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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE REPLACEMENT OF LANE ISLAND BRIDGE

WIN 21707.00

Public Meeting At The Vinalhaven Town Office

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on June
27, 2017, at the Vinalhaven Town Office, 19
Washington School Road, Vinalhaven, Maine, commencing
at 6:00 p.m.

REPRESENTING THE STATE: JOEL KITTREDGE
FROM CHA: PETER PERKINS
 ROB FAULKNER
 JOHN PARRELLI

1 TRANSCRIPT OF PROCEEDINGS

2 AUDIENCE MEMBER: (Eric Gasperini.) So
3 we'll begin tonight with this informational meeting
4 about the Lane's Island Bridge. We have some
5 representatives here from the state and also some
6 bridge engineers and they're going to have about a 15
7 minute presentation and I'll allow them to introduce
8 themselves because I've forgotten half of their names
9 already.

10 MR. KITTREDGE: Thanks, Eric. My name is
11 Joel Kittredge. I'm with the Maine Department of
12 Transportation out of Augusta with the Bridge
13 Program. My job there is to work with a bunch of
14 different folks there to bring bridge projects to
15 life from conception through design, advertising and
16 construction. I'd like to thank Eric for the
17 opportunity here to present. I'd like to thank you
18 all for coming to talk about this and hear about this
19 project that we're proposing. We look for
20 information and feedback from you folks.

21 And I guess I would like to do some
22 introductions here with the team, the project team,
23 there is myself. Presenting tonight will be Peter
24 Perkins. Peter works for CHA, which is Clough
25 Harbour Associates out of -- I believe Peter is out

1 of Connecticut. He is also a structural engineer.
2 He will be the engineer of record marching us through
3 this design with the engineering analysis and
4 ultimate recommendations. I'd also like to introduce
5 Robin Dostie. She's the court reporter tonight. Her
6 purpose is to capture the ebb and flow.

7 I'm sorry, has everybody been able to hear
8 me so far?

9 AUDIENCE MEMBER: (Pamela Alley.) Could you
10 speak up just a little bit?

11 AUDIENCE MEMBER: (Cay Kendrick.) Yeah,
12 it's a little quiet.

13 MR. KITTREDGE: Okay. I can do this. So
14 Robin Dostie is our court reporter. Her job is to
15 catch the ebb and flow of the conversation tonight so
16 that we when we go back to Augusta we can read the
17 transcript and do searches on it, look for key words,
18 find out what the issues were and make sure we're not
19 missing anything as we develop the design as we go
20 back through and take what we've heard from you folks
21 and apply it to the engineered project.

22 And what I'd also like to do tonight, as a
23 matter of public record, if we could have the local
24 and state officials identify themselves for our
25 record, please.

1 AUDIENCE MEMBER: Eric Gasperini, chairman
2 of the board of selectmen for the Town of Vinalhaven.

3 AUDIENCE MEMBER: Pam Alley, select woman,
4 selectman, select person.

5 AUDIENCE MEMBER: Elizabeth Bunker, deputy
6 town clerk.

7 AUDIENCE MEMBER: Jake Thompson, selectman.

8 AUDIENCE MEMBER: Donald Poole, selectman.

9 AUDIENCE MEMBER: Andrew Dorr, town manager.

10 AUDIENCE MEMBER: Phil Crossman, selectman.

11 MR. KITTREDGE: Anybody else? Well, thank
12 you for that and welcome. Thanks for having us.

13 I've just got a couple of housekeeping
14 things. You saw the ad somewhere either in the mail
15 or on the website or in the newspaper or flier this
16 was posted speaking about this project this evening.
17 There were also some letters that should have gone
18 out to some of the abutters in the vicinity, the
19 general vicinity of the bridge. Also, there is a
20 sign-in sheet, please make sure if you would please
21 to sign-in so we can have a record of all of the
22 people that attended this evening. I've also got
23 some business cards over there that I would encourage
24 you to pick up so that as this project develops you
25 can contact me directly with any questions or

1 comments or even to find out, you know, what the
2 status of this is moving forward. There is also some
3 comment cards, self-addressed, not stamped, envelopes
4 so that after this meeting if you are, you know, on
5 your way home or two days from now you think about it
6 and say, jeez, I'd really like to know that and you
7 don't have a business card, you can drop that, write
8 your question or comment on that and get it in the
9 mail and I will get it. And there is also copies of
10 the presentation there if you'd like for later use.
11 So you're welcome to all of those, please help
12 yourself.

13 The purpose of tonight's meeting is MaineDOT
14 in our project development process we need to have
15 public input. By statute -- by federal statute we
16 need to have a public process and how we do it at the
17 DOT is we generally have a minimum of two meetings.
18 This meeting tonight is what we call a preliminary
19 public meeting. It's generally where we will come
20 and we will show some really general high elevation
21 views of the project and we will listen. We want to
22 hear from you folks what it is we need to know and
23 what it is that we don't know so that we can move
24 this project forward taking into account all things.
25 The worst thing that we want to do is to get closer

1 to recommendation and have something come out of the
2 woodwork that, you know, was not considered and it
3 should have been considered and shame on us we didn't
4 know about it. So we're really here tonight to
5 listen after our presentation and we want to hear
6 from you folks.

7 So there is a public contact requirement by
8 law. Again, this is the first of two meetings. The
9 second meeting, which will be six months from now or
10 so, hopefully, that will be what we'll call a formal
11 public meeting. That is where we will have taken all
12 of what we heard from you, Peter and his group, the
13 design team will put the pen to paper and do the
14 engineering with all of those things under
15 consideration and we would come back and make a
16 presentation showing you our formal recommendation.
17 So the preliminary, again, just to reiterate, we're
18 here to listen this evening. The formal will be
19 later on in six months. We're still here to listen,
20 but really it's where we will be presenting to you.

21 I would like to back up just for a minute.
22 There were a couple of things that came up that I was
23 made aware of at the last minute. Apparently, there
24 was a report done, the environmental -- there was
25 another handout over there, the environmental sheet,

1 and this was developed by the Department specifically
2 for this Lane Island project. We are aware of the
3 scenic inventory that was done by DeWan and
4 Associates. It was some years ago, you know,
5 addressing the visual character and characteristics
6 and concerns of this area at Indian Creek and Carvers
7 Harbor, so we are aware of that and cognizant that,
8 you know, this needs to be -- this is one of many
9 issues, cultural, environmental, historical aspects
10 that needs to be addressed as we move forward through
11 this project, so that will not be overlooked.

12 And then also the handout there, the
13 double-side sheet, which is the other environmental
14 information sheet that I think folks will probably
15 find interesting. I would hope so. And very
16 relevant to probably a lot of our discussion this
17 evening. And I would just like to talk just briefly
18 through this. I don't want to read to you folks, but
19 I'm on the front page there that says what natural
20 resources are present. The first big bullet, you
21 know, we have -- we know that there is a variety of
22 fish and wildlife species and we know we need to
23 comply with state and federal law to evaluate those
24 impacts that we might or might not have on those
25 species. We need to determine how that bridge

1 improvement, whatever it is that we do, whether it's
2 a rehabilitation or a replacement, what those impacts
3 are going to be especially during construction.
4 There are things that we can do to mitigate those
5 impacts of concern. We can build a smaller bridge.
6 We can do a smaller footprint. We can work specific
7 times of year. There is a whole bunch of things that
8 are in our toolbox to make sure that we are
9 minimizing the environmental impacts. And, again, it
10 talks about the state and federal local laws on that
11 sheet as well. Again, there is a great deal of
12 federal, state -- federal and state oversight on
13 these projects that we do. This has federal money in
14 it so therefore we follow federal regulations.

15 On the back sheet there we talked about the
16 106 National Historic Preservation Act and, you know,
17 we need to consider the effects of what we're doing
18 on that. At this point in time, we don't -- we don't
19 know whether or not this bridge is on -- is a
20 historic bridge. We're not sure yet. We're still
21 evaluating it. We're moving forward at this point in
22 time as if it is. We are at this point in time
23 considering that it is National Register eligible and
24 what that means, again, is that we will be evaluating
25 all options. I know in the public notice it said

1 replacement of the bridge. When this came out of our
2 Planning Bureau we were not aware -- we were not
3 aware that it was either historic or non-historic,
4 National Register or non-eligible, so we proceeded
5 that it was -- like as if it was not and that
6 dictated that we would go ahead and say it's a
7 replacement. We found out, again, we're not sure,
8 we're assuming that it is, so we're going to do a
9 total analysis of the options. Do nothing,
10 rehabilitate it or replace it.

11 You'll see tonight's presentation was really
12 built around -- we threw a couple of alignments up
13 here for this presentation this evening to just say
14 that, jeez, you know this is kind of what we're
15 thinking if it's a replacement structure this is what
16 it's going to look like. I just want to stress that
17 a decision has not been made. This is for
18 illustrative purposes to get a conversation started
19 here and to hear about the things we need to know as
20 we move this budget forward. You know, no decisions
21 have been made. I just want to make sure everybody
22 understands that.

23 So with that, how it will work tonight,
24 Peter will do the -- make his presentation. He's got
25 a few slides on the PowerPoint. It will be -- it's

1 very brief. What we'll do after he's done with that,
2 we'll open it up to questions and comments. I would
3 ask, you know, once we're done and we do open it up
4 that you would state your name for the public record
5 so Robin can capture it so we can know who is saying
6 what at the meeting so we'll have that record. So
7 with that, I'll turn it over to Peter.

8 MR. PERKINS: Thank you. Thank you all for
9 coming. Thank you for having me here. My name is
10 Peter Perkins. I'll be the bridge engineer for the
11 project. As Joel said, this is a preliminary public
12 meeting. Nothing has been decided yet. We've just
13 been looking at some options.

14 AUDIENCE MEMBER: (Pamela Alley.) Could you
15 just move that a little bit? I can't really see very
16 good. Oh, perfect. I don't want to take away from
17 the audience, but.

18 MR. PERKINS: Is that good for everyone here
19 too?

20 AUDIENCE MEMBER: (Pamela Alley.) Thank
21 you.

22 MR. PERKINS: Okay. You probably are all
23 familiar with the location of the bridge. It
24 connects Vinalhaven with Lane's Island. A little
25 background on the bridge and some existing

1 conditions. It was built in 1954. The current
2 bridge that's there, it replaced a timber bascule
3 bridge that was there previous. The current bridge
4 is about 100 feet long. It's seven spans. It
5 consists of a steel girder span and then some
6 concrete slab spans. It's 14 feet wide curb-to-curb.
7 It carries a single lane with no shoulders. And the
8 latest traffic report says it's about averaging 112
9 cars per day. Obviously, that's mostly in the
10 summertime to make up for the lack of traffic during
11 the winter months.

12 The Department of Transportation inspects
13 their bridges every two years -- at a minimum of
14 every two years. The result of that inspection is an
15 inspection report that lists the bridge condition and
16 load rating. So this bridge has what they call a
17 sufficiency rating of 16.2 and that's out of 100.
18 That's 0 to 100. So zero meaning the bridge is
19 completely failed and 100 meaning it's a brand new
20 bridge, so this bridge is pretty low. Usually less
21 than 40 we're considering replacing the bridge. It
22 has a superstructure condition of 5. This is a
23 condition rating based on a scale of 0 to 9 where 9
24 is perfect condition and zero is poor condition.
25 Usually anything less than a 4 needs attention, so

1 this is -- the superstructure is a 5. It's pretty
2 low. The inspection report lists that there is some
3 spalling of concrete. The guardrailing is
4 substandard. The substructure, that's the part that
5 holds the bridge up, is listed at condition 4 and
6 it's listed as many voids in the granite stone. So
7 the substructure is an issue on this bridge right now
8 and that's what we want to give attention to. The
9 other thing the inspection report noted is the
10 substandard guardrail both on the approaches and on
11 the bridge.

12 That's an aerial view of the bridge. You
13 can see it's got a curved alignment. The bridge is
14 not actually curved. It's made up of a series of
15 tangent segments. Why it was built like that, I
16 don't know. It must have -- they must have tried to
17 connect the two closest points of rock or something
18 at the time, but that presents some geometric
19 challenges with looking at replacing the bridge.

20 That's an elevation view of the bridge. If
21 you live around here you're all familiar with it.
22 There is the main channel. That's a steel girder
23 bridge. And then you can see the slab spans beyond
24 that towards Lane's Island. There is rip rap slopes
25 on all four sides. You can see the granite block

1 piers and you can see the many gaps between the
2 stones, some larger gaps. The under water report
3 reports, you know, the same condition under the water
4 line. They don't -- they noted that they don't know
5 whether stones have been dislodged or whether it was
6 built that way, but that's why the substructure has a
7 condition 4 and in need of attention.

8 Those are some pictures of the approaches.
9 And so this is where the first thing we do is we talk
10 about possibilities. What's wrong with the bridge,
11 so we know that from the inspection report and what
12 are some possibilities? Well, one possibility is to
13 do nothing. And that certainly doesn't correct any
14 of the deficiencies, so that's not really an option.
15 We could do a rehabilitation like rehabilitate the
16 superstructure, but that doesn't correct the
17 foundations. We could also replace the bridge, do a
18 new bridge. You can put the bridge on the existing
19 alignment that would not allow you to use the
20 existing bridge while the bridge is being replaced,
21 so it would require perhaps a temporary bridge or
22 alternate means to get people on and off the island
23 or you can build a new bridge on an alternate
24 alignment. The other thing that's not in here that
25 Joel mentioned about the historic aspect is if we

1 could do a substructure rehabilitation, when we were
2 first initially looking at this, a substructure
3 rehabilitation on this type of bridge is very
4 expensive and so generally we wouldn't consider that.
5 It would be a substructure replacement rather than
6 trying to fix those granite block piers, but for a
7 historic structure that will be an option that we'll
8 have to look at and consider.

9 So a 30,000 foot look at what might -- what
10 the bridge might look like if we were to replace it.
11 This is what I'll call an on-line replacement or
12 replace the bridge in its existing location. So this
13 dashed line here that represents a possible location
14 of where we would have to build a temporary access.
15 I don't know what that would be, a temporary bridge
16 of some sort. And then the new bridge could consist
17 of two spans. They'd be -- we'd curve the deck and
18 we'd build straight beams, so it would give the
19 effect of a curved structure. This would have to
20 have a joint in the middle because the beams would
21 have to change direction. So from a structural
22 standpoint, from my standpoint that's highly
23 undesirable. The joints in bridges are always a
24 problem. They leak and they cause deterioration and
25 the -- your new bridge will be falling apart sooner

1 rather than later, so, you know, that's -- as a
2 structural engineer that's an undesirable condition.

3 Another option would be to build a
4 completely straight bridge, get rid of the joint in
5 the middle of the bridge and try and keep it as close
6 to the original alignment as possible, so it could
7 look something like this. Again, you need temporary
8 access so that would be -- it makes sense to build
9 that temporary access on this side of the bridge and
10 then build a straight bridge, have some type of
11 alignment to get across the straight bridge.

12 Another option would be to build a new
13 bridge off-alignment and it could look something like
14 this where we'd tie-in, build straight across where I
15 showed the temporary bridge, this time we'd maintain
16 the existing bridge while this bridge is built and
17 then cross over and then the status of the old bridge
18 is up for discussion purposes. It could remain. It
19 could just -- maybe just the main span removed or
20 maybe all of it removed.

21 So what's the schedule we're looking at?
22 Currently, we're in preliminary design, you know,
23 this meeting reaching out is to get ideas from the
24 public to find out what we need to do to advance this
25 design. Our plan is to finalize a preliminary design

1 at the end of this year. Then we'd complete final
2 design at the end of next year. We'd advertise
3 construction at the end of next year and then
4 construction would be in 2019.

5 The budget right now it's -- this bridge is
6 in a shared program, cost program. State and federal
7 funds will both be used. Right now, the engineering
8 is programmed for 150,000 and the right of way is
9 programmed at 15,000. Construction cost is
10 programmed at 1.2 million. And construction
11 engineering is programmed at 150,000.

12 And any questions, you can ask me and Joel
13 Kittredge has his business card here.

14 AUDIENCE MEMBER: (Deborah Pixley.) I'd
15 like to know what the -- the task that was going on
16 yesterday.

17 MR. PERKINS: Would you state your name,
18 please, for the record?

19 AUDIENCE MEMBER: Deborah Pixley,
20 Vinalhaven. The tests were going on yesterday and
21 today with all of the trucks and closing down the
22 bridge, did you get the information that quickly to
23 make the assessment on how the bridge was? Were
24 those assessments -- is that what they were doing?

25 MR. PERKINS: No, they were out there

1 boring. That's a boring program. They're taking
2 bores of the soil and the rock so we can do the
3 bridge engineering on the structure, so that's what
4 they're doing. They're gathering more information.
5 The bridge -- I don't have the date of when the
6 bridge was inspected. It was inspected previously.

7 AUDIENCE MEMBER: (Deborah Pixley.) Yup.

8 MR. PERKINS: So they'll be out there for a
9 couple of more days because we were out talking with
10 the driller today and he said it's tough going, so
11 it's going slower than he thought.

12 AUDIENCE MEMBER: (Jeff Moyer.) That must
13 mean it's in better shape, right?

14 MR. PERKINS: Well, he's drilling through
15 the fill in the approach, so it's just granite
16 cobbles and boulders in there and he's trying to
17 drill through those. And I think he's -- I think
18 he's going to drill three holes and he's just
19 finished one.

20 AUDIENCE MEMBER: Dinah Moyer. D-I-N-A-H,
21 M-O-Y-E-R. So we live -- we're direct abutters to
22 the existing bridge, so does Alternate 2 seem like a
23 good option because Alternate 3 brings that bridge
24 like 50 feet closer to our house.

25 MR. FAULKNER: Bring the slide up.

1 MR. PERKINS: Yes. From a structural
2 standpoint, I would suggest, yeah, that works for me.
3 You get rid of the joints in the bridge, so from my
4 perspective -- now, from an alignment perspective,
5 that's not as nice. I mean, you've got sharper
6 angles --

7 AUDIENCE MEMBER: (Dinah Moyer.) Right.

8 MR. PERKINS: -- trying to get onto the
9 bridge.

10 AUDIENCE MEMBER: (Dinah Moyer.) Right.

11 MR. PERKINS: -- so, you know, I don't know
12 how big a truck comes out there, but oil tanker truck
13 maybe, school busses for the Lane's Island Reserve?

14 AUDIENCE MEMBER: (Kathy Warren.) No. No.

15 MR. PERKINS: No? They don't bring kids out
16 there?

17 AUDIENCE MEMBER: (Jeff Moyer.) Christ,
18 they can't afford to live out there.

19 AUDIENCE MEMBER: (Dinah Moyer.) Jeff,
20 behave yourself.

21 AUDIENCE MEMBER: (Jeff Moyer.) Sorry.

22 MR. PERKINS: You live?

23 AUDIENCE MEMBER: (Dinah Moyer.) We live --
24 if you go down to the bottom of the slide.

25 AUDIENCE MEMBER: (Jeff Moyer.) Down.

1 Nope. Next door.

2 AUDIENCE MEMBER: (Dinah Moyer.) We live
3 right here and Jeff's brother lives there.

4 MR. PERKINS: Okay.

5 AUDIENCE MEMBER: (Dinah Moyer.) Yes, so
6 that would be a big effect. That would be...

7 MR. PERKINS: Oops. I think I had failure
8 here. Okay.

9 MR. FAULKNER: There is a question here.

10 MR. PERKINS: Any more questions?

11 AUDIENCE MEMBER: My name is Arlene
12 Rodenbeck. A-R-L-E-N-E, R-O-D-E-N-B-E-C-K. And our
13 property is at the upper left corner of your map. To
14 the left right at the edge of the map. It's that
15 one. In the slide that shows the existing
16 conditions, did you do a count of the pedestrians?

17 MR. PERKINS: I did not see a count of
18 pedestrians in our information.

19 AUDIENCE MEMBER: (Arlene Rodenbeck.) Okay.
20 Because my perception is that it's proportionately
21 higher than you would see people walking across any
22 old bridge because it's, you know, it's part of the
23 experience of coming here is walking over that
24 bridge. The other question that's similar to hers is
25 do any of the alternatives involve taking any private

1 property?

2 MR. PERKINS: I don't know that yet. You
3 know, this is -- it may depend on how far it comes
4 over. I think it says wrought portion, which is --
5 and the limit is high tide, so these pink lines are
6 all of the information we've gotten from the Right of
7 Way Department at the Maine Department of
8 Transportation.

9 MR. FAULKNER: Pete.

10 MR. PERKINS: Oh, yes. I'm sorry.

11 AUDIENCE MEMBER: I'm Jeff Moyer. I'm an
12 abutter. Dinah's wife -- ah, husband. If you go on
13 that side there, my brother's property owns -- he
14 owns right up to the bridge right now. As a matter
15 of fact, back in the old days the person that owned
16 the house before us they changed the bridge. My
17 house is actually on the same path as the old draw
18 bridge that used to be there. And my brother's
19 property, which was my father's, took into the shores
20 when they actually built that bridge that is there
21 now. So then, again, you're going to take some more
22 of his property, so.

23 AUDIENCE MEMBER: (Dinah Moyer.) Or maybe
24 not.

25 MR. FAULKNER: Right.

1 AUDIENCE MEMBER: (Jeff Moyer.) Well, maybe
2 not, but in that view they're going to take out a
3 bunch.

4 MR. PERKINS: Yeah, this particular
5 alignment --

6 AUDIENCE MEMBER: (Jeff Moyer.) That
7 doesn't really work for me.

8 MR. PERKINS: Yeah, it was preliminary and
9 what -- the bridge is located where we could build a
10 retaining system and have room to maintain the
11 existing road while building the new abutment --

12 AUDIENCE MEMBER: (Jeff Moyer.) I know.

13 MR. PERKINS: -- so that's why that bridge
14 in this alternative is positioned where it is.

15 AUDIENCE MEMBER: (Jeff Moyer.) But I'm
16 going to have -- it doesn't matter, either Prock or
17 Cianbro, they're going to be banging off the front of
18 my dock, you know, and their barge is sitting right
19 there as is Prock's barge is sitting right next to
20 the corner of my house on my neighbor's property
21 right now and holy smokes, it's -- I'm going to have
22 to move out.

23 MR. PERKINS: I don't know what types of
24 foundations we'll be having here, what kind of work
25 they'll have yet. That hasn't been determined yet.

1 AUDIENCE MEMBER: (Jeff Moyer.) Oh, I know.

2 MR. PERKINS: The Department of
3 Transportation has a very strict control over their
4 contractors and they have a resident engineer on site
5 100 hundred percent of the time during
6 construction --

7 AUDIENCE MEMBER: (Jeff Moyer.) Mmm Hmm.

8 MR. PERKINS: -- and he's the liaison
9 between the contractor and the public, so certainly
10 any concerns you have can be brought up to the
11 engineer at that time.

12 AUDIENCE MEMBER: (Jeff Moyer.) Yup. But
13 also then you're going to have to start thinking
14 about the real estate part of the deal. I get
15 charged a lot -- a bunch for property taxes. If you
16 put a new bridge in there my real estate is going to
17 go down, but my taxes aren't going to go down.

18 AUDIENCE MEMBER: (Eric Gasperini.) Yes,
19 ma'am, I don't know your name.

20 AUDIENCE MEMBER: Ruth Cutler. I walk that
21 bridge a lot and thank you for your comments. With
22 two badly behaved dogs it would be nice to keep it
23 narrow and curved because it slows the people down.
24 Speed is --

25 AUDIENCE MEMBER: (Jeff Moyer.) That's

1 true.

2 AUDIENCE MEMBER: Here here.

3 AUDIENCE MEMBER: (Ruth Cutler.) Keeping
4 the speed down would be good. Also, I live in a
5 relatively small town in Connecticut that's under
6 4,000 or around 4,000 people and budget is really a
7 big consideration for us. We've looked into timber
8 built bridges, which have a nice wood rail to them,
9 you know, and are actually a lot less expensive to
10 build and built out of oak, you know, from
11 Connecticut. They're actually relatively, you know,
12 at least cheaper in the long run to build, but I'm
13 not sure if esthetically that's what people want, but
14 it is something that you might look into. It has
15 passed Connecticut DOT standards which are pretty --
16 sometimes pretty horrible. So it's a possibility in
17 terms of budget.

18 AUDIENCE MEMBER: (Eric Gasperini.) Kathy.

19 AUDIENCE MEMBER: I'm Kathy Warren. I spent
20 three years living in the bottom right-hand corner
21 down there. Is the road getting any wider?

22 MR. PERKINS: No. So we talked about
23 preliminary, again, preliminarily what the bridge
24 width proposed bridge width would be --

25 AUDIENCE MEMBER: (Kathy Warren.) Yup.

1 MR. PERKINS: -- and we would propose 14
2 feet, you know, keep it the same width.

3 AUDIENCE MEMBER: (Deborah Pixley.) Height?

4 MR. PERKINS: If there were a strong public
5 opinion to have it different than that, you know.

6 AUDIENCE MEMBER: (Kathy Warren.) Height?
7 Is the height about the same or?

8 MR. PERKINS: You mean the depth of the
9 superstructure or the elevation of the road?

10 AUDIENCE MEMBER: (Kathy Warren.) The
11 elevation of the road off the water.

12 MR. PERKINS: We -- you know, I purposely
13 didn't draw that because that's still under
14 consideration right now.

15 AUDIENCE MEMBER: (Kathy Warren.) Yup.

16 MR. PERKINS: One of the requirements the
17 Department has is to have the lowest portion of the
18 superstructure 1 foot above the design flood
19 elevation. When we're in a coastal environment like
20 this there are other desirability to have that lowest
21 part of the structure be above wave action for a
22 certain design storm.

23 AUDIENCE MEMBER: (Kathy Warren.) I've
24 probably spent as much time as anybody driving across
25 that bridge in the winter two or three times a day

1 for three years, so, yeah, those things especially
2 when it's icy are a lot of consideration.

3 MR. PERKINS: Okay.

4 AUDIENCE MEMBER: George Kendrick. I'm an
5 abutter also. Hi, Joel.

6 MR. KITTREDGE: Hey.

7 AUDIENCE MEMBER: (George Kendrick.) So I
8 sent Joel some information earlier today about sort
9 of historic aspects of this and the visual impact
10 issues and the visual resource quality of this
11 structure. I don't know, Peter, if you've seen the
12 historic photos of this --

13 MR. PERKINS: Mmm Hmm.

14 AUDIENCE MEMBER: (George Kendrick.) -- but
15 the reason you're seeing granite voids of course is
16 it's a cribstone structure underneath all of this, so
17 it's not anything falling out so much as that's how
18 it's designed and the original photos show that. So
19 it's very similar to the crib stone bridge in
20 Harpswell that you guys rebuilt and did it with
21 granite and preserved the historic characteristics of
22 it. One of the things that's important about this --
23 if you could go back to the prior slide here. The
24 prior alignment. Yeah. The original structure
25 actually was crib stone all the way from bridge side,

1 the house which is on the left -- the upper left of
2 the --

3 MR. PERKINS: From back here.

4 AUDIENCE MEMBER: (George Kendrick.) Yeah.
5 It was actually cribstone further to the left of your
6 finger. That's all fill that you're looking at.

7 MR. PERKINS: Right.

8 AUDIENCE MEMBER: (George Kendrick.) And
9 then the same thing on the other side was crib stone
10 all the way around with the wooden drawbridge in the
11 center. That was in the 19- -- at least the 1920's,
12 something like that. So that explains that
13 alignment. That's how the granite structure was
14 originally built. I would really like to see the DOT
15 consider the historic aspects of this in the design
16 to try and preserve the granite, the visibility of
17 the structure and the revetment of this whole island
18 was built economically on granite, so it seems like
19 an appropriate thing rather than concrete. So
20 whatever we can do to use granite here seems to be
21 the most logical for preserving the historic
22 character and the visual aspects of it.
23 Structurally, I know you can do it. You did it in
24 Harpswell, Bailey Island, I know you can do it here.
25 I understand there may be a cost element to that, but

1 we don't want to sacrifice the visual aspects of the
2 highly used by tourists spot for saving a couple
3 hundred thousand dollars and using concrete instead.
4 So if it's engineering possible I prefer to see
5 granite rather than concrete wherever you can do it
6 here.

7 The second thing is your alignments that are
8 moving to the south that are going to generate more
9 wetland impacts are probably going to be a
10 non-starter. If you look at the cumulative impacts
11 of the original fill here, you're already approaching
12 a half an acre of fill. I think if we raised that
13 question about cumulative impacts going back
14 historically the Corps will probably say no to
15 filling this in and I'd be opposed to any more fill
16 in that area. It's a pretty high value habitat. So
17 sticking with the original alignment is my
18 preference. Trying to preserve the historic
19 character is my preference. Not raising it so high
20 that it looks like the Little John Island Bridge that
21 is essentially a big bump in the air. How you do the
22 approach and how you gradually achieve that height, I
23 understand we need to address sea level rise and all
24 of that. But one of the things I would like not to
25 see happen as you do that is to create this as a high

1 volume larger boat passageway because right now
2 Indian Creek is a very sensitive area in terms of
3 erosion. I live in the -- just in the upper left,
4 you know, our boathouse is an abutter there. We're
5 already having erosion happening from higher speed
6 boat traffic through there and wave action, so if we
7 allow any larger boats to go through at higher
8 speeds, particularly at mid-tides and higher, now
9 we're talking about an erosion issue accelerating on
10 the sides of Indian Creek. So keeping in mind we
11 don't want to increase the boat traffic through there
12 and perhaps try and limit the size of boats that can
13 go through there. Right now, it's nice to not have
14 everyone be able to go through there at full speed.
15 It's posted as wakeless but not everybody pays
16 attention to that.

17 AUDIENCE MEMBER: (Dinah Moyer.) Ugh...

18 AUDIENCE MEMBER: (George Kendrick.) I
19 know. I know. That's... But anyway, that's my
20 primary points.

21 And a couple of questions I've got. The
22 traffic volume study, who did that and is that data
23 available?

24 MR. KITTREDGE: That data is certainly
25 available and it's a DOT study.

1 AUDIENCE MEMBER: (George Kendrick.)

2 Internal?

3 MR. KITTREDGE: Excuse me?

4 AUDIENCE MEMBER: (George Kendrick.)

5 Internal?

6 MR. KITTREDGE: Yes, sir.

7 AUDIENCE MEMBER: (George Kendrick.) Okay.

8 How about the Section 106 study, who did that?

9 MR. KITTREDGE: Well, there hasn't been a
10 106 study yet. That's what we need to do.

11 AUDIENCE MEMBER: (George Kendrick.) So it
12 says there was an architectural study done already.

13 MR. KITTREDGE: There has been -- we hired a
14 consultant to go out and evaluate to try to determine
15 whether or not it was a historic spectrum.

16 AUDIENCE MEMBER: And who -- can you tell me
17 who --

18 MR. KITTREDGE: Kleinfelder.

19 AUDIENCE MEMBER: (George Kendrick.)
20 Kleinfelder.

21 MR. KITTREDGE: Kleinfelder, right.

22 AUDIENCE MEMBER: (George Kendrick.) And
23 who is handling the permitting?

24 MR. KITTREDGE: It will be DOT. Our
25 Environmental Office.

1 AUDIENCE MEMBER: (George Kendrick.) And
2 the field studies and characterization and...

3 MR. KITTREDGE: Excuse me, the
4 characterization and what?

5 AUDIENCE MEMBER: (George Kendrick.) All of
6 the data that you're going to be generating.

7 MR. KITTREDGE: Yeah, that will be the
8 Department.

9 AUDIENCE MEMBER: (George Kendrick.) Are
10 you doing scour analysis in-house or is that --

11 MR. KITTREDGE: We will be. That's on the
12 contractor.

13 MR. PERKINS: Right.

14 AUDIENCE MEMBER: (George Kendrick.) Okay.
15 Those are my real questions about it. The last thing
16 is a minor one, when you're talking about guardrail,
17 absolutely the one that's there is, you know, sort of
18 like tinker toys, but I would also ask that you not
19 use guardrail per se and that we stick with cable on
20 there. It's safer anyway. It's been proved on the
21 interstates to be safer and it's less visual impact.
22 So whatever we can do, again, to minimize the visual
23 impacts on this project would be my preference.
24 Thanks.

25 MR. KITTREDGE: Thank you.

1 AUDIENCE MEMBER: (Eric Gasperini.) Steve.

2 AUDIENCE MEMBER: Steve Rosen. Are there
3 rules when you redo bridges like this that you have
4 to be certain heights to get into the new flood
5 zoning and planning and do they have to be two lanes
6 like Ruth was talking about keeping it one lane?

7 MR. PERKINS: No, there are guidelines that
8 you try to do. The Department has a rule for bridges
9 like this not to make them two lanes, to maintain
10 them a single lane.

11 AUDIENCE MEMBER: (Steve Rosen.) I mean,
12 how --

13 MR. PERKINS: So the maximum width they
14 might consider might be 15 feet curb-to-curb.

15 AUDIENCE MEMBER: (Steve Rosen.) How often
16 do you take in the town's opinions?

17 MR. PERKINS: Every project. That's why
18 we're here. We're here tonight, after we hear what
19 you've said there will be more advancement of
20 alternatives and then we'll come back for more
21 public -- formal public hearing.

22 AUDIENCE MEMBER: (Steve Rosen.) I've got
23 one more question too. The construction is 1.2
24 million, does that include a temporary bridge if you
25 go that route?

1 MR. PERKINS: That's -- 1.2 million is a
2 value that the Department has programmed for this.
3 No analysis has been done about how much this
4 structure will cost yet. That's just they go, ah,
5 similar bridges are about 1.2 million.

6 MR. KITTREDGE: I would add to that, Peter,
7 I would add to that though I think, you know, the
8 more we dig into this that we'll find that that 1.2
9 million is inadequate. Way inadequate.

10 AUDIENCE MEMBER: (Steve Rosen.) Yeah.

11 AUDIENCE MEMBER: (Jeff Moyer.) And the
12 time zone start to finish?

13 MR. PERKINS: For construction?

14 AUDIENCE MEMBER: (Jeff Moyer.) Yes. I
15 know up in North Haven they did the Pulpit Harbor
16 Bridge --

17 MR. PERKINS: Yup.

18 AUDIENCE MEMBER: (Jeff Moyer.) -- and they
19 just blew that one right out of the water. It's been
20 a couple years and they're not even done yet. And
21 the bridge is only -- how long is it?

22 AUDIENCE MEMBER: (Dinah Moyer.) Probably
23 50 or 60 feet.

24 AUDIENCE MEMBER: (Jeff Moyer.) Yeah.

25 AUDIENCE MEMBER: (Elizabeth Bunker.) I

1 thought they were done now. It's open.

2 AUDIENCE MEMBER: (Dinah Moyer.) It might
3 be done now.

4 AUDIENCE MEMBER: (Elizabeth Bunker.) It's
5 done now.

6 AUDIENCE MEMBER: (Dinah Moyer.) Yeah.

7 AUDIENCE MEMBER: (Elizabeth Bunker.) It's
8 done now.

9 AUDIENCE MEMBER: (Jeff Moyer.) Plus
10 they've been a long time.

11 AUDIENCE MEMBER: (Elizabeth Bunker.) Just
12 recently.

13 AUDIENCE MEMBER: (Dinah Moyer.) Yeah.
14 Yeah.

15 AUDIENCE MEMBER: (Elizabeth Bunker.) Yeah.

16 AUDIENCE MEMBER: (Jeff Moyer.) And the
17 only thing I'm concerned about is once this project
18 gets started, get it done fast rather than, you know,
19 a year-and-a-half, two years. Jesus, by the time
20 they get done pounding piles and drilling holes and
21 blasting my house is going to settle about half a
22 foot.

23 AUDIENCE MEMBER: (Kathy Warren.) And
24 Michelle will be really happy for us to get to the
25 grocery store.

1 AUDIENCE MEMBER: (Jeff Moyer.) But, you
2 know, whatever you've got to do.

3 MR. PERKINS: You know, certainly adding a
4 temporary bridge adds duration to construction
5 because they have to install it --

6 AUDIENCE MEMBER: (Jeff Moyer.) Right.

7 MR. PERKINS: -- build the new bridge and
8 then they have to remove it.

9 AUDIENCE MEMBER: (Jeff Moyer.) Right. And
10 then everything -- once they get the new -- the
11 temporary bridge built things have a way of slowing
12 down. You know, I'm a builder, I know how that goes.

13 MR. PERKINS: Yeah, I think the bridge
14 contractors want to get in and get out. They make
15 money by moving on to the next project --

16 AUDIENCE MEMBER: (Jeff Moyer.) Right.

17 MR. PERKINS: -- so I don't think they --
18 like I said, the DOT has tight control over
19 construction. They'll have a resident engineer on
20 full-time and one of the things a contractor has in
21 their contract is a specified number of days to get
22 it done and that resident engineer will be keeping
23 the contractor on schedule.

24 MR. FAULKNER: Pete, you might want to add
25 too there might be restrictions on work windows due

1 to habitat, sturgeon migration and things like
2 that --

3 MR. PERKINS: Right.

4 MR. FAULKNER: -- so those are things that
5 are outside the control of the contractor that we
6 need to abide to to satisfy the environmental
7 commitments.

8 AUDIENCE MEMBER: (Eric Gasperini.) Right
9 here in the middle, I'm sorry, I don't know your
10 name, ma'am.

11 AUDIENCE MEMBER: (Ruth Cutler.) She can go
12 first.

13 AUDIENCE MEMBER: (Dinah Moyer.) I was
14 also -- obviously they'll be concerned with all of
15 the water fowl like mallard ducks, there is osprey,
16 there is Bald Eagles, there is king fishers, there is
17 all kinds of water fowl that are on both sides of the
18 bridge, you know, on the Indian Creek side and the
19 Carvers Harbor side, so I'm assuming somebody will
20 take that into consideration as well.

21 MR. KITTREDGE: Yes.

22 AUDIENCE MEMBER: (Eric Gasperini.) Yes,
23 right in the middle.

24 AUDIENCE MEMBER: (Ruth Cutler.) What is --

25 MR. PERKINS: Would you state your name,

1 please?

2 AUDIENCE MEMBER: Ruth Cutler.

3 MR. PERKINS: Yup.

4 AUDIENCE MEMBER: (Ruth Cutler.) What is
5 the actual length -- George mentioned the cribbing,
6 but what's the actual length of the actual bridge
7 structure?

8 MR. PERKINS: The existing one or the new
9 one?

10 AUDIENCE MEMBER: (Ruth Cutler.) There is a
11 total of 100 feet, but then there is a bridge in the
12 middle, which I don't think is 100 feet. There is a
13 lot of cribbing and then there is the opening.

14 MR. PERKINS: Yeah.

15 AUDIENCE MEMBER: (Ruth Cutler.) Because I
16 would think that would make a difference in the
17 design in the future. Did you say 22 feet?

18 AUDIENCE MEMBER: (Steve Rosen.) About 22
19 feet is the big opening.

20 AUDIENCE MEMBER: (Ruth Cutler.) Right.

21 AUDIENCE MEMBER: (Jeff Moyer.) Well, I'll
22 tell you, I did the, excuse me, but I did a
23 measurement when I was in school. I lived there all
24 my life. 420 feet long from post to post.

25 AUDIENCE MEMBER: (Steve Rosen.) The

1 biggest opening is like -- I have a float that's 20
2 feet and there is about a foot on each side, so it's
3 about 20 feet, 22 feet.

4 AUDIENCE MEMBER: (Ruth Cutler.) So the
5 opening is 22 feet, so the bridge has got to be about
6 26 or something to hang over or something.

7 AUDIENCE MEMBER: (Steve Rosen.) I don't
8 know.

9 AUDIENCE MEMBER: (Ruth Cutler.) It's okay.
10 If you can't find it, but it's a consideration in
11 terms of future design between the cribbing and the
12 full bridge structure.

13 AUDIENCE MEMBER: (Kathy Warren.) Wide
14 enough to fit the snow plow.

15 AUDIENCE MEMBER: (Ruth Cutler.) That's
16 true.

17 MR. PERKINS: So this indicates the main
18 span is 40 feet. The beam spans 40 feet, but then
19 the stone comes out in front of it and narrows that
20 channel down to less than 40 feet.

21 AUDIENCE MEMBER: (Ruth Cutler.) Okay.

22 MR. PERKINS: The other -- the concrete slab
23 spans are less than that. So I think the ones -- and
24 the piers, there is two concrete columns and I think
25 that spans about 7 feet and then between it might --

1 it's something more than that, I'm not sure exactly
2 what it is.

3 AUDIENCE MEMBER: (Eric Gasperini.) Kathy.

4 AUDIENCE MEMBER: (Kathy Warren.) Does the
5 town -- once it goes out to bid and the bids come
6 back, does the town have any role in choosing the
7 contractor? An opinion, any of that sort of thing?

8 MR. KITTREDGE: No. No. I mean, we have --
9 we have an approved list of contractors -- bridge
10 contractors to bid on a bridge and you have to be on
11 an approved list to be awarded a bridge and you have
12 to be on an approved list. Any newbies or
13 contractors that bid on something that we have no
14 experience with, they have to go to our
15 pre-qualification committee where their credentials
16 and their background and their abilities are
17 investigated before we would be awarding a contract.

18 AUDIENCE MEMBER: (Kathy Warren.) Are you
19 required to take the low bid?

20 MR. KITTREDGE: It's a low bid requirement,
21 yes. However, if there is a discrepancy or, you
22 know, if the bid is not responsive or not responsible
23 then of course we would not go to that low bidder,
24 you'd go to the next one.

25 AUDIENCE MEMBER: (Kathy Warren.) Yup.

1 AUDIENCE MEMBER: (Eric Gasperini.)
2 Deborah.

3 AUDIENCE MEMBER: Deborah Pixley. The do
4 nothing alternative, could you give us a little more
5 insight into that? How bad is this compared to other
6 bridges that have long, you know, all that sort of
7 thing because that was an alternative.

8 MR. PERKINS: I don't know how long the
9 bridge will last.

10 AUDIENCE MEMBER: (Deborah Pixley.) But
11 it's not dangerous?

12 MR. PERKINS: It's not dangerous. The
13 Department has done a capacity load rating and the
14 bridge superstructure has sufficient capacity. It's
15 the poor condition rating of the substructure that's
16 driving the Department to take a look at the bridge
17 and fix that before it's a problem.

18 AUDIENCE MEMBER: (Eric Gasperini.) Cay and
19 then Phil.

20 AUDIENCE MEMBER: Cay Kendrick. I live up
21 to the northwest. In the existing bridge one where
22 you had the temporary straight bridge below it, would
23 you have to fill for that temporary bridge?

24 MR. PERKINS: Maybe. Maybe not. There will
25 certainly be environmental constraints on what the

1 contractor can and can't do. He may have to span it
2 all so it may be a series of short spans on temporary
3 piling of some sort.

4 AUDIENCE MEMBER: (Cay Kendrick.) Well, I
5 guess the complimentary question to that is if you
6 did any filling on abutments, could we be sure that
7 that would be removed when the temporary bridge is
8 taken out?

9 MR. PERKINS: Yes. Whatever the
10 requirements are, you know, certainly they'll be put
11 into the contract specifications and the contractor
12 would be obligated to remove that. That would
13 limit -- if fill were an option, you know, it would
14 limit what he does for fill because whatever he puts
15 in there he'd have to remove.

16 PARTICIPANT: (Jeff Moyer.) I've got
17 another question.

18 AUDIENCE MEMBER: (Eric Gasperini.)
19 Actually, Jeff, I'm going to call on Phil.

20 AUDIENCE MEMBER: (Jeff Moyer.) Okay.

21 AUDIENCE MEMBER: (Eric Gasperini.) Did you
22 have your hand raised, Phil?

23 AUDIENCE MEMBER: (Phil Crossman.) Yes.
24 When I was 10 years old, I lived on Lane's Island and
25 I walked across two 2x12s to get to school while they

1 were building that bridge and the guys working on it
2 told me that there was a troll underneath there that
3 was going to eat me if I didn't move along. You
4 won't do that, will you?

5 (Laughter.)

6 MR. PERKINS: I won't make you walk a 2x12.

7 AUDIENCE MEMBER: (Phil Crossman.) Another
8 question, what's your understanding of the precise
9 conditions that make it necessary to rebuild this
10 bridge as opposed to simply make the very obvious
11 repairs that are needed to the guardrail on the
12 Lane's Island side?

13 MR. PERKINS: I don't know that there is a
14 precise number or precise situation. If the bridge
15 fell down, I would say, yeah, you've got to fix it.

16 AUDIENCE MEMBER: (Phil Crossman.) Now,
17 what's your understanding of the conditions that make
18 this necessary?

19 MR. PERKINS: My understanding of the
20 conditions is what I've seen from the inspection
21 reports from the Department.

22 AUDIENCE MEMBER: (Phil Crossman.) And the
23 inspection report cited the voids. What else?

24 MR. PERKINS: And concrete starting to
25 spall. That means chunks of concrete are starting to

1 break and fall off. It appears to be probably a
2 pre-existing damage condition, which is only going to
3 accelerate or continue.

4 AUDIENCE MEMBER: (Phil Crossman.) In your
5 concrete you're talking about the concrete span.

6 MR. PERKINS: That's right. Concrete spans
7 and concrete substructure because there is concrete
8 substructure sitting on top of the granite that is
9 holding up the bridge in their notes in the
10 inspection report about cracking through that
11 concrete.

12 MR. KITTREDGE: And settlement too.

13 MR. PERKINS: And settlement.

14 AUDIENCE MEMBER: (Phil Crossman.) Was
15 there something in the inspection report that made it
16 clear that the voids in this crib structure were
17 somehow indicative of a fault or a weakness?

18 MR. PERKINS: There are notes and pictures
19 of granite blocks shearing where they show at the end
20 of a granite block below -- in a course below, which
21 would be indicative of settlement occurring and then
22 the granite not being strong enough to take that
23 differential load and the block above the joint
24 cracking.

25 AUDIENCE MEMBER: (Phil Crossman.) Pictures

1 of this one?

2 MR. PERKINS: Of this bridge, yes.

3 AUDIENCE MEMBER: (Kathy Warren.) Is that a
4 public report?

5 MR. PERKINS: Yes. Yup.

6 MR. KITTREDGE: We can make that available.
7 Andrew, I'll send it to you.

8 AUDIENCE MEMBER: (Andrew Dorr.) Okay.

9 AUDIENCE MEMBER: (Eric Gasperini.) Jeff.

10 AUDIENCE MEMBER: (Jeff Moyer.) Where is
11 the staging area going to be?

12 MR. PERKINS: It depends on what the option
13 is. If the option is to go off-line he would
14 probably stage in the approaches, in the approach
15 areas because he would be building new approaches and
16 then he would stage there. If the option is to build
17 on the existing alignment he'd build a temporary
18 bridge and probably push that temporary bridge as far
19 away as he could and then he would stage on the
20 existing road.

21 AUDIENCE MEMBER: (Jeff Moyer.) That means
22 all of the excavators and all of the dump trucks and
23 all of the equipment that goes along with it they'd
24 build a new piece of property, right, and then when
25 they got done with it they'd tear it down? Because

1 it's all private property all around it.

2 AUDIENCE MEMBER: (Kathy Warren.) There is
3 a nice parking lot nearby.

4 AUDIENCE MEMBER: (Jeff Moyer.) Wonderful.
5 I think it's called Moyer Street.

6 AUDIENCE MEMBER: (Kathy Warren.) I was
7 thinking that.

8 MR. PERKINS: The contractor would probably
9 not build a staging area. He would build a permanent
10 footprint and stage in that permanent footprint, so
11 he wouldn't remove that in the alternative if it were
12 off-line.

13 AUDIENCE MEMBER: (Jeff Moyer.) Mmm.

14 AUDIENCE MEMBER: (Eric Gasperini.) Steve.

15 AUDIENCE MEMBER: (Steve Rosen.) Could you
16 rebuild what's there now, like put new concrete on
17 top of the stones?

18 MR. PERKINS: That's an option. Due to the
19 cracking of the granite blocks though it would
20 probably involve tearing the granite all the way down
21 to bedrock and building it back up again.

22 AUDIENCE MEMBER: (Steve Rosen.) Has anyone
23 actually looked at the granite? I've never seen
24 anybody in a skiff under the bridge. I've always
25 seen people on top of the bridge. I've been under

1 the bridge a bunch of times and never seen anybody
2 there, but anyways, can we kick the can down the road
3 further and put at load limit on the bridge and maybe
4 have new concrete on top of the pilings that are
5 there now, the granite pilings? Is that an option?

6 MR. PERKINS: Well, like I said, the fear is
7 the granite is shifting and settling and that's the
8 problem.

9 AUDIENCE MEMBER: (Steve Rosen.) Have they
10 actually been under there and looked at it, I mean,
11 you can see it from the top of the bridge, but has
12 anybody actually --

13 MR. PERKINS: Yes. The Department of
14 Transportation has an inspection where somebody has
15 been in a skiff and taken pictures of all of the
16 granite blocks. They've also hired a diver to go
17 under water and do an inspection.

18 AUDIENCE MEMBER: (Steve Rosen.) I must
19 have missed it.

20 AUDIENCE MEMBER: (Jeff Moyer.) They have.

21 AUDIENCE MEMBER: (Steven Rosen.) Have
22 they, Jeff?

23 AUDIENCE MEMBER: (Jeff Moyer.) Yup, they
24 used my front door yard.

25 AUDIENCE MEMBER: (Steve Rosen.) I must

1 have been out that day.

2 AUDIENCE MEMBER: (Eric Gasperini.) Any
3 other questions?

4 AUDIENCE MEMBER: Just an observation. My
5 name is Rob Iserbyt. I was wondering, you said every
6 two years they do an inspection?

7 MR. PERKINS: A minimum, yup.

8 AUDIENCE MEMBER: (Rob Iserbyt.) And when
9 they take notes on the inspections, do they actually
10 see that say if you do, you know, six years ago you
11 saw this, four years you saw this and two years ago
12 you saw this. Are they seeing a trend that is
13 telling them something over the course of that time
14 or are they all of a sudden seeing cracks in the last
15 inspection?

16 MR. PERKINS: I don't know. I haven't
17 compared the historic reports. I've just looked at
18 the most recent report.

19 AUDIENCE MEMBER: (Rob Iserbyt.) Okay.

20 MR. PERKINS: I believe all of the historic
21 reports are available.

22 AUDIENCE MEMBER: (Rob Iserbyt.) Okay.

23 AUDIENCE MEMBER: (Kathy Warren.) Can you
24 send us the last two or three when you send us the
25 most recent one?

1 MR. KITTREDGE: Sure.

2 MR. FAULKNER: Joel, the under water
3 inspections are every four years, correct?

4 MR. KITTREDGE: I'm not sure. I'm not sure.

5 MR. FAULKNER: Okay.

6 MR. KITTREDGE: But we'll make sure the
7 under water reports are included in that.

8 AUDIENCE MEMBER: (Eric Gasperini.) George.

9 AUDIENCE MEMBER: (George Kendrick.) So
10 the -- you were showing some drawings that look like
11 existing conditions drawings, are those available?
12 Is that part of the existing report?

13 MR. KITTREDGE: We can make any information
14 available to you. If you'd like to see existing
15 plans we can do that. I'll be sending the existing
16 plans to Andrew as well as the inspection report and
17 if you'd like to see anything else, we can certainly
18 make it available.

19 AUDIENCE MEMBER: (George Kendrick.) I
20 wonder on some projects, I know this is a small
21 project, but some of the DOT projects have like a web
22 page established and you have links to PDFs which
23 anybody can take a look at. That might be simpler
24 for everybody here rather than having to request all
25 of the stuff from Andrew or getting copies made or

1 things like that. Is that possible?

2 MR. KITTREDGE: It's possible. I could --
3 it's easiest though as far as correspondence, it's
4 really good to have one point of contact at the town.

5 AUDIENCE MEMBER: (Kathy Warren.) Andy,
6 can't you put them on the town page?

7 AUDIENCE MEMBER: (Andrew Dorr.) We could.

8 AUDIENCE MEMBER: (Kathy Warren.) For the
9 public. So Andy can put them on the website.

10 MR. KITTREDGE: Yeah, okay, that would be
11 great.

12 AUDIENCE MEMBER: (Eric Gasperini.)
13 Michelle, did you have your hand up?

14 AUDIENCE MEMBER: Michelle O'Keefe, Lane's
15 Island. You said that the new bridge on the existing
16 alignment would be one that you would vote against
17 because of -- what would be the most difficult
18 because of having the joint in the middle. Is there
19 any way of doing that design and changing it so the
20 joint is not in the middle but maybe two joints or
21 something different so that you're using the existing
22 plan with as little impact on abutters perhaps and
23 also the visual design is maintained?

24 MR. PERKINS: Well, there is a couple of
25 points in your question. Let me start backwards, the

1 visual design you say from a bird's eye view the
2 visual design or from an elevation view looking at
3 what the bridge is made out of, so there is two --

4 AUDIENCE MEMBER: (Michelle O'Keefe.)
5 Looking at it horizontally as you come onto the curb.
6 Maintaining the curb.

7 MR. PERKINS: Right. I don't know of any
8 option at this point. I mean, there probably could
9 be something that could be done. We could certainly
10 look into options. But like I said, we haven't
11 looked at -- developed any specific options that
12 eliminates that joint.

13 AUDIENCE MEMBER: (Michelle O'Keefe.) And
14 also in your study of the condition of the bridge,
15 it's not just the middle. It is all under sections
16 that you're looking at that are making you think that
17 we need a new bridge.

18 MR. PERKINS: That is correct.

19 AUDIENCE MEMBER: (Cay Kendrick.) Does the
20 existing bridge have joints in it?

21 MR. PERKINS: Yes. It must. Yup. That
22 could be leading to the deterioration that I said,
23 the spalling of the concrete, because water is
24 getting down there. See, this old concrete didn't
25 have -- typically wasn't air entrained, have

1 microscopic pockets of air in it and so when it
2 absorbs water and freezes it breaks the concrete,
3 breaks down the concrete bond. Modern concrete is
4 made with microscopic pockets of air in it, so that
5 when water gets in there and freezes it expands into
6 those pockets and the concrete is much more durable.

7 AUDIENCE MEMBER: (George Kendrick.) What's
8 your design life for the new bridge?

9 MR. PERKINS: Typically 75 years.

10 MR. KITTREDGE: We'll be shooting for 100
11 years on this.

12 AUDIENCE MEMBER: (George Kendrick.) So
13 we're at 63 years right now and it's degraded to a
14 level 5 you were saying earlier. At what point would
15 it be -- this is an unfair question, but at what
16 level would you say we've got to close this bridge
17 because it's unsafe? A 3? A 2?

18 MR. PERKINS: No, that's -- first of all,
19 those ratings are subjective. It's up to the
20 inspector, the engineer who is doing the inspection
21 to say, oh, this looks bad.

22 AUDIENCE MEMBER: (George Kendrick.) Yeah.

23 MR. PERKINS: And there is some guidance of,
24 well, you know, if you see this amount of
25 deterioration give it this number. Those are visual

1 characteristic ratings, okay. There is also a
2 strength rating, okay. And the Department did an
3 analysis on the bridge and it has a strength rating
4 that's acceptable to carry legal loads, that's why
5 the bridge isn't closed because it's strong enough.
6 What they're worried about is the durability of it
7 and the longevity of it and they want to do something
8 now before a big crack propagates up through the
9 substructure and you have to close it --

10 AUDIENCE MEMBER: (George Kendrick.) Right.

11 MR. PERKINS: -- and then you're without a
12 bridge.

13 AUDIENCE MEMBER: (George Kendrick.) Right.

14 AUDIENCE MEMBER: (Deborah Pixley.) Well,
15 that's going to happen anyway.

16 MR. PERKINS: Some day.

17 AUDIENCE MEMBER: (George Kendrick.) Well,
18 that's where I was going with that question.

19 AUDIENCE MEMBER: (Eric Gasperini.) Steve.

20 AUDIENCE MEMBER: Steve Rosen. Can you do
21 load limits on the bridge? I mean, other bridges
22 I've seen, you know, you can only have so much weight
23 traveling over them. Is that a thought?

24 MR. PERKINS: You can load restrict a
25 bridge, but it's more of a deflection issue that's

1 going on and a deterioration issue that's going on.
2 It's not a carrying capacity, so load restricting the
3 bridge doesn't solve the problem of deterioration or
4 it doesn't solve the problem of the settlement of a
5 substructure.

6 AUDIENCE MEMBER: (Eric Gasperini.) Phil.

7 AUDIENCE MEMBER: (Phil Crossman.) The
8 reason some of us are apprehensive about whatever
9 might be done to our bridges is because we've got 150
10 years of granite production history here in
11 Vinalhaven and as a result we've produced seven of
12 our own bridges. Five of them are historic artifacts
13 and one of them has already been obliterated by the
14 DOT coming down here and suggesting that if we
15 sprayed it with ShotCrete that would take care of it
16 and the result, as can you imagine, was disastrous.
17 So I'm -- we're all apprehensive or many of us are
18 apprehensive because of that kind of thing. You
19 talked in the beginning about the undesirability of
20 having a joint in the concrete surface, but I've seen
21 bridges with joints that are 4 or 5 inches wide and
22 they have a grid in the middle so the water goes down
23 into whatever is below and doesn't damage the
24 concrete, so why is the joint so dangerous in terms
25 of deterioration?

1 MR. PERKINS: You know, the joints -- on
2 large bridges, which it sounds like you're talking
3 about long span bridges, the thermal movement
4 requires a joint because the bridge expands in the
5 heat and it shrinks in the cold and if you try to
6 rigidly connect it to something it starts breaking
7 everywhere. So that's what those joint do, they open
8 and they close. Now, they are a problem and the DOT
9 is constantly in there repairing deterioration below
10 those joints and repairing concrete below those
11 joints. They often build troughs underneath them to
12 try to contain the water and direct it off the
13 structure, those have to be maintained annually.
14 They often fail causing, you know, the damage that
15 happens to the steel. So in modern bridge
16 engineering what we try to do is eliminate those
17 things and there is a design philosophy for short
18 span bridges, which I would call this one, is you go
19 an integral or a continuous bridge and you eliminate
20 the joint and you let the soil take the expansion and
21 you can do that because the thermal movement on this
22 is pretty small. It will be in 3/4 quarters of an
23 inch range rather than in the 3 or 4 inch range. So
24 I would say that the joints that you've seen on big
25 bridges damage is occurring, you may just not be

1 aware of it and the Department constantly has to
2 maintain those.

3 AUDIENCE MEMBER: (Eric Gasperini.) Dell.

4 AUDIENCE MEMBER: Dell Webster here,
5 Vinalhaven. I don't think -- do you ever use
6 stainless rods in concrete?

7 MR. PERKINS: That's an option. Stainless
8 and carbon fiber are options, non-corrosive rebar.

9 AUDIENCE MEMBER: (Dell Webster.) I don't
10 know how old the terminals are on both islands, not
11 very old, and they certainly didn't figure out the
12 reaction between concrete, salt water and steel rebar
13 because if you look at those cubes that the big tubes
14 go down to the bottom on, underneath the bottom of
15 them there is rebar hanging down there all rusted to
16 pieces and apparently a half a foot or so of concrete
17 has disappeared. It's very visible on the one at
18 North Haven. So if this bridge has any concrete
19 under the -- well, it's going to be in a salt water
20 environment, it seems like we ought to have something
21 better than rusting steel for rebar.

22 MR. PERKINS: Mmm Hmm.

23 MR. KITTREDGE: I think that gets to the
24 question that was asked about the design life, you
25 know, 75 years, 100 years, I mean, the technology

1 they have today, the materials they have today,
2 stainless bar, epoxy coated bar, epoxy, additives to
3 the concrete, I mean, you know, precast material is
4 always good. I know we're -- I've heard a lot of
5 about granite, I understand that. My point is that
6 we know that black bar and salt water environment is
7 not the right thing to do. We do. Believe it or
8 not, we do.

9 AUDIENCE MEMBER: (Eric Gasperini.) Any
10 other -- Kathy.

11 AUDIENCE MEMBER: (Kathy Warren.) I just
12 have one more. If you answered this before, I can
13 read the transcript, leave it out, but so the
14 guardrail -- the surface living out there that was
15 one of my larger safety issues, so is that any part
16 of why this is an issue as far as replacement goes?

17 MR. PERKINS: Yes. Right. So there is the
18 condition of the bridge. The bridge has become
19 functionally obsolete and structurally deficient, so
20 this bridge is considered functionally obsolete
21 because of the safety features like the guardrail.
22 So that is a consideration of as to why the bridge
23 moves into replacement or rehabilitation option.

24 AUDIENCE MEMBER: (Kathy Warren.) It's a
25 bigger deal in January through March than is it now,

1 but.

2 AUDIENCE MEMBER: (Eric Gasperini.) Steve.

3 AUDIENCE MEMBER: (Steve Rosen.) One more
4 question. Steve Rosen. So you heard our opinions
5 and you have your data, where do we go from here?

6 MR. PERKINS: Well, we're going to take all
7 of these opinions. We'll meet with the Department of
8 Transportation and we'll look at alternatives to what
9 can be done to the bridge. Certainly rehabilitation
10 of the bridge as is for historical requirements is
11 going to be considered.

12 AUDIENCE MEMBER: (Steve Rosen.) And
13 another meeting when you figure something out?

14 MR. PERKINS: That's right.

15 MR. KITTREDGE: Yes, we'll be back in -- I
16 think in the schedule it showed about six months or
17 so at the end of the year, we'll be coming back here
18 to present, you know, what we heard tonight and the
19 engineering that's been done in the interim to
20 present, you know, this is what we heard, this is
21 what we've done, you know, and get your comments on
22 this.

23 AUDIENCE MEMBER: (Kathy Warren.) So if we
24 wanted to do something with granite and the town can
25 provide the granite, is that an option as far as

1 materials used goes?

2 MR. PERKINS: Yeah. Absolutely.

3 AUDIENCE MEMBER: (Eric Gasperini.) All
4 right. George.

5 AUDIENCE MEMBER: (George Kendrick.) Sorry,
6 one last question. What's your permitting time
7 table? Are you looking at 50 percent design to go or
8 are you expecting a Tier 1? What are you thinking
9 about?

10 MR. KITTREDGE: I, honestly, George, I can't
11 comment on that. I did not know. I mean, we are
12 really in the beginning stages. The handout that you
13 see, which kind of goes to that today, I mean, that's
14 where we're at.

15 AUDIENCE MEMBER: (George Kendrick.) Okay.

16 AUDIENCE MEMBER: (Eric Gasperini.) And,
17 please, before you leave there is a sign-in sheet
18 here. They would --

19 AUDIENCE MEMBER: (Elizabeth Bunker.) Did
20 anybody not sign that needs to?

21 AUDIENCE MEMBER: (Eric Gasperini.) None of
22 us have. At least I haven't.

23 MR. KITTREDGE: Eric, if I may, just before
24 we break here. So I heard granite, I heard
25 curvature. I heard elevations. We don't want bigger

1 boats. We want to minimize impacts. Is there
2 anything else that --

3 AUDIENCE MEMBER: (Steve Rosen.) Single
4 lane.

5 MR. KITTREDGE: Single lane, thank you.
6 Anything else that we need to know going out of here?

7 AUDIENCE MEMBER: (Ruth Cutler.)
8 Aesthetically nice.

9 MR. KITTREDGE: Granite. But what does that
10 mean, aesthetically nice, what does that mean?

11 AUDIENCE MEMBER: (Cay Kendrick.) Granite
12 crib work.

13 MR. KITTREDGE: Granite. Yes, sir.

14 AUDIENCE MEMBER: Yeah, my name is Rick
15 Morgan, summer resident on Lane's Island Road. And I
16 just want to point out this two-page spread from
17 Downeast magazine in 2009, which is a photograph
18 featuring the Lane's Island Bridge. And this is the
19 "Where in Maine" feature that they run every month
20 and then you have to guess where it is and you get
21 letters from different people.

22 MR. KITTREDGE: How did you do?

23 AUDIENCE MEMBER: (Rick Morgan.) Well, they
24 got a lot of good letters. But it just illustrates
25 the significance of this bridge and what Lane's

1 Island and Indian Creek to the island and to many
2 people who come to the island as we started coming
3 some 35 years ago and it's part of the reason that we
4 bought a house here and have been spending summers
5 here since we retired. So I just think it's
6 important to be aware of what this means to this
7 community, but also to the whole state of Maine as a
8 way of attracting people. It's the reason why there
9 is parades of people walking past our house in
10 spring, summer, early fall and they stop at the
11 bridge and look at the view and at the bridge itself
12 because it's so beautiful and that's why this is
13 important to us.

14 MR. KITTREDGE: Thank you for that.

15 AUDIENCE MEMBER: (Cay Kendrick.) I think
16 there is also going to be an otter den in one of the
17 abutments. Yeah, Kirk Gentalen knows about it or he
18 told me he thinks it's there. Sorry, but I saw an
19 otter swimming right in front of our house and I saw
20 it go up in an abutment and disappear and I asked him
21 and he said they have a place that they hang out
22 there.

23 MR. KITTREDGE: Thanks for your indulgence.

24 AUDIENCE MEMBER: (Eric Gasperini.) Thank
25 you all for coming. We are going to have a

1 selectmens' meeting immediately following, so if you
2 do plan on leaving, if you could do so as quietly as
3 possible and if you -- obviously, if you want to
4 stay. And I would like to thank everybody for coming
5 out from the state.

6

7 (Meeting concluded at 7:10 p.m.)

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C E R T I F I C A T E

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

and I have signed:

_/s/ Robin J. Dostie_____

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: June 28, 2017

< Dates >	26 37:6	abilities 38:16
February 6,	2x12 41:6	able 3:7, 28:14
2019. 61:15	2x12s 40:25	above 24:18,
June 27, 2017		24:21, 42:23
1:12		Absolutely
June 28, 2017	< 3 >	30:17, 57:2
61:17	3 17:23, 50:17,	absorbs 50:2
	53:23	abutment 21:11,
	3/4 53:22	59:20
< 0 >	30,000 14:9	abutments 40:6,
0 11:18, 11:23	35 59:3	59:17
		abutter 20:12,
		25:5, 28:4
< 1 >	< 4 >	abutters 4:18,
1 24:18, 57:8	4 11:25, 12:5,	17:21, 48:22
1.2 16:10,	13:7, 52:21,	accelerate 42:3
31:23, 32:1,	53:23	accelerating
32:5, 32:8	4,000 23:6	28:9
10 40:24	40 11:21,	acceptable 51:4
100 11:4,	37:18, 37:20	access 14:14,
11:19, 22:5,	420 36:24	15:8, 15:9
36:11, 36:12,		account 5:24
50:10, 54:25		accurate 61:5
100. 11:17,	< 5 >	achieve 27:22
11:18	5 50:14, 52:21	acre 27:12
106 8:16, 29:8,	5. 11:22, 12:1	across 15:11,
29:10	50 17:24,	15:14, 19:21,
112 11:8	32:23, 57:7	24:24, 40:25
14 11:6, 24:1		Act 8:16
15 2:6, 31:14		action 24:21,
15,000. 16:9	< 6 >	28:6
150 52:9	60 32:23	actual 36:5,
150,000 16:8	63 50:13	36:6
150,000. 16:11	6:00 1:15	Actually 12:14,
16.2 11:17		20:17, 20:20,
19 1:13	< 7 >	23:9, 23:11,
19- 26:11	7 37:25	25:25, 26:5,
1920 26:11	75 50:9, 54:25	40:19, 44:23,
1954. 11:1	7:10 60:7	45:10, 45:12,
		46:9
		ad 4:14
< 2 >	< 9 >	add 32:6, 32:7,
2 17:22, 50:17	9 11:23	34:24
20 37:1, 37:3		adding 34:3
2009 58:17		additives 55:2
2019. 16:4	< A >	address 27:23
21707.00 1:6	A-R-L-E-N-E	addressed 7:10
22 36:17,	19:12	addressing 7:5
36:18, 37:3,	abide 35:6	adds 34:4
37:5		advance 15:24

<p> advancement 31:19 advertise 16:2 advertising 2:15 aerial 12:12 Aesthetically 58:8, 58:10 afford 18:18 ago 7:4, 46:10, 46:11, 59:3 ah 20:12, 32:4 ahead 9:6 air 27:21, 49:25, 50:1, 50:4 alignment 12:13, 13:19, 13:24, 15:6, 15:11, 18:4, 21:5, 25:24, 26:13, 27:17, 43:17, 48:16 alignments 9:12, 27:7 Alley 4:3 Alley. 3:9, 10:14, 10:20 allow 2:7, 13:19, 28:7 already 2:9, 27:11, 28:5, 29:12, 52:13 Alternate 13:22, 13:23, 17:22, 17:23 alternative 21:14, 39:4, 39:7, 44:11 alternatives 19:25, 31:20, 56:8 amount 50:24 analysis 3:3, 9:9, 30:10, 32:3, 51:3 Andrew 4:9, 43:7, 43:8, 47:16, 47:25, 48:7 </p>	<p> Andy 48:5, 48:9 angles 18:6 annually 53:13 answered 55:12 Anybody 4:11, 24:24, 44:24, 45:1, 45:12, 47:23, 57:20 anyway 28:19, 30:20, 51:15 anyways 45:2 apart 14:25 Apparently 6:23, 54:16 appears 42:1 apply 3:21 apprehensive 52:8, 52:17, 52:18 approach 17:15, 27:22, 43:14 approaches 12:10, 13:8, 43:14, 43:15 approaching 27:11 appropriate 26:19 approved 38:9, 38:11, 38:12 architectural 29:12 area 7:6, 27:16, 28:2, 43:11, 44:9 areas 43:15 Arlene 19:11, 19:19 around 9:12, 12:21, 23:6, 26:10, 44:1 artifacts 52:12 aspect 13:25 aspects 7:9, 25:9, 26:15, 26:22, 27:1 assessment 16:23 assessments 16:24 </p>	<p> Associates 2:25, 7:4 assuming 9:8, 35:19 attended 4:22 attention 11:25, 12:8, 13:7, 28:16 attracting 59:8 AUDIENCE MEMBER 10:20 Augusta 2:12, 3:16 available 28:23, 28:25, 43:6, 46:21, 47:11, 47:14, 47:18 averaging 11:8 awarded 38:11 awarding 38:17 aware 6:23, 7:2, 7:7, 9:2, 9:3, 54:1, 59:6 away 10:16, 43:19 < B > back 3:16, 3:20, 6:15, 6:21, 8:15, 20:15, 25:23, 26:3, 27:13, 31:20, 38:6, 44:21, 56:15, 56:17 background 10:25, 38:16 backwards 48:25 bad 39:5, 50:21 badly 22:22 Bailey 26:24 Bald 35:16 banging 21:17 bar 55:2, 55:6 barge 21:18, 21:19 bascule 11:2 </p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

based 11:23	bond 50:3	23:10, 26:14,
beam 37:18	bores 17:2	26:18, 34:11
beams 14:18,	boring 17:1	bullet 7:20
14:20	bottom 18:24,	bump 27:21
beautiful 59:12	23:20, 54:14	bunch 2:13,
become 55:18	bought 59:4	8:7, 21:3,
bedrock 44:21	boulders 17:16	22:15, 45:1
begin 2:3	brand 11:19	Bunker 4:5
beginning	break 42:1,	Bunker. 32:25,
52:19, 57:12	57:24	33:4, 33:7,
behave 18:20	breaking 53:6	33:11, 33:15,
behaved 22:22	breaks 50:2,	57:19
Believe 2:25,	50:3	Bureau 9:2
46:20, 55:7	bridges 11:13,	business 4:23,
below 39:22,	14:23, 23:8,	5:7, 16:13
42:20, 52:23,	31:3, 31:8,	busses 18:13
53:9, 53:10	32:5, 39:6,	
better 17:13,	51:21, 52:9,	< C >
54:21	52:12, 52:21,	cable 30:19
beyond 12:23	53:2, 53:3,	call 5:18,
bid 38:5,	53:18, 53:25	6:10, 11:16,
38:10, 38:13,	brief 10:1	14:11, 40:19,
38:19, 38:20,	briefly 7:17	53:18
38:22	Bring 2:14,	called 44:5
bidder 38:23	17:25, 18:15	capacity 39:13,
bids 38:5	brings 17:23	39:14, 52:2
big 7:20,	brother 19:3,	capture 3:6,
18:12, 19:6,	20:13, 20:18	10:5
23:7, 27:21,	brought 22:10	carbon 54:8
36:19, 51:8,	budget 9:20,	card 5:7, 16:13
53:24, 54:13	16:5, 23:6,	cards 4:23, 5:3
bigger 55:25,	23:17	care 52:15
57:25	build 8:5,	carries 11:7
biggest 37:1	13:23, 14:14,	carry 51:4
bird 49:1	14:18, 15:3,	carrying 52:2
bit 3:10, 10:15	15:8, 15:10,	cars 11:9
black 55:6	15:12, 15:14,	Carvers 7:6,
blasting 33:21	21:9, 23:10,	35:19
blew 32:19	23:12, 34:7,	catch 3:15
block 12:25,	43:16, 43:17,	cause 14:24
14:6, 42:20,	43:24, 44:9,	causing 53:14
42:23	53:11	Cay 3:11,
blocks 42:19,	builder 34:12	39:18, 39:20,
44:19, 45:16	building 21:11,	40:4, 49:19,
board 4:2	41:1, 43:15,	58:11, 59:15
boat 28:1,	44:21	center 26:11
28:6, 28:11	built 9:12,	certain 24:22,
boathouse 28:4	11:1, 12:15,	31:4
boats 28:7,	13:6, 15:16,	Certainly
28:12, 58:1	20:20, 23:8,	

<p>13:13, 22:9, 28:24, 34:3, 39:25, 40:10, 47:17, 49:9, 54:11, 56:9 certify 61:4 CHA 1:19, 2:24 chairman 4:1 challenges 12:19 change 14:21 changed 20:16 changing 48:19 channel 12:22, 37:20 character 7:5, 26:22, 27:19 characteristic 51:1 characteristics 7:5, 25:21 characterizatio n 30:2, 30:4 charged 22:15 cheaper 23:12 choosing 38:6 Christ 18:17 chunks 41:25 Cianbro 21:17 cited 41:23 clear 42:16 clerk 4:6 close 15:5, 50:16, 51:9, 53:8 closed 51:5 closer 5:25, 17:24 closest 12:17 closing 16:21 Clough 2:24 coastal 24:19 coated 55:2 cobble 17:16 cognizant 7:7 cold 53:5 columns 37:24 comes 18:12, 20:3, 37:19 coming 2:18,</p>	<p>10:9, 19:23, 52:14, 56:17, 59:2, 59:25, 60:4 commencing 1:14 comment 5:3, 5:8, 57:11 comments 5:1, 10:2, 22:21, 56:21 Commission 61:15 commitments 35:7 committee 38:15 community 59:7 compared 39:5, 46:17 complete 16:1 completely 11:19, 15:4 complimentary 40:5 comply 7:23 conception 2:15 concern 8:5 concerned 33:17, 35:14 concerns 7:6, 22:10 concluded 60:7 Concrete 11:6, 12:3, 26:19, 27:3, 27:5, 37:22, 37:24, 41:24, 41:25, 42:5, 42:6, 42:7, 42:11, 44:16, 45:4, 49:23, 49:24, 50:2, 50:3, 50:6, 52:20, 52:24, 53:10, 54:6, 54:12, 54:16, 54:18, 55:3 condition 11:15, 11:22, 11:23, 11:24, 12:5, 13:3,</p>	<p>13:7, 15:2, 39:15, 42:2, 49:14, 55:18 conditions 11:1, 19:16, 41:9, 41:17, 41:20, 47:11 connect 12:17, 53:6 Connecticut 3:1, 23:5, 23:11, 23:15 connects 10:24 consider 8:17, 14:4, 14:8, 26:15, 31:14 consideration 6:15, 23:7, 24:14, 25:2, 35:20, 37:10, 55:22 considered 6:2, 6:3, 55:20, 56:11 considering 8:23, 11:21 consist 14:16 consists 11:5 constantly 53:9, 54:1 constraints 39:25 Construction 2:16, 8:3, 16:3, 16:4, 16:9, 16:10, 22:6, 31:23, 32:13, 34:4, 34:19 consultant 29:14 contact 4:25, 6:7, 48:4 contain 53:12 continue 42:3 continuous 53:19 contract 34:21, 38:17, 40:11 contractor</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>22:9, 30:12, 34:20, 34:23, 35:5, 38:7, 40:1, 40:11, 44:8 contractors 22:4, 34:14, 38:9, 38:10, 38:13 control 22:3, 34:18, 35:5 conversation 3:15, 9:18 copies 5:9, 47:25 corner 19:13, 21:20, 23:20 Corps 27:14 correct 13:13, 13:16, 47:3, 49:18 correspondence 48:3 cost 16:6, 16:9, 26:25, 32:4 count 19:16, 19:17 couple 4:13, 6:22, 9:12, 17:9, 27:2, 28:21, 32:20, 48:24 course 25:15, 38:23, 42:20, 46:13 Court 1:12, 3:5, 3:14, 61:2, 61:13 crack 51:8 cracking 42:10, 42:24, 44:19 cracks 46:14 create 27:25 credentials 38:15 Creek 7:6, 28:2, 28:10, 35:18, 59:1 crib 25:19,</p>	<p>25:25, 26:9, 42:16, 58:12 cribbing 36:5, 36:13, 37:11 cribstone 25:16, 26:5 cross 15:17 Crossman 4:10 Crossman. 40:23, 41:7, 41:16, 41:22, 42:4, 42:14, 42:25, 52:7 cubes 54:13 cultural 7:9 cumulative 27:10, 27:13 curb 49:5, 49:6 curb-to-curb 11:6, 31:14 current 11:1, 11:3 Currently 15:22 curvature 57:25 curve 14:17 curved 12:13, 12:14, 14:19, 22:23 Cutler 22:20, 36:2 Cutler. 23:3, 35:11, 35:24, 36:4, 36:10, 36:15, 36:20, 37:4, 37:9, 37:15, 37:21, 58:7</p> <p>< D > D-I-N-A-H 17:20 damage 42:2, 52:23, 53:14, 53:25 dangerous 39:11, 39:12, 52:24 dashed 14:13 data 28:22, 28:24, 30:6,</p>	<p>56:5 date 17:5 DATED 61:17 day 11:9, 24:25, 46:1, 51:16 days 5:5, 17:9, 20:15, 34:21 deal 8:11, 22:14, 55:25 Deborah 16:14, 16:19, 17:7, 24:3, 39:2, 39:3, 39:10, 51:14 decided 10:12 decision 9:17 decisions 9:20 deck 14:17 deficiencies 13:14 deficient 55:19 deflection 51:25 degraded 50:13 Dell 54:3, 54:4, 54:9 den 59:16 Department 1:2, 2:11, 7:1, 11:12, 20:7, 22:2, 24:17, 30:8, 31:8, 32:2, 39:13, 39:16, 41:21, 45:13, 51:2, 54:1, 56:7 depend 20:3 depends 43:12 depth 24:8 deputy 4:5 design 2:15, 3:3, 3:19, 6:13, 15:22, 15:25, 16:2, 24:18, 24:22, 26:15, 36:17, 37:11, 48:19, 48:23, 49:1, 49:2, 50:8,</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

53:17, 54:24, 57:7	discussion 7:16, 15:18	24:13
designed 25:18	dislodged 13:5	drawbridge 26:10
desirability 24:20	diver 45:16	drawings 47:10, 47:11
deterioration 14:24, 49:22, 50:25, 52:1, 52:3, 52:25, 53:9	dock 21:18	drill 17:17, 17:18
determine 7:25, 29:14	dogs 22:22	driller 17:10
determined 21:25	doing 8:17, 16:24, 17:4, 30:10, 48:19, 50:20	drilling 17:14, 33:20
develop 3:19	dollars 27:3	driving 24:24, 39:16
developed 7:1, 49:11	Donald 4:8	drop 5:7
development 5:14	done 6:24, 7:3, 10:1, 10:3, 29:12, 32:3, 32:20, 33:1, 33:3, 33:5, 33:8, 33:18, 33:20, 34:22, 39:13, 43:25, 49:9, 52:9, 56:9, 56:19, 56:21	ducks 35:15
develops 4:24	door 19:1, 45:24	Due 34:25, 44:18
Dewan 7:3	Dorr 4:9	dump 43:22
dictated 9:6	Dorr. 43:8, 48:7	durability 51:6
difference 36:16	Dostie 1:11, 3:5, 3:14, 61:2	durable 50:6
different 2:14, 24:5, 48:21, 58:21	DOT 5:17, 23:15, 26:14, 28:25, 29:24, 34:18, 47:21, 52:14, 53:8	duration 34:4
differential 42:23	double-side 7:13	during 8:3, 11:10, 22:5
difficult 48:17	Down 16:21, 18:24, 18:25, 22:17, 22:23, 23:4, 23:21, 34:12, 37:20, 41:15, 43:25, 44:20, 45:2, 49:24, 50:3, 52:14, 52:22, 54:14, 54:15	< E >
dig 32:8	draw 20:17,	Eagles 35:16
Dinah 17:20, 18:7, 18:10, 18:19, 18:23, 19:2, 19:5, 20:12, 20:23, 28:17, 32:22, 33:2, 33:6, 33:13, 35:13		earlier 25:8, 50:14
direct 17:21, 53:12		early 59:10
direction 14:21		easiest 48:3
directly 4:25		eat 41:3
disappear 59:20		ebb 3:6, 3:15
disappeared 54:17		economically 26:18
disastrous 52:16		edge 19:14
discrepancy 38:21		effect 14:19, 19:6
		effects 8:17
		either 4:14, 9:3, 21:16
		element 26:25
		elevation 5:20, 12:20, 24:9, 24:11, 24:19, 49:2
		elevations 57:25
		eligible 8:23
		eliminate 53:16, 53:19

eliminates 49:12	59:24	19:23, 38:14
Elizabeth 4:5, 32:25, 33:4, 33:7, 33:11, 33:15, 57:19	erosion 28:3, 28:5, 28:9	Expires 61:15
encourage 4:23	especially 8:3, 25:1	explains 26:12
end 16:1, 16:2, 16:3, 42:19, 56:17	essentially 27:21	eye 49:1
engineer 3:1, 3:2, 10:10, 15:2, 22:4, 22:11, 34:19, 34:22, 50:20	established 47:22	< F >
engineered 3:21	estate 22:14, 22:16	fact 20:15
engineering 3:3, 6:14, 16:7, 16:11, 17:3, 27:4, 53:16, 56:19	esthetically 23:13	fail 53:14
engineers 2:6	evaluate 7:23, 29:14	failed 11:19
enough 37:14, 42:22, 51:5	evaluating 8:21, 8:24	failure 19:7
entrained 49:25	evening 4:16, 4:22, 6:18, 7:17, 9:13	fall 42:1, 59:10
envelopes 5:3	everybody 3:7, 9:21, 28:15, 47:24, 60:4	falling 14:25, 25:17
environment 24:19, 54:20, 55:6	everyone 10:18, 28:14	familiar 10:23, 12:21
Environmental 6:24, 6:25, 7:9, 7:13, 8:9, 29:25, 35:6, 39:25	everything 34:10	far 3:8, 20:3, 43:18, 48:3, 55:16, 56:25
epoxy 55:2	everywhere 53:7	fast 33:18
equipment 43:23	exactly 38:1	father 20:19
Eric 2:2, 2:10, 2:16, 4:1, 22:18, 23:18, 31:1, 35:8, 35:22, 38:3, 39:1, 39:18, 40:18, 40:21, 43:9, 44:14, 46:2, 47:8, 48:12, 51:19, 52:6, 54:3, 55:9, 56:2, 57:3, 57:16, 57:21, 57:23,	excavators 43:22	FAULKNER 1:20, 17:25, 19:9, 20:9, 20:25, 34:24, 35:4, 47:2, 47:5
	Excuse 29:3, 30:3, 36:22	fault 42:17
	existing 10:25, 13:18, 13:20, 14:12, 15:16, 17:22, 19:15, 21:11, 36:8, 39:21, 43:17, 43:20, 47:11, 47:12, 47:14, 47:15, 48:15, 48:21, 49:20	fear 45:6
	expands 50:5, 53:4	feature 58:19
	expansion 53:20	features 55:21
	expecting 57:8	featuring 58:18
	expensive 14:4, 23:9	federal 5:15, 7:23, 8:10, 8:12, 8:13, 8:14, 16:6
	experience	feedback 2:20
		feet 11:4, 11:6, 17:24, 24:2, 31:14, 32:23, 36:11, 36:12, 36:17, 36:19, 36:24, 37:2, 37:3, 37:5, 37:18, 37:20, 37:25
		fell 41:15
		few 9:25
		fiber 54:8
		field 30:2

figure 54:11, 56:13	8:21, 9:20	26:4, 26:8,
fill 17:15, 26:6, 27:11, 27:12, 27:15, 39:23, 40:13, 40:14	found 9:7	28:18, 29:1,
filling 27:15, 40:6	foundations 13:17, 21:24	29:4, 29:7, 29:11, 29:19, 29:22, 30:1, 30:5, 30:9, 30:14, 36:5, 47:8, 47:9, 47:19, 50:7, 50:12, 50:22, 51:10, 51:13, 51:17, 57:4, 57:5, 57:10, 57:15
final 16:1	four 12:25, 46:11, 47:3	gets 33:18, 50:5, 54:23
finalize 15:25	fowl 35:15, 35:17	getting 23:21, 47:25, 49:24
find 3:18, 5:1, 7:15, 15:24, 32:8, 37:10	freezes 50:2, 50:5	girder 11:5, 12:22
finger 26:6	front 7:19, 21:17, 37:19, 45:24, 59:19	give 12:8, 14:18, 39:4, 50:25
finish 32:12	full 28:14, 37:12	gotten 20:6
finished 17:19	full-time 34:20	gradually 27:22
first 6:8, 7:20, 13:9, 14:2, 35:12, 50:18	functionally 55:19, 55:20	Granite 12:6, 12:25, 14:6, 17:15, 25:15, 25:21, 26:13, 26:16, 26:18, 26:20, 27:5, 42:8, 42:19, 42:20, 42:22, 44:19, 44:20, 44:23, 45:5, 45:7, 45:16, 52:10, 55:5, 56:24, 56:25, 57:24, 58:9, 58:11, 58:13
fish 7:22	funds 16:7	great 8:11, 48:11
fishers 35:16	future 36:17, 37:11	grid 52:22
fit 37:14	< G >	grocery 33:25
Five 52:12	gaps 13:1, 13:2	group 6:12
fix 14:6, 39:17, 41:15	Gasperini 4:1	guardrail 12:10, 30:16, 30:19, 41:11, 55:14, 55:21
flier 4:15	Gasperini. 2:2, 22:18, 23:18, 31:1, 35:8, 35:22, 38:3, 39:1, 39:18, 40:18, 40:21, 43:9, 44:14, 46:2, 47:8, 48:12, 51:19, 52:6, 54:3, 55:9, 56:2, 57:3, 57:16, 57:21, 59:24	guardrailing
float 37:1	gathering 17:4	
flood 24:18, 31:4	general 4:19, 5:20	
flow 3:6, 3:15	generally 5:17, 5:19, 14:4	
folks 2:14, 2:20, 3:20, 5:22, 6:6, 7:14, 7:18	generate 27:8	
follow 8:14	generating 30:6	
following 60:1	Gentalen 59:17	
foot 14:9, 24:18, 33:22, 37:2, 54:16	geometric 12:18	
footprint 8:6, 44:10	George 25:4, 25:7, 25:14,	
foregoing 61:4		
forgotten 2:8		
formal 6:10, 6:16, 6:18, 31:21		
forward 5:2, 5:24, 7:10,		

12:3
 guess 2:21,
 40:5, 58:20
 guidance 50:23
 guidelines 31:7
 guys 25:20,
 41:1

< H >

habitat 27:16,
 35:1
 half 2:8,
 27:12, 33:21,
 54:16
 hand 40:22,
 48:13
 handling 29:23
 handout 6:25,
 7:12, 57:12
 hang 37:6,
 59:21
 hanging 54:15
 happen 27:25,
 51:15
 happening 28:5
 happens 53:15
 happy 33:24
 Harbor 7:7,
 32:15, 35:19
 Harbour 2:25
 Harpswell
 25:20, 26:24
 Haven 32:15,
 54:18
 hear 2:18, 3:7,
 5:22, 6:5,
 9:19, 31:18
 heard 3:20,
 6:12, 55:4,
 56:4, 56:18,
 56:20, 57:24,
 57:25
 hearing 31:21
 heat 53:5
 Height 24:3,
 24:6, 24:7,
 27:22
 heights 31:4
 help 5:11

hereby 61:4
 high 5:20,
 20:5, 27:16,
 27:19, 27:25
 higher 19:21,
 28:5, 28:7,
 28:8
 highly 14:22,
 27:2
 hired 29:13,
 45:16
 Historic 8:16,
 8:20, 9:3,
 13:25, 14:7,
 25:9, 25:12,
 25:21, 26:15,
 26:21, 27:18,
 29:15, 46:17,
 46:20, 52:12
 historical 7:9,
 56:10
 historically
 27:14
 history 52:10
 Hmm 22:7,
 25:13, 54:22
 holding 42:9
 holds 12:5
 holes 17:18,
 33:20
 holy 21:21
 home 5:5
 honestly 57:10
 hope 7:15
 hopefully 6:10
 horizontally
 49:5
 horrible 23:16
 house 17:24,
 20:16, 20:17,
 21:20, 26:1,
 33:21, 59:4,
 59:9, 59:19
 housekeeping
 4:13
 hundred 22:5,
 27:3
 husband 20:12

< I >
 icy 25:2
 ideas 15:23
 identify 3:24
 illustrates
 58:24
 illustrative
 9:18
 imagine 52:16
 immediately
 60:1
 impact 25:9,
 30:21, 48:22
 impacts 7:24,
 8:2, 8:5,
 8:9, 27:9,
 27:10, 27:13,
 30:23, 58:1
 important
 25:22, 59:6,
 59:13
 improvement 8:1
 in-house 30:10
 inadequate 32:9
 inch 53:23
 inches 52:21
 include 31:24
 included 47:7
 increase 28:11
 Indian 7:6,
 28:2, 28:10,
 35:18, 59:1
 indicates 37:17
 indicative
 42:17, 42:21
 indulgence
 59:23
 information
 2:20, 7:14,
 16:22, 17:4,
 19:18, 20:6,
 25:8, 47:13
 informational
 2:3
 initially 14:2
 input 5:15
 insight 39:5
 inspected 17:6
 inspection
 11:14, 11:15,

12:2, 12:9,
 13:11, 41:20,
 41:23, 42:10,
 42:15, 45:14,
 45:17, 46:6,
 46:15, 47:16,
 50:20
 inspections
 46:9, 47:3
 inspector 50:20
 inspects 11:12
 install 34:5
 instead 27:3
 integral 53:19
 interesting
 7:15
 interim 56:19
 Internal 29:2,
 29:5
 interstates
 30:21
 introduce 2:7,
 3:4
 introductions
 2:22
 inventory 7:3
 investigated
 38:17
 involve 19:25,
 44:20
 Iserbyt 46:5
 Iserbyt. 46:8,
 46:19, 46:22
 Island 1:4,
 2:4, 7:2,
 10:24, 12:24,
 13:22, 18:13,
 26:17, 26:24,
 27:20, 40:24,
 41:12, 48:15,
 58:15, 58:18,
 59:1, 59:2
 islands 54:10
 issue 12:7,
 28:9, 51:25,
 52:1, 55:16
 issues 3:18,
 7:9, 25:10,
 55:15
 itself 59:11

< J >
 J. 1:11, 61:2
 Jake 4:7
 January 55:25
 jeez 5:6, 9:14
 Jesus 33:19
 job 2:13, 3:14
 Joel 1:18,
 2:11, 10:11,
 13:25, 16:12,
 25:5, 25:8,
 47:2
 John 1:21,
 27:20
 joint 14:20,
 15:4, 42:23,
 48:18, 48:20,
 49:12, 52:20,
 52:24, 53:4,
 53:7, 53:20
 joints 14:23,
 18:3, 48:20,
 49:20, 52:21,
 53:1, 53:10,
 53:11, 53:24

< K >
 Kathy 18:14,
 23:18, 23:19,
 23:25, 24:6,
 24:10, 24:15,
 24:23, 33:23,
 37:13, 38:3,
 38:4, 38:18,
 38:25, 43:3,
 44:2, 44:6,
 46:23, 48:5,
 48:8, 55:10,
 55:11, 55:24,
 56:23
 keep 15:5,
 22:22, 24:2
 Keeping 23:3,
 28:10, 31:6,
 34:22
 Kendrick 25:4,
 39:20

Kendrick. 3:11,
 25:7, 25:14,
 26:4, 26:8,
 28:18, 29:1,
 29:4, 29:7,
 29:11, 29:19,
 29:22, 30:1,
 30:5, 30:9,
 30:14, 40:4,
 47:9, 47:19,
 49:19, 50:7,
 50:12, 50:22,
 51:10, 51:13,
 51:17, 57:5,
 57:15, 58:11,
 59:15
 key 3:17
 kick 45:2
 kids 18:15
 kind 9:14,
 21:24, 52:18,
 57:13
 kinds 35:17
 king 35:16
 Kirk 59:17
 Kleinfelder
 29:18, 29:20,
 29:21
 knows 59:17

< L >
 lack 11:10
 Lane 1:4, 2:4,
 7:2, 10:24,
 11:7, 12:24,
 18:13, 31:6,
 31:10, 40:24,
 41:12, 48:14,
 58:4, 58:5,
 58:15, 58:18,
 58:25
 lanes 31:5,
 31:9
 large 53:2
 larger 13:2,
 28:1, 28:7,
 55:15
 last 6:23,
 30:15, 39:9,

46:14, 46:24,
 57:6
 later 5:10,
 6:19, 15:1
 latest 11:8
 Laughter. 41:5
 law 6:8, 7:23
 laws 8:10
 leading 49:22
 leak 14:24
 least 23:12,
 26:11, 57:22
 leave 55:13,
 57:17
 leaving 60:2
 left 19:13,
 19:14, 26:1,
 26:5, 28:3
 legal 51:4
 length 36:5,
 36:6
 less 11:20,
 11:25, 23:9,
 30:21, 37:20,
 37:23
 letters 4:17,
 58:21, 58:24
 level 27:23,
 50:14, 50:16
 liaison 22:8
 life 2:15,
 36:24, 50:8,
 54:24
 limit 20:5,
 28:12, 40:13,
 40:14, 45:3
 limits 51:21
 line 13:4,
 14:13
 lines 20:5
 links 47:22
 list 38:9,
 38:11, 38:12
 listed 12:5,
 12:6
 listen 5:21,
 6:5, 6:18,
 6:19
 lists 11:15,
 12:2

Little 3:10,
 3:12, 10:15,
 10:24, 27:20,
 39:4, 48:22
 live 12:21,
 17:21, 18:18,
 18:22, 18:23,
 19:2, 23:4,
 28:3, 39:20
 lived 36:23,
 40:24
 lives 19:3
 living 23:20,
 55:14
 load 11:16,
 39:13, 42:23,
 45:3, 51:21,
 51:24, 52:2
 loads 51:4
 local 3:23,
 8:10
 located 21:9
 location 10:23,
 14:12, 14:13
 logical 26:21
 long 11:4,
 23:12, 32:21,
 33:10, 36:24,
 39:6, 39:8,
 53:3
 longevity 51:7
 look 2:19,
 3:17, 9:16,
 14:8, 14:9,
 14:10, 15:7,
 15:13, 23:14,
 27:10, 39:16,
 47:10, 47:23,
 49:10, 54:13,
 56:8, 59:11
 looked 23:7,
 44:23, 45:10,
 46:17, 49:11
 Looking 10:13,
 12:19, 14:2,
 15:21, 26:6,
 49:2, 49:5,
 49:16, 57:7
 looks 27:20,
 50:21

lot 7:16,
 22:15, 22:21,
 23:9, 25:2,
 36:13, 44:3,
 55:4, 58:24
 low 11:20,
 12:2, 38:19,
 38:20, 38:23
 lowest 24:17,
 24:20

 < M >
 M-O-Y-E-R 17:21
 ma'am 22:19,
 35:10
 magazine 58:17
 mail 4:14, 5:9
 main 12:22,
 15:19, 37:17
 Maine 1:1,
 1:12, 1:14,
 2:11, 20:7,
 58:19, 59:7,
 61:3
 Mainedot 5:13
 maintain 15:15,
 21:10, 31:9,
 54:2
 maintained
 48:23, 53:13
 Maintaining
 49:6
 mallard 35:15
 manager 4:9
 map 19:13,
 19:14
 March 55:25
 marching 3:2
 material 55:3
 materials 55:1,
 57:1
 matter 3:23,
 20:14, 21:16
 maximum 31:13
 mean 17:13,
 18:5, 24:8,
 31:11, 38:8,
 45:10, 49:8,
 51:21, 54:25,

55:3, 57:11,
 57:13, 58:10
 meaning 11:18,
 11:19
 means 8:24,
 13:22, 41:25,
 43:21, 59:6,
 61:6
 measurement
 36:23
 meet 56:7
 Meeting 1:9,
 2:3, 5:4,
 5:13, 5:18,
 5:19, 6:9,
 6:11, 10:6,
 10:12, 15:23,
 56:13, 60:1,
 60:7
 meetings 5:17,
 6:8
 mentioned
 13:25, 36:5
 Michelle 33:24,
 48:13, 48:14,
 49:4, 49:13
 microscopic
 50:1, 50:4
 mid-tides 28:8
 middle 14:20,
 15:5, 35:9,
 35:23, 36:12,
 48:18, 48:20,
 49:15, 52:22
 migration 35:1
 million 16:10,
 31:24, 32:1,
 32:5, 32:9
 mind 28:10
 minimize 30:22,
 58:1
 minimizing 8:9
 minimum 5:17,
 11:13, 46:7
 minor 30:16
 minute 2:7,
 6:21, 6:23
 missed 45:19
 missing 3:19
 mitigate 8:4

Mmm 22:7,
 25:13, 44:13,
 54:22
 Modern 50:3,
 53:15
 money 8:13,
 34:15
 month 58:19
 months 6:9,
 6:19, 11:11,
 56:16
 Morgan 58:15
 Morgan. 58:23
 mostly 11:9
 move 5:23,
 7:10, 9:20,
 10:15, 21:22,
 41:3
 movement 53:3,
 53:21
 moves 55:23
 moving 5:2,
 8:21, 27:8,
 34:15
 Moyer 17:20,
 20:11, 44:5
 myself 2:23

 < N >
 name 2:10,
 10:4, 10:9,
 16:17, 19:11,
 22:19, 35:10,
 35:25, 46:5,
 58:14
 names 2:8
 narrow 22:23
 narrows 37:19
 National 8:16,
 8:23, 9:4
 natural 7:19
 nearby 44:3
 necessary 41:9,
 41:18
 need 5:14,
 5:16, 5:22,
 7:22, 7:25,
 8:17, 9:19,
 13:7, 15:7,

15:24, 27:23,
 29:10, 35:6,
 49:17, 58:6
 needed 41:11
 needs 7:8,
 7:10, 11:25,
 57:20
 neighbor 21:20
 new 11:19,
 13:18, 13:23,
 14:16, 14:25,
 15:12, 21:11,
 22:16, 31:4,
 34:7, 34:10,
 36:8, 43:15,
 43:24, 44:16,
 45:4, 48:15,
 49:17, 50:8
 newbies 38:12
 newspaper 4:15
 Next 16:2,
 16:3, 19:1,
 21:19, 34:15,
 38:24
 nice 18:5,
 22:22, 23:8,
 28:13, 44:3,
 58:8, 58:10
 No. 18:14,
 23:22, 38:8
 non-corrosive
 54:8
 non-eligible
 9:4
 non-historic
 9:3
 non-starter
 27:10
 None 57:21
 Nope 19:1
 North 32:15,
 54:18
 northwest 39:21
 Notary 1:11,
 61:3
 noted 12:9,
 13:4
 notes 42:9,
 42:18, 46:9
 Nothing 9:9,

<p>10:12, 13:13, 39:4 notice 8:25 number 34:21, 41:14, 50:25</p> <p>< O > O'keefe 48:14 O'keefe. 49:4, 49:13 oak 23:10 obligated 40:12 obliterated 52:13 observation 46:4 obsolete 55:19, 55:20 obvious 41:10 Obviously 11:9, 35:14, 60:3 occurring 42:21, 53:25 off-alignment 15:13 off-line 43:13, 44:12 Office 1:9, 1:13, 29:25 officials 3:24 often 31:15, 53:11, 53:14 oil 18:12 Okay 3:13, 10:22, 19:4, 19:8, 19:19, 25:3, 29:7, 30:14, 37:9, 37:21, 40:20, 43:8, 46:19, 46:22, 47:5, 48:10, 51:1, 51:2, 57:15 old 15:17, 19:22, 20:15, 20:17, 40:24, 49:24, 54:10, 54:11 on-line 14:11</p>	<p>once 10:3, 33:17, 34:10, 38:5 One 7:8, 13:12, 24:16, 25:22, 27:24, 30:16, 30:17, 31:6, 31:23, 32:19, 34:20, 36:8, 36:9, 39:21, 43:1, 46:25, 48:4, 48:16, 52:13, 53:18, 54:17, 55:12, 55:15, 56:3, 57:6, 59:16 one. 17:19, 19:15, 38:24 ones 37:23 Oops 19:7 open 10:2, 10:3, 33:1, 53:7 opening 36:13, 36:19, 37:1, 37:5 opinion 24:5, 38:7 opinions 31:16, 56:4, 56:7 opportunity 2:17 opposed 27:15, 41:10 option 13:14, 14:7, 15:3, 15:12, 17:23, 40:13, 43:12, 43:13, 43:16, 44:18, 45:5, 49:8, 54:7, 55:23, 56:25 options 8:25, 9:9, 10:13, 49:10, 49:11, 54:8 original 15:6, 25:18, 25:24, 27:11, 27:17 originally</p>	<p>26:14 osprey 35:15 otter 59:16, 59:19 ought 54:20 outside 35:5 overlooked 7:11 oversight 8:12 own 52:12 owned 20:15 owns 20:13, 20:14</p> <p>< P > p.m. 1:15, 60:7 page 7:19, 47:22, 48:6 Pam 4:3 Pamela 3:9, 10:14, 10:20 paper 6:13 parades 59:9 parking 44:3 PARRELLI 1:21 part 12:4, 19:22, 22:14, 24:21, 47:12, 55:15, 59:3 PARTICIPANT 40:16 particular 21:4 particularly 28:8 passageway 28:1 passed 23:15 past 59:9 path 20:17 pays 28:15 Pdfs 47:22 pedestrians 19:16, 19:18 pen 6:13 people 4:22, 13:22, 19:21, 22:23, 23:6, 23:13, 44:25, 58:21, 59:2, 59:8, 59:9 per 11:9, 30:19</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

percent 22:5, 57:7	Pixley 16:19, 39:3	on 38:15
perception 19:20	Pixley. 16:14, 17:7, 24:3, 39:10, 51:14	precast 55:3
perfect 10:16, 11:24	place 59:21	precise 41:8, 41:14
perhaps 13:21, 28:12, 48:22	plan 15:25, 48:22, 60:2	prefer 27:4
permanent 44:9, 44:10	Planning 9:2, 31:5	preference 27:18, 27:19, 30:23
permitting 29:23, 57:6	plans 47:15, 47:16	preliminarily 23:23
person 4:4, 20:15	please 3:25, 4:20, 5:11, 16:18, 36:1, 57:17	preliminary 5:18, 6:17, 10:11, 15:22, 15:25, 21:8, 23:23
perspective 18:4	plow 37:14	present 2:17, 7:20, 56:18, 56:20
Pete 20:9, 34:24	Plus 33:9	presentation 2:7, 5:10, 6:5, 6:16, 9:11, 9:13, 9:24
Peter 1:19, 2:23, 2:24, 2:25, 6:12, 9:24, 10:7, 10:10, 25:11, 32:6	pockets 50:1, 50:4, 50:6	Presenting 2:23, 6:20
Phil 4:10, 39:19, 40:19, 40:22, 40:23, 41:7, 41:16, 41:22, 42:4, 42:14, 42:25, 52:6, 52:7	point 8:18, 8:21, 8:22, 48:4, 50:14, 55:5, 58:16	presents 12:18
philosophy 53:17	point. 49:8	Preservation 8:16
photograph 58:17	points 12:17, 28:20, 48:25	preserve 26:16, 27:18
photos 25:12, 25:18	Poole 4:8	preserved 25:21
pick 4:24	poor 11:24, 39:15	preserving 26:21
Pictures 13:8, 42:18, 42:25, 45:15	portion 20:4, 24:17	pretty 11:20, 12:1, 23:15, 23:16, 27:16, 53:22
piece 43:24	positioned 21:14	previous 11:3
pieces 54:16	possibilities 13:10, 13:12	previously 17:6
piers 13:1, 14:6, 37:24	possibility 13:12, 23:16	primary 28:20
piles 33:20	possible 14:13, 15:6, 27:4, 48:1, 48:2, 60:3	prior 25:23, 25:24
piling 40:3	post 36:24	private 19:25, 44:1
pilings 45:4, 45:5	posted 4:16, 28:15	Probably 7:14, 7:16, 10:22, 24:24, 27:9, 27:14, 32:22, 42:1, 43:14, 43:18, 44:8,
pink 20:5	pounding 33:20	
	Powerpoint 9:25	
	pre-existing 42:2	
	pre-qualificati	

44:20, 49:8
 problem 14:24,
 39:17, 45:8,
 52:3, 52:4,
 53:8
 proceeded 9:4
 PROCEEDINGS
 2:1, 61:5
 process 5:14,
 5:16
 Prock 21:16,
 21:19
 produced 52:11
 production
 52:10
 Program 2:13,
 16:6, 17:1
 programmed
 16:8, 16:9,
 16:10, 16:11,
 32:2
 project 2:19,
 2:22, 3:21,
 4:16, 4:24,
 5:14, 5:21,
 5:24, 7:2,
 7:11, 10:11,
 30:23, 31:17,
 33:17, 34:15,
 47:21
 projects 2:14,
 8:13, 47:20,
 47:21
 propagates 51:8
 property 19:13,
 20:1, 20:13,
 20:19, 20:22,
 21:20, 22:15,
 43:24, 44:1
 proportionately
 19:20
 propose 24:1
 proposed 23:24
 proposing 2:19
 proved 30:20
 provide 56:25
 Public 1:9,
 1:11, 3:23,
 5:15, 5:16,
 5:19, 6:7,

6:11, 8:25,
 10:4, 10:11,
 15:24, 22:9,
 24:4, 31:21,
 43:4, 48:9,
 61:3, 61:13
 Pulpit 32:15
 purpose 3:6,
 5:13
 purposely 24:12
 purposes 9:18,
 15:18
 push 43:18
 put 6:13,
 13:18, 22:16,
 40:10, 44:16,
 45:3, 48:6,
 48:9
 puts 40:14

 < Q >
 quality 25:10
 quarters 53:22
 question 5:8,
 19:9, 19:24,
 27:13, 31:23,
 40:5, 40:17,
 41:8, 48:25,
 50:15, 51:18,
 54:24, 56:4,
 57:6
 questions 4:25,
 10:2, 16:12,
 19:10, 28:21,
 30:15, 46:3
 quickly 16:22
 quiet 3:12
 quietly 60:2

 < R >
 R-O-D-E-N-B-E-C
 -K 19:12
 rail 23:8
 raised 27:12,
 40:22
 raising 27:19
 range 53:23
 rap 12:24

rather 14:5,
 15:1, 26:19,
 27:5, 33:18,
 47:24, 53:23
 rating 11:16,
 11:17, 11:23,
 39:13, 39:15,
 51:2, 51:3
 ratings 50:19,
 51:1
 RE 1:4
 reaching 15:23
 reaction 54:12
 read 3:16,
 7:18, 55:13
 real 22:14,
 22:16, 30:15
 really 5:6,
 5:20, 6:4,
 6:20, 9:11,
 10:15, 13:14,
 21:7, 23:6,
 26:14, 33:24,
 48:4, 57:12
 reason 25:15,
 52:8, 59:3,
 59:8
 rebar 54:8,
 54:12, 54:15,
 54:21
 rebuild 41:9,
 44:16
 rebuilt 25:20
 recent 46:18,
 46:25
 recently 33:12
 recommendation
 6:1, 6:16
 recommendations
 3:4
 record 3:2,
 3:23, 3:25,
 4:21, 10:4,
 10:6, 16:18
 redo 31:3
 Register 8:23,
 9:4
 regulations
 8:14
 rehabilitate

9:10, 13:15
 rehabilitation
 8:2, 13:15,
 14:1, 14:3,
 55:23, 56:9
 reiterate 6:17
 relatively
 23:5, 23:11
 relevant 7:16
 remain 15:18
 remove 34:8,
 40:12, 40:15,
 44:11
 removed 15:19,
 15:20, 40:7
 repairing 53:9,
 53:10
 repairs 41:11
 replace 9:10,
 13:17, 14:10,
 14:12
 replaced 11:2,
 13:20
 REPLACEMENT
 1:4, 8:2,
 9:1, 9:7,
 9:15, 14:5,
 14:11, 55:16,
 55:23
 replacing
 11:21, 12:19
 report 6:24,
 11:8, 11:15,
 12:2, 12:9,
 13:2, 13:11,
 41:23, 42:10,
 42:15, 43:4,
 46:18, 47:12,
 47:16
 Reported 1:11
 Reporter 1:12,
 3:5, 3:14,
 61:2
 Reporter/notary
 61:13
 reports 13:3,
 41:21, 46:17,
 46:21, 47:7
 representatives
 2:5

REPRESENTING
 1:18
 represents
 14:13
 request 47:24
 require 13:21
 required 38:19
 requirement
 6:7, 38:20
 requirements
 24:16, 40:10,
 56:10
 requires 53:4
 Reserve 18:13
 resident 22:4,
 34:19, 34:22,
 58:15
 resource 25:10
 resources 7:20
 responsible
 38:22
 responsive
 38:22
 restrict 51:24
 restricting
 52:2
 restrictions
 34:25
 result 11:14,
 52:11, 52:16
 retaining 21:10
 retired 59:5
 revetment 26:17
 Rick 58:14,
 58:23
 rid 15:4, 18:3
 right-hand
 23:20
 rigidly 53:6
 rip 12:24
 rise 27:23
 Road 1:14,
 21:11, 23:21,
 24:9, 24:11,
 43:20, 45:2,
 58:15
 Rob 1:20, 46:5,
 46:8, 46:19,
 46:22
 Robin 1:11,

 3:5, 3:14,
 10:5, 61:2
 rock 12:17,
 17:2
 Rodenbeck 19:12
 Rodenbeck.
 19:19
 rods 54:6
 role 38:6
 room 21:10
 Rosen 31:2,
 51:20, 56:4
 Rosen. 31:11,
 31:15, 31:22,
 32:10, 36:18,
 36:25, 37:7,
 44:15, 44:22,
 45:9, 45:18,
 45:21, 45:25,
 56:3, 56:12,
 58:3
 route 31:25
 rule 31:8
 rules 31:3
 run 23:12,
 58:19
 rusted 54:15
 rusting 54:21
 Ruth 22:20,
 23:3, 31:6,
 35:11, 35:24,
 36:2, 36:4,
 36:10, 36:15,
 36:20, 37:4,
 37:9, 37:15,
 37:21, 58:7

 < S >
 sacrifice 27:1
 safer 30:20,
 30:21
 safety 55:15,
 55:21
 salt 54:12,
 54:19, 55:6
 satisfy 35:6
 saving 27:2
 saw 4:14,
 46:11, 46:12,

59:18, 59:19	42:12, 42:13,	site 22:4
saying 10:5,	42:21, 52:4	sitting 21:18,
50:14	settling 45:7	21:19, 42:8
says 7:19,	seven 11:4,	situation 41:14
11:8, 20:4,	52:11	six 6:9, 6:19,
29:12	shame 6:3	46:10, 56:16
scale 11:23	shape 17:13	size 28:12
scenic 7:3	shared 16:6	skiff 44:24,
schedule 15:21,	sharper 18:5	45:15
34:23, 56:16	shearing 42:19	slab 11:6,
School 1:14,	sheet 4:20,	12:23, 37:22
18:13, 36:23,	6:25, 7:13,	slide 17:25,
40:25	7:14, 8:11,	18:24, 19:15,
scour 30:10	8:15, 57:17	25:23
se 30:19	shifting 45:7	slides 9:25
sea 27:23	shooting 50:10	slopes 12:24
searches 3:17	shores 20:19	slower 17:11
second 6:9,	short 40:2,	slowing 34:11
27:7	53:17	slows 22:23
Section 29:8	Shotcrete 52:15	small 23:5,
sections 49:15	shoulders 11:7	47:20, 53:22
seeing 25:15,	show 5:20,	smaller 8:5,
46:12, 46:14	25:18, 42:19	8:6
seem 17:22	showed 15:15,	smokes 21:21
seems 26:18,	56:16	snow 37:14
26:20, 54:20	showing 6:16,	soil 17:2,
seen 25:11,	47:10	53:20
41:20, 44:23,	shows 19:15	solve 52:3,
44:25, 45:1,	shrinks 53:5	52:4
51:22, 52:20,	side 15:9,	somebody 35:19,
53:24	20:13, 25:25,	45:14
segments 12:15	26:9, 35:18,	somehow 42:17
select 4:3, 4:4	35:19, 37:2,	sometimes 23:16
selectman 4:4,	41:12	somewhere 4:14
4:7, 4:8,	sides 12:25,	sooner 14:25
4:10	28:10, 35:17	Sorry 3:7,
selectmen 4:2	sign 57:20	18:21, 20:10,
selectmens 60:1	sign-in 4:20,	35:9, 57:5,
self-addressed	4:21, 57:17	59:18
5:3	signed 61:8	sort 14:16,
send 43:7,	significance	25:8, 30:17,
46:24	58:25	38:7, 39:6,
sending 47:15	similar 19:24,	40:3
sense 15:8	25:19, 32:5	sounds 53:2
sensitive 28:2	simpler 47:23	south 27:8
sent 25:8	simply 41:10	spall 41:25
series 12:14,	Single 11:7,	spalling 12:3,
40:2	31:10, 58:3,	49:23
settle 33:21	58:5	span 11:5,
settlement	sir 29:6, 58:13	15:19, 37:18,

40:1, 42:5,	2:5, 3:24,	18:1
53:3, 53:18	7:23, 8:10,	Structurally
spans 11:4,	8:12, 10:4,	26:23, 55:19
11:6, 12:23,	16:6, 16:17,	structure 9:15,
14:17, 37:18,	35:25, 59:7,	14:7, 14:19,
37:23, 37:25,	60:5, 61:3	17:3, 24:21,
40:2, 42:6	status 5:2,	25:11, 25:16,
speaking 4:16	15:17	25:24, 26:13,
species 7:22,	statute 5:15	26:17, 32:4,
7:25	stay 60:4	36:7, 37:12,
specific 8:6,	steel 11:5,	42:16, 53:13
49:11	12:22, 53:15,	studies 30:2
specifically	54:12, 54:21	study 28:22,
7:1	stenograph 61:6	28:25, 29:8,
specifications	Steve 31:1,	29:10, 29:12,
40:11	31:2, 31:11,	49:14
specified 34:21	31:15, 31:22,	stuff 47:25
spectrum 29:15	32:10, 36:18,	sturgeon 35:1
Speed 22:24,	36:25, 37:7,	subjective
23:4, 28:5,	44:14, 44:15,	50:19
28:14	44:22, 45:9,	substandard
speeds 28:8	45:18, 45:25,	12:4, 12:10
spending 59:4	51:19, 51:20,	substructure
spent 23:19,	56:2, 56:3,	12:4, 12:7,
24:24	56:4, 56:12,	13:6, 14:1,
spot 27:2	58:3	14:2, 14:5,
sprayed 52:15	Steven 45:21	39:15, 42:7,
spread 58:16	stick 30:19	42:8, 51:9,
spring 59:10	sticking 27:17	52:5
stage 43:14,	stone 12:6,	sudden 46:14
43:16, 43:19,	25:19, 25:25,	sufficiency
44:10	26:9, 37:19	11:17
stages 57:12	stones 13:2,	sufficient
staging 43:11,	13:5, 44:17	39:14
44:9	stop 59:10	suggest 18:2
Stainless 54:6,	store 33:25	suggesting
54:7, 55:2	storm 24:22	52:14
stamped 5:3	straight 14:18,	summer 58:15,
standards 23:15	15:4, 15:10,	59:10
standpoint	15:11, 15:14,	summers 59:4
14:22, 18:2	39:22	summertime
start 22:13,	Street 44:5	11:10
32:12, 48:25	strength 51:2,	superstructure
started 9:18,	51:3	11:22, 12:1,
33:18, 59:2	stress 9:16	13:16, 24:9,
starting 41:24,	strict 22:3	24:18, 39:14
41:25	strong 24:4,	surface 52:20,
starts 53:6	42:22, 51:5	55:14
State 1:1,	structural 3:1,	swimming 59:19
1:12, 1:18,	14:21, 15:2,	system 21:10

<p>< T > table 57:7 talked 8:15, 23:22, 52:19 talks 8:10 tangent 12:15 tanker 18:12 task 16:15 taxes 22:15, 22:17 team 2:22, 6:13 tear 43:25 tearing 44:20 technology 54:25 temporary 13:21, 14:14, 14:15, 15:7, 15:9, 15:15, 31:24, 34:4, 34:11, 39:22, 39:23, 40:2, 40:7, 43:17, 43:18 terminals 54:10 terms 23:17, 28:2, 37:11, 52:24 tests 16:20 Thanks 2:10, 4:12, 30:24, 59:23 themselves 2:8, 3:24 thermal 53:3, 53:21 They'll 17:8, 21:25, 34:19, 35:14, 40:10 They've 33:10, 45:16 thinking 9:15, 22:13, 44:7, 57:8 thinks 59:18 Thompson 4:7 though 32:7, 44:19, 48:3</p>	<p>thousand 27:3 three 17:18, 23:20, 24:25, 25:1, 46:24 threw 9:12 tide 20:5 tie-in 15:14 Tier 57:8 tight 34:18 timber 11:2, 23:7 tinker 30:18 today 16:21, 17:10, 25:8, 55:1, 57:13 tonight 2:3, 2:23, 3:5, 3:15, 3:22, 5:13, 5:18, 6:4, 9:11, 9:23, 31:18, 56:18 took 20:19 toolbox 8:8 top 42:8, 44:17, 44:25, 45:4, 45:11 total 9:9, 36:11 tough 17:10 tourists 27:2 towards 12:24 Town 1:9, 1:13, 4:2, 4:6, 4:9, 23:5, 31:16, 38:5, 38:6, 48:4, 48:6, 56:24 toys 30:18 traffic 11:8, 11:10, 28:6, 28:11, 28:22 TRANSCRIPT 2:1, 3:17, 55:13, 61:5 Transportation 1:2, 2:12, 11:12, 20:8, 22:3, 45:14, 56:8</p>	<p>traveling 51:23 trend 46:12 tried 12:16 troll 41:2 troughs 53:11 truck 18:12 trucks 16:21, 43:22 true 23:1, 37:16, 61:4 try 15:5, 26:16, 28:12, 29:14, 31:8, 53:5, 53:12, 53:16 Trying 14:6, 17:16, 18:8, 27:18 tubes 54:13 turn 10:7 two 5:5, 5:17, 6:8, 11:13, 11:14, 12:17, 14:17, 22:22, 24:25, 31:5, 31:9, 33:19, 37:24, 40:25, 46:6, 46:11, 46:24, 48:20, 49:3 two-page 58:16 type 14:3, 15:10 types 21:23 Typically 49:25, 50:9</p> <p>< U > Ugh 28:17 ultimate 3:4 underneath 25:16, 41:2, 53:11, 54:14 understand 26:25, 27:23, 55:5 understanding 41:8, 41:17, 41:19</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

understands	41:6	Wide 11:6,
9:22	walked 40:25	37:13, 52:21
undesirability	walking 19:21,	wider 23:21
52:19	19:23, 59:9	width 23:24,
undesirable	wanted 56:24	24:2, 31:13
14:23, 15:2	Warren 23:19	wife 20:12
unfair 50:15	Warren. 18:14,	wildlife 7:22
unsafe 50:17	23:25, 24:6,	WIN 1:6
upper 19:13,	24:10, 24:15,	windows 34:25
26:1, 28:3	24:23, 33:23,	winter 11:11,
using 27:3,	37:13, 38:4,	24:25
48:21	38:18, 38:25,	within 61:3
	43:3, 44:2,	without 51:11
	44:6, 46:23,	woman 4:3
	48:5, 48:8,	wonder 47:20
< V >	55:11, 55:24,	Wonderful 44:4
value 27:16,	56:23	wondering 46:5
32:2	Washington 1:14	wood 23:8
variety 7:21	water 13:2,	wooden 26:10
vicinity 4:18,	13:3, 24:11,	woodwork 6:2
4:19	32:19, 35:15,	words 3:17
view 12:12,	35:17, 45:17,	work 2:13, 8:6,
12:20, 21:2,	47:2, 47:7,	9:23, 21:7,
49:1, 49:2,	49:23, 50:2,	21:24, 34:25,
59:11	50:5, 52:22,	58:12
views 5:21	53:12, 54:12,	working 41:1
Vinalhaven 1:9,	54:19, 55:6	works 2:24,
1:13, 1:14,	wave 24:21,	18:2
4:2, 10:24,	28:6	worried 51:6
16:20, 52:11,	weakness 42:17	worst 5:25
54:5	web 47:21	write 5:7
visibility	website 4:15,	wrought 20:4
26:16	48:9	
visible 54:17	Webster 54:4	
visual 7:5,	Webster. 54:9	< Y >
25:9, 25:10,	weight 51:22	yard 45:24
26:22, 27:1,	welcome 4:12,	year 8:7, 16:1,
30:21, 30:22,	5:11	16:2, 16:3,
48:23, 49:1,	wetland 27:9	56:17
49:2, 50:25	Whatever 8:1,	year-and-a-half
voids 12:6,	26:20, 30:22,	33:19
25:15, 41:23,	34:2, 40:9,	years 7:4,
42:16	40:14, 52:8,	11:13, 11:14,
volume 28:1,	52:23	23:20, 25:1,
28:22	wherever 27:5	32:20, 33:19,
vote 48:16	whether 8:1,	40:24, 46:6,
	8:19, 13:5,	46:10, 46:11,
	29:15	47:3, 50:9,
< W >	whole 8:7,	50:11, 50:13,
wakeless 28:15	26:17, 59:7	52:10, 54:25,
walk 22:20,		

59:3
yesterday
 16:16, 16:20
yourself 5:12,
 18:20
Yup 17:7,
 22:12, 23:25,
 24:15, 32:17,
 36:3, 38:25,
 43:5, 45:23,
 46:7, 49:21

< Z >
zero 11:18,
 11:24
zone 32:12
zoning 31:5

MAINE DEPARTMENT OF TRANSPORTATION

June 27, 2017 Informational Public Meeting

Vinalhaven, Lane Island Bridge #5270

WIN 021707.00

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