairs that need to be done to the bridge in  
5 order to get it to last longer. It needs an  
6 additional paint project. It may need some  
7 additional inspection, so on and so forth, and those  
8 are simply summed up in the cumulative costs. This  
9 is the initial cost. This is the up front cost of  
10 that specific project that you're proposing to do and  
11 they're all fairly reasonable. Alternate 1 on  
12 alignment was 16; Alternate 2, that's the up river  
13 alignment was 13; and then, you know, between the  
14 single sidewalk and the second sidewalk as you would  
15 expect it went from 15 to 17. Where we really start  
16 to see the difference is in, again, that cumulative  
17 cost. We can build this bridge that requires very  
18 little maintenance. We can use corrosion-free  
19 reinforcing steel in the concrete. We can use modern  
20 steel coatings. We can use better detailing  
21 practices that just don't have all those crevices and  
22 nooks and crannies and rivets that corrode. Oops, I  
23 thought I hit the wrong button and was going to close  
24 it down there. So that cumulative cost over 100  
25 years for a replacement really sees a really small

1 increase; whereas, the cumulative costs for the  
2 replacement see, you know, more than double over  
3 these. That is -- again, that is to pick up the cost  
4 of future paint projects, future deck replacements,  
5 future inspections, yearly maintenance costs. It is  
6 unfortunately a rather expensive proposition to keep  
7 a bridge like Frank J. Wood in operation. And I am  
8 not going to go into this, this is just the average  
9 yearly, so it's the life and the cost is divided out  
10 so we can get a measure of what the percent increase  
11 was and as you can see the projected percent increase  
12 for the rehabs is considerably more. And this was a  
13 really -- as far as we were concerned was an  
14 extraordinary difference in price.

15           This, I threw in at the last minute. This  
16 is not Frank J. Wood. This is Deer Isle/Sedgwick  
17 Bridge. This is a suspension bridge. This is a  
18 significant bridge for MaineDOT. We do spend a  
19 tremendous amount of money on this bridge and we are  
20 constantly repairing it. Its deck system is, again,  
21 a built up and riveted steel truss, steel system very  
22 similar to the truss that's at Frank J. Wood now.  
23 This bridge was painted less than eight-and-a-half  
24 years ago. And this I put in to demonstrate the  
25 complexity or the problems with pack rust and the

1 rust that you cannot remove from a structure like  
2 this. So after eight-and-a-half years, we are  
3 also -- we are already starting to -- we have gone  
4 well past the initiation of rust and are now starting  
5 to see some additional section loss. You can see  
6 some loss of the rivet heads. All of this pocketing  
7 and pitting here is where part of the process of  
8 painting a bridge, you know, just like when you paint  
9 your house you can paint and scrape, but when you  
10 paint a bridge they blast it. They shock blast it  
11 down to bare, bright steel. When that's done, it  
12 will find any imperfections in steel. It will expose  
13 these dimples, these rust -- these rusted areas. It  
14 will clean that rust off and this is what's left.  
15 So, again, after eight-and-a-half years and that's  
16 why when I said we are estimating that we will need  
17 to paint the Frank J. Wood rehabilitation process  
18 every 20 years, this is why I'm extremely comfortable  
19 saying that. Again, after eight-and-a-half years, in  
20 another 12 years and another, you know, 10 years this  
21 bridge will need to be painted as well before you  
22 start getting the section loss again before you have  
23 to start replacing members or load post it.

24           So a little bit more on the funding needs.  
25 I mentioned that we saw the cost increase from the

1 replacement to the rehab as an extraordinary measure  
2 and the reason we say that is we never have enough  
3 money to do our work. A few years ago, we did an  
4 analysis of our bridge needs in the State of Maine  
5 and concluded that we needed about \$140 million a  
6 year to keep bridges kind of status quo. Actually,  
7 it was to reduce structurally deficient bridges on  
8 our highest used roads over a period of time and we  
9 determined that we needed \$140 million a year for  
10 that. Our current funding levels are around \$120  
11 million, so a significant shortfall. This is for  
12 bridges. If you look at bridges and roadways this is  
13 much greater. It's a much different picture. Based  
14 on this, MaineDOT is constantly having to make very  
15 hard decisions on where we spend our money and every  
16 time we do it's with the understanding that there is  
17 going to be a less used, lower volume bridge that  
18 will need to be posted, removed without replacement,  
19 albeit probably not with 19,000 vehicles a day, but  
20 it is an impact to the public and I'm sure we've all  
21 seen these as we're traveling around the state. It  
22 is not uncommon now to see a sign, a post -- a weight  
23 limit posting sign for a bridge ahead as we're  
24 traveling Maine's rural roads and this in a nutshell  
25 is the reason why.

1           So second to last slide. In summary, the  
2 Environmental Assessment identified the impacts of  
3 all those varieties, all those different options,  
4 both replacements and rehabs, looked at, you know,  
5 all of these different criteria and based on the  
6 information and the assessments we've done, as Cherry  
7 mentioned, we started approximately three years ago,  
8 so based on our three years of analysis we have  
9 identified our preferred alternative for this project  
10 as the replacement on the up river alignment.

11           So that is it for me. And I don't know if  
12 you want me to turn it back over to you for  
13 questions. And this is the slide I was alluding to  
14 on why we don't want to mess with the hydraulics in  
15 this location.

16           MR. KENNEDY: Thank you very much. Are you  
17 good?

18           MS. MARTIN: Good.

19           MR. KENNEDY: Okay. All right. So I'm  
20 going to open the floor for questions and comments.  
21 And just to give me an idea, would everyone who is  
22 intending on commenting please raise their hand? All  
23 right. So we'll try and fit everybody in. And, sir,  
24 you seem particularly anxious, so I'm going to begin  
25 with you. Could you tell us your name, where you're

1 from and in terms of your town and if you're  
2 representing a group what the name of the group is.

3 AUDIENCE MEMBER: My name is John Graham.  
4 I'm the President of the Friends of the Frank J.  
5 Wood Bridge. I live in Topsham. I own a building on  
6 Federal Street in Brunswick.

7 MR. KENNEDY: All right. Very good. So  
8 what would you like to tell us?

9 AUDIENCE MEMBER: (John Graham.) So a ton  
10 of things, but to try to be brief and wrap this up,  
11 this process started in 2015. MDOT came out with a  
12 preferred alternative with an upstream in April 2016.  
13 At that time, the purpose and need statement was a  
14 bridge improvement. It was not until that August  
15 that we found out that the bridge rating went down.  
16 The point being, that was not mentioned in this  
17 presentation or any of this that the initial decision  
18 to replace this bridge was well before all those rust  
19 pictures and all those, quote, unquote, fracture  
20 critical issues that have come up with the -- in the  
21 bridge deck. So we can sit here and do a very  
22 similar presentation and say all that -- the majority  
23 of that other than the one bottom chord that needs to  
24 be fixed is all going to be eliminated. Most of that  
25 rust is going to disappear and they're going to put a

1 new deck on for \$11 million. So 4 million of that is  
2 a temporary bridge. And some of the misconceptions  
3 that have been up here is that the bridge is going to  
4 be closed down for three years. MDOT just very  
5 clearly said they're going to put a temporary bridge.  
6 Our bridge is posted. The fastest way for our  
7 communities to get legal loads back on that crossing  
8 is with a temporary bridge, not waiting the  
9 two-and-a-half years to put a new alternative up  
10 there.

11           The purpose of the EA is to fairly weigh out  
12 options so that Federal Highway and other agencies  
13 and the public can look at all of the alternatives  
14 equally. The fact that they chose an alternative  
15 early and then use their reason they chose is  
16 information that came after that point is suspect in  
17 my mind. It looks like you have an alternative that  
18 you want and then you figured out how to get that  
19 alternative to come out to be your correct  
20 alternative. When it comes to really redoing this  
21 bridge there is no question that it can be done, that  
22 it is feasible, and that's what the 4(f) really asks.  
23 Is it feasible and is it prudent? So we know it's  
24 feasible because T.Y. Lin and MDOT have told us it's  
25 feasible. They just sat up there and did their

1 presentation and that for \$11 million that bridge and  
2 be rehabilitated for 75 years. Now, is it prudent?  
3 This is where they really work hard. I have not seen  
4 service life costs used in any other preliminary  
5 design report. They just did one on the bridge in  
6 Lewiston, not mentioned service life at all. They  
7 compared the life cycle costs. That's the industry  
8 standard. That's what everybody used. So the  
9 question is why did we decide to use service life of  
10 cost if it wasn't to just boost up the appearance of  
11 what it is for the long-term cycle costs?

12           Now, I love the maintenance that you guys  
13 plan on doing on this bridge. It is awesome. If you  
14 had done that for the last 60 years, we would not be  
15 standing here. If somebody can tell me when that  
16 bridge was last painted, it was not 20 years ago. So  
17 you can't tell me that you're going to rule out this  
18 option based on a Cadillac plan of future maintenance  
19 that's unrealistic when you guys can, one, say we  
20 have no money, so we're -- but we can't do it. It's  
21 just unrealistic. And on the new bridge, you can't  
22 design a bridge for 100 years with a poured concrete  
23 deck on steel without having to redo that deck. When  
24 you paint that bridge, which you say you're going to  
25 do two to three times, there will be road closures.

1 We've seen that. They just did the one on the  
2 highway. They did close a lane to do that. When you  
3 pave a bridge there is traffic disruption, so saying  
4 that there is no traffic disruption for a new bridge  
5 but there will be continued traffic disruption for an  
6 old bridge is just -- it's taking the extreme of both  
7 sides and trying to use both of them to win the same  
8 argument. It just -- it doesn't work. Now --

9 MR. KENNEDY: All right.

10 AUDIENCE MEMBER: (John Graham.) Just a few  
11 more things. To just talk about what we don't know  
12 about the new bridge, the height of it. All of these  
13 drawings in here and none of them shows how tall it's  
14 going to be. We know from these flood pictures and  
15 from the design that it can't be loaded. They're  
16 actually moving it upstream up on another higher  
17 level of the water and they are putting -- there is  
18 no longer a truss. The weight is not being held up  
19 above, it's not being held down below. So in their  
20 reports they say 9 to 12 feet. How tall is that  
21 going to be above our deck that we envision right  
22 now? So all these little pictures out here, they  
23 make you think that the deck is going to be the same  
24 height. It can't be. It has to be 8 or 10 feet,  
25 possibly higher than that, I don't know, but that

1 needs to be answered in the alternatives.

2 MR. KENNEDY: Okay. Thank you. Sir, you  
3 also look particularly anxious, so I'll turn to you  
4 next.

5 AUDIENCE MEMBER: (Curtis Pilchard.) I  
6 don't know if I'm particularly anxious, but I know  
7 that time is ticking by and I know there are a lot of  
8 people that want to speak, so I will be brief.

9 MR. KENNEDY: Thank you.

10 AUDIENCE MEMBER: My name is Curtis  
11 Pilchard. I live on Roberts Hill Road in Topsham.

12 Mr. KENNEDY: I'm going to stop you right  
13 there. How do you spell your last name, sir?

14 AUDIENCE MEMBER: (Curtis Pilchard.)  
15 P-I-C-A-R-D.

16 MR. KENNEDY: Thank you.

17 AUDIENCE MEMBER: (Curtis Pilchard.) You're  
18 welcome. As a resident and also in my capacity in  
19 representing retailers across the state, I run the  
20 Retail Association of Maine, I feel that I have been  
21 fairly knowledgeable about this project for a number  
22 of years. I've attended more than one of these  
23 meetings. I have read a number of the reports. I  
24 feel that this has been a very open and public  
25 process and I appreciate the opportunity to share my

1 views and folks who are listening to all views on  
2 this, but I've come to the conclusion that the  
3 Alternative 2 replacement is the right idea. The  
4 idea that it's going to last for 100 years and it is  
5 a substantially lower cost than any kind of  
6 rehabilitation is one of the driving issues that  
7 brings me to that decision. But also since I work  
8 with retailers in business and have for almost 20  
9 years of my career, I can tell you that although you  
10 can't quantify those business impacts as was  
11 discussed, they are going to be significant and the  
12 fact that if the rehabilitation results in a 20 month  
13 closure of the bridge between the two sides there are  
14 going to be dramatic economic impacts to businesses  
15 and that's one of my driving decisions as well.

16 I work up in Augusta. I am aware of the  
17 other project that's going to be taking place in  
18 Hallowell this summer and a number of the retailers  
19 there are concerned about the closures that's going  
20 to happen even though that is a very necessary  
21 project that needs to happen as well. Some of my  
22 members live and work up there and they're trying to  
23 take efforts to mitigate those changes.

24 And I'll just close by saying that, you  
25 know, a little bit of the -- the irony is not lost on

1 me that we're holding this meeting here at Mt. A,  
2 which is also going to be torn down and replaced  
3 across the parking lot and there wasn't this uproar  
4 about keeping this high school. Granted, this is not  
5 as old as the Frank Wood Bridge is, but I also  
6 recognize that the Frank Wood Bridge is not the  
7 original bridge in that location. I look forward to  
8 having a new, safer bridge that my family can better  
9 use and better connect the two communities. Thank  
10 you.

11 MR. KENNEDY: All right. Thank you very  
12 much. Sir, would you like to go next? All right.  
13 I'm going to just help you adjust the microphone.

14 AUDIENCE MEMBER: (Kevin Hoffman.) Thank  
15 you.

16 MR. KENNEDY: Great. Would you please  
17 identify yourself as well?

18 AUDIENCE MEMBER: My name is Kevin Hoffman.  
19 I live in Topsham. I'm not affiliated with anybody.  
20 I've been -- this is the second meeting I've been to.  
21 And I think the guy doing the presentation is  
22 MaineDOT; is that right?

23 MR. KENNEDY: Yes.

24 AUDIENCE MEMBER: (Kevin Hoffman.) And you,  
25 Miss?

1 MS. MARTIN: Federal Highway Administration.

2 AUDIENCE MEMBER: (Kevin Hoffman.) So you  
3 have these meetings and I don't know if you've really  
4 considered any of the input from the community. You  
5 said that you did all kinds of architectural and  
6 aesthetic assessment, but you didn't say what you did  
7 with that and most of the people are here -- maybe  
8 not most -- I agree with everything the first speaker  
9 said, but a lot of people here really like the  
10 character of the old bridge and that's what we don't  
11 want to lose.

12 (Applause.)

13 AUDIENCE MEMBER: (Kevin Hoffman.) And then  
14 you spent a lot of time showing pictures of rust that  
15 we all know is there. It's like showing a bunch of  
16 hungry children after some natural disaster in some  
17 far away place. We know there is problems with  
18 corrosion on the bridge and it's old, but we also  
19 like to have the aesthetics and character of our  
20 town. And you can replace a bridge, you didn't  
21 consider the aesthetics in your replacement options.  
22 You only considered a flat deck. You could replace a  
23 bridge with modern materials, modern construction  
24 techniques and keep the aesthetics of the truss  
25 bridge without as much maintenance. You know, you

1 take the cable stay bridge in Boston was built with  
2 all kinds of aesthetics. It's a big landmark now.  
3 The top of it is shaped like the Bunker Hill Monument  
4 and if you at some future date had it corroded and  
5 somebody said we have to take it down there will be  
6 an uproar. That bridge doesn't have a big span  
7 problem. It doesn't require a cable stay, but  
8 someone decided, probably someone in the bed who had  
9 a cousin doing the project got a big budget to do  
10 this big cable stay bridge when it could have been an  
11 under deck supported bridge. You could do a bridge  
12 here that has the aesthetics that we like and is  
13 still a modern, safe bridge and that's all I have to  
14 say.

15 MR. KENNEDY: Thank you very much. Let me  
16 just ask if there is anyone else here who has a  
17 physical limitation of some kind that would like to  
18 be called out of order? I know we all want to have a  
19 chance to comment and we're all going to have to be  
20 patient, but beyond that is there anybody else who  
21 has some physical limitations? Okay. Ma'am, why  
22 don't you go ahead next, please.

23 AUDIENCE MEMBER: My name is Annie Carter.

24 MR. KENNEDY: And how do you spell your last  
25 name?

1 AUDIENCE MEMBER: (Annie Carter.)

2 C-A-R-T-E-R.

3 MR. KENNEDY: Okay. Please go ahead.

4 AUDIENCE MEMBER: (Annie Carter.) I attend  
5 Mt. Ararat High School and I also go to Region Ten  
6 and I'm in the welding and metal fabrication program  
7 there.

8 AUDIENCE MEMBER: We can't hear.

9 MR. KENNEDY: Okay. Can you get just a  
10 little closer to the mic?

11 AUDIENCE MEMBER: (Annie Carter.) Sorry.

12 MR. KENNEDY: Good.

13 AUDIENCE MEMBER: My name is Annie Carter.  
14 I go to Mt. Ararat and I also attend the welding and  
15 metal fabrication at Region Ten Technical Institute  
16 in Brunswick -- Technical High School, sorry. I'd  
17 just like to first criticize the fact that the EA was  
18 presented in a way that is clearly biased towards the  
19 new alternative bridge.

20 (Applause.)

21 AUDIENCE MEMBER: (Annie Carter.) I also --  
22 I didn't see any picture of cracked concrete or  
23 anything like that on any other bridges. There was  
24 just a lot of pictures of rust on multiple bridges  
25 not just the Frank J. Wood Bridge. And the rust

1 looked very bad in the pictures, but it was very  
2 thick gauge plate and I just don't think it was -- I  
3 think it was very clearly biased. Thanks.

4 MR. KENNEDY: Thank you. All right. Is  
5 there someone from this area who would like to speak  
6 next? Ma'am, please come up. Do you want help with  
7 that?

8 AUDIENCE MEMBER: (Ann Carroll.) Thank you.  
9 Can that be heard?

10 MR. KENNEDY: Sounds good.

11 AUDIENCE MEMBER: So my name is Ann and the  
12 last name is Carroll, C-A-R-R-O-L-L. And I am on the  
13 Friends of the Frank J. Wood Bridge in that group.  
14 And I am also from Summer Street, which is one of the  
15 historic districts that's being profoundly,  
16 profoundly impacted by the suggested new bridge.

17 First of all, as you can all see, it curves  
18 right out so that it really, really -- it's like  
19 having it come right into your neighborhood. I think  
20 the suggested steel girder is somewhat -- maybe  
21 somewhat smaller, but about the size of that screen  
22 there, am I correct? So that what we're --

23 MR. KENNEDY: Well, do you want an answer to  
24 that or would you like to keep going with your time?

25 AUDIENCE MEMBER: (Ann Carroll.) Well, it's

1 9 or 13 feet and I'm not sure how high that screen  
2 is, but at any rate, it's a brontosaurus of a beam --

3 MR. KENNEDY: Uh-huh.

4 AUDIENCE MEMBER: (Ann Carroll.) -- which  
5 now we look through the very, very handsome and  
6 iconic Frank, you know, the bridge as it exists. We  
7 can look at the old mill, you can look down the  
8 river. It's a very beautiful historic district and  
9 what will happen is this enormous steel beam will  
10 come right around. I'm not sure that anybody solved  
11 the question of lights that will pour into our  
12 neighborhood. I'm not sure anybody has studied the  
13 sound, the increase of sound from trucks, from  
14 motorcycles, from vehicles, especially on top of such  
15 an enormous steel structure. One speaks of saving  
16 business, but a viable neighborhood like that is an  
17 incredible resource. It's really lovely. It's not  
18 only historic, it's a very vibrant neighborhood that  
19 takes care of each other that, you know, we don't  
20 have enough of that in our world and we're willing to  
21 throw it away for I'm not sure what, but something  
22 that is certainly much, much uglier than what we  
23 presently have.

24 MR. KENNEDY: All right.

25 AUDIENCE MEMBER: (Ann Carroll.) I hope

1 we're not going to throw it away.

2 (Applause.)

3 MR. KENNEDY: Thank you. I'm just going to  
4 just ask Wayne if he would, Wayne, you may not be  
5 able to answer this, but if you can do you have an  
6 estimate as to how wide the new girder system would  
7 be and/or how much higher or lower the deck would be  
8 as compared to the current?

9 MR. FRANKHAUSER: I'm waiting for an answer  
10 from T.Y. Lin on the depth of the girder. Okay. So  
11 T.Y. Lin International is the design consultant that  
12 we have on board and we'll look that up.

13 MR. KENNEDY: While they're looking, let me  
14 just make one non-substantive comment. When I met  
15 with DOT about this engagement, I had some of the  
16 same questions and some of what they've told me is  
17 that without regard to whichever one of the options  
18 are taken that a lot of these questions remain to be  
19 determined in the final design process and there will  
20 continue to be additional opportunities for public  
21 comments as the final design process proceeds.

22 MR. FRANKHAUSER: So the girders are 8 to 10  
23 feet. They are a hunched girder, so they're varying  
24 from 8 at their thinnest depth to about 10 at their  
25 deepest.

1           MR. KENNEDY: Okay. And the height of the  
2 deck, do we know that?

3           MR. FRANKHAUSER: That would add about  
4 another foot to the bridge, so it's --

5           MR. KENNEDY: A foot.

6           MR. FRANKHAUSER: Yup.

7           MR. KENNEDY: Okay. So for those of you who  
8 didn't hear it the girders are estimated to be from 8  
9 to 10 feet in height depending upon where you measure  
10 them and it's anticipated right now that it would add  
11 a foot of height to the deck. Sir, would you go  
12 ahead next?

13           AUDIENCE MEMBER: I'm Curtis Neufeld, that's  
14 Curtis with a C, Neufeld, N-E-U-F-E-L-D. I live in  
15 Topsham, I own a business in Brunswick and I drive  
16 across that bridge at least twice a day, sometimes  
17 more. I enthusiastically support the upstream  
18 replacement option. The fiscal speaks for itself.  
19 The maintenance cost for that would be deferred to  
20 our children over years. I have children who I hope  
21 to stay in the community and I would not like to  
22 saddle them with the \$200,000 additional maintenance  
23 costs. I also think that it's money that's coming  
24 out of the state programs that could impact the  
25 potential closure of another bridge that would be

1 unnecessary if we do the fiscally correct thing here  
2 and replace an aging bridge. It's 86 years old.  
3 Infrastructure is designed with a service life and I  
4 think this one's life is essentially up. The  
5 advancing rate of deterioration has been noted. I  
6 also think that the new bridge is considerably safer  
7 with the wider shoulders, the double sidewalks and  
8 the improved lanes with the added observation ports  
9 will really provide an opportunity for folks and  
10 pedestrians to look at the river. I appreciate the  
11 work that's been done by the Bridge Advisory  
12 Committee, which was formed with officials and  
13 residents from both towns to examine how the bridge  
14 could be aesthetically enhanced as well as some of  
15 the other improvement opportunities including adding  
16 an observation port to the Centennial Park. And I  
17 think they've got some great ideas on how that can be  
18 coming a more pedestrian friendly area than they  
19 could find to the one sidewalk on the bridge.

20           And the safety factor -- I'm an engineer and  
21 the safety factor of a bridge that is very critical  
22 and could rapidly deteriorate and cutoff these two  
23 communities I don't think can be stressed enough. I  
24 think that the Waldo/Hancock bridge that severed the  
25 communities up there at the Penobscot Narrows and I'm

1 sure that had one of those unmeasurable impacts on  
2 the businesses up there for a long time. And as a  
3 member of the Chamber and as a member of friends and  
4 people who have restaurants, the idea of losing the  
5 connection between these communities would be  
6 extreme. So it's fiscally prudent to not saddle  
7 future generations with a high bill -- an ongoing  
8 very high bill for the sake of our own personal  
9 desire to have an aesthetic. Personally the idea of  
10 getting rid of all of the superstructure and being  
11 able to see the mill buildings on both sides, both  
12 that mill and the Cabot Mill, that to me is much more  
13 attractive than a lot of steel superstructure on this  
14 bridge and I look forward to a much more open view.  
15 Thank you.

16 (Applause.)

17 MR. KENNEDY: Thank you. I'm going to ask  
18 for a volunteer. I don't know if someone would be  
19 willing to help us and close those doors. I think it  
20 might be a good idea. We have some neighbors who are  
21 making some noise in the hall.

22 Okay. So it's 7:30. We're not going to  
23 hold this precisely to 8 o'clock, but we've got a lot  
24 of people who want to comment, so I am going to  
25 remind you, and we've heard good comments from people

1 who both support the refurbishment option and support  
2 the replacement option, so to the extent that you're  
3 going to repeat something that's already been said, I  
4 would just ask you to keep your comments to a summary  
5 fashion. Ma'am, would you go ahead?

6 AUDIENCE MEMBER: Thank you. Yeah, Kathy  
7 Wilson. I live in Brunswick. As a matter of fact, I  
8 was born in Brunswick and my uncle was the first one  
9 to drive across that bridge the night they opened it.  
10 He probably had a couple of drinks. So it is not the  
11 original bridge. Actually -- and I've watched it be  
12 repainted many, many times in my life. I think it's  
13 ugly. It's a rusty piece of junk in my mind and it  
14 blocks the view of a beautiful river. I remember  
15 when the river stunk and so much has been done to  
16 improve the river and now when we look out at it we  
17 see this big green and rust hunk of something going  
18 across there and it just in my mind totally ruins the  
19 look. That was the flood of '36, I believe. My  
20 father had a thousand pictures of -- I remember the  
21 river flooding up close to the deck and everything,  
22 but I think a new bridge is the only way. I also  
23 ride a bicycle. There is no way in the world -- I  
24 just corrected myself, there is no way I will ride  
25 across that bridge on a bicycle. The sidewalk is too

1 narrow and it's for people. And the lanes for the  
2 cars are -- well, there is that grid on the side,  
3 that's just asking -- that's asking to be in trouble.  
4 If you slip even a little bit you're going to dump  
5 yourself and there is a lot of people who don't ride  
6 across the bridge because of that. I also -- I won't  
7 say that I -- I don't think this has been a  
8 prejudiced process. I have been to almost, not all,  
9 but I've been to many of these meetings. All the  
10 little ones, all the big ones and I've heard, you  
11 know, everything from one side to the other. And I  
12 do understand some people want to feel -- they feel  
13 they love the bridge. Change is hard for anybody. I  
14 have often said if change wasn't hard there would be  
15 more divorces, but that's just a little -- I think we  
16 need to get in -- we need to be safe. I'm on the  
17 bicycle and pedestrian committee in Brunswick and  
18 stuff and we've looked at this over and over again.  
19 We've looked at many places. This bridge is just not  
20 safe and to try to say it is --

21 MR. KENNEDY: You know, ma'am, I think a lot  
22 of us would like to go have a cup of coffee with you,  
23 but I am going to ask you to kind of wrap it up.

24 (Laughter.)

25 AUDIENCE MEMBER: (Kathy Wilson.) So to

1 wrap it up, I am totally in favor of the new upstream  
2 bridge and --

3 (Applause.)

4 AUDIENCE MEMBER: (Kathy Wilson.) Thank you  
5 and that's it.

6 MR. KENNEDY: All right. This gentleman is  
7 next.

8 AUDIENCE MEMBER: My name is Chuck Carroll.  
9 I live in Topsham. I live with my wife, Ann, and I  
10 am also a member of the Friends of Frank J. Wood  
11 Bridge. I thought we were here tonight to talk about  
12 the Environmental Assessment and I listened to the  
13 presentation by DOT and there was virtually nothing  
14 about the environment whatsoever. In fact, what the  
15 Environmental Assessment says is that the selected  
16 Alternative Number 2 has by far the greatest impacts  
17 on the environment in all respects and I'll talk  
18 about one in particular. This is not disclosed in  
19 the agreement -- in the draft. When that is curved  
20 up it will go over the waters that lead to the  
21 fishway, which goes up the side of the power plant  
22 and into the water above. It is clear from  
23 correspondence from the National Marine Fisheries and  
24 from internal correspondence that we have seen that  
25 there is some information that building that in that

1 way will change the quality of the water, change the  
2 shadowing, change the light and so on and so forth  
3 and have an outrageous impact upon the waterway, on  
4 the fishway. Brookfield, which owns the dam, they  
5 said, and rightly so, that if that is the case they  
6 will not pay to refurbish the fishway. The fishway  
7 does have to be refurbished. In fact, Brookfield has  
8 to enter negotiations within the next few years with  
9 the Federal Energy Regulations Commission. There is  
10 a potential risk out there, a potential hazard of  
11 several millions of dollars that would come from  
12 damage to the fishway caused by Alternative 2. If  
13 the DOT had really wanted to build a new bridge and  
14 really wanted to preserve the environment, Alternate  
15 1 looked to me like it was a quite an easy one and  
16 would not affect the environment anywhere near the  
17 degree that Alternate 2 does. So there is a major  
18 feature in there that has some false impacts that I  
19 don't think are noted or not included in any of the  
20 numbers. The second one is, and I can say this very  
21 briefly, none of the information on the elevations,  
22 on the way that the bridge is to attach to the  
23 approaches, none of that is covered in any great  
24 detail in any of the material. There is some  
25 information, but not by any means enough for an

1 outside member of the public to evaluate. Thank you.

2 MR. KENNEDY: Thank you, sir. Sir -- or,  
3 ma'am, I'm sorry. Go right ahead. Tell us your  
4 name.

5 AUDIENCE MEMBER: Nancy Randolph, 14 Munroe  
6 Lane, Topsham. I will be brief.

7 MR. KENNEDY: Good.

8 AUDIENCE MEMBER: (Nancy Randolph.) So I  
9 actually have served on the Town Council in Brunswick  
10 and the Board of Selectmen in Topsham. I have served  
11 on committees, economic development committees on  
12 both towns. I have served as the spearhead for the  
13 rehabilitation and the fundraising for the swinging  
14 bridge, so historic districts, historic things, I've  
15 worked on. I am absolutely for a new bridge to serve  
16 us all well.

17 (Applause.)

18 AUDIENCE MEMBER: (Nancy Randolph.) Three  
19 things. One, we did the swinging bridge. Anyone  
20 that thinks that any -- any guesstimate of price it  
21 will always cost more if it's an old thing because  
22 once you've started picking it apart it falls apart.  
23 We know. The swinging bridge cost more than we  
24 estimated. The other thing is ask a member of the  
25 Board of Selectmen here in Topsham and on the Town

1 Council in Brunswick, I got to know almost all of  
2 these businesses and it won't affect Brunswick as  
3 much, but it will effect the Topsham businesses for  
4 the longer time, so therefore the new bridge. Now,  
5 the other thing is I'm also on the River Walk  
6 Committee where we're working on a two-town loop that  
7 actually connects using the swinging bridge and I  
8 hope the new bridge because I want people who are  
9 walking, people who are bicycling and people who are  
10 riding in cars and trucks and other vehicles to be  
11 safe. I want a bridge that isn't for the 21st  
12 Century and that's it.

13 MR. KENNEDY: Thank you, Ma'am.

14 (Applause.)

15 MR. KENNEDY: Sir.

16 AUDIENCE MEMBER: My name is Peter Quesada,  
17 Q-U-E-S-A-D-A. I live in Freeport and my brother and  
18 I renovated the Bowdoin Mill in Topsham. I have four  
19 comments on the margins of the Environmental Impact  
20 Statement. First, we are very concerned for future  
21 marketing for our tenants about the difficulty of  
22 managing the process of change and construction  
23 disruption to everybody and believe that Alternative  
24 Number 2 is the preferred alternative because nobody  
25 likes change and it's the one that keeps everything

1 just the way it is until the very end of the project  
2 and I think that's a significant advantage versus  
3 disruption early on making people think the project  
4 lasts longer in terms of the adverse effect on them.

5           Second, exiting our project onto Main Street  
6 is a difficult job because there's limited sight  
7 lines looking down the bridge and you can't really  
8 see traffic coming across the bridge.

9           MR. KENNEDY: I've experienced that.

10           AUDIENCE MEMBER: (Peter Quesada.) Some  
11 people wait too long and other people go too soon.  
12 It's a dangerous situation caused by the same  
13 frustration as different manifestations. This new  
14 orientation of Alternative Number 2 will provide  
15 vastly improved sight lines giving people more time  
16 to process and I think will really help smooth the  
17 traffic in and out of our project, which is good for  
18 our project and is also good for people who are  
19 walking and driving on Main Street. It will, I  
20 think, improve the visibility of the crossings on  
21 both sides of the street helping to integrate the  
22 downtown.

23           Now, this one I really care about. I am an  
24 avid bicyclist. The bicycling in Freeport and  
25 Brunswick is spectacular. The bicycling here and in

1 Bowdoinham is spectacular. Not many of the bicycles  
2 that I -- I bike 100, 200 miles a week. Not many of  
3 us are willing to cross this bridge and I think that  
4 there is a significant and growing economic impact to  
5 our area from bicyclists and I don't have proof, but  
6 anecdotally I meet people from -- coming down from  
7 Montreal, people coming up from Boston, there are a  
8 lot of people that come here because the biking is so  
9 good and the people are so good relative to other  
10 places letting people bike. A 5 foot lane is really  
11 what you need yet we see give a guy 3 feet, that  
12 doesn't mean 3 feet is enough because you're 2 feet  
13 wide, you would never ride 6 inches away from a curb  
14 on that road with a 4 foot lane, if you hit the curb  
15 you're going down, you're dead. So that pushes you  
16 out. I don't really like people going by me fast, so  
17 we don't use that road. With a 5 foot lane they will  
18 and I think it will have an unmeasurable but  
19 increasing positive economic impact on our whole  
20 community. Thank you for doing this. Thank you for  
21 not flooding our project with Alternative Number 5.

22 (Applause.)

23 MR. KENNEDY: All right. Thank you. Sir,  
24 tell us your name please.

25 AUDIENCE MEMBER: My name is Dan Plumer. I

1 live in Topsham.

2 MR. KENNEDY: How do you spell your last  
3 name?

4 AUDIENCE MEMBER: (Dan Plumer.)  
5 P-L-U-M-E-R. Just one M.

6 MR. KENNEDY: Okay. Thank you.

7 AUDIENCE MEMBER: (Dan Plumer.) I'll keep  
8 it brief. I'd like to point out that when our  
9 representative here from the Maine Department of  
10 Transportation was going through his presentation,  
11 which was very thorough and I'm sure everybody in  
12 this room regardless of opinion was very grateful of  
13 that, there was a slide toward the end that was a  
14 white background with a black table listing the cost  
15 to build each of the bridge alternatives along with  
16 the estimated service life cost and the life cycle  
17 cost. I wrote down a quote here that I noticed that  
18 I heard while you were speaking, you said, in regards  
19 to the cost of building each of the bridges, I quote,  
20 they're all fairly reasonable. To the Maine  
21 Department of Transportation, clearly the most  
22 significant factor in this process is the cost.  
23 Budgets are extremely difficult to balance and  
24 prioritize and so the cost is the biggest factor. To  
25 hear a representative from the MaineDOT suggest that

1 all of the options are, quote, fairly reasonable,  
2 suggests to me that rehabilitating the bridge we  
3 can't count that out because of cost. Thank you.

4 (Applause.)

5 MR. KENNEDY: All right. Thank you. Sir.

6 AUDIENCE MEMBER: My name is Henry Heyburn.  
7 My last name is H-E-Y-B-U-R-N and I'm a Brunswick  
8 resident.

9 MR. KENNEDY: Very good.

10 AUDIENCE MEMBER: (Henry Heyburn.) I wanted  
11 to say -- well, first of all, I've lived in Brunswick  
12 30 years and in that time I've served on the Bike and  
13 Pedestrian Advisory Committee, which I co-chaired,  
14 and I'm now on the Board for the Bike Coalition of  
15 Maine. And I'm not here in any official capacity  
16 from the Bike Coalition of Maine, but I do serve on  
17 that board. I also have a really strong interest,  
18 I'm a historian and I'm a member of a group that  
19 advocates for the preservation of our architectural  
20 -- industrial architecture in the United States. But  
21 and so I really -- I really thought long and hard and  
22 I still am -- I think about this a lot. I'm also an  
23 avid cyclist and I've come to the conclusion at least  
24 in my mind that Alternative 2 makes -- to me, makes  
25 the most sense and that was not an easy conclusion to

1 arrive at, but some of the reasons I -- that led me  
2 to that were the one -- just the safety  
3 considerations for cyclists and pedestrians. The  
4 gentleman before me alluded to the number of cyclists  
5 he sees in town and it's true. Brunswick and Topsham  
6 are connected to three major national bike routes,  
7 the East Coast Greenway, the Northern Tier Bike Route  
8 from Anacortes, Washington to Bar Harbor, Maine and  
9 the Atlantic Coast Bikeway from Bar Harbor down to  
10 Key West. So in summer you'll see huge numbers of  
11 bicyclists in this area from all over the world and  
12 I've talked to many of them. So and I guess I am  
13 also -- I know that there are -- the costs are not  
14 finally determined, but it seems like the cost of  
15 a -- to maintain the current bridge would be more  
16 than the cost of a new bridge. I'm really concerned  
17 if a new bridge is built I'd like to see the  
18 narrowest possible lane so that --

19 MR. KENNEDY: The narrowest possible?

20 AUDIENCE MEMBER: (Henry Heyburn.) The  
21 narrowest possible lane to slow traffic.

22 MR. KENNEDY: And can I ask you to clarify  
23 that? Do you mean the vehicle lane or the bicycle  
24 lane?

25 AUDIENCE MEMBER: (Henry Heyburn.) The



1 moderator, I would just like to echo that last  
2 thought and say that this meeting has met my best  
3 expectations as to how it might go and everyone  
4 has -- the comments on both sides of the debate have  
5 been thoughtful and useful and civil and I really  
6 appreciate that. It's made my job a pleasure.

7 Ma'am.

8 AUDIENCE MEMBER: My name is Emily Carter  
9 and I live in Topsham and I work in Brunswick and I  
10 walk to work and I've probably walked over that  
11 bridge at least 4,000 times. So I want to address  
12 pedestrian safety and I guess I could call myself an  
13 expert because I've probably walked it more than any  
14 of you. And my only safety issue is when they don't  
15 plow the sidewalk and I think that will happen  
16 regardless of a new bridge or an old bridge, so I  
17 would love to see money go into that. And --

18 MR. KENNEDY: Would you mind if I just stop  
19 you right there and just ask DOT when Miss Carter is  
20 done to clarify whether that's a state or local  
21 responsibility. Go right ahead, ma'am.

22 AUDIENCE MEMBER: (Emily Carter.) I would  
23 like to mention to the cyclists that I think you're  
24 welcome to hop off your bicycle and walk alongside me  
25 on the pedestrian sidewalk to get across the bridge.

1 (Applause.)

2 AUDIENCE MEMBER: (Emily Carter.) I would  
3 also like to say that I work in the largest retail  
4 store in Brunswick and I probably talk to the most  
5 tourists. I've worked there for 10 years and I talk  
6 to a lot of people who have newly moved to the area  
7 and I think I have a really good sense of why they  
8 come here every year and why they choose to move here  
9 and I don't want to disregard aesthetics as being  
10 incredibly important to why they come and one of the  
11 comments I hear very often is that to them it feels  
12 like going back in time and it's something that  
13 they've lost in New York, they've lost in  
14 Connecticut, they've lost in Massachusetts and we  
15 still have it and it's a treasure to us and I think  
16 we should value it and I think we should care for it.

17 (Applause.)

18 AUDIENCE MEMBER: (Emily Carter.) Thank  
19 you.

20 MR. KENNEDY: Thank you. Wayne, could you  
21 respond on the question of plowing?

22 MR. FRANKHAUSER: Sure. Clearing or plowing  
23 of the sidewalk would be the responsibility of the  
24 towns and municipalities in the future. So with that  
25 said, it's understood that they're going to

1 concentrate on cleaning their roads first and they  
2 usually will pick up the sidewalks later, so there is  
3 usually a delay. It is often easier to clean a more  
4 exposed sidewalk than it is a sidewalk that's located  
5 in behind truss elements, so.

6 MR. KENNEDY: Okay. Thank you. Sir.

7 AUDIENCE MEMBER: I'm Matthew Porter. I  
8 live in Topsham. I don't represent any group. I  
9 cross the Frank J. Wood Bridge between two and four  
10 times a day for work going into Brunswick and that is  
11 the worst part of my drive. It's very unsafe and I  
12 hate driving on it. I'm really excited for  
13 Alternative 2 and that will also encourage me  
14 specifically, I would bike more into work if I have  
15 access to safer bike options because I've ridden  
16 across that bridge and I will never do it again.

17 MR. KENNEDY: All right. Thank you.

18 (Applause.)

19 MR. KENNEDY: Sir.

20 AUDIENCE MEMBER: Yes, good evening. My  
21 name is Hunter Gilpatrick and I live on 24 Maple  
22 Street, which is on the side of the Frank J. Wood  
23 Bridge. I've lived there for 39 years, so I've seen  
24 about almost half of the life of the Frank J. Wood  
25 Bridge and I've seen it dying for that length of

1 time. We are dealing, I think, with end of life  
2 issues as Wayne has pointed out with the Frank J.  
3 Wood Bridge, so I'm in favor of Alternative 2 because  
4 I think aesthetics are a matter of opinion and I  
5 agree with the earlier speaker who said that the  
6 aesthetics are seeing the river and the iconic  
7 buildings would be less impaired by not looking  
8 through the rusty truss of the Frank J. Wood Bridge.  
9 So that's my opinion and I would ask that if you want  
10 to look at bridge technology look at the Carlton  
11 Bridge, 1921 it was built, an engineering marvel at  
12 the time, but look at the brand new bridge, it's a  
13 concrete bridge built by flat iron. They carry  
14 people very efficiently and safely across the  
15 Kennebec River and they're side-by-side, make your  
16 choice on which the most beautiful and which is the  
17 most functional and which is the most cost-effective.

18 (Applause.)

19 MR. KENNEDY: Thank you, sir. Ma'am.

20 AUDIENCE MEMBER: (Susan Williams.) Okay.

21 Can you hear me?

22 MR. KENNEDY: Yes.

23 AUDIENCE MEMBER: Susan Williams, Harpswell  
24 and I'm not affiliated.

25 MR. KENNEDY: Okay.

1           AUDIENCE MEMBER: (Susan Williams.) Okay.  
2 And thank you so much, your presentation was  
3 thorough. I also think it was a bit biased. I can't  
4 imagine it's, you know, it's easy to not have a bias  
5 when you know all of the technicalities involved, but  
6 I am weighing in on the bridge and I can't remember  
7 the number but it was the one that rebuilds the one  
8 that we have now that we love, some of us. And it  
9 also gives the -- I think you said it's a composite  
10 lightweight second walkway that would be my vote.  
11 For me this discussion is a question of expediency  
12 versus soul and I can understand the way the world is  
13 going, so much focus is with money and getting around  
14 quickly. It seems to be tearing at, to me, the  
15 fabric of the beauty and the artistry of our  
16 community. If there is any way that we can arrange  
17 to rebuild the one we have or put in a new structure  
18 and facilitate an extra walkway that would be my  
19 choice.

20           The second thing I want to say is that it's  
21 a very romantic hot spot. Walking at night it's  
22 quiet. It's -- we're sort of like the Niagara of the  
23 east or something after a big rain. We have people  
24 strolling on honeymoon. I mean, honestly, if you  
25 haven't been there at night you need to walk and

1 enjoy the birds swooping down and catching fish in  
2 their beaks and if the new one, Number 2, were to be  
3 put in, if I understand this correctly, I've been  
4 studying it for a while, it looks like the curvature  
5 of the new bridge would cover up the natural rock  
6 falls; is that true?

7 MR. FRANKHAUSER: On that upstream location  
8 it would it most definitely shift the location. It  
9 would cover up portions. It would also open up the  
10 view of other portions of the falls. The very lowest  
11 falls are actually under the existing bridge, so.

12 AUDIENCE MEMBER: (Susan Williams.) I guess  
13 I'm not totally convinced of that. The way it is  
14 right now is so incredibly beautiful. I've never  
15 seen anything like it and when I walk out there with  
16 my partner, David, and we do it all times of the  
17 year, it's dark. You were mentioning the lights in  
18 your neighborhood, it's very subtle and very dark so  
19 you actually get to see the night sky and you can see  
20 the night life honestly and lovers walk there  
21 hand-in-hand all times of the year. It's very  
22 beautiful and I would hate to see us lose that.  
23 People tell me -- I came here as a child from  
24 Missouri, I moved here because of things like that  
25 bridge and I bought property in Harpswell. I'm now a



1 the alternatives we've worked with MDOT to come up  
2 with -- we're the most -- probably the most impacted  
3 private piece of property with the redesign of the  
4 bridge and we're going to lose parking spaces, we  
5 don't -- we will lose places to put snow. We, you  
6 know, the aesthetics of our parking lot will change,  
7 but we've worked with MDOT and they've been very good  
8 to work with as far as talking about the design that  
9 less impacts us and so I'm just sitting here saying  
10 that the group has been very open with us and very  
11 representative of our needs as well as the community  
12 right around the Bowdoin Mill complex. And I  
13 personally -- I support for Alternate 2 as well  
14 because we watch every day out of our windows people  
15 walking the street, people trying to cross the road  
16 and right in front of our facility there is a  
17 crosswalk right at the Summer Street entrance, but  
18 people tend to want to cross the road right at the  
19 end of the Frank Wood Bridge and there is less  
20 visibility there as ever as far as sight line up the  
21 bridge and so I'm -- we support it and so we hope  
22 it's done. Thank you.

23 (Applause.)

24 MR. KENNEDY: Sir.

25 AUDIENCE MEMBER: Thank you. I'm Greg

1 Paxton, Executive Director of the Maine Preservation  
2 in Yarmouth, Maine where I live and work. Our  
3 mission is to strengthen the cultural and economic  
4 vitality of Maine communities and I wanted to comment  
5 on the quality of the comments that have been made  
6 tonight as well. I think it's been a very high  
7 quality set of comments made on both sides and it's  
8 been actually very interesting to listen to.

9           We support substantial MDOT investment in  
10 this important crossing. And, of course, Maine  
11 Preservation listed the Frank J. Wood Bridge as one  
12 of Maine's most endangered historic places last fall  
13 in 2007. It's one of the largest active truss  
14 bridges in the state, 805 feet. It does connect  
15 bookends of two rehabilitated historic mills. And  
16 the deck, of course, is weakened and we all can see  
17 that, but other than the bottom chord everything we  
18 saw was the deck and otherwise the truss system  
19 itself remains very strong. The bridge was built not  
20 only to carry cars and trucks but actually to carry  
21 urban trolleys and coal trains that weigh more than  
22 10 times the current weight of cars and trucks. So  
23 the trusses and over-designed gusset plates were  
24 really built for far stronger use than is currently  
25 required. And we believe if painted its bright

1 appearance would make it once again of interest such  
2 as the -- such as it was as the subject of historic  
3 post cards of the area. And recent developments in  
4 bridge paints have helped create a much more longer  
5 lifetime for these than prior treatments and with  
6 touch-ups they can last as long as 40 years.

7 In April 2016, when this project was  
8 announced this bridge was declared by MDOT to not be  
9 eligible for the National Register of Historic Places  
10 and it wasn't until two months ago that it was  
11 determined individually eligible for that, so -- for  
12 the Register, so that aspect of this has changed.

13 Maine's largest industry is tourism and  
14 communities are recognizing the rehabilitation of  
15 their historic resources is a proven economic  
16 strategy and are benefiting from increased interest  
17 in their community from visitors, new families and  
18 business investors. This is a proven trend that's  
19 happening throughout the country. People and  
20 businesses are locating to these communities because  
21 of their historic character and preservation is a  
22 crucial part of the economic future not only of this  
23 area but of the entire state. 78 percent of all U.S.  
24 leisure travelers participate in cultural and/or  
25 heritage activities and heritage travelers typically



1 sir. Since MDOT's estimate for repair was done by a  
2 firm specializing in building new bridges, an  
3 estimate by an engineering firm that specializes in  
4 rehabilitating bridges would be more accurate. In  
5 our field, we see this all of the time where very  
6 expensive estimates are thrown out initially for  
7 projects that end up costing substantially less and  
8 if rehab is chosen more jobs will be created locally  
9 from repair than from purchasing new material from  
10 elsewhere.

11 So we also agree that a 10 foot travel lane  
12 would allow for the 5 foot bike lane and 6 foot  
13 sidewalk. So we are very interested in option Number  
14 3 and out of great concern that the bridge be  
15 repaired but we do it in a fiscally and financially  
16 responsible approach not only for this bridge but for  
17 all of the historic bridges in Maine.

18 (Applause.)

19 MR. KENNEDY: Thank you. So it's 8 o'clock  
20 and we have seven people waiting and I'm going to cut  
21 the public comments off after they've spoken. And --  
22 no, I'm sorry, you can't get up now.

23 AUDIENCE MEMBER: (Steve Stern.) Come on!

24 (Several audience outbursts.)

25 MR. KENNEDY: No, I'm not going to -- I'm

1 not allowed to --

2 (Several audience outbursts.)

3 MR. KENNEDY: I am going to -- I'm going to  
4 tell you how to submit your comments in writing.

5 AUDIENCE MEMBER: (Steve Stern.) No!

6 (Several audience outbursts.)

7 AUDIENCE MEMBER: (Steve Stern.) That's  
8 totally unfair. He had more than 30 minutes to give  
9 us his bias. And she's done this before.

10 MR. KENNEDY: Hold on. Hold on. Sir, hold  
11 on. Don't leave. Hold on.

12 AUDIENCE MEMBER: (Steve Stern.) You are  
13 totally unfair and you know it.

14 MR. KENNEDY: Sir. Sir, don't leave. This  
15 lady who gets to overrule me has done that.

16 AUDIENCE MEMBER: (Steve Stern.) Thank you.

17 (Applause.)

18 MR. KENNEDY: You should thank her?

19 AUDIENCE MEMBER: (Dave Colt.) We do!

20 MR. KENNEDY: I'm sorry?

21 AUDIENCE MEMBER: (Dave Colt.) We do thank  
22 her.

23 MR. KENNEDY: All right. Good. So, sir,  
24 would you go ahead? I've lost track of who is next.  
25 Sir, you're, I guess, next in line.

1           AUDIENCE MEMBER: Good evening. My name is  
2 David Douglass, two S's. Resident of Topsham. I'm  
3 also the Chairman of the Board of Selectmen for the  
4 Town of Topsham.

5           In June of 2016, the Board of Selectmen  
6 adopted a resolution that supports the replacement of  
7 the Frank J. Wood Bridge with Alternative Number 2  
8 and we stand resolute in that decision from that  
9 time. Today we were asked to come here and talk  
10 about environmental impacts and one of the things you  
11 talked about is this -- the current Frank J. Wood  
12 Bridge has been shedding paint and metal into the  
13 river for years and I live to talk about remembering  
14 the smell of that bridge. I distinctly --

15           AUDIENCE MEMBER: Yes.

16           AUDIENCE MEMBER: (David Douglass.) Kathy.  
17 Sorry, Liz. Your sister is right there.

18           AUDIENCE MEMBER: Yup.

19           AUDIENCE MEMBER: (David Douglass.) I  
20 distinctly remember going across the bridge and  
21 always remembering and having that horrible smell in  
22 that foam and that was not just the bridge by any  
23 means and I understand what the problems were, but  
24 that's not there any longer. If we continue to keep  
25 this bridge, no matter what moves have been made in

1 paint this bridge is going to continue to rot away as  
2 it has over time.

3           Talking about the historic nature of this  
4 bridge, when I think of the historic area that this  
5 bridge abuts I think of the two mills on either side.  
6 The Brunswick Mill is over 100 years older than the  
7 current bridge and the Topsham Pejepscoot Mill is 60  
8 years older than this bridge. In fact, this is the  
9 nineth bridge at least that has been in this area.  
10 Prior to the Frank J. Wood Bridge the bridge went  
11 right down through the center of where Pejepscoot is  
12 today and that was Topsham's Main Street. The  
13 decision was made long ago of what's affecting  
14 neighborhoods when Topsham had their buildings taken  
15 away and destroyed for replacement of a bridge.  
16 Alternate 2 does not take that -- will not do that  
17 and it will be the least problem replacement that we  
18 have.

19           And then cost. This cost is not going to be  
20 borne by the town of Topsham specifically and it's  
21 not going to be borne by the town of Brunswick. It  
22 is going to be shared by everybody in the State of  
23 Maine. The Frank J. Wood Bridge would not be in this  
24 position today if our bridges were upkept. They are  
25 not upkept and there is no -- there is not a person

1 that can say with a straight face that they believe  
2 the state will upkeep no matter what is kept there.  
3 The budget does not allow for that. So you can go  
4 ahead and --

5 MR. KENNEDY: Sir, can I ask you to  
6 summarize the remainder of your remarks?

7 AUDIENCE MEMBER: (David Douglass.) Yes.  
8 Keep the bridge and when are we going to get the new  
9 one.

10 (Applause.)

11 MR. KENNEDY: There you go. Sir.

12 AUDIENCE MEMBER: Hi. My name is Peter  
13 Baecher from Brunswick.

14 MR. KENNEDY: Would you spell your last  
15 name, please?

16 AUDIENCE MEMBER: (Peter Baecher.)  
17 B-A-E-C-H-E-R. I really don't have an axe to grind  
18 on the new versus the old. I'm kind of a fan of  
19 bridges. I always read about them. I'm going to  
20 visit my daughter in a couple of months in San  
21 Francisco and so I'll be sure to see the Golden Gate.  
22 I wouldn't expect something like the Golden Gate to  
23 be out on the river here, but I do think that bridges  
24 have an important civic component and I just -- it's  
25 jarring to me the alternative. And I can understand

1 the reason to replace, you know, like I said, I don't  
2 have an axe to grind on that, but what you've chosen  
3 to replace it's an overpass, you know --

4 AUDIENCE MEMBER: (Susan Williams.) It's  
5 ugly.

6 AUDIENCE MEMBER: It's a highway.

7 (Applause.)

8 AUDIENCE MEMBER: (Peter Baecher.) It's a  
9 highway overpass. My dad was an engineer and he does  
10 some -- my mother used to crucify him how he didn't  
11 have artistic ability. But really, I think that's my  
12 only gripe here. And if you drive down to Boston you  
13 see the Whittier Bridge that they've just built  
14 there, you know, something like I, you know, just  
15 giving it some thought, you know, or giving it a  
16 little bit more attention. You're connecting two  
17 important historic things. I'm not opposed to new,  
18 but I think the new one -- I'm probably years late in  
19 this because I haven't followed closely enough, but  
20 your new design I think is pretty dull and  
21 unimaginative.

22 (Applause.)

23 MR. KENNEDY: Thank you. Sir.

24 AUDIENCE MEMBER: Hello. My name is Cory  
25 King. I'm the Executive Director of the Southern

1 Midcoast Maine Chamber, which represents Bath,  
2 Brunswick, Topsham, Harpswell, as far north as north  
3 as Richmond, as far east as Wiscasset. I've just got  
4 a few points here. One, our Board of Directors  
5 evaluated this project as business owners in both  
6 communities and overwhelmingly passed a resolution to  
7 support replacement over a year ago because when our  
8 board evaluated the options they found that  
9 Alternative 2 is the lowest cost option over the life  
10 of the bridge, it lasts the longest and is the safest  
11 option for pedestrians and cyclists.

12           Now, I do want to say something too about  
13 the business impact and you can't imagine the impact  
14 on businesses even if it's not 20 months. If it's 10  
15 months or six months, the impacts will be  
16 devastating. Just the idea of traffic concerns will  
17 end up rerouting tourists, create sales losses,  
18 you'll have job losses, tourist losses. If anyone  
19 drove through Warren over the summer and you saw how  
20 desolate that downtown was when they had a  
21 construction project going on. When you look at the  
22 businesses in Hallowell and what they're scared of.  
23 We're already having some conversations in the  
24 chamber what kind of special events we can do for  
25 Bridge Days or whatever we're going to call it to

1 drive more business to down to those businesses that  
2 are going to employees.

3 Also, there is something that a lot of  
4 people don't know about small businesses. You can't  
5 imagine how many businesses that you love are so  
6 close to their bottom line. You can't imagine --

7 (Applause.)

8 AUDIENCE MEMBER: (Cory King.) -- what a  
9 loss of 5 or 10 or 15 percent of their sales will  
10 mean. The fact of the matter is we're probably going  
11 to lose some employees in the area and we're probably  
12 going to lose some jobs in the area no matter what  
13 option we choose, so whatever the least impactful  
14 option is for closures and rerouting and  
15 retrafficking is the one we should do and that's why  
16 I believe in Alternative 2. Thank you.

17 (Applause.)

18 MR. KENNEDY: Thank you. Sir.

19 AUDIENCE MEMBER: I'm Dave Colt from  
20 Harpswell and that's C-O-L-T like a horse. I am,  
21 maybe I shouldn't say it, the President of Colt, Inc.  
22 that's incarnate since 1940. And beyond that, I have  
23 to say I have to go back and clap on the shoulder and  
24 shake the hand of the odd man out here I guess will  
25 be two of us who said narrower, slower, please.

1 Whatever is done about that bridge, and I'm rather  
2 partial to the one we have, whatever is done about  
3 that bridge anything that results in slapping down a  
4 very efficient piece of the Jersey Turnpike is  
5 hellish and anything which will leave the bridge a  
6 place where people can bicycle in safety, walk in  
7 safety, enjoy some kind of relationship to the river  
8 life below and, yes, slow down so we do not worship  
9 at the shrine of 0 to 60 in 6, anybody? No, we  
10 won't. Room and zoom bring in the ultimate rhyme  
11 doom, but you have to live a long time or a while to  
12 feel that. That's all.

13 (Applause.)

14 MR. KENNEDY: Thank you. Ma'am.

15 AUDIENCE MEMBER: Good evening. My name is  
16 Larissa Darcy and I am the President of Brunswick  
17 Development Corporation and I also live in Brunswick  
18 and work in Topsham immediately across the bridge, so  
19 I too cross this bridge at least one or twice or four  
20 times a day or more. I want to first of all thank  
21 MDOT and all of the people that have worked on this  
22 project and the immense amount of time and investment  
23 that you've made in researching all of these  
24 alternatives and coming up with Alternative 2. There  
25 is no question for safety, for business impact, but

1 the beauty of the views that we're going to be able  
2 to enjoy with this new bridge design and the lifetime  
3 that we're going to be able to look up the river,  
4 look at these beautiful buildings is tremendous. So  
5 I want to thank you, I want to thank all of the  
6 people who have been here tonight and spoken  
7 passionately for their views, but we do need to move  
8 forward. We need to look at economic development  
9 and, again, enjoy the beauty of the river and not the  
10 metal trusses that are rusting away. Thank you.

11 (Applause.)

12 MR. KENNEDY: Thank you. Ma'am.

13 AUDIENCE MEMBER: I'm Susan White. I live  
14 on Bridge Street in Topsham. I have --

15 MR. KENNEDY: How do you spell your last  
16 name, please?

17 AUDIENCE MEMBER: (Susan White.) W-H-I-T-E.

18 MR. KENNEDY: Okay.

19 AUDIENCE MEMBER: Like white.

20 MR. KENNEDY: Well, I need to check.

21 AUDIENCE MEMBER: (Susan White.) I have two  
22 letters from local businesses that they would like me  
23 to read.

24 MR. KENNEDY: All right. I'm not going let  
25 you read them. If you want to summarize them quickly

1 we'll put them into the record.

2 AUDIENCE MEMBER: (Susan White.) Can I  
3 submit them?

4 MR. KENNEDY: Yes.

5 AUDIENCE MEMBER: (Susan White.) Okay.  
6 Sylvia Wyler, she owns Wyler's on Maine Street in  
7 Brunswick and she also owns the Lamont Block building  
8 on the corner of Maine and Pleasant Street and she  
9 completely supports and believes in the  
10 rehabilitation of the historic bridge. The structure  
11 stands as a welcoming landmark linking Brunswick and  
12 Topsham and it will only continue to foster the  
13 character and attractiveness of the town. And Sharon  
14 Smiley, the owner of Local Market and Cafe at 148  
15 Brunswick. She also supports the rehabilitation of  
16 the Frank J. Wood Bridge. Thank you.

17 MR. KENNEDY: All right. Thank you. Would  
18 you hand me those, please. Thank you. So those are  
19 marked for the record as Exhibits 1 and 2.

20 (The requested documents were marked as  
21 Exhibit Numbers 1-2 by Mr. Kennedy.)

22 MR. KENNEDY: Sir.

23 AUDIENCE MEMBER: My name is Doug Bennett,  
24 B-E-N-N-E-T-T. I'm a Topsham resident and I'm a  
25 member of Topsham's Lower Village Development

1 Committee. I've followed that. I want to make  
2 simply two brief points. I've followed this bridge  
3 controversy from the beginning. I think I've come to  
4 all of the meetings. I have found MDOT and the  
5 Federal Highway Authority to be enormously fair,  
6 conscientious and thorough in their work. There have  
7 been ample opportunities for public input and  
8 comments, those have all been available to anyone who  
9 wanted to read them. And I want to thank them, I  
10 think it's been a remarkable process and I think we  
11 ought to all salute them. I'm sickened at the  
12 comments about unfairness and bias. I don't think  
13 those are warranted at all.

14           The second thing I want to say is for me, I  
15 agree with the many comments that have been put  
16 forward about why Alternative 2 is best, but one that  
17 I haven't heard is what's historic about the site is  
18 not the current bridge, the ninth, at least, that's  
19 been there but the crossing itself which has been  
20 used for lots of purposes, used as a site for Indian  
21 fishing, used as a site for economic activities of  
22 all kinds, mills, et cetera, and what we need in  
23 building a new bridge is also historic display of all  
24 of the bridges that have sat at that site and the  
25 various economic and social purposes to which that

1 site has been put. With the coming of a new bridge  
2 we'll have views of extraordinary beauty where the  
3 beauty is at that site is of the river itself, not  
4 the bridge.

5 (Applause.)

6 MR. KENNEDY: Thank you. Sir.

7 AUDIENCE MEMBER: James Phinney Baxter  
8 White. I am from Topsham.

9 MR. KENNEDY: W-H-I-T-E?

10 AUDIENCE MEMBER: (James Phinney Baxter  
11 White.) Yeah. It's not very common. So I'm  
12 consulting party member. I am a member of the  
13 Friends group, it's the Friends of the Frank J. Wood  
14 group. And I'm also a consulting party for my own  
15 small business in Topsham, Governor Baxter, LLC.

16 So first I want to say is that this building  
17 is not eligible to be on the National Register of  
18 Historic Places. And the second request that I have  
19 or statement is that I would like you to ask Miss --

20 AUDIENCE MEMBER: We can't hear you.

21 AUDIENCE MEMBER: (James Phinney Baxter  
22 White.) The second statement I have is I would like  
23 you to ask Miss Cherry Martin on your right of  
24 Federal Highway to allow the consulting parties a  
25 higher standing at this meeting and to give us more

1 time to speak as they are afforded that right in the  
2 Section 106 process.

3 (Applause.)

4 MS. MARTIN: This is a general public  
5 meeting and we have specific meetings with the  
6 consulting parties. This is a general public meeting  
7 for anybody's input and it doesn't mean that a  
8 consulting party is allowed more time at this  
9 particular meeting. The consulting parties are  
10 afforded many opportunities. We have separate  
11 meetings, we provide information to the consulting  
12 parties and I -- it's just not appropriate to have  
13 consulting parties allowed more time than anyone else  
14 in the general public.

15 AUDIENCE MEMBER: (James Phinney Baxter  
16 White.) I see no use in speaking further then.

17 MR. KENNEDY: Good. Please sit down, sir.  
18 Sir.

19 AUDIENCE MEMBER: Thank you. My name is  
20 Bruce Van Note. That's capital V-A-N, space, capital  
21 N-O-T-E. I am a member of the Topsham Planning Board  
22 and I'm the owner of a 1903 Victorian on 15 Elm  
23 Street here in Topsham where I'm 24 years into my 10  
24 year repair plan. Some lessons learned from that;  
25 one, that history is very cool, and it's worth

1 working on.

2 AUDIENCE MEMBER: (Nancy Randolph.) Talk  
3 into the mic.

4 AUDIENCE MEMBER: (Bruce Van Note.) Is that  
5 my friend? Yes, I can't speak at anything without  
6 Nancy Randolph interrupting at some point. Anyway,  
7 history is very cool. It's more work than you think  
8 once you get into it, it's a little unpredictable and  
9 my retirement home will be new. I am also the Chair  
10 of the Brunswick/Topsham Bridge Design Advisory  
11 Committee and I've had the privilege of working with  
12 17 members appointed by the Topsham Selectmen and the  
13 Brunswick Town Council on both sides of the bridge  
14 and I just want to thank them for their service.  
15 There hasn't been a better group of people I've ever  
16 got to work through and I think if you came to some  
17 of those meetings you can find that we can put the  
18 soul into the bridge along with the rational.

19 I'd also like to thank DOT for their work.  
20 I think it's been well said, this has been a very  
21 fair and well-considered process. This may be the  
22 longest historic consideration process that DOT has  
23 ever done. And I'd also like to thank the town staff  
24 that's been supporting that, John and Linda, I  
25 couldn't have done it without you. And I'd like to

1 thank the Friends of the Frank Wood Bridge because  
2 their passion has caused everyone to slow down and  
3 really think about what you're doing, think  
4 long-term, think about the importance of history and,  
5 so thank you for your efforts.

6           First, on the straight kind of obvious  
7 benefits it's been hit a lot, so I won't spend hardly  
8 any time on them. If you're a straight engineer or  
9 an accounting type, this is pretty close to a  
10 no-brainer in terms of cost, lower initial cost,  
11 lower life cycle cost, lower life cycle service cost.  
12 It will have two vehicle lanes, two bike lanes, it  
13 will have wider sidewalks. There will be less  
14 traffic impacts during construction and long-term,  
15 just overall the new bridge will be safer and less  
16 disruptive.

17           But I'm here to challenge on the second  
18 element that I think people who think rationally just  
19 go, well, there you go, you know, math is going to  
20 drive you to a new bridge. I'd like to challenge the  
21 idea that a new bridge can't be something we all love  
22 because I think if you get into it I believe we will  
23 love this bridge and more importantly the site. We  
24 will rediscover the site. As was said before, it's  
25 not about the bridge, it's about the site and this

1 new bridge has a low profile and you get to  
2 experience the site much more. It will transform  
3 what is currently a long, green, rusty tunnel into an  
4 open platform where we can all see the bridge. It  
5 will be better for bikers, it will be better for  
6 pedestrians, it will create better connections all  
7 the way around and it will better connect with us to  
8 the site, we will better connect with either other,  
9 it will better connect two great villages and so all  
10 in all, I think we will love that new bridge. And I  
11 know there is differing opinions, I certainly respect  
12 them and I hope that that same passion people can  
13 come and we can join together and start looking  
14 forward and working towards historic mitigation on  
15 the new bridge.

16 (Applause.)

17 MR. KENNEDY: Thank you. Sir.

18 AUDIENCE MEMBER: I'm Scott Hanson,  
19 H-A-N-S-O-N, and I live in Topsham. I'm an  
20 architectural historian and a member of the Friends  
21 of Frank J. Wood Bridge. I want to address this idea  
22 just mentioned that it's not the bridge that's  
23 significant but the crossing. In fact, the bridge  
24 has been determined individually eligible for the  
25 National Register of Historic Places, not the

1 crossing. So the bridge is historic. It's not in  
2 dispute.

3 Our group did a Freedom of Information Act  
4 request of MDOT for documentation for correspondence  
5 related to this project. We got thousands of emails.  
6 We got lots and lots of interesting things. We're  
7 flattered by how much attention they gave us, but I  
8 have one email here I would just like to quote from  
9 because I think it addresses the question of bias  
10 very clearly. This is from Joel Kittredge at MDOT to  
11 Norm Baker at T.Y. Lin, Friday, April 22, 2016.  
12 Norm, as discussed, please, existing bridge slide,  
13 please look through the images for the absolutely  
14 worst, ugliest, restricted, most corroded, et cetera,  
15 and use that. That is in bold. Another point,  
16 remove bridge drains from proposed new bridge  
17 section. To make that one look better. See if  
18 getting rid of green frame color on existing bridge  
19 section slide reduces the visual width. There is no  
20 question that this process has been biased and there  
21 are many, many documents to back that up and we look  
22 forward to seeing where we end up to determine what  
23 happens.

24 MR. KENNEDY: Thank you.

25 (Applause.)

1           AUDIENCE MEMBER: Good evening. My name is  
2 John Shattuck. I am the Economic and Community  
3 Development Director for the town of Topsham.  
4 Shattuck, and I ask you to spell it carefully,  
5 S-H-A-T-T-U-C-K. Two quick points. There has been a  
6 lot of talk about what the level of public support  
7 for one option or another is, but I'd like to recite  
8 just a brief list of the organizations that have come  
9 out in formal endorsement of Alternative 2, the  
10 replacement bridge in the order of which they were  
11 adopted: The Topsham Lower Village Development  
12 Committee; the Southern Maine Midcoast Chamber of  
13 Commerce representing hundreds of businesses and  
14 thousands of employees in this area; the Brunswick  
15 Development Corporation; Topsham Development  
16 Incorporated; the Topsham Board of Selectmen; the  
17 Bicycle and Pedestrian Advisory Committee of  
18 Brunswick; and the Bicycle Coalition of Maine, which  
19 represents thousands of riders across the state. And  
20 those four town committees represent more than  
21 25,000 -- actually more than 30,000 citizens who  
22 elected the folks who appointed those committee. The  
23 support for this is broad, it's deep and it's been  
24 carefully considered.

25           And now I will put you all to sleep with a

1 very brief look at the numbers. There has been some  
2 complaint about using service cost, service life cost  
3 as a comparison of cost as opposed to life cycle cost  
4 and this is the part where you'll go to sleep. Life  
5 cycle costs take the cost of any iteration of work on  
6 the bridge, for example, \$4 million for painting, and  
7 uses that same cost now, 20 years from now, 40 years  
8 from now, 60 years from now. Anybody that's bought a  
9 car or a grocery cart you knows that the prices in  
10 our current environment, our historic inflationary  
11 rate about doubles every 22 or 23 years, so using the  
12 same price going out only makes sense if you apply no  
13 discount coming back. And unfortunately, the life  
14 cycle cost use current costs going out over 75 or 100  
15 years and then discounts them. Service life cost use  
16 those current costs, which is fair if you don't then  
17 discount because you're -- if you increase it for  
18 inflation and then discount it for present value  
19 you'd come in the same place, present cost. So the  
20 comparison there is 2 to 1. 75 years of  
21 rehabilitation work on the current bridge would be  
22 twice as expensive as 100 years of maintenance  
23 cost/service cost on the new bridge.

24 MR. KENNEDY: Okay.

25 AUDIENCE MEMBER: (John Shattuck.) And

1 that's one-third less time.

2 MR. KENNEDY: Thank you. Ma'am.

3 AUDIENCE MEMBER: (Nicole Lepera.) I  
4 honestly didn't know what I was going to say, but I  
5 felt like coming up here. I don't like change.

6 MR. KENNEDY: Could you identify yourself  
7 first?

8 AUDIENCE MEMBER: (Nicole Lepera.) Oh, I'm  
9 sorry. Nicole Lepera, Topsham, Maine. I don't like  
10 change very much either, but one time I did make a  
11 change. I have moved all over the place and I  
12 remember the first time I saw this area and I drove  
13 across that bridge and it wasn't the river  
14 necessarily, it was the bridge itself, I thought,  
15 wow, you that is really -- I love this bridge and I  
16 turned around and went back over the bridge.

17 (Applause.)

18 AUDIENCE MEMBER: (Nicole Lepera.) I think  
19 I drove over the bridge maybe five times I said, you  
20 know what, I'm going to move here, and I did. And  
21 it's 10 years ago that I moved here and I have spent  
22 one heck of a lot of money in this town, so they just  
23 wanted me, so you have to think about the other ways  
24 money is brought in, people moving here, tourism, the  
25 impression it makes on people the first time they

1 come here. I would not have moved here had it not  
2 been for that bridge as silly as it sounds. That's  
3 all I have to say.

4 (Applause.)

5 MR. KENNEDY: Thank you. Sir.

6 AUDIENCE MEMBER: Hi. My name is Gavin  
7 Englar, E-N-G-L-A-R. I work as an architectural  
8 designer. I have for over a decade now in Portland.  
9 My wife and I were looking for a community to settle  
10 down in and about four years ago we decided on  
11 Brunswick in part due to the two mills and the Frank  
12 J. Wood Bridge and the walkable districts and the  
13 economic -- just how wonderful the two communities  
14 are. I'm a member -- I'm on the Board of Directors  
15 for the AIA Maine, which would be the American  
16 Institute of Architects and also on the AIA Design  
17 Committee. I think that I'm -- I think I'm informed  
18 about design and certainly -- I said this three years  
19 ago at a meeting that the proposed design is wildly  
20 inappropriate for joining Topsham and Brunswick.

21 (Applause.)

22 AUDIENCE MEMBER: (Gavin Englar.) The  
23 number one aesthetic criticism that I hear that I've  
24 heard for years now, I've seen it posted on social  
25 media, I've seen it written in newspapers and I've

1 heard members of this audience say tonight oooing and  
2 ahhing over the photos showing the worst locations of  
3 rust on the existing bridge. All of the complaints  
4 go back to that rusty old bridge, that rusty hunk of  
5 steel. When the bridge is rehabilitated it won't be  
6 a rusty hunk of steel, it will be a beautiful  
7 structure.

8 (Applause.)

9 AUDIENCE MEMBER: (Gavin Englar.) I also  
10 want to point out that all of that rust is on MDOT's  
11 hands for failing to maintain that bridge for its  
12 life span.

13 (Applause.)

14 AUDIENCE MEMBER: And if history in that  
15 regard teaches us anything, I think it's fair to say  
16 that whether it's a new bridge or the existing bridge  
17 that maintenance going forward will be questionable  
18 because, well, just look at all of the bridges  
19 throughout the State of Maine. The functional  
20 criticism of no bike lanes and safety, that's a  
21 really odd one to me because that's the safest bridge  
22 for pedestrians that I can think of primarily because  
23 the pedestrian walk is outside of the  
24 superstructure --

25 (Applause.)



1 sustainability. The most sustainable thing you can  
2 do is reuse what's existing and that can be  
3 buildings, that can be infrastructure. Embodied  
4 energy, go home and look it up if you don't know the  
5 term, but it takes into account every bit of energy  
6 that went into producing something new all the way  
7 from mining the materials, trucking it to a  
8 manufacturing facility, the manufacturing process and  
9 all the way to its end home which will be a new  
10 bridge. The embodied energy for the new construction  
11 as opposed to rehabilitation is so much significantly  
12 more it's drastic to me that it wasn't included in  
13 your discussion. Yeah, you didn't even talk about  
14 the Environment Assessment.

15           You know, are we a community that doesn't  
16 care about sustainability? Are we a community that  
17 doesn't care about our historical landmarks?  
18 Multiple people have gone up tonight to say this  
19 bridge was one of the reasons they came here.  
20 Tourists come here for the very reason that other  
21 parts of the country don't have these historic  
22 infrastructure presence that we have. Topsham and  
23 Brunswick benefit from these things on a regular  
24 basis. They have for decades. We already have what  
25 so many communities want and are trying to get back

1 because everything has given way to the automobile,  
2 okay. We want to keep our pedestrian friendly  
3 downtowns.

4 (Applause.)

5 AUDIENCE MEMBER: (Gavin Englar.) The  
6 highway bridge that is proposed is the opposite of  
7 that. That gives --

8 AUDIENCE MEMBER: (Susan Williams.) It's  
9 ugly.

10 AUDIENCE MEMBER: (Gavin Englar.) --  
11 everything from --

12 AUDIENCE MEMBER: (Susan Williams.) It's  
13 ugly.

14 MR. KENNEDY: Hold on. Hold on. I'm going  
15 to ask to you leave if you can't keep your --

16 AUDIENCE MEMBER: (Susan Williams.) Okay.

17 MR. KENNEDY: -- comments to yourself.

18 AUDIENCE MEMBER: (Susan Williams.) All  
19 right.

20 MR. KENNEDY: Go ahead, sir.

21 AUDIENCE MEMBER: (Gavin Englar.) The  
22 highway bridge is just that. Let's talk about the  
23 safety. There are concerns -- people are all  
24 concerned about the safety and we need to get rid of  
25 this bridge because it's unsafe. The new bridge will

1 be more unsafe for pedestrians because it's so wide  
2 there is no -- there is no calming factor, which the  
3 existing bridge already has. It's an experiential  
4 crossing. It slows people down. You can clearly  
5 look through the open trusses. People with houses on  
6 Summer Street can look right through that structure.  
7 You cannot look through a 10 foot tall eye section,  
8 okay.

9 (Applause.)

10 AUDIENCE MEMBER: (Gavin Englar.) I just  
11 want to close by saying they're -- going back to my  
12 main viewpoints, the criticism for the existing, it  
13 seems like everyone is in favor of Option Number 2  
14 for two reasons, safety, which I just addressed, and  
15 the rust, which I already addressed. Just forget  
16 about those two components and assume that when the  
17 new -- when the bridge is rehabilitated those aren't  
18 issues any more, all right, what do -- and then see  
19 how clearly this bridge -- how important it is to our  
20 community and, you know, someone was talking about,  
21 you know, not passing on the cost to the generation.  
22 I'm from that generation, sir, and I don't mind  
23 investing in very important pieces of infrastructure  
24 to our community.

25 (Applause.)



1 hopeful suggestions and that's what we're here for.  
2 The whole purpose of the 106 was to get together and  
3 come to find things that make everybody happy. So I  
4 can answer some of the questions. The concern about  
5 the bridge coalition, I'm going to read you  
6 something, the National Association of Transportation  
7 Officials say lanes of 10 feet are -- in urban areas  
8 are -- they have a positive impact on street safety  
9 without impacting traffic flow. So that means for  
10 all those that are that concerned, I don't care which  
11 bridge you prefer, the bicyclists will have a 5 foot  
12 lane and there will be a 10 foot lane on the bridge  
13 for safety. There should be no doubt about that.  
14 That's a national organization that promotes that.

15           As for the as for the community, I just  
16 don't understand the businesses. First of all, three  
17 times here it was stated that there is going to be a  
18 secondary bridge to prevent impedance of traffic, so  
19 how can you bring that up? Secondly, Ed McMahon, who  
20 is a major contributor to urban planning, I don't  
21 know his exact title, but he's consulted with a  
22 number of town organizations he basically says  
23 successful communities are distinct communities. The  
24 more towns in Maine come to look like every town in  
25 America, the less reason to go there. Saving --

1 (Applause.)

2 AUDIENCE MEMBER: (Steve Stern.) So if you  
3 don't think that has an impact on the economy to all  
4 of the small businesses, I guess you shouldn't be in  
5 the small business world. Saving the historic  
6 buildings of Maine saves your economy, towns --  
7 tourists won't go into a city or town that's lost its  
8 soul. So first of all, I hope we haven't lost our  
9 soul. Secondly, and maybe lastly, we have an  
10 engineering report that we've paid for that  
11 contradicts some of the costs and some of the  
12 assessments of the Maine Department of Transportation  
13 and we hope that the Federal Highway Commission looks  
14 at those and compares and it will make some fair  
15 assessment between what we were giving here and what  
16 are other possibilities.

17 (Applause.)

18 MR. KENNEDY: Thank you. Sir.

19 AUDIENCE MEMBER: I guess I'm it, huh.

20 MR. KENNEDY: I think you are.

21 AUDIENCE MEMBER: My name is Bill Thompson.

22 MR. KENNEDY: Oh, no, you're not. Go ahead.

23 AUDIENCE MEMBER: (Bill Thompson.)

24 T-H-O-M-P-S-O-N. Topsham. I'm also Vice Chairman  
25 for Board of Selectmen for the Town of Topsham. I

1 would like to say that the board has -- that was  
2 alluded to by David Douglass earlier has not once but  
3 twice supported the replacement of the bridge and  
4 this is a point that I will point out that the Town  
5 of Brunswick Town Council thus far has remained  
6 silent two, three years later.

7           The one point that no one talks about is --  
8 well, the number they came up with is 19,000 cars a  
9 year. 19,000 cars a year today. What is it five  
10 years from now? What is it 10 years from now? We  
11 had the high speed bypass on 196 that was supposed to  
12 be two lanes each way and a bus route is now one  
13 lane. When the bridge is shut down it's backed up  
14 all the way into Brunswick because we have BIW  
15 traffic. BIW, the biggest employer -- almost the  
16 biggest employer in the state is going to increase  
17 their employment. Now, people say the bridge is  
18 going to bring people up here towards them, yes, it  
19 is, but it's not going to hold 19,000 cars a day.  
20 We, the Town of Topsham, did a projection from MDOT,  
21 4 percent a year. 4 percent a year, so just pass  
22 that out, 4 percent a year started at 19,000. This  
23 was all part of trying to make the lower village more  
24 accessible. It was not. We had to scrap it because  
25 MDOT wouldn't support it because of the amount of

1 traffic and we cannot afford a million dollars to do  
2 traffic improvements down there so people do cross  
3 the street. The bridge will improve things down  
4 there or keep the flow down. It's better for  
5 cyclists. I'm a cyclist. I've ridden across the  
6 bridge. It's unsafe. Those who want to ride too  
7 close to you, you either get hit by a car or you get  
8 hit by a girder. I think in my personal opinion is  
9 in 10, 20 years from now, yeah, if this, for example,  
10 if the original bridge stays in tact we're going to  
11 have so much traffic and so much gridlock that it's  
12 going to being looked at as a poor decision. Thank  
13 you.

14 MR. KENNEDY: Ma'am, I believe you have the  
15 last word. No, I'm sorry. I'm going to keep going,  
16 but let's try and wrap it up. Go ahead.

17 AUDIENCE MEMBER: My name is Mary King. I  
18 live in Bath and I sit in Kennebec County sometimes  
19 and look at the new bridge and I notice one thing  
20 about it, almost no one ever walks across that  
21 bridge. And I try to bring my grandchildren part way  
22 up over by the train station to look out over the new  
23 store and all of that, it was extremely frightening  
24 because --

25 AUDIENCE MEMBER: Can you move closer to the

1 mic?

2 AUDIENCE MEMBER: We can't hear you.

3 AUDIENCE MEMBER: (Mary King.) Oh, I'm  
4 sorry. It was extremely frightening and I think I  
5 was putting their lives at risk there, so it's not an  
6 intimate or particularly aesthetic experience being  
7 on the Bath Bridge, although it does curve nicely  
8 when you see it from the town.

9 I would like to draw your attention to a  
10 situation in Elizabeth, New Jersey where they are  
11 installing a super ship port and the local community  
12 was extremely upset because they realized the  
13 devastation it was going to cause in their community  
14 and so at least as you may know they preserved that  
15 big bridge, which they say is an icon. I mean, every  
16 time they came up to Maine from DC, you know, there  
17 was that bridge and I don't know how long it's been  
18 there, I think the turn of the century, the last  
19 century, and they -- they respected the feelings of  
20 the people of Elizabeth and they altered that bridge  
21 so that the curve way is arched up over and they  
22 maintained the structure of the bridge, so much that  
23 you can see that for quite -- miles from 95. I think  
24 these icon parts of our community are extremely  
25 important for our feelings of commitment to our

1 community because they are different from other  
2 communities and I think this bridge is one of those  
3 things and I just want you to know that I am from  
4 larger Maine, mainly Bath, and I feel very committed  
5 to this bridge. Thank you.

6 (Applause.)

7 MR. KENNEDY: Thank you. I hesitate to say  
8 it, ma'am, but you might have the last word.

9 AUDIENCE MEMBER: (Susan Wilson.) I just  
10 wanted to come up just very quickly, I think people  
11 have been very nice in sharing their feelings  
12 and expressing their feelings --

13 AUDIENCE MEMBER: Who are you?

14 AUDIENCE MEMBER: Oh, I'm Susan Wilson. I  
15 live in Brunswick. And I want to thank everybody for  
16 expressing their feelings and when people say you are  
17 or are not listening to the feelings or the opinions  
18 of the people it usually is one of us that says that  
19 when we don't think they're agreeing with our  
20 opinion, so I would say everybody's opinion has  
21 merit. And I would just say I like old things and I  
22 like new things and I don't think new things are  
23 necessarily soulless and I don't think all old things  
24 are perfect. In terms of the rust issue, all things  
25 rust even after they've been repainted, but I don't

1 hate rust, but I'm just saying rust will -- rust  
2 never sleeps to quote someone people my age might  
3 remember. So I just want to thank you for holding  
4 the comments.

5           One of the things the public may or may not  
6 know is there is the Design Advisory Committee that  
7 was mentioned here that did do some renderings and  
8 drawings of some of the ideas for what a new bridge  
9 might look like and there is not a final design to my  
10 understanding, but I believe there will be no matter  
11 what happens community input into the soulless or  
12 soulfulness of whatever would be built, so I don't  
13 think these drawings you see here are exactly what  
14 would be an end product, so I think that.

15           And as far as the environmental part, I did  
16 scan most of what I could and I thank you for putting  
17 all of that information in there and I thank all of  
18 my neighbors for coming. There are those that agree  
19 with each other and those that don't.

20           MR. KENNEDY: Ma'am.

21           AUDIENCE MEMBER: So I just have a very  
22 short statement to read.

23           MR. KENNEDY: You can, yes.

24           AUDIENCE MEMBER: My name is Betty Leonard  
25 and I'm from Brunswick. I was born in Brunswick,

1 grew up here and have retired here. After graduating  
2 from college in Maine, I lived in a number of other  
3 states, Europe and Asia. These experiences have made  
4 it clear to me that historic preservation is a  
5 priority everywhere on this planet and an economic  
6 engine for tourism. Brunswick appears -- I was away  
7 for many years and when I came back, I was shocked by  
8 the great losses here in Brunswick --

9 (Applause.)

10 AUDIENCE MEMBER: (Betty Leonard.) -- and  
11 they include many historic buildings, the train  
12 station, churches and even our fabulous town hall.  
13 Very, very short sighted decisions made with business  
14 interests in mind all about money, okay.

15 AUDIENCE MEMBER: All about money.

16 AUDIENCE MEMBER: (Betty Leonard.) All  
17 about money here. So I -- I want to suggest to you  
18 that generations of Brunswick and Topsham residents  
19 have traversed this bridge and I'm certainly one of  
20 them. I personally have crossed the bridge to work  
21 in the Pejepscot Paper Company right there for four  
22 summer to pay for my college education. Many, many  
23 residents have done that and Topsham residents have  
24 traversed the bridge going to the Bowdoin Mill. So  
25 we all have a collective memory here. It's -- this

1 bridge is terribly, terribly important to us.

2 Now, a couple of other things I need to  
3 mention. I'm 77 years old and --

4 MR. KENNEDY: Congratulations.

5 AUDIENCE MEMBER: (Betty Leonard.) -- and I  
6 ride my bike over that bridge all of the time and  
7 have no problems. No problem.

8 (Applause.)

9 AUDIENCE MEMBER: (Betty Leonard.) And just  
10 one more thing I need to mention to you, I lived in  
11 Rhode Island for a number of years and worked there  
12 and I watched Rhode Island rehabilitate Newport. It  
13 was a dump. And then I watched them move two rivers  
14 in downtown Providence. Providence was even worse.  
15 And now it's the tourist mecca. They're calling it  
16 the Venice of the north. So I think sometimes  
17 business interests, sometimes political interests get  
18 a little confused because they're thinking  
19 short-term. Brunswick has lost a lot, so has Topsham  
20 and it's time to start thinking about saving things  
21 that really mean something to all of us.

22 (Applause.)

23 MR. KENNEDY: So first of all, thank you all  
24 for coming. Second, thank you for your patience.  
25 And third, please remember that if you have other

1 thoughts you can submit them to the Department either  
2 in writing or by the web. There are self-addressed  
3 stamped envelopes and forms out on the desk in the  
4 hall if you want to use them. If not, as I said,  
5 it's [maine.gov/mdot/env/frankjwood/](http://maine.gov/mdot/env/frankjwood/).

6 I do want to just say one other thing, I am  
7 not sure, I think it was Shakespeare that said beauty  
8 is in the eye of the beholder. A lot of people have  
9 different views but the design will continue to be  
10 worked on no matter which one of these alternatives  
11 is selected and I hope that you all will continue to  
12 bring your good ideas to that process. Thank you  
13 again.

14 (The requested document was marked as  
15 Exhibit Number 3 by Mr. Kennedy.)

16  
17 (Meeting concluded at 8:46 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.

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< Dates >  
April 11, 2018  
11:4, 119:17  
April 2016  
42:12, 79:7,  
108:24  
April 2017 8:25  
April 22, 2016  
98:11  
February 22,  
2018 3:15  
February 6,  
2019. 119:15  
June 2016 15:2  
March 28, 2018  
1:17  
November 2014  
8:21  
\$11 43:1, 44:1  
\$120 40:10  
\$13 32:11,  
36:14  
\$140 40:5, 40:9  
\$200,000 55:22  
\$22,000 29:12,  
32:7  
\$30,000 14:24  
\$4 32:16,  
36:16, 100:6  
\$60,000 15:1  
'36 58:19  
.9 32:7, 32:9

< 0 >  
0 89:9

< 1 >  
1 2:3, 26:16,  
26:24, 30:25,  
31:1, 31:17,  
31:20, 37:11,  
61:15, 91:19  
1-2 91:21  
1. 12:7, 100:20  
10 4:8, 17:24,  
25:6, 25:10,  
39:20, 45:24,  
54:22, 54:24,

55:9, 71:5,  
78:22, 81:11,  
87:14, 88:9,  
94:23,  
101:21,  
107:7, 109:7,  
109:12,  
111:10, 112:9  
10. 25:5  
100 35:7,  
35:10, 36:23,  
37:24, 44:22,  
47:4, 65:2,  
80:14, 84:6,  
100:14,  
100:22  
106 10:11,  
28:17, 94:2,  
108:13,  
108:18,  
108:23, 109:2  
11 12:15, 25:4,  
25:17, 26:1,  
27:4  
118 2:5  
12 25:4, 39:20,  
45:20  
13 37:13, 53:1  
14 62:5  
148 91:14  
15 37:15, 88:9,  
94:22  
16 37:12  
17 95:12  
17. 37:15  
19,000 12:12,  
25:8, 40:19,  
111:8, 111:9,  
111:19  
19,000. 111:22  
1903 94:22  
1921 73:11  
1930s 18:16,  
23:6  
1931 16:4, 69:7  
1931. 12:11  
1940. 88:22  
1940s 18:16  
196 111:11  
1966 108:17

1999 80:4

< 2 >  
2. 61:12,  
88:16, 89:24,  
91:19  
20 32:5, 34:20,  
35:1, 36:15,  
39:18, 44:16,  
47:8, 47:12,  
87:14, 100:7,  
112:9  
200 65:2  
2007 14:19  
2007. 78:13  
2015. 42:11,  
108:21  
2016 15:10,  
83:5  
2019 35:17  
21 14:13, 33:19  
21st 63:11  
22 100:11  
22608.00 1:9  
23 3:12, 80:5,  
100:11  
24 72:21, 94:23  
25 15:16,  
15:17, 17:2,  
17:4, 19:1,  
19:7  
25,000 99:21  
250th 21:22,  
28:25

< 3 >  
3 2:5, 24:23,  
31:5, 31:8,  
32:1, 32:9,  
65:11, 65:12,  
81:14, 118:15  
3/4 34:16  
30 37:1, 67:12,  
82:8  
30,000 99:21  
35 6:20  
36 80:1  
39 72:23

< 4 >  
4 12:16, 14:5,  
25:1, 25:16,  
26:2, 31:5,  
31:8, 32:1,  
32:9, 43:1,  
65:14,  
111:21,  
111:22  
4(f 22:8,  
28:17, 43:22,  
108:18  
4,000 70:11  
4. 25:24  
40 79:6, 100:7  
42 3:10  
4332 3:10  
47 80:4

< 5 >  
5 12:15, 21:19,  
22:18, 24:24,  
25:25, 27:3,  
33:7, 65:10,  
65:17, 81:12,  
88:9, 109:11  
5. 65:21  
50 80:1

< 6 >  
6 23:3, 65:13,  
81:12, 89:9  
60 44:14, 84:7,  
89:9, 100:8  
6:00 1:19

< 7 >  
7 10:14  
73 1:18  
75 37:2, 44:2,  
100:14,  
100:20  
77 117:3  
771. 3:12  
78 79:23

7:30. 57:22

< 8 >  
8 5:24, 45:24,  
54:22, 54:24,  
55:8, 57:23,  
81:19, 104:4  
800 26:18  
805 12:10,  
78:14  
835 26:21  
86 56:2  
8:46 118:17

< 9 >  
9 45:20, 53:1,  
104:5  
91 2:3, 2:4  
95. 113:23  
\_\_\_/s/ 119:12

< A >  
ability 18:23,  
86:11, 104:16  
able 21:17,  
27:5, 30:19,  
54:5, 57:11,  
90:1, 90:3  
above 26:20,  
45:19, 45:21,  
60:22  
absolute 18:11  
absolutely  
23:4, 62:15,  
98:13  
abutments 13:7,  
13:8  
abuts 84:5  
accelerated  
15:6  
accepted 11:4  
access 20:2,  
28:9, 72:15  
accessible  
111:24  
accommodate 6:2  
accomplish 15:1

according 80:2  
account 105:5  
accounting 96:9  
accumulate  
16:10  
accumulates  
17:22, 18:13  
accumulation  
17:6  
accurate 15:12,  
81:4, 119:5  
achieve 33:1  
acknowledge  
29:23  
across 16:23,  
31:4, 46:19,  
48:3, 55:16,  
58:9, 58:18,  
58:25, 59:6,  
64:8, 70:25,  
72:16, 73:14,  
83:20, 89:18,  
99:19,  
101:13,  
104:14,  
112:5, 112:20  
Act 1:5, 3:10,  
3:12, 4:10,  
8:3, 10:12,  
10:14, 98:3,  
108:17  
action 9:4,  
9:6, 9:8,  
19:9  
active 78:13  
activities  
79:25, 92:21  
Actually 18:3,  
31:13, 40:6,  
45:16, 58:11,  
62:9, 63:7,  
75:11, 75:19,  
76:19, 78:8,  
78:20, 99:21  
add 25:15,  
29:6, 55:3,  
55:10  
added 19:25,  
25:15, 26:2,  
26:11, 56:8

adding 21:11, 26:3, 56:15	73:4, 73:6, 77:6	37:12, 37:13, 41:10
addition 19:1, 23:10	affect 61:16, 63:2	allow 81:12, 85:3, 93:24
additional 5:4, 5:6, 6:15, 37:6, 37:7, 39:5, 54:20, 55:22	affecting 84:13	allowed 82:1, 94:8, 94:13
address 7:4, 18:14, 20:16, 20:19, 70:11, 97:21	affiliated 48:19, 73:24	allows 8:12, 30:7, 32:23
addressed 8:8, 33:21, 107:14, 107:15	afford 112:1	alluded 33:10, 68:4, 111:2
addresses 8:10, 98:9	afforded 94:1, 94:10	alluding 41:13
adds 25:24	age 115:2	almost 14:12, 47:8, 59:8, 63:1, 72:24, 111:15, 112:20
adequate 4:13, 23:24, 33:8	agencies 3:23, 8:18, 9:12, 10:4, 43:12	alone 15:1, 20:8
adjust 48:13	agency 8:2	alongside 70:24
Administration 3:6, 3:11, 4:25, 7:25, 8:1, 49:1	aging 56:2	already 3:16, 6:5, 39:3, 58:3, 87:23, 105:24, 107:3, 107:15
Administrator 4:24, 7:24	ago 38:24, 40:3, 41:7, 44:16, 79:10, 84:13, 87:7, 101:21, 102:10, 102:19	altered 113:20
adopted 8:4, 83:6, 99:11	agree 49:8, 73:5, 81:11, 92:15, 115:18	Alternate 21:15, 21:19, 22:18, 25:24, 26:16, 26:19, 30:18, 30:25, 31:2, 31:5, 31:8, 31:17, 31:20, 32:1, 32:8, 33:8, 34:16, 37:11, 37:12, 61:14, 61:17, 77:13, 84:16
advanced 15:6	agreeing 114:19	Alternates 26:24
advancing 56:5	agreement 60:19, 69:17	alternating 30:8
advantage 27:20, 64:2	ahead 34:16, 40:23, 50:22, 51:3, 55:12, 58:5, 62:3, 70:21, 80:24, 82:24, 85:4, 106:20, 110:22, 112:16	alternatives 4:16, 9:6, 9:20, 11:13, 21:5, 21:6, 21:7, 22:1, 28:12, 30:23, 30:24, 30:25, 35:6, 43:13,
adverse 64:4	ahhing 103:2	
advertise 31:13	AIA 102:15, 102:16	
Advisory 56:11, 67:13, 95:10, 99:17, 115:6	alarm 5:21	
advocates 67:19	albeit 40:19	
aesthetic 49:6, 57:9, 102:23, 113:6	Alice 2:5	
aesthetically 56:14	alignment 21:15, 21:16, 26:17, 26:19, 27:9, 27:15, 30:19, 31:1, 31:25, 32:14,	
aesthetics 49:19, 49:21, 49:24, 50:2, 50:12, 71:9,		

46:1, 66:15, 77:1, 89:24, 108:23, 118:10	anxious 11:25, 41:24, 46:3, 46:6	68:11, 69:5, 71:6, 79:3, 79:23, 84:4, 84:9, 88:11, 88:12, 99:14, 101:12
Although 12:16, 18:7, 26:4, 47:9, 104:23, 113:7	Anybody 48:19, 50:20, 53:10, 53:12, 59:13, 89:9, 94:7, 100:8	areas 12:22, 17:11, 39:13, 109:7
America 76:9, 109:25	Anyway 95:6	argument 45:8, 104:17
American 102:15	apart 62:22	around 6:5, 11:16, 12:12, 30:11, 40:10, 40:21, 53:10, 74:13, 77:12, 97:7, 101:16
amount 11:22, 19:25, 21:21, 21:22, 25:7, 25:8, 27:10, 28:11, 38:19, 89:22, 111:25	apologize 108:8	arrange 74:16
ample 92:7	appearance 44:10, 79:1	arrive 68:1
Anacortes 68:8	appears 116:6	arrow 9:15
analyses 11:3	applicable 8:7, 9:9	artistic 86:11
analysis 15:13, 22:25, 27:25, 28:12, 29:11, 40:4, 41:8	apply 100:12	artistry 74:15
analyzed 17:3	appointed 95:12, 99:22	artists 76:2
and/or 54:7, 79:24	appreciate 6:8, 46:25, 56:10, 69:20, 70:6, 104:23	Asia 116:3
Andross 12:6	approach 80:9, 81:16	asks 43:22
anecdotally 65:6	approaches 21:18, 27:11, 31:23, 33:2, 61:23	aspect 79:12
Ann 52:8, 52:11, 52:25, 53:4, 53:25, 60:9	appropriate 94:12, 108:11	assessed 9:20
Annie 50:23, 51:1, 51:4, 51:11, 51:13, 51:21	approximately 41:7	Assessment 1:5, 3:15, 7:22, 8:24, 11:20, 20:13, 28:1, 28:7, 41:2, 49:6, 60:12, 60:15, 104:21, 105:14, 110:15
Anniversary 21:23, 28:25	Ararat 1:13, 1:17, 51:5, 51:14	assessments 41:6, 110:12
announced 79:8	arched 113:21	asset 80:10
annual 6:21	archeological 22:7	assign 80:10, 80:14
answer 52:23, 54:5, 54:9, 109:4	Architects 102:16	Assistant 4:24, 7:23
answered 46:1	architectural 49:5, 67:19, 97:20, 102:7	associated 23:12, 26:3, 29:10, 30:22, 32:6, 33:5, 33:16
anticipate 34:19	architecture 67:20	Association
anticipated 55:10	area 12:4, 16:11, 16:14, 29:16, 52:5, 56:18, 65:5,	

46:20, 80:3,  
109:6  
assume 107:16  
assumes 21:4,  
36:4, 36:6  
Atlantic 68:9  
attach 61:22  
attachment  
13:20  
attempt 35:24  
attend 51:4,  
51:14  
attended 46:22  
attention 69:3,  
86:16, 98:7,  
113:9  
attorney/mediat  
or 4:5  
attraction  
80:10  
attractive  
57:13  
attractiveness  
91:13  
August 42:14  
Augusta 5:1,  
7:25, 47:16  
Authority 92:5  
automobile  
106:1  
automobiles  
76:6  
available 3:17,  
11:8, 28:7,  
92:8  
average 12:12,  
38:8  
avid 64:24,  
67:23  
avoid 32:24  
aware 47:16  
away 19:14,  
23:15, 49:17,  
53:21, 54:1,  
65:13, 84:1,  
84:15, 90:10,  
116:6  
awesome 44:13  
axe 85:17, 86:2

< B >  
B-A-E-C-H-E-R  
85:17  
B-E-N-N-E-T-T  
91:24  
back 7:15,  
14:9, 18:16,  
24:4, 25:19,  
31:24, 33:4,  
36:3, 41:12,  
43:7, 71:12,  
88:23, 98:21,  
100:13,  
101:16,  
103:4,  
105:25,  
107:11, 116:7  
backed 111:13  
background  
66:14  
bad 24:17, 52:1  
Baecher 85:13  
Baecher. 85:16,  
86:8  
Baker 98:11  
balance 8:13,  
66:23  
Bar 68:8, 68:9  
bare 39:11  
barrier 104:2  
Based 15:5,  
15:14, 15:15,  
16:21, 17:3,  
32:6, 32:12,  
37:2, 40:13,  
41:5, 41:8,  
44:18  
baseline 21:3,  
23:15  
basically 13:6,  
24:1, 25:18,  
109:22  
basin 22:21  
basis 105:24  
Bath 4:9, 87:1,  
112:18,  
113:7, 114:4  
Baxter 93:7,  
93:10, 93:15,

93:21, 94:15  
bay 22:24  
beaks 75:2  
beam 13:16,  
13:17, 13:24,  
15:24, 16:22,  
17:9, 19:20,  
19:22, 53:2,  
53:9  
beams 13:14,  
14:3, 24:9,  
24:10  
bearings 19:19  
beautiful 53:8,  
58:14, 73:16,  
75:14, 75:22,  
76:8, 90:4,  
103:6,  
108:14,  
108:15  
beauty 74:15,  
90:1, 90:9,  
93:2, 93:3,  
118:7  
bed 50:8  
begin 4:3,  
7:13, 7:18,  
41:24  
beginning 92:3  
behalf 3:4  
behind 72:5  
beholder 118:8  
believe 7:6,  
17:23, 19:20,  
23:5, 58:19,  
63:23, 78:25,  
85:1, 88:16,  
96:22,  
112:14,  
115:10  
believes 91:9  
below 15:7,  
19:5, 45:19,  
89:8  
benefit 105:23  
benefiting  
79:16  
benefits 96:7  
Bennett 91:23  
best 21:20,

29:22, 70:2,  
92:16  
better 37:20,  
48:8, 48:9,  
95:15, 97:5,  
97:6, 97:7,  
97:8, 97:9,  
98:17, 112:4  
Betty 115:24,  
116:10,  
116:16,  
117:5, 117:9  
beyond 5:25,  
50:20, 88:22  
bias 74:4,  
82:9, 92:12,  
98:9  
biased 51:18,  
52:3, 74:3,  
98:20  
Bicycle 58:23,  
58:25, 59:17,  
68:23, 70:24,  
89:6, 99:17,  
99:18, 104:13  
bicycles 22:10,  
33:8, 65:1,  
76:12  
bicycling 63:9,  
64:24, 64:25  
bicyclist 64:24  
bicyclists  
12:19, 65:5,  
68:11, 109:11  
bid 10:5  
big 34:12,  
50:2, 50:6,  
50:9, 50:10,  
58:17, 59:10,  
69:2, 74:23,  
113:15  
biggest 66:24,  
111:15,  
111:16  
Bike 65:2,  
65:10, 67:12,  
67:14, 67:16,  
68:6, 68:7,  
72:14, 72:15,  
81:12, 96:12,

103:20,  
104:12, 117:6  
bikers 97:5  
Bikeway 68:9  
biking 65:8,  
104:14  
Bill 57:7,  
57:8, 110:21,  
110:23  
bio 5:15, 5:16  
birds 75:1  
bit 5:25, 6:1,  
11:19, 11:24,  
12:8, 12:20,  
13:10, 13:19,  
18:1, 18:15,  
20:11, 24:6,  
27:11, 27:13,  
29:3, 29:13,  
34:16, 36:23,  
39:24, 47:25,  
59:4, 69:15,  
74:3, 86:16,  
105:5  
BIW 111:14,  
111:15  
black 66:14  
blast 39:10  
Block 9:18,  
91:7  
blocks 58:14  
blows 12:2  
Board 54:12,  
62:10, 62:25,  
67:14, 67:17,  
83:3, 83:5,  
87:4, 87:8,  
94:21, 99:16,  
102:14,  
110:25, 111:1  
bodies 22:5  
bold 98:15  
bolt 16:5,  
19:18  
bolted 18:17  
bolts 20:9  
bookends 78:15  
boost 44:10  
born 58:8,  
115:25

borne 84:20,  
84:21  
Boston 50:1,  
65:7, 86:12  
bottom 13:2,  
13:12, 13:23,  
15:22, 17:7,  
17:15, 17:18,  
18:10, 24:13,  
24:14, 34:8,  
34:9, 42:23,  
78:17, 88:6  
bought 75:25,  
100:8  
Bowdoin 12:5,  
63:18, 77:12,  
116:24  
Bowdoinham 65:1  
bowing 18:4  
braces 17:19  
brand 73:12  
break 5:13,  
5:15, 5:16,  
18:6  
bridges 16:14,  
34:14, 35:13,  
40:6, 40:7,  
40:12, 51:23,  
51:24, 66:19,  
78:14, 80:5,  
80:8, 80:10,  
80:14, 80:16,  
81:2, 81:4,  
81:17, 84:24,  
85:19, 85:23,  
92:24, 103:18  
brief 4:3,  
7:13, 11:12,  
42:10, 46:8,  
62:6, 66:8,  
92:2, 99:8,  
100:1  
briefly 61:21  
bright 39:11,  
78:25  
bring 5:21,  
23:24, 24:4,  
35:24, 36:3,  
89:10,  
109:19,

111:18,  
112:21,  
118:12  
brings 47:7  
broad 99:23  
broader 12:23  
brontosaurus  
53:2  
Brookfield  
12:6, 22:13,  
61:4, 61:7  
Brooklyn 108:16  
brother 63:17  
brought 101:24  
Bruce 94:20,  
95:4  
Brunswick/topsh  
am 28:21,  
95:10  
budget 14:24,  
50:9, 85:3  
Budgets 66:23  
build 20:23,  
21:2, 23:8,  
23:14, 24:19,  
30:4, 30:11,  
32:14, 37:17,  
61:13, 66:15  
building 5:20,  
23:12, 27:14,  
30:3, 30:5,  
30:17, 30:18,  
42:5, 60:25,  
66:19, 81:2,  
91:7, 92:23,  
93:16  
buildings  
57:11, 73:7,  
84:14, 90:4,  
105:3, 110:6,  
116:11  
built 12:10,  
16:4, 31:2,  
31:7, 38:21,  
50:1, 68:17,  
73:11, 73:13,  
78:19, 78:24,  
86:13, 115:12  
built-up 17:22,  
18:24

bunch 49:15  
Bunker 50:3  
burn 20:4  
bus 111:12  
business 29:15,  
29:16, 29:19,  
29:21, 29:24,  
47:8, 47:10,  
53:16, 55:15,  
79:18, 87:5,  
87:13, 88:1,  
89:25, 93:15,  
110:5,  
116:13,  
117:17  
businesses  
8:17, 22:10,  
32:20, 47:14,  
57:2, 63:2,  
63:3, 79:20,  
87:14, 87:22,  
88:1, 88:4,  
88:5, 90:22,  
99:13,  
109:16, 110:4  
button 37:23  
buttons 12:2  
buy 104:16  
bypass 111:11  
  
< C >  
C-A-R-R-O-L-L  
52:12  
C-A-R-T-E-R  
51:2  
C-O-L-T 88:20  
cable 50:1,  
50:7, 50:10  
Cabot 28:20,  
57:12  
Cadillac 44:18  
Cafe 91:14  
call 5:5, 6:11,  
15:14, 16:3,  
26:6, 36:13,  
70:12, 87:25  
called 50:18  
calling 117:15  
calls 104:11

calming 107:2  
cap 16:6  
capacity 15:13,  
19:7, 20:17,  
23:25, 46:18,  
67:15  
capital 94:20  
car 100:9,  
112:7  
cards 79:3  
care 53:19,  
64:23, 71:16,  
105:16,  
105:17,  
109:10  
career 29:21,  
47:9  
carefully 99:4,  
99:24  
Carlton 73:10  
carries 18:10  
Carroll 52:12,  
60:8  
Carroll. 52:8,  
52:25, 53:4,  
53:25  
carry 26:12,  
73:13, 78:20  
carrying 15:13  
cars 59:2,  
63:10, 78:20,  
78:22, 111:8,  
111:9, 111:19  
cart 100:9  
Carter 50:23,  
51:13, 70:8,  
70:19  
Carter. 51:1,  
51:4, 51:11,  
51:21, 70:22,  
71:2, 71:18  
case 29:11,  
61:5  
cases 18:2,  
18:5  
catching 75:1  
categorical  
8:23  
caught 21:16  
cause 113:13

caused 61:12,  
64:12, 96:2  
cell 6:6  
Centennial  
56:16  
center 84:11  
Century 63:12,  
113:18,  
113:19  
Certain 34:6  
certainly  
53:22, 80:18,  
97:11,  
102:18,  
116:19  
certify 119:4  
cetera 92:22,  
98:14  
CFR 3:12  
Chair 95:9  
Chairman 83:3,  
110:24  
challenge  
96:17, 96:20  
challenges  
23:12  
challenging  
12:18, 23:8,  
27:19  
Chamber 57:3,  
87:1, 87:24,  
99:12  
chance 6:10,  
50:19  
Change 59:13,  
59:14, 61:1,  
61:2, 63:22,  
63:25, 77:6,  
101:5,  
101:10,  
101:11  
changed 6:2,  
79:12  
changes 47:23  
channel 23:9,  
27:23  
character  
49:10, 49:19,  
79:21, 91:13  
check 90:20

chemicals 16:18  
Cherry 1:23,  
4:23, 7:18,  
7:23, 41:6,  
93:23  
child 75:23  
children 49:16,  
55:20  
choice 73:16,  
74:19  
choose 71:8,  
88:13  
chord 13:2,  
13:23, 15:22,  
17:7, 17:15,  
17:18, 18:10,  
24:13, 24:14,  
34:8, 34:9,  
42:23, 78:17  
chords 13:13  
chose 43:14,  
43:15  
chosen 81:8,  
86:2  
Chuck 60:8  
churches 116:12  
circulated 9:21  
citizens 80:7,  
99:21  
city 110:7  
civic 85:24  
civil 70:5  
clap 88:23  
clarify 68:22,  
70:20  
clean 39:14,  
72:3  
cleaning 72:1  
clear 60:22,  
116:4  
Clearing 71:22  
clearly 26:5,  
43:5, 51:18,  
52:3, 66:21,  
98:10, 107:4,  
107:19  
close 5:24,  
6:10, 23:17,  
29:17, 29:18,  
30:14, 37:23,

45:2, 47:24,  
57:19, 58:21,  
88:6, 96:9,  
107:11, 112:7  
close-up 15:20  
closed 43:4  
closely 86:19  
closer 13:10,  
17:11, 51:10,  
112:25  
closure 29:13,  
30:1, 30:2,  
31:22, 32:4,  
32:5, 32:10,  
47:13, 55:25  
closures 44:25,  
47:19, 88:14  
co-chaired  
67:13  
co-exist 76:12  
coal 78:21  
Coalition  
67:14, 67:16,  
99:18, 109:5  
Coast 68:7,  
68:9  
coatings 37:20  
Code 3:10, 3:12  
coffee 59:22  
collapse 14:19  
collective  
116:25  
college 116:2,  
116:22  
color 98:18  
Colt 88:19,  
88:21  
Colt. 82:19,  
82:21  
column 104:24,  
104:25  
comes 16:15,  
43:20  
comfortable  
25:10, 39:18  
comfortably  
35:9  
coming 55:23,  
56:18, 64:8,  
65:6, 65:7,

89:24, 93:1,  
100:13,  
101:5,  
115:18,  
117:24  
commencing 1:18  
comment 3:14,  
9:22, 11:2,  
50:19, 54:14,  
57:24, 78:4  
commenting  
41:22  
Commerce 99:13  
Commission  
22:14, 61:9,  
110:13,  
119:15  
commitment  
113:25  
committed 114:4  
Committee  
56:12, 59:17,  
63:6, 67:13,  
92:1, 95:11,  
99:12, 99:17,  
99:22,  
102:17, 115:6  
committees  
62:11, 99:20  
common 93:11  
Commons 1:13,  
1:18  
communities  
29:16, 43:7,  
48:9, 56:23,  
56:25, 57:5,  
78:4, 79:14,  
79:20, 87:6,  
102:13,  
105:25,  
109:23, 114:2  
Community 49:4,  
55:21, 65:20,  
74:16, 76:3,  
77:11, 79:17,  
99:2, 102:9,  
105:15,  
105:16,  
107:20,  
107:24,

109:15,  
113:11,  
113:13,  
113:24,  
114:1, 115:11  
Company 28:21,  
116:21  
compared 44:7,  
54:8  
compares 110:14  
comparison  
100:3, 100:20  
competition  
5:11  
complaint 100:2  
complaints  
103:3, 104:10  
complete 10:20,  
14:14, 20:14,  
30:1  
completed 10:7,  
10:19, 11:21  
completely 91:9  
complex 12:5,  
20:2, 22:19,  
77:12  
complexity  
19:12, 38:25  
complicated  
20:1  
component 85:24  
components  
13:7, 15:25,  
19:4, 107:16  
composite  
25:21, 74:9  
concentrate  
72:1  
concern 18:8,  
81:14, 109:4  
concerned 7:5,  
38:13, 47:19,  
63:20, 68:16,  
106:24,  
109:10  
concerning 3:7,  
10:8, 10:13,  
11:12  
concerns 8:11,  
10:23, 20:19,

33:5, 87:16,  
106:23  
conclude 24:18  
concluded  
23:25, 40:5,  
118:17  
Conclusion  
5:22, 8:9,  
47:2, 67:23,  
67:25  
concrete 24:25,  
25:20, 25:22,  
26:10, 26:13,  
37:19, 44:22,  
51:22, 73:13  
concrete-filled  
26:8  
condition 12:9,  
12:21, 14:8,  
15:4, 15:15,  
23:24, 24:17  
conditions  
19:2, 20:17  
conducted 15:2  
confused 117:18  
Congratulations  
117:4  
connect 48:9,  
78:14, 97:7,  
97:8, 97:9  
connected 16:1,  
68:6  
Connecticut  
71:14  
connecting  
33:2, 86:16  
connection  
17:1, 18:18,  
19:21, 57:5  
connections  
16:3, 97:6  
connectivity  
32:24, 33:4  
connects 63:7  
conscientious  
92:6  
consider 14:14,  
18:9, 49:21  
considerably  
38:12, 56:6

consideration	23:16, 45:5	28:13, 29:4,
95:22	contradicts	29:5, 30:22,
considerations	110:11	32:19, 35:20,
22:3, 68:3,	contributor	35:25, 36:1,
69:10	109:20	36:14, 36:16,
considered	controversy	36:17, 37:8,
3:22, 8:8,	6:19, 92:3	38:1, 38:5,
11:13, 28:22,	convened 3:9	44:4, 44:7,
49:4, 49:22,	conversations	44:11, 55:23,
99:24	69:20, 87:23	68:13, 100:5,
consisted 21:5	convinced 75:13	100:14,
consists 12:15	cool 94:25,	100:16,
constant 14:12	95:7	110:11
constantly	coordination	Council 62:9,
38:20, 40:14	9:11, 10:3,	63:1, 95:13,
constrained	10:8	111:5
27:2	copies 3:17	count 20:23,
constraints	copy 3:23	67:3
20:25, 22:2	corner 22:25,	country 79:19,
construct	23:4, 91:8	105:21
27:17, 31:23	Corporation	County 112:18
construction	89:17, 99:15	couple 10:9,
10:6, 10:21,	correct 43:19,	18:1, 22:17,
24:20, 30:3,	52:22, 56:1	34:12, 58:10,
31:3, 31:9,	corrected 58:24	85:20, 117:2
31:10, 49:23,	correctly 75:3	course 21:13,
63:22, 87:21,	corrects 11:3	78:10, 78:16
96:14, 105:10	correspondence	Court 1:16,
constructive	60:23, 60:24,	4:8, 4:9,
69:23	98:4	119:2, 119:13
consultant	corrode 18:21,	cousin 50:9
54:11	34:10, 37:22	cover 28:16,
consultation	corroded 50:4,	75:5, 75:9
10:4	98:14	covered 61:23
consulted	corrodes 17:24,	covers 28:10
10:10, 10:12,	18:22	cracked 51:22
109:21	corrosion	cracks 14:17
consulting	16:11, 16:20,	crannies 16:8,
10:10, 93:12,	18:20, 24:3,	37:22
93:14, 93:24,	49:18	create 79:4,
94:6, 94:8,	corrosion-free	87:17, 97:6
94:9, 94:11,	37:18	created 81:8
94:13, 108:9	Cory 86:24,	crevices 37:21
contains 11:8	88:8	criteria 41:5
continue 33:18,	cost-effective	critical 13:1,
54:20, 69:22,	73:17	14:15, 15:3,
83:24, 84:1,	cost/service	16:25, 18:11,
91:12, 118:9,	100:23	19:4, 19:21,
118:11	costing 81:7	34:1, 35:3,
Continued	costs 8:14,	42:20, 56:21

criticism  
102:23,  
103:20,  
107:12  
criticize 51:17  
cross 14:3,  
17:9, 24:9,  
33:6, 65:3,  
72:9, 77:15,  
77:18, 89:19,  
112:2  
cross-section  
12:14, 26:1,  
26:23, 26:25  
cross-sections  
26:23  
cross-sessions  
24:21, 32:23  
crossed 116:20  
crossing 12:14,  
30:15, 43:7,  
78:10, 92:19,  
97:23, 98:1,  
107:4  
crossings  
32:25, 64:20  
crosswalk 77:17  
crowds 76:7  
crucial 79:22  
crucify 86:10  
cultural 22:6,  
78:3, 79:24  
cumulative  
6:13, 36:14,  
37:8, 37:16,  
37:24, 38:1  
cup 59:22  
curb 65:13,  
65:14, 104:5  
curing 31:9  
current 12:9,  
23:10, 40:10,  
54:8, 68:15,  
78:22, 83:11,  
84:7, 92:18,  
100:10,  
100:14,  
100:16,  
100:21  
currently

78:24, 97:3  
Curtis 46:5,  
46:10, 46:14,  
46:17, 55:13,  
55:14  
curvature 75:4  
curve 113:7,  
113:21  
curved 26:21,  
60:19  
curves 52:17  
cut 81:20  
cutoff 56:22,  
108:8  
cycle 14:13,  
35:20, 35:24,  
44:7, 44:11,  
66:16, 96:11,  
100:3, 100:5,  
100:14,  
104:23  
cyclist 67:23,  
104:12,  
104:16, 112:5  
cyclists 68:3,  
68:4, 70:23,  
87:11,  
104:10, 112:5  
  
< D >  
dad 86:9  
daily 12:12  
Dam 12:6,  
22:20, 61:4  
damage 14:18,  
61:12  
damaged 34:10  
Dan 65:25,  
66:4, 66:7  
dangerous 64:12  
Darcy 89:16  
dark 75:17,  
75:18  
date 50:4  
DATED 3:15,  
119:17  
daughter 85:20  
Dave 82:19,  
82:21, 88:19

David 1:11,  
1:22, 3:3,  
4:22, 75:16,  
83:2, 83:16,  
83:19, 85:7,  
111:2  
day 12:13,  
16:3, 25:8,  
29:12, 32:7,  
40:19, 55:16,  
72:10, 77:14,  
89:20, 111:19  
Days 87:25  
DC 113:16  
dead 65:15  
deal 34:12  
dealing 73:1  
debate 70:4  
debris 16:9,  
17:6  
decade 102:8  
decades 105:24  
decide 9:1,  
44:9  
decided 8:24,  
26:24, 50:8,  
102:10  
decision 8:9,  
8:10, 10:19,  
42:17, 47:7,  
83:8, 84:13,  
112:12  
decision-making  
4:18, 8:6  
decisions 8:4,  
8:13, 8:20,  
35:22, 40:15,  
47:15, 116:13  
declared 79:8  
deep 99:23  
deeper 23:9,  
27:18  
deepest 54:25  
Deer 38:16  
deferred 55:19  
deficient 40:7  
defined 9:20  
definitely 75:8  
deformed 16:6  
degree 61:17

deicing 16:17	34:24	66:23
delay 29:10, 72:3	deteriorate 33:18, 56:22	difficulty 27:14, 63:21
demand 29:8	deteriorated 19:14	dime 36:9
demonstrate 38:24	deteriorates 18:13	dimples 39:13
denoting 13:19	deterioration 15:6, 15:12, 15:16, 23:16, 56:5	direct 32:19
Department 1:2, 3:5, 4:21, 29:9, 34:13, 36:6, 36:8, 66:9, 66:21, 110:12, 118:1	determine 98:22	Director 78:1, 86:25, 99:3
Dependability 34:15	determined 40:9, 54:19, 68:14, 79:11, 97:24	Directors 87:4, 102:14
dependable 33:10, 33:23, 35:12	detour 30:2, 30:9, 30:12	disagree 6:25
depending 55:9	detouring 31:9	disagreeable 7:1
depends 31:12	devastating 87:16	disappear 42:25
depth 54:10, 54:24	devastation 113:13	disaster 49:16
describes 9:9	developed 9:19	disclaimer 28:2
DESCRIPTION 2:2	Development 8:5, 9:17, 9:24, 10:3, 62:11, 89:17, 90:8, 91:25, 99:3, 99:11, 99:15	disclosed 60:18
Design 10:21, 28:9, 35:6, 35:7, 35:9, 44:5, 44:22, 45:15, 54:11, 54:19, 54:21, 77:8, 86:20, 90:2, 95:10, 102:16, 102:18, 102:19, 104:4, 104:9, 115:6, 115:9, 118:9	developments 79:3	discount 36:5, 100:13, 100:17, 100:18
designed 56:3	device 6:7	discounts 100:15
designer 102:8	diagonal 17:19	DISCUSS 1:4
desire 57:9	difference 31:1, 32:17, 37:16, 38:14	discussed 47:11, 98:12
desk 118:3	different 5:20, 30:10, 30:23, 35:15, 35:23, 40:13, 41:3, 41:5, 64:13, 76:6, 80:9, 108:14, 114:1, 118:9	discussion 74:11, 105:13
desolate 87:20	differing 97:11	dismissed 27:15
destroyed 84:15	difficult 18:14, 20:2, 36:11, 64:6,	display 92:23
detail 13:12, 13:19, 15:20, 15:21, 61:24		dispute 98:2
detailed 15:10		disregard 71:9
detailing 37:20		disrupting 29:5
details 11:9,		disruption 45:3, 45:4, 45:5, 63:23, 64:3

102:12  
divided 38:9  
Division 4:24,  
4:25, 7:24,  
7:25  
divorces 59:15  
document 11:20,  
11:23, 28:1,  
28:10, 118:14  
documentation  
98:4  
documents 9:5,  
91:20, 98:21  
Dog 22:21,  
22:25  
doing 21:21,  
44:13, 48:21,  
50:9, 65:20,  
96:3  
dollars 32:8,  
36:3, 61:11,  
112:1  
dollars. 36:3  
done 15:14,  
19:10, 19:13,  
21:4, 23:22,  
28:12, 34:18,  
37:4, 39:11,  
41:6, 43:21,  
44:14, 56:11,  
58:15, 70:20,  
77:22, 81:1,  
82:9, 82:15,  
89:1, 89:2,  
95:23, 95:25,  
116:23  
doom 89:11  
door 5:18  
doors 57:19  
Dostie 1:15,  
5:9, 119:2  
Dostie \_\_\_\_\_  
119:12  
DOT 5:4, 54:15,  
60:13, 61:13,  
70:19, 95:19,  
95:22  
double 38:2,  
56:7

doubles 100:11  
doubt 109:13  
Doug 91:23  
Douglass 83:2,  
111:2  
Douglass.  
83:16, 83:19,  
85:7  
downside 36:4  
downstream  
21:9, 21:19,  
21:20, 22:18,  
23:2, 27:14,  
27:15  
downtown 64:22,  
87:20, 117:14  
downtowns 106:3  
draft 60:19  
drains 16:15,  
98:16  
dramatic 47:14  
drastic 18:7,  
105:12  
drastically  
18:5  
draw 113:9  
drawings 45:13,  
115:8, 115:13  
drill 19:17  
drinks 58:10  
drive 55:15,  
58:9, 72:11,  
86:12, 88:1,  
96:20  
driving 47:6,  
47:15, 64:19,  
72:12  
dropped 23:13  
drove 87:19,  
101:12,  
101:19  
due 26:11,  
31:16, 102:11  
dull 86:20  
dump 59:4,  
117:13  
durability  
25:22  
duration 31:4  
durations

30:22, 31:10  
During 8:16,  
10:6, 23:3,  
24:20, 96:14  
dying 72:25  
dynamic 31:12  
  
< E >  
E-N-G-L-A-R  
102:7  
EA 5:2, 8:24,  
9:1, 9:5,  
9:13, 9:21,  
9:23, 10:8,  
10:15, 10:24,  
11:8, 43:11,  
51:17  
Eagles 1:18  
earlier 14:5,  
73:5, 111:2  
early 5:22,  
43:15, 64:3  
easier 72:3  
East 68:7,  
74:23, 87:3  
easy 61:15,  
67:25, 74:4  
Eaton 4:6  
echo 70:1  
Economic 8:14,  
9:10, 22:9,  
47:14, 62:11,  
65:4, 65:19,  
78:3, 79:15,  
79:22, 90:8,  
92:21, 92:25,  
99:2, 102:13,  
116:5  
economy 110:3,  
110:6  
Ed 109:19  
edge 16:24  
education  
116:22  
effect 63:3,  
64:4  
efficient 89:4  
efficiently  
73:14

effort 19:25,  
20:7, 28:13  
efforts 9:11,  
47:23, 96:5  
eight 33:15  
eight-and-a-hal  
f 38:23,  
39:2, 39:15,  
39:19  
EIS 10:17  
either 10:16,  
84:5, 97:8,  
101:10,  
112:7, 118:1  
elected 99:22  
element 15:23,  
18:12, 34:2,  
96:18  
elements 13:15,  
18:2, 18:24,  
34:6, 34:7,  
72:5  
elevations  
61:21  
eligible 79:9,  
79:11, 80:6,  
93:17, 97:24  
eliminated  
42:24  
Elizabeth  
113:10,  
113:20  
Elm 94:22  
elsewhere 81:10  
email 6:16,  
11:6, 98:8  
emails 98:5  
Embodied  
104:25,  
105:3, 105:10  
Emily 70:8,  
70:22, 71:2,  
71:18  
employees 88:2,  
88:11, 99:14  
employer  
111:15,  
111:16  
employment  
111:17

encourage 72:13  
encroach 25:13  
end 64:1,  
66:13, 73:1,  
76:19, 77:19,  
81:7, 87:17,  
98:22, 105:9,  
115:14  
Endangered  
10:14, 22:4,  
78:12  
ended 20:22  
endorsement  
99:9  
Energy 22:13,  
61:9, 104:25,  
105:4, 105:5,  
105:10  
engagement  
54:15  
engine 116:6  
engineer 56:20,  
86:9, 96:8  
engineering  
8:13, 28:10,  
73:11, 81:3,  
110:10  
Englar 102:7  
Englar. 102:22,  
103:9, 104:1,  
104:8,  
104:19,  
106:5,  
106:10,  
106:21,  
107:10, 108:1  
enhanced 56:14  
enjoy 75:1,  
89:7, 90:2,  
90:9  
enormous 53:9,  
53:15  
enormously 92:5  
enough 40:2,  
53:20, 56:23,  
61:25, 65:12,  
86:19  
ensure 6:9  
enter 61:8  
enthusiasticall

y 55:17  
entire 10:2,  
24:1, 24:11,  
26:4, 79:23,  
104:15  
entrance 77:17  
envelopes 118:3  
Environment  
60:14, 60:17,  
61:14, 61:16,  
100:10,  
105:14  
Environmental  
1:4, 1:5,  
3:9, 3:14,  
4:22, 7:22,  
8:3, 8:7,  
8:15, 8:20,  
8:24, 9:2,  
9:10, 10:18,  
11:20, 20:12,  
28:1, 28:7,  
31:16, 41:2,  
60:12, 60:15,  
63:19, 83:10,  
104:21,  
115:15  
envision 45:21  
equally 43:14  
error 11:4  
especially  
53:14  
essential  
10:15, 22:5,  
76:11  
Essentially  
23:25, 24:10,  
30:16, 37:3,  
56:4  
Estate 76:18,  
76:22  
estimate 54:6,  
81:1, 81:3  
estimated 55:8,  
62:24, 66:16  
estimates 81:6  
estimating  
39:16  
et 92:22, 98:14  
Europe 116:3

European 76:8  
evaluate 62:1  
evaluated 87:5,  
87:8  
evening 3:2,  
7:20, 72:20,  
83:1, 89:15,  
99:1  
event 7:4,  
14:22, 23:4  
events 6:22,  
87:24  
eventually 18:6  
everybody 5:14,  
11:25, 28:6,  
41:23, 44:8,  
63:23, 66:11,  
84:22, 109:3,  
114:15,  
114:20  
everyone 3:2,  
4:14, 6:3,  
6:9, 6:11,  
41:21, 70:3,  
96:2, 107:13  
Everything  
12:2, 15:7,  
16:15, 19:17,  
25:18, 49:8,  
58:21, 59:11,  
63:25, 78:17,  
106:1, 106:11  
everywhere  
116:5  
exact 109:21  
exactly 36:20,  
115:13  
examine 56:13  
example 100:6,  
112:9  
examples 10:9  
excited 72:12  
exclusion 8:23  
excuse 21:2,  
21:6  
Executive 8:7,  
78:1, 86:25  
Exhibit 3:25,  
91:21, 118:15  
Exhibits 2:2,

91:19  
existing 12:8,  
12:9, 23:22,  
26:16, 26:20,  
27:2, 30:16,  
30:20, 75:11,  
80:8, 80:14,  
98:12, 98:18,  
103:3,  
103:16,  
105:2, 107:3,  
107:12  
exists 25:20,  
53:6  
exiting 64:5  
exodermic 26:7,  
26:13  
expand 18:2  
expands 17:24  
expect 37:15,  
76:12, 85:22  
expectation  
19:5  
expectations  
70:3  
expected 32:3,  
80:14  
expediency  
74:11  
expensive  
26:10, 35:2,  
38:6, 81:6,  
100:22  
experience  
97:2, 113:6  
experienced  
64:9  
experiences  
116:3  
experiential  
107:3  
expert 70:13  
Expires 119:15  
expose 39:12  
exposed 72:4  
express 69:17  
expressing  
114:12,  
114:16  
extend 17:16,

19:8  
extensive 35:1  
extent 17:1,  
58:2  
exterior 12:17,  
17:11  
extra 74:18  
extraordinary  
38:14, 40:1,  
93:2  
extreme 18:2,  
18:5, 45:6,  
57:6  
extremely 25:4,  
29:19, 39:18,  
66:23,  
112:23,  
113:4,  
113:12,  
113:24  
eye 107:7,  
118:8  
  
< F >  
fabric 74:15  
fabrication  
51:6, 51:15  
fabulous 116:12  
face 85:1  
facilitate  
74:18  
facilitator  
4:10  
facility 12:6,  
22:15, 77:16,  
105:8  
fact 6:23,  
22:25, 43:14,  
47:12, 51:17,  
58:7, 60:14,  
61:7, 84:8,  
88:10, 97:23  
factor 22:16,  
32:21, 36:10,  
36:11, 56:20,  
56:21, 66:22,  
66:24, 107:2  
factors 8:15,  
28:4, 35:23

factual 11:3  
fail 34:11  
failing 103:11  
fails 34:2  
failure 34:3  
fair 4:15,  
15:5, 92:5,  
95:21,  
100:16,  
103:15,  
110:14  
fairly 13:20,  
21:18, 22:18,  
27:10, 37:11,  
43:11, 46:21,  
66:20, 67:1  
fall 78:12  
falls 62:22,  
75:6, 75:10,  
75:11  
false 61:18  
families 79:17  
family 48:8  
fan 85:18  
far 38:13,  
49:17, 60:16,  
77:8, 77:20,  
78:24, 87:2,  
87:3, 111:5,  
115:15  
fascia 17:12  
fashion 58:5  
fast 11:24,  
22:18, 65:16  
faster 27:18  
fastest 43:6  
father 58:20  
favor 60:1,  
73:3, 107:13  
feasible 43:22,  
43:23, 43:24,  
43:25  
feature 61:18  
Federal 3:5,  
3:10, 3:12,  
4:25, 7:24,  
8:1, 8:2,  
10:7, 22:13,  
42:6, 43:12,  
49:1, 61:9,

92:5, 93:24,  
110:13  
feel 35:9,  
35:21, 36:17,  
46:20, 46:24,  
59:12, 89:12,  
114:4  
feelings  
113:19,  
113:25,  
114:11,  
114:12,  
114:16,  
114:17  
feels 71:11  
feet 12:17,  
14:5, 23:3,  
25:1, 25:4,  
45:20, 45:24,  
53:1, 54:23,  
55:9, 65:11,  
65:12, 78:14,  
109:7  
fell 22:17,  
23:15  
felt 33:22,  
101:5  
FERC 22:13  
few 11:15,  
14:8, 15:19,  
35:23, 40:3,  
45:10, 61:8,  
87:4  
FHWA 1:23,  
7:14, 8:1,  
8:4, 8:11,  
8:21, 9:1  
field 81:5  
figure 11:15  
figured 14:24,  
43:18  
fill 20:9  
filled 25:20  
final 8:9,  
10:20, 54:19,  
54:21, 115:9  
finally 68:14  
financial 36:2,  
36:19  
financially

81:15  
find 33:21,  
39:12, 56:19,  
95:17, 109:3  
finding 10:16  
fingers 5:13  
finish 31:4  
firm 4:6, 4:7,  
81:2, 81:3  
First 16:13,  
20:13, 28:16,  
30:9, 49:8,  
51:17, 52:17,  
58:8, 63:20,  
67:11, 72:1,  
76:1, 89:20,  
93:16, 96:6,  
101:7,  
101:12,  
101:25,  
109:16,  
110:8, 117:23  
fiscal 55:18  
fiscally 56:1,  
57:6, 81:15  
fish 10:15,  
22:5, 75:1  
Fisheries  
10:13, 60:23  
fishing 92:21  
fishway 60:21,  
61:4, 61:6,  
61:12  
fit 27:6, 27:8,  
27:13, 41:23  
fits 69:8  
five 4:8, 19:6,  
34:3, 101:19,  
111:9  
fixed 42:24  
flat 49:22,  
73:13, 76:11  
flattered 98:7  
flip 30:6  
flood 22:5,  
23:4, 23:6,  
23:11, 45:14,  
58:19  
flooding 23:11,  
58:21, 65:21

floor 13:3,  
13:14, 13:16,  
13:17, 13:24,  
15:7, 15:24,  
16:22, 19:20,  
19:22, 24:1,  
24:8, 24:10,  
41:20  
flop 30:6  
flow 109:9,  
112:4  
flows 22:20  
foam 83:22  
focus 74:13  
folks 47:1,  
56:9, 99:22  
followed 86:19,  
92:1, 92:2,  
108:19  
FONSI 10:17  
foot 12:10,  
12:15, 12:16,  
24:24, 25:1,  
25:6, 25:10,  
25:16, 25:17,  
25:25, 26:1,  
26:2, 26:18,  
26:21, 27:3,  
27:4, 33:7,  
55:4, 55:5,  
55:11, 65:10,  
65:14, 65:17,  
81:11, 81:12,  
107:7,  
109:11,  
109:12  
foregoing 119:4  
forget 107:15  
formal 99:9  
formed 16:25,  
56:12  
forms 118:3  
Fort 12:5  
forth 31:24,  
37:7, 61:2  
forward 48:7,  
57:14, 69:19,  
90:8, 92:16,  
97:14, 98:22,  
103:17

foster 91:12  
found 3:10,  
15:5, 15:15,  
22:22, 27:19,  
42:15, 87:8,  
92:4  
foundation 13:8  
four 15:20,  
63:18, 72:9,  
89:19, 99:20,  
102:10,  
116:21  
fracture 14:15,  
15:3, 33:25,  
35:2, 42:19  
frame 98:18  
Francisco 85:21  
FRANKHAUSER  
1:21, 4:20,  
11:11, 11:14,  
54:9, 54:22,  
55:3, 55:6,  
71:22, 75:7  
Freedom 98:3  
Freeport 63:17,  
64:24  
Friday 98:11  
friend 95:5  
friendly 56:18,  
106:2  
Friends 42:4,  
52:13, 57:3,  
60:10, 69:15,  
93:13, 96:1,  
97:20,  
104:13, 108:7  
frightening  
112:23, 113:4  
front 5:18,  
6:3, 37:9,  
77:16  
frustration  
64:13  
full 26:10,  
27:20, 28:6,  
29:13, 32:5,  
32:10, 80:7  
fully 108:11  
functional  
73:17, 103:19

funding 39:24,  
40:10  
fundraising  
62:13  
future 33:13,  
34:16, 34:18,  
35:4, 35:24,  
35:25, 36:1,  
36:3, 37:4,  
38:4, 38:5,  
44:18, 50:4,  
57:7, 63:20,  
71:24, 79:22  
  
< G >  
gain 20:2  
gains 13:13  
Gardner 1:22,  
4:22  
Gate 85:21,  
85:22  
gauge 52:2  
gave 98:7  
Gavin 102:6,  
102:22,  
103:9, 104:1,  
104:8,  
104:19,  
106:5,  
106:10,  
106:21,  
107:10, 108:1  
general 9:16,  
94:4, 94:6,  
94:14  
generally 6:24  
generation  
107:21,  
107:22  
generations  
57:7, 116:18  
gentleman 60:6,  
68:4  
gets 6:9,  
13:11, 30:6,  
30:21, 82:15  
getting 11:17,  
22:23, 39:22,  
57:10, 69:12,

74:13, 80:7,  
98:18  
Gilpatrick  
72:21  
girder 26:18,  
26:22, 34:3,  
34:4, 52:20,  
54:6, 54:10,  
54:23, 112:8  
girders 54:22,  
55:8, 76:9  
give 3:24,  
11:12, 25:15,  
41:21, 65:11,  
82:8, 93:25,  
108:23  
given 24:22,  
69:3, 104:16,  
106:1  
gives 15:21,  
36:18, 74:9,  
106:7  
giving 64:15,  
86:15, 110:15  
Golden 85:21,  
85:22  
gov/mdot/env/fr  
ankjwood/  
3:20, 118:5  
government  
8:19, 9:11  
Governor 93:15  
governs 22:14  
graduating  
116:1  
Graham 42:3  
Graham. 42:9,  
45:10  
grandchildren  
112:21  
Granted 48:4  
grateful 66:12  
Great 48:16,  
56:17, 61:23,  
81:14, 97:9,  
116:8  
greater 40:13  
greatest 60:16  
green 9:17,  
25:18, 58:17,

97:3, 98:18  
Greenway 68:7  
Greg 77:25,  
80:13, 80:22,  
80:25  
grew 116:1  
grid 12:18,  
14:4, 16:16,  
17:8, 17:10,  
25:1, 25:20,  
26:8, 59:2  
gridlock 112:11  
grind 85:17,  
86:2  
gripe 86:12  
grocery 100:9  
Group 19:11,  
42:2, 52:13,  
67:18, 72:8,  
76:18, 76:21,  
76:23, 77:10,  
93:13, 93:14,  
95:15, 98:3  
groups 8:18  
growing 65:4  
guess 68:12,  
70:12, 75:12,  
82:25, 88:24,  
110:4, 110:19  
guesstimate  
62:20  
gusset 78:23  
guy 48:21,  
65:11  
guys 44:12,  
44:19  
  
< H >  
H-A-N-S-O-N  
97:19  
H-E-Y-B-U-R-N  
67:7  
habitat 10:15,  
22:5  
half 30:5,  
32:8, 72:24  
half-filled  
26:13  
halfway 30:6

hall 57:21,  
116:12, 118:4  
Hallowell  
47:18, 87:22  
halves 30:4  
hammered 16:6  
hammering 14:17  
hand 41:22,  
88:24, 91:18  
hand-in-hand  
75:21  
Handouts 11:8  
hands 103:11  
hands-on 14:14  
handsome 53:5  
hangers 24:11  
Hanson 97:18  
happen 18:18,  
27:13, 47:20,  
47:21, 53:9,  
70:15  
happening 79:19  
happens 10:5,  
26:7, 98:23,  
115:11  
happy 109:3  
Harbor 68:8,  
68:9  
hard 3:23,  
22:23, 29:19,  
40:15, 44:3,  
59:13, 59:14,  
67:21  
hardly 96:7  
Harpswell  
73:23, 75:25,  
87:2, 88:20  
hate 72:12,  
75:22, 115:1  
hazard 61:10  
hazardous 22:6  
head 20:6  
heads 39:6  
hear 51:8,  
55:8, 66:25,  
71:11, 73:21,  
93:20,  
102:23, 113:2  
heard 52:9,  
57:25, 59:10,

66:18, 92:17,  
102:24,  
103:1, 108:24  
heart 27:25,  
69:14  
heavily 12:13,  
12:14, 32:21,  
35:22  
heavy 31:15,  
76:9  
heck 101:22  
height 45:12,  
45:24, 55:1,  
55:9, 55:11  
held 18:3,  
45:18, 45:19  
hellish 89:5  
Hello 86:24  
help 9:1,  
48:13, 52:6,  
57:19, 64:16  
helped 79:4  
helping 64:21  
Henry 67:6,  
67:10, 68:20,  
68:25  
hereby 119:4  
heritage 79:25  
hesitate 114:7  
Heyburn 67:6  
Heyburn. 67:10,  
68:20, 68:25  
High 1:13,  
1:17, 19:17,  
28:3, 33:12,  
33:20, 48:4,  
51:5, 51:16,  
53:1, 57:7,  
57:8, 78:6,  
111:11  
higher 45:16,  
45:25, 54:7,  
93:25  
highest 40:8  
highlighting  
25:18  
Highway 3:6,  
3:11, 4:25,  
7:24, 8:1,  
10:7, 43:12,

45:2, 49:1,  
86:6, 86:9,  
92:5, 93:24,  
106:6,  
106:22,  
110:13  
Hill 46:11,  
50:3  
hired 4:10  
historian  
67:18, 97:20  
historical  
69:7, 105:17  
history 69:9,  
94:25, 95:7,  
96:4, 103:14  
hit 12:1,  
12:25, 26:20,  
28:3, 37:23,  
65:14, 96:7,  
112:7, 112:8  
Hoffman 48:18  
Hoffman. 48:14,  
48:24, 49:2,  
49:13  
Hold 11:16,  
16:11, 16:20,  
18:23, 57:23,  
82:10, 82:11,  
106:14,  
111:19  
holding 19:9,  
48:1, 115:3  
holds 16:7  
holes 16:25  
home 76:1,  
95:9, 105:4,  
105:9  
honestly 74:24,  
75:20, 101:4  
honeymoon 74:24  
honor 7:1  
hop 70:24  
hope 26:22,  
53:25, 55:20,  
63:8, 69:21,  
77:21, 97:12,  
110:8,  
110:13,  
118:11

hopeful 109:1  
Hopefully 7:9  
horrible 83:21  
horse 88:20  
hot 16:5, 74:21  
house 39:9  
housekeeping  
5:7  
houses 107:5  
huge 32:17,  
68:10  
hunched 54:23  
hundreds 16:2,  
29:21, 99:13  
hungry 49:16  
hunk 58:17,  
103:4, 103:6  
Hunter 72:21  
hydraulics  
41:14  
hydro 22:14

< I >

I-35W 14:20  
icon 113:15,  
113:24  
iconic 53:6,  
73:6  
idea 41:21,  
47:3, 47:4,  
57:4, 57:9,  
57:20, 87:16,  
96:21, 97:21  
ideas 56:17,  
115:8, 118:12  
identified  
20:21, 28:23,  
41:2, 41:9  
identifies 9:8  
identify 48:17,  
101:6  
identifying  
21:25  
images 98:13  
imagine 17:25,  
74:4, 87:13,  
88:5, 88:6  
immediately  
89:18

immense 89:22  
Impact 9:2,  
10:16, 21:22,  
27:11, 29:11,  
30:13, 32:4,  
33:12, 40:20,  
55:24, 61:3,  
63:19, 65:4,  
65:19, 87:13,  
89:25, 109:8,  
110:3  
impacted 27:16,  
34:5, 52:16,  
77:2  
impactful 88:13  
impacting 109:9  
impacts 9:3,  
9:10, 9:21,  
22:4, 22:9,  
22:10, 22:11,  
22:12, 23:11,  
23:12, 29:1,  
29:15, 29:19,  
29:21, 29:24,  
31:20, 32:19,  
33:16, 41:2,  
47:10, 47:14,  
57:1, 60:16,  
61:18, 77:9,  
83:10, 87:15,  
96:14  
impaired 73:7  
impedance  
109:18  
imperfections  
39:12  
implementing  
3:11  
importance  
34:7, 96:4  
important 5:10,  
22:16, 69:10,  
71:10, 78:10,  
85:24, 86:17,  
107:19,  
107:23,  
113:25, 117:1  
importantly  
96:23  
impression

101:25  
improve 23:23,  
58:16, 64:20,  
112:3  
improved 56:8,  
64:15  
improvement  
33:1, 42:14,  
56:15  
improvements  
32:22, 112:2  
improves 11:3,  
33:9  
in-depth 15:9  
in-water 31:16  
in. 19:18,  
27:13, 41:23  
inappropriate  
102:20  
Inc. 88:21  
incarnate 88:22  
inch 14:16,  
104:5  
inches 65:13  
include 10:9,  
19:10, 116:11  
included 17:20,  
61:19,  
104:24,  
105:12,  
108:10  
including 8:17,  
9:7, 56:15  
incorporate 4:1  
Incorporated  
37:3, 99:16  
increase 23:3,  
37:1, 38:1,  
38:10, 38:11,  
39:25, 53:13,  
100:17,  
111:16  
increased  
14:22, 79:16  
increasing  
65:19  
incredible  
28:11, 53:17  
incredibly  
71:10, 75:14

Indian 92:20  
indicate 10:17  
individual 6:12  
individually  
79:11, 97:24  
industrial  
67:20  
industry 44:7,  
79:13  
inflation 36:5,  
100:18  
inflationary  
100:10  
influencing  
28:5  
inform 8:4  
Information  
5:4, 5:6,  
28:11, 41:6,  
43:16, 60:25,  
61:21, 61:25,  
94:11, 98:3,  
115:17  
informed 102:17  
Infrastructure  
56:3, 105:3,  
105:22,  
107:23  
initial 7:15,  
35:17, 37:9,  
42:17, 96:10  
initially 8:22,  
81:6  
initiation 39:4  
input 3:14,  
8:19, 9:13,  
10:23, 37:2,  
49:4, 92:7,  
94:7, 115:11  
inspect 14:21,  
16:14  
inspection  
14:14, 14:15,  
15:1, 15:9,  
17:16, 33:19,  
37:7  
inspections  
14:13, 14:25,  
15:3, 16:22,  
23:20, 36:1,

38:5  
inspectors  
15:10  
installing  
113:11  
Instead 16:5,  
25:19, 30:9  
instigators  
108:17  
Institute  
51:15, 102:16  
integrate 64:21  
intending 41:22  
intent 19:8  
interest 8:18,  
36:6, 67:17,  
79:1, 79:16  
interested  
81:13  
interesting  
28:5, 78:8,  
98:6  
interests  
116:14,  
117:17  
internal 60:24  
International  
54:11, 76:3  
interrupting  
95:6  
intervene 7:7  
intimate 113:6  
intricate 34:24  
introduction  
4:3  
invest 36:7,  
36:8, 36:10  
investigate  
28:14  
investigated  
20:24, 21:10,  
22:7  
investigation  
35:15  
investing 36:5,  
107:23  
investment  
78:9, 89:22  
investors 79:18  
involved 74:5

iron 73:13  
irony 47:25  
Island 117:11,  
117:12  
Isle/sedgwick  
38:16  
issue 70:14,  
114:24  
issues 7:5,  
20:17, 42:20,  
47:6, 73:2,  
107:18  
items 23:21  
iteration 100:5  
itself 28:22,  
55:18, 78:19,  
92:19, 93:3,  
101:14

< J >

jam 6:3  
James 93:7,  
93:10, 93:21,  
94:15  
jarring 85:25  
Jersey 89:4,  
113:10  
job 34:23,  
64:6, 70:6,  
87:18  
jobs 81:8,  
88:12  
Joel 98:10  
John 3:3, 42:3,  
42:9, 45:10,  
95:24, 99:2,  
100:25  
join 97:13  
joined 4:23  
joining 4:7,  
102:20  
judge 4:8  
June 83:5  
junk 58:13  
justifiably  
14:22

< K >

Kathy 58:6,  
59:25, 60:4,  
83:16  
Keep 18:24,  
38:6, 40:6,  
49:24, 52:24,  
58:4, 66:7,  
83:24, 85:8,  
106:2,  
106:15,  
112:4, 112:15  
keeping 48:4  
keeps 63:25  
Kennebec 73:15,  
112:18  
Kennedy. 91:21,  
118:15  
kept 85:2  
Kevin 48:14,  
48:18, 48:24,  
49:2, 49:13  
Key 68:10  
killing 76:7  
Kind 6:7, 19:9,  
22:12, 30:6,  
40:6, 47:5,  
50:17, 59:23,  
69:11, 85:18,  
87:24, 89:7,  
96:6  
kinds 49:5,  
50:2, 92:22  
King 86:25,  
112:17  
King. 88:8,  
113:3  
Kittredge 98:10  
knowledgeable  
46:21  
known 69:16  
knows 100:9  
  
< L >  
lady 82:15  
laid 26:17  
Lamont 91:7  
landmark 50:2,  
91:11  
landmarks

105:17  
Lane 30:2,  
31:21, 45:2,  
62:6, 65:10,  
65:14, 65:17,  
68:18, 68:21,  
68:23, 68:24,  
81:11, 81:12,  
104:15,  
109:12,  
111:13  
lanes 12:16,  
25:3, 25:6,  
25:10, 25:17,  
26:2, 27:4,  
30:14, 31:7,  
56:8, 59:1,  
69:1, 96:12,  
103:20,  
104:12,  
109:7, 111:12  
large 12:11  
larger 114:4  
largest 71:3,  
78:13, 79:13  
Larissa 89:16  
last 4:8,  
12:17, 19:3,  
23:5, 34:24,  
35:10, 37:5,  
38:15, 41:1,  
44:14, 44:16,  
46:13, 47:4,  
50:24, 52:12,  
66:2, 67:7,  
70:1, 76:5,  
76:13, 78:12,  
79:6, 85:14,  
90:15,  
112:15,  
113:18, 114:8  
lastly 69:11,  
110:9  
lasts 64:4,  
87:10  
late 6:1, 86:18  
later 24:18,  
72:2, 111:6  
Laughter. 59:24  
law 4:5, 6:20

laws 8:7  
lead 8:2, 60:20  
learned 94:24  
least 30:13,  
55:16, 67:23,  
70:11, 84:9,  
84:17, 88:13,  
89:19, 92:18,  
108:10,  
113:14  
leave 7:11,  
69:5, 82:11,  
82:14, 89:5,  
106:15  
led 68:1,  
108:18  
ledge 21:17,  
26:20, 27:22  
left 17:3,  
23:18, 39:14  
legal 43:7  
leisure 79:24  
length 26:4,  
72:25  
lengthy 6:13  
Leonard 115:24  
Leonard.  
116:10,  
116:16,  
117:5, 117:9  
Lepera 101:9  
Lepera. 101:3,  
101:8, 101:18  
less 32:19,  
35:11, 38:23,  
40:17, 73:7,  
77:9, 77:19,  
81:7, 96:13,  
96:15, 101:1,  
109:25  
lessons 94:24  
Letter 2:3,  
2:4, 2:5  
letters 90:22  
letting 65:10  
level 23:3,  
28:3, 45:17,  
99:6  
levels 8:18,  
40:10

Lewiston 44:6  
lifetime 79:5,  
80:8, 80:14,  
80:16, 90:2  
light 61:2  
lighter 26:9  
lights 53:11,  
75:17  
lightweight  
26:6, 74:10  
likely 34:6  
likes 63:25  
limit 5:19,  
15:17, 40:23  
limitation  
50:17  
limitations  
50:21  
limited 4:11,  
27:10, 64:6  
Lin 43:24,  
54:10, 54:11,  
98:11  
Linda 95:24  
line 19:16,  
20:8, 25:13,  
77:20, 82:25,  
88:6  
lines 34:4,  
64:7, 64:15  
linking 91:11  
list 22:2,  
23:21, 99:8  
listed 78:11,  
80:5  
listen 78:8  
listened 60:12  
listening 47:1,  
114:17  
listing 66:14  
live 42:5,  
46:11, 47:22,  
48:19, 55:14,  
58:7, 60:9,  
63:17, 66:1,  
70:9, 72:8,  
72:21, 78:2,  
83:13, 89:11,  
89:17, 90:13,  
97:19, 108:6,

112:18,  
114:15  
lived 67:11,  
72:23, 116:2,  
117:10  
lives 113:5  
living 6:20  
Liz 83:17  
LLC 93:15  
load 15:13,  
15:14, 20:17,  
23:24, 39:23  
loaded 45:15  
loads 43:7  
Local 70:20,  
90:22, 91:14,  
113:11  
locally 81:8  
located 7:25,  
18:4, 21:16,  
21:23, 28:24,  
72:4  
locating 79:20  
location 23:1,  
30:12, 41:15,  
48:7, 75:7,  
75:8  
locations 103:2  
log 6:2  
long 26:18,  
26:21, 34:25,  
57:2, 64:11,  
67:21, 69:16,  
79:6, 84:13,  
89:11, 97:3,  
113:17  
long-term  
44:11, 96:4,  
96:14  
longer 11:19,  
11:24, 37:5,  
45:18, 63:4,  
64:4, 79:4,  
80:1, 80:20,  
83:24  
longest 87:10,  
95:22  
longevity 25:23  
looked 21:1,  
21:7, 22:4,

22:9, 25:2,  
30:1, 31:11,  
35:14, 35:16,  
35:19, 41:4,  
52:1, 59:18,  
59:19, 61:15,  
112:12  
looking 5:20,  
14:17, 14:18,  
23:20, 33:1,  
37:1, 54:13,  
64:7, 73:7,  
97:13, 102:9  
looks 29:9,  
43:17, 75:4,  
110:13  
loop 63:6  
lose 49:11,  
75:22, 77:4,  
77:5, 88:11,  
88:12  
losing 57:4  
loss 15:11,  
17:1, 19:24,  
39:5, 39:6,  
39:22, 88:9  
losses 87:17,  
87:18, 116:8  
lost 18:21,  
18:22, 18:23,  
19:14, 47:25,  
71:13, 71:14,  
80:4, 82:24,  
110:7, 110:8,  
117:19  
lots 29:16,  
92:20, 98:6  
love 44:12,  
59:13, 70:17,  
74:8, 88:5,  
96:21, 96:23,  
97:10, 101:15  
lovely 53:17  
lovers 75:20  
low 25:4, 97:1  
Lower 17:4,  
40:17, 47:5,  
54:7, 91:25,  
96:10, 96:11,  
99:11, 111:23

lowered 15:4  
lowest 75:10,  
87:9  
< M >  
M. 66:5  
Ma'am 50:21,  
52:6, 58:5,  
59:21, 62:3,  
63:13, 70:7,  
70:21, 73:19,  
89:14, 90:12,  
101:2,  
112:14,  
114:8, 115:20  
mail 6:16, 11:7  
Main 12:7,  
64:5, 64:19,  
84:12, 107:12  
Mainedot 3:19,  
4:10, 4:22,  
7:14, 8:22,  
10:7, 11:6,  
11:11, 19:2,  
38:18, 40:14,  
48:22, 66:25  
mainly 69:15,  
114:4  
maintain 19:7,  
24:20, 30:4,  
30:7, 30:19,  
31:7, 32:14,  
68:15, 103:11  
maintained  
113:22  
maintaining  
21:11  
maintains 26:1  
Maintenance  
19:11, 29:25,  
30:24, 35:11,  
35:25, 37:18,  
38:5, 44:12,  
44:18, 49:25,  
55:19, 55:22,  
100:22,  
103:17  
major 32:25,  
61:17, 68:6,

109:20  
majority 42:22  
man 88:24  
Manager 4:21,  
11:11  
managing 8:5,  
63:22  
mandate 17:4  
manifestations  
64:13  
manufacturing  
105:8  
Maple 72:21  
margins 63:19  
Marine 10:13,  
60:23  
mark 3:25  
marked 91:19,  
91:20, 118:14  
Market 91:14  
marketing 63:21  
MARTIN 1:23,  
4:23, 7:20,  
7:23, 10:2,  
41:18, 49:1,  
93:23, 94:4  
marvel 73:11  
Mary 2:5,  
112:17, 113:3  
Massachusetts  
71:14  
material 61:24,  
81:9  
materials 3:23,  
22:6, 35:8,  
49:23, 105:7  
math 96:19  
matter 33:17,  
58:7, 73:4,  
83:25, 85:2,  
88:10, 88:12,  
115:10,  
118:10  
Matthew 72:7  
McMahon 109:19  
MDOT 42:11,  
43:4, 43:24,  
77:1, 77:7,  
78:9, 79:8,  
81:1, 89:21,

92:4, 98:4,  
98:10,  
103:10,  
104:22,  
111:20,  
111:25  
mean 65:12,  
68:23, 74:24,  
88:10, 94:7,  
113:15,  
117:21  
means 61:25,  
83:23, 109:9,  
119:6  
measure 36:12,  
38:10, 40:1,  
55:9  
measured 22:1  
measurements  
15:11  
meat 20:11,  
21:5  
mecca 117:15  
media 102:25  
meet 23:15,  
23:23, 65:6  
Meeting 1:13,  
3:6, 3:8,  
3:13, 4:11,  
4:13, 5:8,  
5:22, 7:12,  
7:21, 8:25,  
9:12, 9:22,  
10:22, 11:10,  
48:1, 48:20,  
70:2, 93:25,  
94:5, 94:6,  
94:9, 102:19,  
104:20,  
108:12,  
108:15,  
108:25,  
118:17  
meetings 6:21,  
46:23, 49:3,  
59:9, 92:4,  
94:5, 94:11,  
95:17,  
108:13,  
108:21

members 13:23,  
16:7, 18:8,  
18:9, 18:24,  
19:10, 19:15,  
39:23, 47:22,  
95:12, 103:1  
memorable 69:6,  
69:8  
memory 116:25  
mention 33:25,  
70:23, 117:3,  
117:10  
mentioned 7:22,  
11:5, 14:5,  
17:18, 28:23,  
39:25, 41:7,  
42:16, 44:6,  
97:22, 115:7  
mentioning  
75:17  
merit 114:21  
mess 41:14  
met 10:10,  
10:12, 20:24,  
20:25, 54:14,  
70:2  
metal 51:6,  
51:15, 83:12,  
90:10  
mic 10:1,  
11:15, 51:10,  
95:3, 113:1  
microphone  
48:13  
mid-block 32:25  
Midcoast 87:1,  
99:12  
miles 65:2,  
113:23  
Mill 12:5,  
28:20, 53:7,  
57:11, 57:12,  
63:18, 77:12,  
84:6, 84:7,  
116:24  
million 32:7,  
32:8, 32:11,  
32:16, 36:15,  
36:16, 40:5,  
40:9, 40:11,

43:1, 44:1,  
100:6, 112:1  
millions 61:11  
mills 78:15,  
84:5, 92:22,  
102:11  
mind 43:17,  
58:13, 58:18,  
67:24, 70:18,  
107:22,  
116:14  
mine 69:18  
minimal 35:10  
minimum 26:25,  
27:3, 27:4  
mining 105:7  
Minneapolis  
14:20  
minor 24:12,  
24:13, 24:15  
minute 5:7,  
29:14, 38:15  
minutes 11:15,  
82:8  
misconceptions  
43:2  
missing 104:4,  
104:22  
mission 78:3  
Missouri 75:24  
mitigate 47:23  
mitigation  
97:14  
mobility 20:19  
model 22:19,  
29:8  
MODERATOR 1:11,  
70:1  
modern 34:3,  
35:6, 35:8,  
37:19, 49:23,  
50:13  
modifies 11:3  
money 36:4,  
36:7, 36:8,  
38:19, 40:3,  
40:15, 44:20,  
55:23, 70:17,  
74:13,  
101:22,

101:24,  
116:14,  
116:15,  
116:17  
month 14:13,  
32:5, 47:12  
months 33:15,  
33:20, 79:10,  
85:20, 87:14,  
87:15  
Montreal 65:7  
Monument 50:3  
mother 86:10  
motorcycles  
53:14  
move 11:24,  
26:15, 27:24,  
71:8, 90:7,  
101:20,  
112:25,  
117:13  
moved 71:6,  
75:24,  
101:11,  
101:21, 102:1  
moves 83:25  
moving 45:16,  
101:24  
MS 7:20, 10:2,  
41:18, 49:1,  
94:4  
Mt 1:13, 1:17,  
48:1, 51:5,  
51:14  
multi-span  
26:18  
Multiple 6:12,  
8:10, 26:21,  
51:24, 105:18  
municipalities  
71:24  
Munroe 62:5  
myself 4:4,  
11:17, 58:24,  
70:12  
  
< N >  
N-E-U-F-E-L-D  
55:14

N-O-T-E 94:21  
Nancy 62:5,  
62:8, 62:18,  
95:2, 95:6  
narrow 59:1  
narrower 88:25  
narrowest  
68:18, 68:19,  
68:21  
Narrows 56:25  
National 1:4,  
3:9, 8:3,  
10:11, 10:13,  
60:23, 68:6,  
79:9, 80:6,  
93:17, 97:25,  
109:6, 109:14  
natural 8:15,  
22:3, 49:16,  
75:5  
nature 84:3  
near 61:16  
necessarily  
27:6, 29:6,  
101:14,  
114:23  
necessary 7:9,  
47:20  
needed 9:2,  
23:22, 24:1,  
24:19, 40:5,  
40:9  
needle 14:3,  
17:9, 24:9  
needs 5:13,  
5:14, 8:14,  
25:19, 34:18,  
37:5, 39:24,  
40:4, 42:23,  
46:1, 47:21,  
77:11  
negotiations  
61:8  
neighborhood  
14:25, 31:19,  
32:11, 33:15,  
52:19, 53:12,  
53:16, 53:18,  
75:18  
neighborhoods

84:14  
neighbors  
57:20, 115:18  
NEPA 8:3, 8:5,  
8:9, 8:11,  
8:20, 9:18,  
9:19, 10:19,  
11:1  
nervous 69:13  
Neufeld 55:13,  
55:14  
newly 71:6  
Newport 117:12  
newspapers  
102:25  
next 12:21,  
13:10, 13:18,  
14:8, 27:24,  
29:3, 46:4,  
48:12, 50:22,  
52:6, 55:12,  
60:7, 61:8,  
82:24, 82:25  
Niagara 74:22  
nice 114:11  
nicely 113:7  
Nicole 101:3,  
101:8, 101:9,  
101:18  
night 58:9,  
74:21, 74:25,  
75:19, 75:20  
nineth 84:9,  
92:18  
no-brainer  
96:10  
nobody 63:24  
noise 6:7,  
57:21  
nomenclature  
12:20  
non-substantive  
54:14  
none 45:13,  
61:21, 61:23  
nooks 16:8,  
37:22  
nor 4:17  
Norm 98:11,  
98:12

north 76:19,  
87:2, 117:16  
Northern 68:7  
Notary 1:15,  
119:3  
Note 3:8, 5:16,  
6:1, 94:20  
Note. 95:4  
noted 56:5,  
61:19  
nothing 21:4,  
25:14, 60:13  
notice 112:19  
noticed 66:17  
November 108:21  
Number 28:18,  
29:10, 29:12,  
31:12, 32:12,  
46:21, 46:23,  
47:18, 60:16,  
63:24, 64:14,  
65:21, 68:4,  
74:7, 75:2,  
81:13, 83:7,  
102:23,  
107:13,  
108:8,  
109:22,  
111:8, 116:2,  
117:11,  
118:15  
Numbers 61:20,  
68:10, 91:21,  
100:1  
nutshell 40:24  
  
< O >  
o'clock 5:24,  
57:23, 81:19  
observation  
56:8, 56:16  
obtain 10:23  
obvious 96:6  
Obviously 12:5,  
32:17  
occurs 10:6,  
18:20  
odd 88:24,  
103:21

off-alignment  
30:17  
off-site 30:2  
offensive 7:3  
Office 4:23,  
5:1  
official 67:15  
Officials 8:12,  
56:12, 109:7  
often 59:14,  
71:11, 72:3  
Okay 3:2, 3:21,  
11:14, 11:18,  
41:19, 46:2,  
50:21, 51:3,  
51:9, 54:10,  
55:1, 55:7,  
57:22, 66:6,  
72:6, 73:20,  
73:25, 74:1,  
80:24, 90:18,  
91:5, 100:24,  
104:25,  
106:2,  
106:16,  
107:8, 116:14  
old 45:6, 48:5,  
49:10, 49:18,  
53:7, 56:2,  
62:21, 70:16,  
85:18, 103:4,  
114:21,  
114:23, 117:3  
older 84:6,  
84:8  
on-alignment  
21:8, 21:14,  
27:7  
on-site 30:9,  
30:11, 32:15  
Once 6:11,  
10:19, 17:2,  
18:22, 62:22,  
79:1, 95:8,  
111:2  
one-third 101:1  
one-way 30:8  
one. 5:16,  
85:9, 108:24  
ones 21:13,

59:10  
ongoing 8:21,  
57:7  
online 28:7,  
28:8  
ooing 103:1  
Oops 37:22  
open 12:18,  
41:20, 46:24,  
57:14, 75:9,  
77:10, 97:4,  
107:5  
opened 58:9  
operation 38:7  
opinion 4:16,  
28:5, 66:12,  
73:4, 73:9,  
112:8, 114:20  
opinions 97:11,  
108:14,  
114:17  
opportunities  
54:20, 56:15,  
92:7, 94:10  
opportunity  
4:15, 6:14,  
7:4, 46:25,  
56:9  
opposed 30:9,  
86:17, 100:3,  
105:11  
opposite 106:6  
opted 25:16  
Option 23:13,  
24:23, 26:5,  
26:12, 27:20,  
44:18, 55:18,  
58:1, 58:2,  
81:13, 87:9,  
87:11, 88:13,  
88:14, 99:7,  
107:13  
options 20:22,  
21:10, 21:15,  
22:17, 23:19,  
23:21, 26:16,  
28:15, 29:1,  
29:25, 31:6,  
36:23, 41:3,  
43:12, 49:21,

54:17, 67:1,  
72:15, 87:8  
order 6:9,  
19:15, 24:6,  
37:5, 50:18,  
99:10  
orders 8:7  
organization  
109:14  
organizations  
99:8, 109:22  
orientation  
64:14  
original 17:24,  
48:7, 58:11,  
112:10  
originally  
30:15  
otherwise 78:18  
ought 92:11  
ourselves 5:19  
outbursts.  
81:24, 82:2,  
82:6  
outcrop 21:17,  
26:20  
outrageous 61:3  
outside 12:17,  
14:5, 16:24,  
17:12, 25:1,  
62:1, 103:23  
over-designed  
78:23  
overall 33:9,  
33:22, 35:11,  
69:2, 96:15  
overpass 86:3,  
86:9  
overrule 82:15  
overwhelmingly  
87:6  
own 6:21, 42:5,  
55:15, 57:8,  
93:14, 104:13  
owner 76:1,  
91:14, 94:22  
owners 87:5  
owns 61:4,  
91:6, 91:7

< P >  
P-I-C-A-R-D  
46:15  
P-L-U-M-E-R  
66:5  
p.m. 1:19,  
118:17  
pack 17:23,  
34:22, 38:25  
packed 11:23  
PAGE 2:2  
paid 110:10  
paint 24:16,  
24:17, 25:14,  
33:13, 33:14,  
34:18, 34:23,  
35:2, 36:16,  
37:6, 38:4,  
39:8, 39:9,  
39:10, 39:17,  
44:24, 83:12,  
84:1  
painted 34:20,  
38:23, 39:21,  
44:16, 78:25  
painting 39:8,  
100:6  
paints 79:4  
Paper 28:20,  
116:21  
Park 4:6,  
21:23, 28:24,  
28:25, 56:16  
parking 22:25,  
48:3, 77:4,  
77:6  
Part 3:12,  
3:24, 9:19,  
10:10, 11:1,  
20:13, 34:9,  
39:7, 72:11,  
79:22, 100:4,  
102:11,  
111:23,  
112:21,  
115:15  
partial 89:2  
participate  
79:24

particular 5:3,  
26:5, 60:18,  
94:9  
particularly  
41:24, 46:3,  
46:6, 113:6  
parties 10:10,  
93:24, 94:6,  
94:9, 94:12,  
94:13  
partner 75:16  
parts 76:6,  
105:21,  
113:24  
party 93:12,  
93:14, 94:8,  
108:9  
pass 6:4,  
111:21  
passed 87:6  
passing 107:21  
passion 96:2,  
97:12  
passionately  
90:7  
past 22:21,  
35:12, 39:4  
patience 117:24  
patient 50:20  
pave 45:3  
Paxton 78:1  
Paxton. 80:13,  
80:22, 80:25  
pay 61:6,  
116:22  
Peabody 4:6  
Pedestrian  
56:18, 59:17,  
67:13, 70:12,  
70:25, 76:10,  
99:17,  
103:23, 106:2  
pedestrians  
20:20, 22:11,  
56:10, 68:3,  
76:8, 76:12,  
87:11, 97:6,  
103:22,  
104:3, 104:9,  
107:1

Pejepscot  
28:20, 84:7,  
84:11, 116:21  
Penobscot 56:25  
per 14:24,  
25:8, 29:12  
percent 17:24,  
38:10, 38:11,  
79:23, 80:1,  
88:9, 111:21,  
111:22  
perfect 114:24  
perhaps 69:2  
period 31:9,  
32:5, 40:8  
periodically  
80:19  
periods 31:22  
person 84:25  
personal 7:3,  
57:8, 112:8  
Personally 7:3,  
57:9, 77:13,  
116:20  
Peter 63:16,  
64:10, 85:12,  
85:16, 86:8  
Phinney 93:7,  
93:10, 93:21,  
94:15  
phone 6:6  
photo 17:14,  
17:18, 18:7,  
19:10, 23:5  
photos 12:21,  
15:20, 17:14,  
17:21, 24:3,  
103:2  
physical 50:17,  
50:21, 104:2  
physically  
34:21  
pick 32:18,  
38:3, 72:2  
picked 28:3  
picking 62:22  
picture 20:10,  
40:13, 51:22  
pictures 14:7,  
19:23, 42:19,

45:14, 45:22,  
49:14, 51:24,  
52:1, 58:20  
piece 58:13,  
77:3, 89:4  
pieces 13:1,  
107:23  
pier 27:17  
piers 13:8,  
23:1  
Pilchard 46:11  
Pilchard. 46:5,  
46:14, 46:17  
pile 16:19,  
22:24  
pitting 39:7  
place 16:9,  
16:12, 16:13,  
23:8, 47:17,  
49:17, 69:9,  
89:6, 100:19,  
101:11  
placement 23:1  
Places 6:23,  
59:19, 65:10,  
77:5, 78:12,  
79:9, 93:18,  
97:25  
plains 22:6  
plan 44:13,  
44:18, 94:24  
planet 116:5  
Planning 94:21,  
109:20  
plant 60:21  
plate 52:2  
plates 17:22,  
18:1, 19:16,  
19:17, 19:25,  
20:8, 78:23  
platform 97:4  
Pleasant 91:8  
Please 3:24,  
5:22, 6:5,  
41:22, 48:16,  
50:22, 51:3,  
52:6, 65:24,  
85:15, 88:25,  
90:16, 91:18,  
94:17, 98:12,

98:13, 117:25  
pleasure 3:4,  
6:20, 70:6  
plow 70:15  
plowing 71:21,  
71:22  
Plumer 65:25  
Plumer. 66:4,  
66:7  
pocketing 39:6  
podium 7:19  
point 5:12,  
42:16, 43:16,  
66:8, 98:15,  
103:10,  
104:22,  
111:4, 111:7  
point. 10:9,  
76:13, 95:6  
pointed 73:2  
pointing 9:15  
points 87:4,  
92:2, 99:5  
Policy 1:5,  
3:10, 8:3,  
8:5  
political  
117:17  
poor 15:5,  
20:17, 112:12  
pop 18:6  
port 56:16,  
113:11  
Porter 72:7  
portion 16:16  
portions 75:9,  
75:10  
Portland 102:8  
ports 56:8  
position 84:24  
positive 65:19,  
109:8  
possibilities  
110:16  
possibility  
34:11  
possible 6:25,  
68:18, 68:19,  
68:21  
possibly 45:25

post 39:23,  
40:22, 79:3  
postal 11:7  
posted 3:18,  
15:16, 40:18,  
43:6, 102:24  
posting 17:2,  
17:4, 19:1,  
40:23  
potential  
23:11, 55:25,  
61:10  
pounding 14:17,  
69:14  
pour 53:11  
poured 44:22  
power 60:21  
practices 37:21  
practicing 6:20  
precisely 57:23  
prefer 109:11  
preferred 9:9,  
41:9, 42:12,  
63:24  
prejudiced 59:8  
preliminary  
28:9, 44:4  
prepare 8:22,  
8:24  
presence 105:22  
present 36:3,  
80:17,  
100:18,  
100:19  
presentation  
7:14, 7:15,  
11:12, 11:18,  
11:19, 42:17,  
42:22, 44:1,  
48:21, 60:13,  
66:10, 74:2  
presented 51:18  
presently 53:23  
Preservation  
10:12, 67:19,  
78:1, 78:11,  
79:21,  
108:17, 116:4  
preserve 19:6,  
61:14

preserved  
113:14  
President 42:4,  
88:21, 89:16  
pretty 32:11,  
35:5, 86:20,  
96:9  
prevent 33:5,  
109:18  
previous 19:23  
price 38:14,  
62:20, 100:12  
prices 100:9  
primarily 4:9,  
15:6, 15:15,  
31:22, 103:22  
primary 8:25,  
18:10  
principles 36:2  
Prior 4:7, 8:8,  
10:19, 79:5,  
84:10  
prioritize  
66:24  
Priority 76:18,  
76:22, 116:5  
private 77:3  
privilege 95:11  
probability  
33:20  
probably 3:16,  
5:25, 16:1,  
23:5, 29:20,  
40:19, 50:8,  
58:10, 70:10,  
70:13, 71:4,  
77:2, 86:18,  
88:10, 88:11  
problem 50:7,  
84:17,  
104:14,  
104:15, 117:7  
problems 38:25,  
49:17, 83:23,  
117:7  
procedure 6:2  
proceed 10:20  
PROCEEDINGS  
3:1, 119:5  
proceeds 54:21

processes 10:18  
producing 105:6  
product 115:14  
profile 97:1  
profoundly  
    52:15, 52:16  
Program 4:22,  
    11:11, 51:6  
programs 55:24  
projected 38:11  
projection  
    111:20  
projects 31:10,  
    34:18, 38:4,  
    81:7  
promote 69:1  
promotes 109:14  
proof 65:5  
properties  
    27:16, 28:19,  
    29:2  
property 75:25,  
    76:1, 77:3  
proposal 104:11  
proposed 4:17,  
    8:22, 9:4,  
    9:6, 98:16,  
    102:19, 106:6  
proposing 37:10  
proposition  
    38:6  
protect 104:9  
protection  
    27:22  
proud 6:22  
proven 79:15,  
    79:18  
provide 8:19,  
    32:13, 32:24,  
    33:7, 34:4,  
    56:9, 64:14,  
    94:11  
provided 29:12,  
    33:22  
Providence  
    117:14  
provides 24:23,  
    27:22, 30:12,  
    32:2, 33:7  
providing 25:1,

30:13  
prudent 25:2,  
    43:23, 44:2,  
    57:6  
Public 1:13,  
    1:15, 3:6,  
    3:14, 6:22,  
    7:21, 8:17,  
    8:25, 9:11,  
    9:22, 10:4,  
    29:7, 40:20,  
    43:13, 46:24,  
    54:20, 62:1,  
    69:14, 81:21,  
    92:7, 94:4,  
    94:6, 94:14,  
    99:6, 115:5,  
    119:3, 119:13  
pull 24:4  
punch 20:6  
purchasing 81:9  
purely 28:10  
purpose 3:13,  
    9:1, 9:5,  
    9:12, 9:20,  
    10:22, 11:19,  
    20:12, 20:14,  
    20:15, 20:16,  
    20:25, 21:1,  
    23:16, 23:23,  
    42:13, 43:11,  
    104:20, 109:2  
purposely  
    108:20  
purposes 92:20,  
    92:25  
pursuant 3:9  
pushes 65:15  
put 15:17,  
    16:5, 19:17,  
    25:21, 26:22,  
    28:14, 33:4,  
    38:24, 42:25,  
    43:5, 43:9,  
    74:17, 75:3,  
    77:5, 91:1,  
    92:15, 93:1,  
    95:17, 99:25  
putting 16:5,  
    45:17, 113:5,

115:16  
< Q >  
Q-U-E-S-A-D-A  
    63:17  
quality 61:1,  
    78:5, 78:7  
quantify 29:20,  
    47:10  
Quesada 63:16  
Quesada. 64:10  
question 43:21,  
    44:9, 53:11,  
    71:21, 74:11,  
    80:6, 89:25,  
    98:9, 98:20  
questionable  
    103:17  
questions 5:2,  
    7:16, 12:1,  
    41:13, 41:20,  
    54:16, 54:18,  
    109:4  
quick 28:1,  
    36:21, 99:5  
quickly 23:17,  
    33:25, 74:14,  
    90:25, 114:10  
quiet 74:22  
quite 12:11,  
    61:15, 113:23  
quo 40:6  
quote 42:19,  
    66:17, 66:19,  
    67:1, 98:8,  
    115:2  
< R >  
rain 74:23  
raise 41:22  
ramp 5:17  
Randolph 62:5,  
    95:6  
Randolph. 62:8,  
    62:18, 95:2  
randomly 33:6  
range 8:16,  
    32:16

rapidly 56:22  
Rarely 25:4  
rate 53:2,  
56:5, 100:11  
rates 36:5,  
36:6  
rather 38:6,  
89:1  
rating 15:14,  
42:15  
ratings 15:4  
rational 95:18  
rationally  
96:18  
RE 1:4  
reach 10:8  
read 46:23,  
85:19, 90:23,  
90:25, 92:9,  
109:5, 115:22  
Real 21:5,  
69:3, 76:18,  
76:22  
reality 25:15  
realized 113:12  
reason 17:20,  
40:2, 40:25,  
43:15, 86:1,  
105:20,  
109:25  
reasonable  
37:11, 66:20,  
67:1  
reasons 31:16,  
68:1, 105:19,  
107:14  
rebuild 74:17  
rebuilds 74:7  
receive 3:13,  
9:12, 9:23  
received 37:2  
receives 14:12  
recent 16:21,  
79:3  
recite 99:7  
recognize 48:6  
recognizing  
79:14  
recommending  
32:13

record 3:7,  
4:2, 4:13,  
91:1, 91:19  
redesign 77:3  
rediscover  
96:24  
redo 44:23  
redoing 43:20  
reduce 26:11,  
40:7  
reduces 98:19  
refer 14:2,  
14:8, 17:9,  
17:23  
referred 10:17,  
13:2  
refers 13:6  
refurbish 61:6  
refurbished  
61:7  
refurbishment  
58:1  
regard 54:17,  
103:15  
regarding 10:24  
regardless  
66:12, 70:16  
regards 34:14,  
66:18  
Region 51:5,  
51:15  
Register 79:9,  
79:12, 80:6,  
93:17, 97:25  
regular 105:23  
Regulations  
3:11, 3:12,  
8:8, 61:9  
Regulatory  
22:14  
rehab 33:13,  
40:1, 81:8  
rehabilitate  
35:18, 117:12  
rehabilitated  
24:21, 34:19,  
44:2, 78:15,  
80:15, 103:5,  
107:17  
rehabilitating

67:2, 81:4  
rehabilitation  
9:7, 21:10,  
21:14, 23:19,  
23:20, 28:14,  
31:6, 32:1,  
33:11, 33:18,  
36:22, 36:25,  
39:17, 47:6,  
47:12, 62:13,  
79:14, 91:10,  
91:15,  
100:21,  
104:11,  
105:11  
rehab 35:16,  
38:12, 41:4  
reinforced  
25:22  
reinforcing  
37:19  
related 98:5  
relationship  
89:7  
relative 65:9  
relatively  
31:21  
remain 54:18  
remainder 7:17,  
85:6  
remained 111:5  
remains 78:19  
remarkable  
92:10  
remarks 85:6  
remember 14:6,  
15:18, 58:14,  
58:20, 69:4,  
74:6, 83:20,  
101:12,  
115:3, 117:25  
remembering  
83:13, 83:21  
remind 28:6,  
57:25  
remove 19:16,  
20:7, 24:25,  
34:22, 39:1,  
98:16  
removed 20:3,

40:18  
rendering 27:9  
renderings  
115:7  
renovated 63:18  
repainted  
58:12, 114:25  
repair 19:2,  
19:12, 24:14,  
36:1, 81:1,  
81:9, 94:24  
repaired 81:15  
repairing 38:20  
repairs 19:13,  
23:22, 24:12,  
24:15, 37:4  
repeat 58:3  
rephrasing 7:8  
replace 19:13,  
24:5, 24:25,  
35:19, 36:15,  
42:18, 49:20,  
49:22, 56:2,  
86:1, 86:3  
replaced 24:2,  
48:2, 80:18  
replacements  
23:18, 31:19,  
35:4, 35:16,  
36:22, 36:24,  
38:4, 41:4  
replacing 24:7,  
24:12, 39:23  
report 28:9,  
44:5, 110:10  
Reported 1:15  
Reporter 1:16,  
119:2  
Reporter/notary  
119:13  
reports 45:20,  
46:23  
represent 72:8,  
99:20  
representation  
36:18  
representative  
66:9, 66:25,  
77:11  
representatives

5:5  
REPRESENTING  
1:21, 1:23,  
42:2, 46:19,  
76:18, 99:13  
represents  
20:7, 87:1,  
99:19  
request 7:15,  
93:18, 98:4  
requested  
91:20, 118:14  
require 34:16,  
35:4, 50:7  
required 14:18,  
78:25  
requirements  
8:11, 14:20  
requires 37:17  
requiring 31:1  
rerouting  
87:17, 88:14  
researching  
89:23  
reserve 7:10  
Resident 46:18,  
67:8, 83:2,  
91:24  
residents  
56:13,  
116:18,  
116:23  
resolute 83:8  
resolution  
83:6, 87:6  
resource 53:17  
resources 22:3,  
22:7, 22:8,  
28:17, 79:15  
respect 6:25,  
97:11  
respected  
113:19  
respects 60:17  
respond 5:1,  
71:21  
responded 11:1  
responsibility  
70:21, 71:23  
responsible

81:16  
restaurant  
22:21  
restaurants  
57:4, 76:3  
restricted  
98:14  
restriction  
22:22  
restrictions  
31:15  
restrooms 5:17,  
5:19  
result 9:3  
resulted 17:2,  
32:4  
results 8:10,  
33:9, 47:12,  
89:3  
Retail 46:20,  
71:3  
retailers  
46:19, 47:8,  
47:18  
retired 116:1  
retirement 95:9  
retrafficking  
88:15  
reuse 105:2  
review 3:18,  
9:21  
Rhode 117:11,  
117:12  
rhyme 89:10  
Richmond 87:3  
rid 57:10,  
98:18, 106:24  
ridden 72:15,  
112:5  
ride 58:23,  
58:24, 59:5,  
65:13, 112:6,  
117:6  
riders 99:19  
riding 13:3,  
15:7, 63:10  
rightly 61:5  
risk 61:10,  
113:5  
River 22:20,

22:22, 23:9,  
37:12, 41:10,  
53:8, 56:10,  
58:14, 58:15,  
58:16, 58:21,  
63:5, 73:6,  
73:15, 83:13,  
85:23, 89:7,  
90:3, 90:9,  
93:3, 101:13  
rivers 117:13  
rivet 16:6,  
18:4, 18:22,  
20:8, 39:6  
riveted 16:3,  
38:21  
Rivets 18:6,  
18:15, 18:20,  
19:16, 20:3,  
37:22  
Road 33:6,  
44:25, 46:11,  
65:14, 65:17,  
77:15, 77:18  
roads 40:8,  
40:24, 72:1  
roadways 40:12  
Roberts 46:11  
Robin 1:15,  
5:9, 119:2,  
119:12  
rock 75:5  
rod 20:5  
role 4:11, 4:18  
romantic 74:21  
Room 11:8,  
33:8, 66:12,  
89:10  
rose 108:25  
rot 18:21, 84:1  
Route 12:7,  
30:10, 68:7,  
111:12  
routes 68:6  
Row 4:6  
ruins 58:18  
rule 44:17  
rules 7:7  
run 46:19  
runs 17:19

rural 40:24  
rust 14:18,  
16:11, 17:21,  
17:23, 18:1,  
18:13, 34:22,  
38:25, 39:1,  
39:4, 39:13,  
39:14, 42:18,  
42:25, 49:14,  
51:24, 51:25,  
58:17, 103:3,  
103:10,  
107:15,  
114:24,  
114:25, 115:1  
rusted 19:14,  
39:13  
rusting 90:10  
rusty 58:13,  
73:8, 97:3,  
103:4, 103:6  
  
< S >  
S-H-A-T-T-U-C-K  
99:5  
S-T-E-R-N 108:6  
saddle 55:22,  
57:6  
safe 33:23,  
50:13, 59:16,  
59:20, 63:11  
safely 73:14  
safer 48:8,  
56:6, 72:15,  
96:15  
safest 87:10,  
103:21  
safety 20:19,  
22:10, 32:22,  
32:25, 33:5,  
33:9, 34:14,  
56:20, 56:21,  
68:2, 70:12,  
70:14, 89:6,  
89:7, 89:25,  
103:20,  
104:15,  
106:23,  
106:24,

107:14,  
109:8, 109:13  
sake 28:2, 57:8  
sales 87:17,  
88:9  
salt 16:18  
San 85:20  
sands 16:18  
sandwich 19:15  
sat 43:25,  
92:24  
saves 110:6  
Saving 53:15,  
109:25,  
110:5, 117:20  
saw 32:22,  
39:25, 69:15,  
78:18, 87:19,  
101:12,  
104:10  
saying 39:19,  
45:3, 47:24,  
77:9, 107:11,  
115:1  
says 20:20,  
60:15,  
109:22,  
114:18  
scale 12:23  
scan 115:16  
scared 87:22  
School 1:13,  
1:17, 5:18,  
48:4, 51:5,  
51:16  
Scott 97:18  
scrap 111:24  
scrape 39:9  
screen 52:21,  
53:1  
Sea 22:21,  
22:25  
seasonality  
31:14  
seat 7:8  
Second 21:12,  
25:24, 25:25,  
29:14, 37:14,  
41:1, 48:20,  
61:20, 64:5,

74:10, 74:20,  
92:14, 93:18,  
93:22, 96:17,  
117:24  
secondary 18:8,  
18:9, 109:18  
Secondly  
109:19, 110:9  
Section 10:11,  
10:14, 14:4,  
15:11, 17:1,  
18:22, 22:8,  
28:17, 39:5,  
39:22, 94:2,  
98:17, 98:19,  
107:7  
seeing 13:17,  
73:6, 98:22  
seem 41:24  
seems 68:14,  
74:14, 107:13  
seen 3:16,  
19:23, 40:21,  
44:3, 45:1,  
60:24, 72:23,  
72:25, 75:15,  
102:24,  
102:25  
sees 37:25,  
68:5  
selected 60:15,  
118:11  
Selectmen  
62:10, 62:25,  
83:3, 83:5,  
95:12, 99:16,  
110:25  
self-addressed  
118:2  
sending 30:10  
sense 67:25,  
71:7, 100:12  
sensitive 33:11  
separate 94:10  
series 13:14,  
20:22, 24:2,  
34:17  
serious 34:2  
serve 62:15,  
67:16

served 62:9,  
62:10, 62:12,  
67:12  
Service 10:13,  
36:13, 36:24,  
44:4, 44:6,  
44:9, 56:3,  
66:16, 95:14,  
96:11, 100:2,  
100:15  
set 5:21, 5:24,  
78:7  
settle 102:9  
seven 34:4,  
81:20  
Several 35:14,  
61:11, 81:24,  
82:2, 82:6  
severe 24:3  
severed 56:24  
shadowing 61:2  
shake 88:24  
Shakespeare  
118:7  
shallower 27:21  
shaped 50:3  
share 46:25  
shared 84:22  
sharing 114:11  
Sharon 2:4,  
91:13  
Shattuck 99:2,  
99:4  
Shattuck.  
100:25  
shedding 83:12  
sheer 20:5  
sheets 6:4  
shift 75:8  
ship 113:11  
shock 39:10  
shocked 116:7  
shops 104:13  
short 31:21,  
115:22,  
116:13  
short-term  
117:19  
shorter 80:15  
shortfall 40:11

shoulder 12:19,  
25:2, 88:23  
shoulders  
12:16, 12:18,  
25:16, 25:17,  
26:2, 27:4,  
33:7, 56:7  
shouldn't  
88:21, 110:4  
show 12:21,  
12:23, 14:9,  
15:20, 26:4  
showed 20:18,  
23:1, 24:3  
showing 21:12,  
49:14, 49:15,  
103:2  
shows 17:19,  
17:21, 18:18,  
19:11, 27:9,  
45:13  
shrine 89:9  
shut 111:13  
sickened 92:11  
side 13:15,  
14:1, 16:17,  
23:2, 27:12,  
28:25, 59:2,  
59:11, 60:21,  
72:22, 84:5  
side-by-side  
73:15  
sides 45:7,  
47:13, 57:11,  
64:21, 70:4,  
78:7, 95:13,  
104:12  
sidewalk 12:15,  
21:11, 21:12,  
24:24, 25:25,  
26:3, 37:14,  
56:19, 58:25,  
70:15, 70:25,  
71:23, 72:4,  
81:13  
sidewalks 27:3,  
32:24, 33:2,  
33:4, 56:7,  
72:2, 96:13  
sight 64:6,

64:15, 77:20  
sighted 116:13  
sign 40:22,  
40:23  
sign-in 6:4  
signed 6:5,  
119:8  
signed-in 6:3  
significance  
69:7  
significant  
9:3, 10:16,  
16:12, 17:6,  
20:7, 22:2,  
28:18, 32:12,  
33:16, 38:18,  
40:11, 47:11,  
64:2, 65:4,  
66:22, 97:23  
significantly  
26:9, 105:11  
silence 6:8  
silent 111:6  
silly 102:2  
similar 26:7,  
32:2, 32:4,  
38:22, 42:22  
Simple 7:6,  
20:16, 20:20,  
104:4  
simply 37:8,  
92:2  
single 6:12,  
21:11, 24:24,  
30:2, 31:21,  
37:14  
sister 83:17  
sit 42:21,  
94:17, 112:18  
site 28:24,  
30:1, 30:8,  
33:3, 92:17,  
92:20, 92:21,  
92:24, 93:1,  
93:3, 96:23,  
96:24, 96:25,  
97:2, 97:8  
sitting 77:9  
situation 25:6,  
25:7, 64:12,

113:10  
situations 25:5  
six 20:23,  
33:15, 34:4,  
87:15  
size 25:11,  
52:21  
sky 75:19  
slapping 89:3  
sleep 99:25,  
100:4  
sleeps 115:2  
slide 9:16,  
13:10, 13:18,  
13:22, 23:5,  
30:21, 41:1,  
41:13, 66:13,  
98:12, 98:19  
slides 12:23,  
14:8  
slightly 6:2  
slip 59:4  
slow 29:18,  
68:21, 89:8,  
96:2  
slower 69:1,  
88:25  
slows 107:4  
small 25:12,  
37:25, 88:4,  
93:15, 110:4,  
110:5  
smaller 52:21  
smell 83:14,  
83:21  
Smiley 2:4,  
91:14  
smooth 64:16  
snow 16:17,  
77:5  
social 8:14,  
9:10, 22:8,  
92:25, 102:24  
solute 92:11  
solved 53:10  
somebody 44:15,  
50:5  
someone 7:6,  
7:11, 50:8,  
52:5, 57:18,

107:20, 115:2  
sometimes  
55:16,  
112:18,  
117:16,  
117:17  
somewhat 34:25,  
52:20, 52:21  
soon 21:18,  
64:11  
Sorry 3:21,  
10:2, 51:11,  
51:16, 62:3,  
81:22, 82:20,  
83:17, 101:9,  
112:15, 113:4  
sort 74:22  
soul 74:12,  
95:18, 110:8,  
110:9  
soulfulness  
115:12  
soulless  
114:23,  
115:11  
sound 53:13  
Sounds 52:10,  
102:2  
Southern 86:25,  
99:12  
space 94:20  
spaces 77:4  
span 13:15,  
13:16, 26:22,  
50:6, 103:12  
spanning 13:25  
speaker 49:8,  
73:5  
speaking 66:18,  
69:14, 94:16  
speaks 34:25,  
53:15, 55:18  
spearhead 62:12  
special 15:9,  
22:12, 76:2,  
87:24  
specializes  
81:3  
specializing  
81:2

Species 10:14,  
22:4  
specific 11:9,  
12:22, 31:20,  
37:10, 94:5  
specifically  
72:14, 84:20  
spectacular  
64:25, 65:1  
speed 111:11  
spell 46:13,  
50:24, 66:2,  
85:14, 90:15,  
99:4  
spend 12:4,  
12:7, 12:24,  
14:15, 36:9,  
38:18, 40:15,  
80:1, 96:7  
spent 4:9,  
49:14, 101:21  
spoken 81:21,  
90:6  
spot 74:21  
spreadsheet  
104:23  
spurred 15:8,  
19:2  
staff 95:23  
staged 30:3  
stakeholders  
8:17  
stamped 118:3  
stand 34:6,  
83:8  
standard 21:2,  
44:8  
standing 44:15,  
69:12, 93:25  
standpoints  
35:15  
stands 91:11  
start 6:1,  
37:15, 39:22,  
39:23, 97:13,  
117:20  
started 36:25,  
41:7, 42:11,  
62:22,  
108:21,

111:22  
starting 18:20,  
39:3, 39:4  
starts 24:5,  
24:7  
State 1:1,  
1:16, 1:21,  
40:4, 40:21,  
46:19, 55:24,  
70:20, 78:14,  
79:23, 84:22,  
85:2, 99:19,  
103:19,  
111:16, 119:3  
state-of-the-ar  
t 18:16  
stated 109:17  
Statement 9:2,  
42:13, 63:20,  
93:19, 93:22,  
115:22  
States 67:20,  
116:3  
station 112:22,  
116:12  
status 40:6  
stay 50:1,  
50:7, 50:10,  
55:21, 80:1  
stays 112:10  
steep 23:9  
stenograph  
119:6  
stenographer  
5:9  
Stern 108:5  
Stern. 81:23,  
82:5, 82:7,  
82:12, 82:16,  
110:2  
Steve 81:23,  
82:5, 82:7,  
82:12, 82:16,  
108:5, 110:2  
stick 20:5  
stop 10:5,  
46:12, 70:18  
store 71:4,  
112:23  
straight 19:19,

85:1, 96:6,  
96:8  
strategy 79:16  
Street 12:6,  
12:7, 28:19,  
42:6, 52:14,  
64:5, 64:19,  
64:21, 72:22,  
77:15, 77:17,  
84:12, 90:14,  
91:6, 91:8,  
94:23, 107:6,  
109:8, 112:3  
strength 19:18  
strengthen 78:3  
strengthening  
19:3  
stress 34:7  
stressed 56:23  
stringer 15:25,  
16:22, 19:20,  
19:22  
stringers  
13:16, 14:2,  
24:9  
stripe 25:14  
stroll 76:5  
strolling 74:24  
strong 67:17,  
78:19  
stronger 78:24  
structural  
20:17  
structurally  
40:7  
structure 9:8,  
24:16, 34:5,  
35:12, 39:1,  
53:15, 69:2,  
74:17, 91:10,  
103:7, 107:6,  
113:22  
studied 53:12  
studying 75:4  
stuff 59:18  
stunk 58:15  
style 18:17  
subject 6:19,  
33:24, 34:2,  
79:2

submit 3:24,  
82:4, 91:3,  
118:1  
submitted 11:6  
substantial  
13:20, 35:5,  
78:9  
substantially  
47:5, 80:15,  
81:7  
substantive  
3:21, 7:5,  
10:25, 11:2  
substructure  
13:7, 27:17  
subtle 75:18  
successful  
109:23  
suggest 66:25,  
116:17  
suggested  
52:16, 52:20  
suggestions  
109:1  
suggests 67:2  
summarize 6:14,  
85:6, 90:25  
summary 41:1,  
58:4  
summed 37:8  
Summer 12:6,  
19:3, 28:19,  
47:18, 52:14,  
68:10, 77:17,  
87:19, 107:6,  
116:22  
super 113:11  
superstructure  
13:6, 57:10,  
57:13, 103:24  
supplement 6:15  
supplements  
11:2  
support 10:16,  
13:14, 17:18,  
34:4, 55:17,  
58:1, 77:13,  
77:21, 78:9,  
87:7, 99:6,  
99:23, 111:25

supported  
19:22, 50:11,  
111:3  
supporting  
13:4, 95:24  
supports 17:10,  
83:6, 91:9,  
91:15  
supposed  
108:22,  
111:11  
surface 13:4,  
15:7, 15:8,  
24:6  
surprise 22:23,  
23:14, 24:17  
Susan 73:20,  
73:23, 74:1,  
75:12, 86:4,  
90:13, 90:17,  
90:21, 91:2,  
91:5, 104:6,  
106:8,  
106:12,  
106:16,  
106:18,  
114:9, 114:14  
suspect 43:16  
suspension  
38:17  
sustainability  
105:1, 105:16  
sustainable  
105:1  
swinging 62:13,  
62:19, 62:23,  
63:7  
switch 31:24  
swooping 75:1  
Sylvia 2:3,  
91:6  
system 13:3,  
13:18, 15:7,  
24:1, 24:8,  
26:6, 26:12,  
38:20, 38:21,  
54:6, 78:18

< T >

T-H-O-M-P-S-O-N  
110:24  
table 3:18,  
22:17, 28:8,  
36:20, 66:14  
tact 112:10  
talked 15:24,  
18:15, 30:18,  
33:24, 34:15,  
36:23, 68:12,  
83:11  
talks 111:7  
tall 45:13,  
45:20, 107:7  
tally 36:16  
tangled 11:17  
teaches 103:15  
tearing 74:14  
Technical 5:3,  
51:15, 51:16  
technicalities  
74:5  
techniques  
35:8, 49:24  
technology  
73:10  
temporary  
24:19, 31:2,  
31:5, 31:6,  
31:8, 31:24,  
31:25, 32:3,  
32:9, 32:13,  
43:2, 43:5,  
43:8  
Ten 51:5, 51:15  
tenants 63:21  
tend 16:18,  
77:18  
tends 22:24,  
23:9  
tension 18:11  
term 105:5  
terms 42:1,  
64:4, 96:10,  
104:9, 114:24  
terribly 117:1  
Thames 76:17  
Thames. 76:25  
Thanks 52:3  
they've 54:16,

56:17, 71:13,  
71:14, 77:7,  
81:21, 86:13,  
114:25  
thick 52:2  
thinking 69:5,  
117:18,  
117:20  
thinks 62:20  
thinnest 54:24  
third 30:15,  
117:25  
Thompson 110:21  
Thompson.  
110:23  
thorough 14:12,  
15:3, 23:19,  
33:19, 66:11,  
74:3, 92:6  
thoroughly 21:9  
though 25:13,  
32:10, 47:20  
thoughtful 70:5  
thoughts 7:8,  
10:23, 118:1  
thousand 16:2,  
58:20  
thousands 16:1,  
16:2, 98:5,  
99:14, 99:19  
Three 12:23,  
15:19, 21:6,  
31:19, 41:7,  
41:8, 43:4,  
44:25, 62:18,  
68:6, 102:18,  
109:16, 111:6  
three-and-a-hal  
f 31:18  
three-span  
12:10  
threw 38:15  
thriving 29:15  
through-truss  
80:5  
Throughout  
9:23, 10:2,  
79:19, 103:19  
throw 53:21,  
54:1

thrown 81:6  
ticking 46:7  
tie-in 31:22  
Tier 68:7  
tighten 20:9  
tired 5:14  
title 109:21  
Today 25:21,  
26:9, 83:9,  
84:12, 84:24,  
111:9  
together 16:7,  
18:25, 97:13,  
109:2  
ton 15:17,  
17:2, 42:9  
Tonight 3:4,  
3:22, 4:4,  
4:11, 4:20,  
5:8, 6:16,  
7:2, 7:4,  
11:6, 60:11,  
78:6, 90:6,  
103:1, 105:18  
tons 15:16,  
17:5, 19:1,  
19:8  
took 15:10,  
27:20  
tools 35:21  
top 9:15, 31:4,  
50:3, 53:14,  
76:11  
torn 48:2  
total 31:3,  
31:10, 32:10  
totally 58:18,  
60:1, 75:13,  
82:8, 82:13,  
104:4  
touch-ups 79:6  
tourism 79:13,  
101:24, 116:6  
tourist 87:18,  
117:15  
Tourists 71:5,  
80:2, 87:17,  
105:20, 110:7  
toward 66:13  
towards 17:11,

51:18, 97:14,  
111:18  
Town 6:21,  
42:1, 49:20,  
62:9, 62:25,  
68:5, 83:4,  
84:20, 84:21,  
91:13, 95:13,  
95:23, 99:3,  
99:20,  
101:22,  
109:22,  
109:24,  
110:7,  
110:25,  
111:4, 111:5,  
111:20,  
113:8, 116:12  
towns 56:13,  
62:12, 71:24,  
76:8, 109:24,  
110:6  
track 82:24  
traditions 7:2  
train 112:22,  
116:11  
trains 78:21  
transcribe 5:11  
transcribed 5:8  
TRANSCRIPT 3:1,  
119:5  
Transcriptionis  
t 4:1, 5:13  
transform 97:2  
Transportation  
1:2, 3:5,  
4:21, 8:12,  
8:13, 9:16,  
34:13, 36:7,  
66:10, 66:21,  
109:6, 110:12  
Transportations  
36:8  
transverse  
13:14, 16:23,  
24:10  
Travel 25:3,  
29:9, 80:3,  
81:11  
travelers

79:24, 79:25  
traveling  
40:21, 40:24  
travels 25:9  
traversed  
116:19,  
116:24  
treasure 71:15  
treat 6:24  
treatments 79:5  
tremendous  
11:21, 19:25,  
21:21, 21:22,  
29:24, 38:19,  
90:4  
trend 79:18  
Treworgy 2:5  
tried 21:19  
tries 36:2  
trolleys 78:21  
trouble 59:3  
truck 25:8,  
25:12  
trucking 105:7  
trucks 53:13,  
63:10, 76:12,  
78:20, 78:22  
true 68:5,  
75:6, 119:4  
truer 36:18  
trusses 78:23,  
90:10, 107:5  
try 6:11,  
11:15, 11:24,  
12:23, 14:9,  
35:24, 36:21,  
41:23, 42:10,  
59:20,  
112:16,  
112:21  
trying 45:7,  
47:22, 77:15,  
105:25,  
111:23  
tuck 21:20  
tucked 13:20,  
21:17  
tunnel 97:3  
turn 6:8,  
11:10, 41:12,

46:3, 113:18  
turned 26:21,  
101:16  
Turnpike 89:4  
twice 55:16,  
89:19,  
100:22, 111:3  
two-and-a-half  
31:18, 43:9  
two-town 63:6  
type 14:21,  
32:15, 96:9  
typically 20:3,  
20:4, 30:12,  
30:13, 33:3,  
79:25

< U >

uglier 53:22  
ugliest 98:14  
ugly 58:13,  
86:5, 106:9,  
106:13  
ultimate 89:10  
Ultimately  
20:23, 25:11  
umbrella 8:6  
uncle 58:8  
uncommon 40:22  
uncover 28:18  
Underneath  
9:18, 13:11  
understand  
7:18, 59:12,  
74:12, 75:3,  
83:23, 85:25,  
109:16  
understanding  
40:16, 115:10  
understood  
71:25  
unfair 82:8,  
82:13  
unfairness  
92:12  
unfortunately  
38:6, 100:13  
unimaginative  
86:21

unique 69:8  
United 67:20  
units 27:17  
unlike 6:23  
unmeasurable  
57:1, 65:18  
unnecessary  
56:1  
unpredictable  
95:8  
unquote 42:19  
unrealistic  
44:19, 44:21  
unsafe 72:11,  
106:25,  
107:1, 112:6  
until 11:4,  
16:6, 42:14,  
64:1, 79:10  
upkeep 85:2  
upkept 84:24,  
84:25  
uproar 48:3,  
50:6  
upset 113:12  
upstream 21:8,  
21:16, 22:15,  
26:19, 27:6,  
27:8, 31:3,  
42:12, 45:16,  
55:17, 60:1,  
75:7  
urban 78:21,  
109:7, 109:20  
useful 70:5  
user 29:4,  
29:5, 30:22,  
32:5, 32:10,  
32:18  
users 29:7  
uses 33:8,  
36:5, 100:7  
using 13:5,  
35:8, 63:7,  
100:2, 100:11  
utilities 22:11  
utility 13:20,  
17:17, 24:11  
utilize 30:15

< V >  
V-A-N 94:20  
value 71:16,  
100:18  
Van 94:20, 95:4  
varieties 41:3  
various 4:16,  
19:4, 92:25  
varying 54:23  
vastly 64:15  
veering 76:7  
vehicle 17:16,  
68:23, 69:1,  
96:12  
vehicles 12:12,  
13:5, 25:8,  
40:19, 53:14,  
63:10  
vehicular 104:3  
Venice 117:16  
venture 16:1  
Vermont 80:8  
versus 64:2,  
74:12, 85:18  
vertical 13:25,  
15:23, 16:24  
verticals 13:23  
via 11:6  
viable 53:16  
vibrant 53:18  
Vice 110:24  
vicinity 16:19,  
21:24, 27:21  
Victorian 94:22  
view 13:22,  
57:14, 58:14,  
75:10  
viewpoints  
107:12  
views 47:1,  
69:17, 69:21,  
90:1, 90:7,  
93:2, 118:9  
Village 91:25,  
99:11, 111:23  
villages 97:9  
violating 7:6  
virtually  
17:12, 60:13

visibility  
64:20, 77:20  
visit 85:20  
visitors 79:17  
visual 98:19  
visualize 27:5,  
27:8  
vitality 78:4  
voice 5:12  
volume 12:11,  
17:25, 25:5,  
40:17  
volunteer 57:18  
vote 74:10  
  
< W >  
W-H-I-T-E  
90:17, 93:9  
wait 64:11  
waiting 43:8,  
54:9, 81:20  
Waldo/hancock  
56:24  
Walk 11:16,  
63:5, 70:10,  
70:24, 74:25,  
75:15, 75:20,  
76:10, 89:6,  
103:23  
walkable 102:12  
walked 70:10,  
70:13  
Walking 63:9,  
64:19, 74:21,  
77:15  
walks 112:20  
walkway 74:10,  
74:18  
wandering 5:20  
wanted 29:14,  
61:13, 61:14,  
67:10, 69:19,  
78:4, 92:9,  
101:23,  
114:10  
warranted  
10:18, 92:13  
Warren 80:5,  
87:19

Washington 68:8  
watch 77:14  
watched 58:11,  
117:12,  
117:13  
water 22:5,  
22:23, 23:3,  
27:18, 27:21,  
45:17, 60:22,  
61:1  
waters 60:20  
waterway 61:3  
Wayne 1:21,  
4:20, 11:10,  
54:4, 71:20,  
73:2  
ways 101:23  
weakened 78:16  
web 3:19, 118:2  
website 3:19,  
11:6, 11:7  
week 14:16,  
65:2  
weigh 43:11,  
78:21  
weighed 32:21  
weighing 74:6  
weighs 35:22  
weight 15:17,  
26:3, 26:11,  
26:12, 40:22,  
45:18, 78:22  
welcome 3:4,  
7:20, 46:18,  
70:24  
welcoming 91:11  
welding 20:5,  
51:6, 51:14  
well-considered  
95:21  
Wes 76:17,  
76:25  
West 4:9, 68:10  
wetlands 22:5  
Whatever 16:18,  
87:25, 88:13,  
89:1, 89:2,  
115:12  
whatsoever  
60:14

whereas 27:20,  
38:1  
whether 9:1,  
70:20, 80:7,  
80:17, 103:16  
whichever 54:17  
White 66:14,  
90:13, 90:19,  
93:8  
White. 90:17,  
90:21, 91:2,  
91:5, 93:11,  
93:22, 94:16  
Whittier 86:13  
whole 9:24,  
65:19, 109:2  
wide 8:16,  
54:6, 65:13,  
107:1  
wider 56:7,  
96:13, 104:11  
width 24:22,  
25:3, 25:15,  
27:2, 98:19,  
104:10  
wife 60:9,  
102:9  
wildly 102:19  
Williams 73:23  
Williams.  
73:20, 74:1,  
75:12, 86:4,  
104:6, 106:8,  
106:12,  
106:16,  
106:18  
willing 53:20,  
57:19, 65:3  
Wilson 58:7,  
114:14  
Wilson. 59:25,  
60:4, 114:9  
WIN 1:9, 45:7  
windows 77:14  
winter 31:15  
Wiscasset 87:3  
wish 4:14  
within 61:8,  
119:3  
without 6:25,

11:16, 21:21,  
31:8, 40:18,  
44:23, 49:25,  
54:17, 95:5,  
95:25, 109:9  
wonderful  
102:13  
word 112:15,  
114:8  
words 34:12  
worked 62:15,  
71:5, 77:1,  
77:7, 89:21,  
117:11,  
118:10  
working 24:22,  
63:6, 95:1,  
95:11, 97:14,  
108:12  
works 4:5  
world 34:13,  
53:20, 58:23,  
68:11, 74:12,  
76:7, 110:5  
worse 117:14  
worship 89:8  
worst 72:11,  
98:14, 103:2  
worth 14:16,  
94:25  
wow 101:15  
wrap 42:10,  
59:23, 60:1,  
112:16  
writing 82:4,  
118:2  
written 102:25  
wrote 66:17  
Wyler 2:3, 91:6  
  
< Y >  
Yarmouth 78:2  
year 14:24,  
35:7, 36:14,  
36:15, 36:24,  
37:1, 37:2,  
40:6, 40:9,  
71:8, 75:17,  
75:21, 80:14,

87:7, 94:24,  
111:9,  
111:21,  
111:22  
yearly 38:5,  
38:9  
York 71:13  
yourself 48:17,  
59:5, 101:6,  
106:17  
Yup 55:6, 83:18  
  
< Z >  
zoom 89:10

# MAINE DEPARTMENT OF TRANSPORTATION

March 28, 2018 Public Meeting

Environmental Assessment

Frank J. Wood Bridge #2016, WIN #022603.00

Joel Kittredge, Project Manager, Bridge Program

David Gardner, Division Manager, Environmental Office

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I'm Sylvia Wyler

I live in Harpswell and own Wyler's at 150 Maine St. in Brunswick. I also own the historic Lamont Block Building at the corner of Maine ~~St~~<sup>and</sup> Pleasant streets.

I completely support and ~~strongly~~ believe in the rehabilitation of the historic Frank J Wood Bridge.

The structure stands as a welcoming landmark linking Brunswick ~~and~~ Topsham

It will only continue to foster the character and attractiveness of our towns.

Sylvia Wyler



3/28/18

Hello,

Jim Sharon Smiley —

I own Local Market + Cafe  
at 148 Main St Brunswick.

I would like to ~~reinst~~state

my support to rehab the

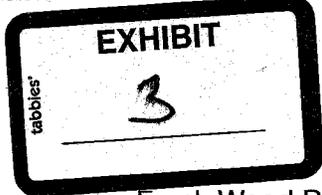
Frank J. Wood bridge. and

the efforts of the

friends group.

Thank you

SHARON SMILEY



Frank Wood Bridge

I am completely in favor of the FWB being rehabbed. It has a long history and exhibits a style of construction no longer being built. I wonder if part of the support of its being replaced by a contemporary style is coming from the younger generation. They have not lived with over many years and are surrounded by new styles, so don't have any attachments to it. Another reason I am opposed to a new bridge is the placement of it. It will curve significantly towards the falls, which will cause it to cover the large outcroppings of granite below the falls. That aesthetic view of mother nature will disappear. If the old green bridge is gone, there is no going back. This is an opportunity to save a wonderful, historic and major structure. Don't forget the Old Town Hall. It was raised during the time of Urban Renewal in the 60's. What a loss that was to Brunswick's landscape. I don't know anyone who doesn't wish we had done otherwise. Let's not be guilty of repeating our mistakes. It's our last chance!

Mary Alice Treworgy 3/28/18