



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

council correspondence

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

March 15th, 2017



Town of Windham
Attn: Anthony Plante – Town Manager
8 School Road
Windham, Maine 04062-4899

RE: Final Public Hearing Meeting Minutes, Town of Windham, Highway Reconstruction
and Bridge replacement projects
Wins: 011219.20 & 021924.00 Projects: STP – 1121(900) 21924.00

Dear Mr. Plante:

Enclosed please find a copy of the final public hearing meeting minutes for the above
listed project for your files. Please call this office at 207-624-3470 if you have any
questions.

Sincerely,

Lisa M. Porter – Office Associate II
MDOT – Highway Program



PRINTED ON RECYCLED PAPER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

COPY

THE PROPOSED HIGHWAY RECONSTRUCTION
AND BRIDGE REPLACEMENT PROJECTS

WORK IDENTIFICATION NUMBERS - 011219.20 & 021924.00
FEDERAL AID PROJECT NUMBERS - STP 1121(920) & 21924.00

Reported by Lorna M. Prince, a Notary Public and
Court Reporter in and for the State of Maine, on March
8, 2017 at the Windham High School, 406 Gray Road,
Windham, Maine.

REPRESENTING THE STATE:

ERNEST MARTIN

LEITH SMITH

CHA

JOHN PARRELLI

PETER PERKINS

KLEINFELDER

KATE WILLIS

<p style="text-align: right;">2</p> <p>1 MR. MARTIN: Thank you all for coming.</p> <p>2 I'm Ernie Martin. I'm with the Maine Department of</p> <p>3 Transportation. I'm the project manager for the River</p> <p>4 Road project, was on THE northern end and now we're</p> <p>5 going to start hopefully getting through this evening</p> <p>6 with the plan you see in front of you and working</p> <p>7 through the final design and get this one to advertise</p> <p>8 and we'll talk about that later. Hopefully everybody</p> <p>9 had a chance to sign in at the back table. There's</p> <p>10 comment cards, self-stamped addressed envelopes, which</p> <p>11 you can mail those back, they'll come to me, I'll read</p> <p>12 them and if you want to get comments back to me, check</p> <p>13 off your name and say yes, I'd like comments back,</p> <p>14 obviously e-mails or phone numbers, put those on there</p> <p>15 too so I can get back to you.</p> <p>16 Basically we're here tonight to talk</p> <p>17 about highway improvements of the southern piece.</p> <p>18 You've all seen the preview of the northern half, it's</p> <p>19 going to look pretty similar to that and we'll talk</p> <p>20 about that through the design process presentation this</p> <p>21 evening and you'll see how this end here is going to</p> <p>22 look.</p> <p>23 Project limits are basically at the</p> <p>24 Westbrook town line, extends all the way to just shy of</p> <p>25 the Depot Chute Road intersection. Also added to the</p>	<p style="text-align: right;">4</p> <p>1 so it will be available to look at in the future.</p> <p>2 Other guests, we have a few guests. I'd just like to</p> <p>3 recognize the folks that worked with me way back when</p> <p>4 we first got the project and one individual is here</p> <p>5 tonight that kind of spearheaded that for us. Cheryl</p> <p>6 Page, if you want to stand up, Cheryl. She was the,</p> <p>7 what do I call you, like the team leader?</p> <p>8 CHERYL PAGE: Yeah, whatever.</p> <p>9 MR. MARTIN: We'll call you that, we'll</p> <p>10 call you the team leader, that's a good name. And all</p> <p>11 those other members that were part of that, if you</p> <p>12 could just stand up and be recognized. These guys</p> <p>13 were, you know, awesome to work with, you know, very</p> <p>14 familiar with the project, so if you guys could just</p> <p>15 stand up and be recognized because you guys did an</p> <p>16 awesome job. And as they figured out, it wasn't easy</p> <p>17 working me and they didn't get paid too either, but we</p> <p>18 got through it. We also have some -- Representative</p> <p>19 Corey here tonight, we have Representative Bryant, we</p> <p>20 have Senator Diamond here as well and we also have</p> <p>21 ex-Senator Gary Plummer here as well. Most of those</p> <p>22 guys I think, Representative Corey wasn't there at the</p> <p>23 initial, but Diamond, Bryant and Plummer were all right</p> <p>24 there hand in hand with us and the PAC, joined us at</p> <p>25 the meetings, took all the dialogue and worked with us</p>
<p style="text-align: right;">3</p> <p>1 project we're replacing the Colley Wright Brook Bridge,</p> <p>2 which is right here. That got added later on. It</p> <p>3 wasn't originally part of the original project as the</p> <p>4 bridge program designed or decided to do after looking</p> <p>5 at the structure and what life expectancy was left, we</p> <p>6 decided to add that into this project.</p> <p>7 So introductions, with me this evening I</p> <p>8 have Luther Yonce, right of way property officer. He's</p> <p>9 going to get up and talk about the Department's right</p> <p>10 of way process. I have John Parrelli from Clough</p> <p>11 Harbour, they're our consultant. He's going to get up</p> <p>12 and talk about the highway and then we have Peter</p> <p>13 Perkins. He's going to get up and talk about the</p> <p>14 bridge design and we also have with us this evening</p> <p>15 Kate Willis. She's going to talk about the historic</p> <p>16 aspects of the project. She's from Kleinfelder. And</p> <p>17 we also have Leith Smith. He's from the State of Maine</p> <p>18 Historic Commission. He's going to talk about that</p> <p>19 archeological dig that you've probably been seeing and</p> <p>20 pretty familiar with out there. He's going to give us</p> <p>21 an overview of what's happened and what's still to</p> <p>22 come. Lorna Prince is our court reporter. She's</p> <p>23 recording the meeting and when we're done and we get</p> <p>24 the transcript back, we're going to share that up with</p> <p>25 the town and they'll be able to post on their website</p>	<p style="text-align: right;">5</p> <p>1 on coming up with any solutions we needed. They helped</p> <p>2 in any way they could, so thank you guys for being</p> <p>3 there working with the Department as well as the PAC.</p> <p>4 After I get done, we're going to get</p> <p>5 into the highway design, bridge design, we'll get into</p> <p>6 the historic review, we'll get into then archeological</p> <p>7 and then we're going to start talking the right of way</p> <p>8 process and then I'm going to talk back and talk a</p> <p>9 little bit about the timeline and funding where we're</p> <p>10 at. So with that, I'll turn it over to John and John</p> <p>11 will take us down through the highway design.</p> <p>12 MR. PARRELLI: Thank you, Ernie. My</p> <p>13 name is John Parrelli. I'm from CHA. We're doing the</p> <p>14 highway and bridge design portion of the project. I'm</p> <p>15 quickly going to go through the plan we have tonight.</p> <p>16 I know it's hard to see, some of you came up here and</p> <p>17 looked at it. We're starting the project at the south</p> <p>18 end, at the Westbrook town line, heads north three</p> <p>19 miles. Some of the colors that we have on here today,</p> <p>20 the yellow, the travel way, a little darker, kind of</p> <p>21 brownish color, darker shoulder. We have light green,</p> <p>22 that's slope work associated with the project, darker</p> <p>23 green is the clearing required.</p> <p>24 The horizontal alignment basically</p> <p>25 follows the existing center line as it stands today.</p>

<p style="text-align: right;">6</p> <p>1 AUDIENCE MEMBERS: We can't hear you.</p> <p>2 MR. PARRELLI: Sorry, is that better?</p> <p>3 So the horizontal alignment follows basically the</p> <p>4 existing center line as it stands today. Profile,</p> <p>5 we're matching some locations, but we are making some</p> <p>6 improvements for sight line to make the road safer.</p> <p>7 Along the corridor we are replacing some of the</p> <p>8 culverts adding guardrail in a couple locations. We'll</p> <p>9 go over a few of these things right now.</p> <p>10 The background on the project, you know,</p> <p>11 it's a busy commuter road. There's approximately</p> <p>12 10,000 vehicles per day and in 2038 that's projected to</p> <p>13 be around 11,600. Existing today is 10 to 12 foot</p> <p>14 lanes with minimal shoulders, lots of drainage issues</p> <p>15 out there, a lot of icing of the roadway, some frost</p> <p>16 heaves. The subgrade is causing accelerated</p> <p>17 deterioration of the roadway. And then there's</p> <p>18 currently a lack of ditching and many of the drainage</p> <p>19 and pipes are in poor condition. Right now there's</p> <p>20 substandard vertical profile on some of the cresting of</p> <p>21 the roadway and at Anderson Road it's a high crash</p> <p>22 location.</p> <p>23 So how do we fix these problems? Can</p> <p>24 you hear me? Sorry, am I doing it again? Wider road,</p> <p>25 so we're -- just like somewhere to the portion of River</p>	<p style="text-align: right;">8</p> <p>1 location, one of the things, it's hard to see here, but</p> <p>2 on the profile we're raising about 3-and-a-half feet of</p> <p>3 the sector before the road to the south, to the north.</p> <p>4 We're planning on cutting in around 3 feet so it will</p> <p>5 improve sight distance as vehicles are approaching the</p> <p>6 intersection and also as vehicles are on Anderson Road</p> <p>7 trying to access River Road.</p> <p>8 Mallison Falls Road, another place we're</p> <p>9 making improvements, we did some traffic counts at this</p> <p>10 location and it was determined that a left turn lane</p> <p>11 was warranted, so we're going to add a 200 foot left</p> <p>12 turn right to the south of the intersection. And</p> <p>13 additionally to the north of the intersection to</p> <p>14 improve sight distances, we're filling in on the</p> <p>15 profile so we can get a better sight line as we</p> <p>16 approach the crest. The problem is you couldn't cut at</p> <p>17 the crest of this location because there's an existing</p> <p>18 water line, they wanted to maintain cover and because</p> <p>19 there's rocky ledge, we didn't want to reconstruct it</p> <p>20 in that area.</p> <p>21 Finally, Colley Wright Bridge, there's a</p> <p>22 sag before and after the bridge. You can see poor</p> <p>23 sight line in this area. We plan on raising the</p> <p>24 profile of this location around 2 feet and that will</p> <p>25 also help with the hydraulic capacity of the proposed</p>
<p style="text-align: right;">7</p> <p>1 Road that was constructed a year ago, we're going to</p> <p>2 make a wider road, so we're going to come in with 11</p> <p>3 foot lanes and 5 foot shoulders. We're going to</p> <p>4 rehabilitate using reclaimed asphalt. It's going to be</p> <p>5 full deck reconstruction and box widening. Drainage</p> <p>6 will be improved by ditching in some locations. We're</p> <p>7 going to repair, upgrade and add culverts where it's</p> <p>8 warranted. In some locations we're adding curbing,</p> <p>9 some closed drainage and we're going to come back in</p> <p>10 and we're going to fix some of the most efficient</p> <p>11 profile locations.</p> <p>12 Here we have the typical, as we</p> <p>13 discussed, we have 11 foot lanes, 5 foot shoulders on</p> <p>14 either side. This one is a full deck reconstruction.</p> <p>15 We are doing 17 inches of gravel, come back in with</p> <p>16 recycled pavement of about 6 inches and on top we'll</p> <p>17 finish 3 inches on the top. On the left side of the</p> <p>18 typical what we see is a standard pitch. The right</p> <p>19 side is standard typical curb exception. This is the</p> <p>20 box out section. The difference between this one and</p> <p>21 the last one is we're going to save -- we're going to</p> <p>22 reuse the 18 feet width of existing base material below</p> <p>23 the pavement. We're just going to box out the</p> <p>24 shoulders.</p> <p>25 As we noted, Anderson is a high crash</p>	<p style="text-align: right;">9</p> <p>1 bridge. With that I'll turn it over to Peter Perkins</p> <p>2 to talk about the bridge.</p> <p>3 MR. PERKINS: We plan to replace the</p> <p>4 Colley Wright Bridge. The existing bridge was built in</p> <p>5 1930. It has an AASHTO sufficiency rating of 65.5 out</p> <p>6 of 100. That's a way that the government uses to rate</p> <p>7 the condition of the bridge and the features of the</p> <p>8 bridge. It also has a condition rating of a</p> <p>9 superstructure of a five out of ten. That's a physical</p> <p>10 condition of that concrete. It's just another</p> <p>11 numerical rating term that the State uses. What does</p> <p>12 that mean? It means that the bridge needs some work,</p> <p>13 you know, it's in fair condition, it's -- but the</p> <p>14 concrete is deteriorating. It's got some guardrail</p> <p>15 issues. So when you look at rehabilitating or</p> <p>16 repairing the bridge, we see that it's -- the curb to</p> <p>17 curb is 24 feet wide, so that's too narrow for the</p> <p>18 proposed roadway. The span is 16, only 16 feet so</p> <p>19 that's too short. It's really encroaching on the</p> <p>20 existing natural strain and the bridge is too low.</p> <p>21 It's in a sag vertical curve so it affects the sight</p> <p>22 distance as you come through the area and it also puts</p> <p>23 the beams too close to the flood water elevation. So</p> <p>24 what does that mean, the solution is a new bridge.</p> <p>25 So we're looking at a new bridge in this</p>

<p style="text-align: right;">10</p> <p>1 location. We're going to provide an increased width up 2 to 36 feet, 8 inches that is going to be wider than the 3 standard roadway section, but we need extra width to 4 maintain traffic during construction. We're going to 5 improve the hydraulic capacity and the sight distance 6 by raising the profile approximately 2 feet. We're 7 going to widen the stream, the bottom of the stream out 8 to 23 feet. That's 1.2 times the width determined by 9 the environmental group at the Department and then 10 we're going to slow up from there at 1.75 to one slopes 11 up to the abutments. We're going to use durable 12 materials and detailing. That means we're going to be 13 using some prestressed concrete, which doesn't have to 14 be painted or doesn't rust in this environment. We're 15 going to be using integral abutments, which means 16 there's not going to be roadway joints that have to be 17 repaired or maintained or replaced. And we're going to 18 provide support all the way down to bedrock so we're 19 not going to have any settlement issues or cracking of 20 the deck. 21 This is an image of the existing bridge. 22 It's a 16 foot span and it's 24 feet wide. The brook 23 is flowing up in this picture. This is an image of the 24 proposed bridge. The proposed bridge is going to have 25 a span of 70 feet. It's going to be 36 feet, 8 inches</p>	<p style="text-align: right;">12</p> <p>1 bridge and we will build half of the new bridge. In 2 stage two or the second stage we will add a barrier to 3 the portion of the new bridge that was built in stage 4 one and move the 11 foot lane to the new bridge. That 5 allows us then to remove the remaining piece of the old 6 bridge and build the remaining piece of the new bridge. 7 So you can see how much wider the bridge will be -- the 8 new bridge from the old bridge and that is so we can 9 get this 11 foot lane and maintain traffic at all times 10 out there. And with that, I'll turn it over to Ernie. 11 MR. MARTIN: Kate. 12 MS. WILLIS: Hello, as Ernie said, I'm 13 Kate Willis. I'm a consultant that works with DOT. 14 I'm secretary of the interior qualified architectural 15 historian. I undertook the survey for all of the 16 entire project lengths both the north and the south end 17 so I'm just going to give a brief overview of where we 18 are on the Section 106 compliance efforts right now. 19 So, as you may well know, the determination of 20 eligibility is where we architectural historians go to 21 the survey area and identify any properties that may be 22 either listed or eligible for listing on the national 23 register of historic places. And that designation is 24 so the Department can comply with Section 106 of the 25 National Historic Preservation Act, which is a federal</p>
<p style="text-align: right;">11</p> <p>1 wide. There's going to be riprap slopes from the 23 2 foot wide streambed up to the abutment. This is an 3 existing and proposed cross section. So the existing 4 cross section is two 12 foot lanes. It's a concrete 5 slab bridge with a bituminous wearing surface. Our 6 proposed section we're going to maintain the center 7 line of the road, it's going to be prestressed concrete 8 beams, be 11 foot lanes with unsymmetric shoulders and 9 I'll show you in the State's construction why they're 10 unsymmetric shoulders. It will maintain the bituminous 11 pavement wearing surface. We'll upgrade the railing 12 system to steel two bar railing and replace the metal 13 beam rail. This is an image of the profile. The 14 existing profile you can see again the concrete slab 15 bridge, there's bedrock in the area. 16 The proposed bridge is going to widen 17 out to 70 foot span. You can see we're going to hit 18 the 23 feet width at the bottom of the channel and then 19 slope up at 1.75 to one to the new abutments. The 20 abutments will be supported on steel piles down to 21 bedrock. We proposed to build this bridge in two 22 stages maintaining one lane of alternating traffic at 23 all times. In the first stage we will close the bridge 24 down to an 11 foot lane. We'll put temporary barriers 25 attached to the structure. We will remove half the</p>	<p style="text-align: right;">13</p> <p>1 regulation that requires federal agencies, in this case 2 Federal Highway, through Maine DOT to consider the 3 impact their project may have on historic properties. 4 So once the qualified professionals 5 identified those properties, that determination of 6 eligibility is sent to the State Historic Preservation 7 office, which in this case is the Maine Historic 8 Commission. So they concurred with the eligibility 9 finding I believe sometime in 2014 or 2015. That would 10 be included in an appendix in the document I'm going to 11 talk about in a minute. 12 So, to overview the properties that 13 are -- in this case they're just -- they've been 14 previously listed on the national register and that is 15 the Parson Smith house and the Maplewood and Anderson 16 house historic district, which is on each side of the 17 road at the intersection of Anderson Road. Parson 18 Smith is on the north side of that intersection. So 19 that is the area of this part of the project that has 20 historic resources. 21 So with those identified, the next step 22 in the process for Section 106 compliance is for the 23 Department to look at what the proposed project is and 24 apply the criteria of adverse effect to those 25 resources. I just want to add that an adverse effect</p>

<p style="text-align: right;">14</p> <p>1 can happen to archeological resources as well, which 2 Leith Smith is going to talk about when I'm finished 3 with this. He's going to focus on the archeological 4 excavation.</p> <p>5 So with those resources identified, we 6 applied the application of the -- we applied the 7 criteria of adverse effect to those -- to the resources 8 and as of right now there will be adverse effect to 9 historic resources in this project area because of what 10 is happening to the archeology. In terms of the 11 architectural history, we will not have adverse 12 effects, but adverse effects are applied to project 13 wide, not the resource. We will be avoiding and 14 minimizing the impacts to the architectural resources 15 by using materials such as turf reenforced mats on the 16 west side of River Road in front of the Maplewood house 17 to avoid using riprap because reenforced mats will 18 provide a more vegetative look than riprap would.</p> <p>19 Other avoidance is minimization of -- 20 including realigning some utilities away from the west 21 side to the east side so they're outside the area of 22 those historic boundaries. Also selective retention of 23 some trees in the area because those add to the setting 24 and the feeling of those resources. Additionally there 25 are some walls on the west side of River Road that are</p>	<p style="text-align: right;">16</p> <p>1 steps for the architecture and the archeology in terms 2 of federal compliance in terms of documentation. I 3 know Leith has some more information about the 4 archeology. It's better to let him talk about it next, 5 but that's where we are with the 106 process, so if 6 there's any question, I'll be here at the end.</p> <p>7 MR. MARTIN: Thanks, Kate. 8 MS. WILLIS: You're welcome. 9 MR. SMITH: Review of this project by 10 the Maine Historic Preservation Commission identified 11 the probable location of the Province Fort, which is 12 located adjacent to Anderson Road immediately in the 13 front yard essentially of the Parson Smith house. Work 14 on this site actually started back in 1979 when the 15 Historic Preservation Commission sought to identify 16 remains that existed there and try to determine if this 17 site was in good condition. Some artifacts were found, 18 but it could not be decided whether they were 19 associated with the Parson Smith occupation or the 20 fort. Two years later by 1981 another excavation was 21 conducted and that succeeded in identifying more 22 artifacts.</p> <p>23 The image that you see here is a late 24 19th century potential reconstruction of what the 25 Province Fort looked like. The 19th century</p>
<p style="text-align: right;">15</p> <p>1 associated with the Maplewood house. One of those is a 2 stacked long granite brick wall that's in a little bit 3 of an arch, it's arched, that will be temporarily 4 deconstructed. It will be saved and it will be 5 replaced according to the secretary of interior 6 standards for the guideline -- secretary of the 7 interior standards and guidelines for the treatment of 8 historic properties and we will be using a qualified 9 mason who's experienced in historic masonry to 10 reconstruct that after completion of construction. The 11 rumble walls are going to be avoided to the best and 12 practical extent they possibly can. So those are the 13 measures that DOT has taken to minimize the impacts to 14 the architectural resources.</p> <p>15 The next coming weeks what is called the 16 determination of effect for this project will be posted 17 on the Maine DOT website as well as the extent to the 18 Maine Historic Preservation Commission for the State 19 Historic Preservation offices concurrence with that. 20 And depending on what the outcome of that concurrence 21 is, if they concur that it's an adverse effect to 22 historic resources, the next step will be to identify 23 some ways to mitigate those impacts and that would be 24 done in concurrence with Federal Highway, consulting 25 parties and Maine DOT and -- so those are the next</p>	<p style="text-align: right;">17</p> <p>1 reconstructions were based on very basic descriptions 2 that suggested the fort was 50 feet by 50 feet built of 3 logs with corner watch boxes and a central blockhouse. 4 This is just a picture going back in time to 1981, work 5 was going on right on the road. From this number of 18 6 or 1700s artifacts potentially associated with the fort 7 were found as well as a lot of brick. This led the 8 archeologists to suggest that the fort was indeed at 9 this location and that it was probably, at least part 10 of it located underneath the present road. This was 11 also associated with the fact that the road originally 12 went around Anderson Hill, so it was only once motor 13 cars started being used that the road was straightened 14 and run right over the top of Anderson Hill.</p> <p>15 As a result we determined that there -- 16 that the sight was very likely there so we had to come 17 back and our job at this point was to determine how 18 well the site was preserved and was it eligible for 19 listing on the national register. So again, this is 20 criteria we're always having to work toward. This was 21 the fall of 2015. We opened up a number of excavation 22 units and in that work identified a number of features 23 such as stone walls that were still in place, also a 24 lot of artifacts, bone, brick, ceramics, glass, nails, 25 gun flints, musket balls, all kinds of things</p>

<p style="text-align: right;">18</p> <p>1 associated clearly with the fort, also two different 2 layers of occupation in this area. Based on that work 3 we determined that the site was definitely well 4 preserved and we also agreed with the earlier finding 5 that it was very likely located underneath River Road. 6 This depiction, the potential location 7 of the fort was provided to DOT with our recommendation 8 for a final data recovery underneath the road. Because 9 obviously the road cannot be moved, it was determined 10 that the recovery would occur, so as most of you know, 11 last summer we started that work on both sides of the 12 road starting on the south or west side on the wood 13 side where we actually had hoped to find just the edge 14 of the south or west edge of the fort and indeed after 15 a couple of days of excavation right up literally 16 adjacent to the road, as you can see there, we found a 17 whole alignment of stones which we believe is the 18 foundation for the west wall of the fort. The stone 19 foundation measures about 52 foot feet long, which may 20 very well correspond with the 50 foot by 50 description 21 from the 1700s. 22 Also on this side we found a series of 23 stone alignments and very few artifacts. We believe 24 that the stone alignments actually supported sills and 25 on top of the sills were boards, so essentially it was</p>	<p style="text-align: right;">20</p> <p>1 where we believe the fort, 50 by 50 foot fort is 2 located. In the image, the blue area is -- based on 3 present plans, the blue area will be the first portion 4 of roadway to be taken up. Once the project begins, 5 we'll excavate that, a new lane will be created there 6 and then we'll work in the area in yellow. 7 MR. MARTIN: Thanks, Leith. Now I'm 8 going to turn it over to Luther and Luther will talk 9 about the Department's right of way process. 10 MR. YONCE: After all that I'll see if I 11 can be kind of brief tonight for you. How many 12 property openers do I have here that are on the road? 13 On this section, right? I'm primarily speaking to you 14 at this point. When we start a project like this, one 15 of the first things that we do -- this is cutting in 16 and out. Is that any better? One of the first things 17 we do is what we call existing condition plan. The 18 highway that's out there today is primarily a 66 foot 19 wide road, a four rod road. A rod is 16-and-a-half 20 feet as survey measure. Years ago we used to cut very 21 wide right of ways and fit everything in, well, the 22 State doesn't have that kind of money anymore and we're 23 trying to be a little kinder and gentler to our 24 abutters and we're trying to squeeze these roads into 25 with minimal impact to your front yards. So we're</p>
<p style="text-align: right;">19</p> <p>1 like a boardwalk outside the fort so that no artifacts 2 were deposited in this area and it kept the area clean 3 and prevented people from walking around in the dirt. 4 This was common in these early forts. From this work 5 I'll just point out on the -- just on the wood side 6 where we found that stone wall, I mean stone 7 foundation, we worked all along that side, found a lot 8 of other material further down. 9 We then switched sides to the Parson 10 Smith side and continued excavation there. Here we 11 found a number, a lot more features again associated 12 with the fort and you can see there are about a 13 foot-and-a-half to in some places about 2 feet below 14 the present surface. Here you see a large chimney 15 foundation 12 foot long by 5 feet wide. As you can 16 see, we opened quite a big area, another chimney 17 foundation and a lot a -- great deal of material 18 associated with the fort, lots of different features 19 and walls which we're still trying to make sense of. 20 Artifacts, nails, ceramics from various places in 21 Europe, musket balls, gun flints, all artifacts common 22 to that kind of occupation. And this is -- actually we 23 believe this is either a chimney foundation or possibly 24 a bake oven. So this is -- basically at the end of the 25 project we were able to determine in red there exactly</p>	<p style="text-align: right;">21</p> <p>1 going to try and hug this 66 foot right of way the best 2 we can. I'll tell you right now we're not going to be 3 able to, but we're going to try the best we can. 4 Back when this layout was created, the 5 surveyors couldn't do curves, so your road went to an 6 angle point, angle, went to a point, angle, went out. 7 Well, today we can base the right of way off of a 8 curve. By having these angle points, we end up having 9 part of the road sometimes creeping outside of the area 10 of the right of way and we have some of those areas 11 where the road is encroaching coming out of the right 12 of way today. You probably don't know it, it's always 13 been like that, everybody knows this road, we've always 14 believed this to be road. We call that wrought 15 portion, like wrought iron, it's the word wrought, 16 W-R-O-U-G-H-T, and it's the built up and maintained 17 area of the road. We'll probably perfect some of that 18 by actually doing a strip take in that area and 19 squaring up our right of way. Other rights that we're 20 probably going to need to acquire would be other 21 permanent rights, drainage rights to flow the water out 22 of our right of way, construction and maintenance 23 rights for certain items, slope easements. You still 24 maintain the land, we just put an easement on top of it 25 to do what we need to do. Typically they're all</p>

<p style="text-align: right;">22</p> <p>1 compensable.</p> <p>2 There is also a temporary work right.</p> <p>3 That right is only for the duration of the project. It</p> <p>4 goes away when the project is completed. It's</p> <p>5 primarily -- if you're going to change a slope, it</p> <p>6 gives us an area of walk around on the land to get to</p> <p>7 it to work. We also do some temporary clearing for</p> <p>8 pole relocations inside temporary work rights. The big</p> <p>9 thing that we need your input on at this point is as</p> <p>10 you're looking at the plans as we go through the</p> <p>11 appraisal process, as we go through the negotiation</p> <p>12 process, you don't need to do it all tonight, if you</p> <p>13 have property pins out along the road that might be</p> <p>14 disturbed, please point them out to us. Make sure we</p> <p>15 have them on the plans. If we disturb those property</p> <p>16 pins by having our surveyors know the physical location</p> <p>17 of it, we can replace that pin after the construction</p> <p>18 is completed. So it's very important for us to locate</p> <p>19 them at this point. If you have a well close to the</p> <p>20 road, we'd like to know about it. If you have a septic</p> <p>21 or leach field close to the road, we need to know about</p> <p>22 it. We don't test every well on a project. It's</p> <p>23 decided upon based upon the type of construction and</p> <p>24 the proximity to that construction and our well people</p> <p>25 will decide if they want to test the well or not. If</p>	<p style="text-align: right;">24</p> <p>1 contact with Ernie or somebody and we can get it</p> <p>2 described to them, but you can't go buyer beware, they</p> <p>3 should have read it in the paper. You are obligated to</p> <p>4 pass that information on.</p> <p>5 Now, there is a right of way out there</p> <p>6 today. This is ideal width acquiring additional rights</p> <p>7 outside the existing right of way, but there are some</p> <p>8 elements of personal property that's inside our</p> <p>9 existing right of way. The folks over at the regional</p> <p>10 office will probably be contacting you if your fence,</p> <p>11 your flag pole, a streetlight, a sign is sitting inside</p> <p>12 our right of way. They're encroachments and I can't</p> <p>13 pay for them and they will need to be moved if they're</p> <p>14 in the area of work. Now, the difference is let's say</p> <p>15 I'm taking a 5 foot strip take out front, whether it's</p> <p>16 a permanent acquisition or just as temporary work and</p> <p>17 your fence is in that, that fence is legally on your</p> <p>18 property, that now can be compensated for having it</p> <p>19 moved and reset or whatever, but if it's inside the</p> <p>20 right of way, we can't compensate you for it. I don't</p> <p>21 want to point my finger at the guys in the back because</p> <p>22 they do a great job, but my world revolves around what</p> <p>23 the legislature says that we can and cannot compensate</p> <p>24 for and what the court cases over the years have said</p> <p>25 what is or is it not compensable.</p>
<p style="text-align: right;">23</p> <p>1 you're having concern, let my people know when they</p> <p>2 come out and they'll put in a request for you -- for</p> <p>3 the well people to contact you if they haven't already</p> <p>4 and they'll go ahead and typically test it for you</p> <p>5 unless the work is quite a distance away.</p> <p>6 If you have a cellar drain that's</p> <p>7 pumping out into a ditch in the roadway, we need to</p> <p>8 know about it. They're putting in a highly efficient</p> <p>9 drainage system. Trust me, if you don't put a backflow</p> <p>10 detector in, next spring you're going to have an indoor</p> <p>11 swimming pool in your basement. Very important. So we</p> <p>12 ask that everybody put a backflow protector on that</p> <p>13 line. In fact, it's a document you need to sign, we</p> <p>14 record it, it goes with your property. It gives you</p> <p>15 the right to drain your cellar into our road right of</p> <p>16 way.</p> <p>17 After tonight, I hate to say it this</p> <p>18 way, but it's state law, you're required -- if your</p> <p>19 house is up for sale or you're going to put it up for</p> <p>20 sale, you or your representative, your realtor, needs</p> <p>21 to advise the buyer that the DOT plans on taking rights</p> <p>22 to your property. Now, I'm not an attorney, but the</p> <p>23 attorneys have told me that's all you need to say. You</p> <p>24 don't need to describe everything we're going to do.</p> <p>25 Feel free to send them over to me. I'll get them in</p>	<p style="text-align: right;">25</p> <p>1 So let me go over briefly where we go</p> <p>2 from today. We're going to take everybody's comments</p> <p>3 back, when we go through the question and answer</p> <p>4 section coming up, please make sure Lorna can hear you.</p> <p>5 We're not taking notes, she is for us. Trust me, you</p> <p>6 don't want my handwriting on your notes or nobody is</p> <p>7 going to know what the heck we talked about tonight.</p> <p>8 We're going to take all that back, we're going to</p> <p>9 digest it, we're going to look at it and make any</p> <p>10 tweaks and changes we need to the plans. At some point</p> <p>11 down the road in a couple of months Ernie is going to</p> <p>12 call plan impacts complete, which means from the</p> <p>13 outside edge of the right of way to the farthest extent</p> <p>14 on private property that we need to go to rebuild this</p> <p>15 road we have identified. And our consultants are not</p> <p>16 allowed to moot that point or touch that point unless</p> <p>17 they clear it through me because my people need to know</p> <p>18 that's how far out we're going to be impacting on our</p> <p>19 property and then we'll start gathering data, start</p> <p>20 figuring out what those impacts are. They can go ahead</p> <p>21 and work inside the road figuring out quantities, how</p> <p>22 much gravel they need, how many pipes they need, but</p> <p>23 can't go designing any further outside the right of</p> <p>24 way.</p> <p>25 At some point I'll go ahead and start</p>

<p style="text-align: right;">26</p> <p>1 the appraisal process. You're going to know that's 2 going to happen because you're going to get this letter 3 from me. I didn't write the letter. It's Federal 4 Highway language and I cringe every time we send them 5 out because my phone will not shut up for over a week. 6 It doesn't matter if I'm just taking 5 feet to blend 7 your driveway in during the construction of temporary 8 right or if I'm taking somebody's house, which we're 9 not on this project, no one's moving, but you get the 10 same letter and it reads that way and don't you know I 11 fought that and fought that, but I've lost so far, I 12 can't get them to change the letter. So don't panic. 13 If it's very serious, I normally talk to you before you 14 get the letter. I'm not anticipating having any 15 serious talks to anybody on this project. But that 16 letter is going to inform you that we're going to start 17 the process. Very closely thereafter, maybe sometimes 18 if everything falls in line, there will be a second 19 letter in that envelope or coming shortly thereafter 20 from an appraiser. Both under state and federal law 21 you're entitled to meet with the appraiser when they do 22 their inspection of your property. Trust me, I've been 23 appraising property since 1974, I don't have X-ray 24 vision. We need your input to know where things are, 25 particularly in the yard, what's buried, what's not,</p>	<p style="text-align: right;">28</p> <p>1 once we get the legal sign off, once the appraisals are 2 completed and then we turn around and I can release the 3 negotiators to come out, schedule an appointment with 4 you over the dining room table and lay out the plans 5 and discuss everything with you. Does this all sound 6 like it's a long process, with a lot of property 7 owners? That's why it takes about a year. And this is 8 not the only project Ernie's got for me to work on. 9 After we've contacted all of you, 10 there's going to be some of you that are going to be 11 willing to sign off. It's a temporary work right on 12 the driveway, hey, that's great, you're blending my 13 driveway in, where do I sign? There are -- 14 unfortunately on every project there's a couple 15 anti-State people who probably just won't talk to us. 16 Okay, we'll put you over in this category and legal can 17 handle communications in a different matter. I am just 18 trying to be fair. And then I got the group of people 19 in the middle and that's probably 99 percent of the 20 people in the room. You're either not used to reading 21 plans and just not comfortable with what we're doing 22 and we just want to wait and see it completed, no 23 problem, we're great, just let me know that and then 24 I've got a group of people that we do have a legitimate 25 evaluation issue with and we'll stay working with you</p>
<p style="text-align: right;">27</p> <p>1 where the leach field is, where the water lines are, 2 talk to the appraiser, it's always beneficial to you. 3 Schedule an appointment and meet with them. The 4 appraiser is not going to be able to tell you anything. 5 They're on a fact finding mission. They're there to 6 find out what you have and how it's being impacted. 7 They haven't done their appraisal yet, they're just 8 starting it. 9 After all the appraisals are done, they 10 need to be reviewed and a couple other things are going 11 on simultaneously. Everyone who's being affected we're 12 updating your titles, who's owning the property, who 13 has liens on the property, who has an interest in this 14 property, who has a right of way going across their 15 property to someone out back. We need to identify all 16 those things. So once that process is completed, once 17 environmental has completed all of their historical, 18 environmental, critter crossings, spotted owls, 19 cottontails, the list goes on, don't we have a moth -- 20 no, it's a bumblebee. Now there is an endangered 21 bumblebee in the state we've got to look out for. 22 That's it. You have to put up with me without the mic. 23 Can everybody hear me now? So all of those things come 24 into factors. 25 Once we get the environmental sign off,</p>	<p style="text-align: right;">29</p> <p>1 through that process as long as it takes to come up 2 with a settlement. 3 Now, when we get close to -- once 4 we've -- all offers have been made, we have an 5 agreement with Federal Highway that we will not acquire 6 any rights for four weeks. We're going to give you say 7 30 days, it's 28 days, so we'll give you a month to 8 consider what we've offered to you. Now, with 80 to a 9 hundred property owners some people are going to have a 10 lot longer to consider our offers, but once that last 11 offer is made to the last person, the clock starts for 12 four weeks. So pay attention to that paperwork because 13 it's going to say that we're going to acquire the 14 rights on or about this date. You're going to get a 15 notice for a certified mail. Hope it's from me, not 16 the IRS. I'm sending you a check. I'm not asking you 17 for one, okay. So check the date and then you'll know 18 whether to accept it or not, but we do send out all the 19 packages certified mail. 20 Now, let me use the word that everybody 21 hates. Yes, this is eminent domain and we do require 22 rights by condemnation. This is the only way, because 23 in all fairness the titles in the state aren't the 24 cleanest. People have been writing deeds on the dining 25 room table for over 200 years and you can see that some</p>

<p style="text-align: right;">30</p> <p>1 of these lines just don't line up when you get them on 2 the maps. For some of my horror stories, see me after 3 the meeting, but we try to be fair with everybody, but 4 we clear the title to all the rights to the taxpayers 5 via condemnation. We file a notice of layout and 6 taking and that's what cleans it. You're going to get 7 a copy of that document in that certified package that 8 we're going to send you, so you're going to see it, 9 it's there. Every one of the rights that we take for 10 the whole project will be laid out in that document. 11 You're also going to get a map, you're also going to 12 get the check that we've agreed on for the price for 13 the damages. Cash the check. For the people that are 14 not settled, the ones over here that just wanted to 15 wait because they're a little uncomfortable and 16 actually want to see what we've got planned, state law 17 says that this is an eminent domain action. The 18 legislature was wise enough to put it in a law that 19 says this is not like an insurance company, that when 20 you cash the check you've settled the claim, no, you're 21 dealing with the State, cash the check because until I 22 get your signature on another piece of property, we 23 have -- another paper, we haven't settled. That money 24 is entitled to you so you're going to get a check for 25 either what we agreed on or for what we've offered to</p>	<p style="text-align: right;">32</p> <p>1 we have here, which is a little more bit more than we 2 originally thought ahead of time, but we got the 3 funding in this work plan that we presently are in. 4 Timeline, from tonight, as Luther 5 mentioned, we're going to take all your feedback 6 tonight, go back, digest, the design team is going to 7 take a look at it, see if there's any tweaks that we 8 can adjust based off some of the comments that we're 9 going to hear, we're going to lock those plans down and 10 that's where that right of way process begins. Like 11 Luther said, I have more than this one project. We 12 have more project managers in DOT than just Ernie, you 13 know, we have I think there's five region PMs, two 14 in-house PMs for highway, you have two bridge PMs, two 15 assistants, so four PMs in the bridge program and then 16 you also have our multimodal program which also 17 requires right of way, so we're pretty busy. And the 18 timeframe that Luther said, a year from now is 19 actually -- I can't believe he even said it was a year, 20 I'm going to take that back to the office and say we're 21 done in a year, but it's really about 14 to 16 months 22 by the time we get through any right of way process 23 with projects of this length. It is time consuming 24 from that end. Design is pretty well along. 25 So with that, what we're going to do</p>
<p style="text-align: right;">31</p> <p>1 you. If you don't cash the check, it's going to cost 2 you another 20 bucks, but I'm not going to charge you 3 because we all pay it in our taxes in our highway 4 taxes. So it cost \$20 every time I got to reissue a 5 check. 6 Now, checks, if you have a lien on it 7 for a mortgage, I need to put the lienholder's name on 8 your check. I have seen checks that I had more 9 lienholders than I had room on the checks. We have big 10 checks for that. So, we will need to put any 11 lienholders of record on there. I think that's kind of 12 obvious they have an interest in your property, okay? 13 Any questions on those, let me know. We don't get into 14 a pecking order of who has what rights over whom on the 15 check, I don't know. 16 MR. MARTIN: You were supposed to be 17 short-winded, but. 18 MR. YONCE: This was short. I'm sure I 19 forgot something, he'll remind me in a moment. 20 MR. MARTIN: Thanks, Luther. Okay, the 21 \$10,000 question I think is a timeline and funding. 22 Right now the project bridge and highway it's 23 \$8.1 million for both, which is the preliminary 24 engineering, the right of way, construction costs and 25 construction engineering, so \$8.1 million project that</p>	<p style="text-align: right;">33</p> <p>1 probably get to advertise August, September of 2018. 2 What that does, it allows to get clearing done. We 3 have restrictions on bats. That's one of our little 4 critters out there that we have to avoid and the one 5 that Luther was alluding to was the cedar crusted 6 bumblebee, which is not in this region. It's more down 7 east so it hasn't migrated this far south yet so we 8 don't have to worry about the crusted bumblebee, but. 9 So we have all kinds of hurtles that we have to go 10 through on these projects and I know -- I think the 11 last time I was back here was 2015, which was quite a 12 while ago, but with the bridge addition with the 13 archeological explorations going on that Leith talked 14 about, that's time consuming. I would not want to do 15 what they do. It's interesting to see what comes out 16 of it, but it's pretty strenuous activities just 17 sitting there with a little brush and dusting stuff off 18 and coming back. If you get a chance, I think it's 19 open, Leith, to have folks come out on sight and I 20 guess if that's something that interests you, during 21 the course of that exploration, I would get Leith's 22 contact information and contact him directly and I'm 23 sure they can arrange or you can join them in some of 24 that exploration work. 25 So with that what we're going to do is</p>

<p style="text-align: right;">34</p> <p>1 turn it out to questions and answers. Just raise your 2 hand and I'll run over to you so you can use the mic. 3 Just state your name, you know, if you're a property 4 owner or some other aspects, interested in the 5 property, state that. If it's individual property 6 owners, if it's related to historical or the 7 archeological, if it's bridge related, I would see Mark 8 Parlin from our bridge program or I would see Pete 9 Perkins from CHA. If it's highway related, you have 10 John Parrelli, forgive me if I'm wrong here, Rebecca 11 Brown, I got that right, or myself, right of way, see 12 Luther because we really don't want to take up 13 everybody's time if it's really specific to your 14 property. We're better off meeting with you one on one 15 and getting stuff up here on the plans as Luther 16 mentioned because that's more critical to make sure we 17 have it right than not. So with that, we'll take some 18 questions. Sir?</p> <p>19 WALTER LUNT: Thank you. Does DOT 20 anticipate any encroachment in our so-called lot number 21 one marker, which is located near the correctional 22 center?</p> <p>23 MR. MARTIN: I think that's more for 24 Kate, Luther.</p> <p>25 WALTER LUNT: I'm sorry, Walter Lunt,</p>	<p style="text-align: right;">36</p> <p>1 WALTER LUNT: Thank you. 2 MR. MARTIN: That's our intention 3 because we heard that through the process earlier on 4 that it got replaced by the Boy Scouts and we sure want 5 to put it back in its own integrity. 6 DONNA CHAPMAN: Donna Chapman, town 7 council and I live off the Anderson Road, so I've been 8 safe for 20 years. I have a concern because we just 9 visited open house at the women's correctional, you 10 know, facility, prerelease, yeah, okay. So when you're 11 coming out of there and you're coming off Colley Wright 12 Brook because traveling this road every day you get to 13 know that everybody is hitting the gas and they're 14 passing you coming up over that hill out of Colley 15 Wright heading that way. So can you change the lane so 16 that it's double lined and not a passing lane down in 17 front of the women's correctional center and up to 18 Mallison Falls Road so it's not a passing lane, it's 19 double?</p> <p>20 MR. MARTIN: Is that your only question? 21 DONNA CHAPMAN: Yes. 22 MR. MARTIN: I'm going to grab this mic 23 real quick if that's Donna's only question. But 24 anyway, that's more of a question for our traffic 25 division. It's noted, so we'll take a look at it.</p>
<p style="text-align: right;">35</p> <p>1 Windham Historical Society. 2 MR. MARTIN: I think you kind of touched 3 on that, Kate. 4 MS. WILLIS: Sure. I don't believe so. 5 That property you just referenced is not -- it's not 6 eligible or listed on the national register, so 7 therefore, it's not warranted the same consideration 8 under Section 106 that the area around the Anderson 9 Road is, so Ernie, I mean, Ernie could speak to more 10 about what that parcel is and what the encroachment is 11 going to be on that property, but in terms of 12 regulatory compliance, it does not have the same 13 consideration that the other properties do. 14 MR. MARTIN: Are you talking more the 15 integrity of that marker as it is today because I know 16 the Boys Scouts reset it. 17 WALTER LUNT: That's correct, yes. 18 MR. MARTIN: We've had that surveyed and 19 it will go back in its exact location. It might have 20 to get removed during construction, but when it gets 21 back in place, we're going to put it right where it is 22 today. 23 WALTER LUNT: Along with the marker that 24 identifies it pretty much the way it is today? 25 MR. MARTIN: Correct.</p>	<p style="text-align: right;">37</p> <p>1 Most times it's not warranted because of the sight 2 distance, but we'll take a look at it. Thank you for 3 your comment. 4 JIM HANSCOM: Jim Hanscom. I'm the 5 president of the Historic Society. This is an 6 advertisement. On the 18th of this month I believe 7 it's giving a speech, a talk on the forts, that he's 8 been digging up and this is just an advertisement. 9 There is a folder, I think there's a flyer being handed 10 around by Linda Griffin, my wife, and just to let you 11 know, if you want to know more of what's going on in 12 the fort, we had a talk a couple of weeks ago, but this 13 is going to be the -- I would like everybody to know 14 that it's there at the Meeting House. 15 MR. MARTIN: Thank you. 16 BRUCE ELDER: Bruce Elder, several 17 properties on the River Road. I'm in fact the seventh 18 of nine generations and the homestead of 57 River Road, 19 which is not listed on the historic registry as many of 20 the other old, old buildings that predate the River 21 Road. Windham wasn't incorporated until 1762 and as 22 best we can determine, the Elder at 57 River Road goes 23 back to the mid 1750s. And it's documented in Dole's 24 history of Windham, which is regarded as a very 25 accurate history, so I'm really concerned that the only</p>

<p style="text-align: right;">38</p> <p>1 things that seem to be taking note of are those several 2 things that are on the historic registry. We never 3 attempted to put the household on the registry, so I 4 don't know if it could have been or not, but it's very 5 well documented that it dates back to the mid 1750s. 6 The problem with some of these old buildings on this 7 section of the River Road, because they were built 8 before the River Road was built, they're close to the 9 road. In fact, the posted beam barn is I think just 10 about 33 feet to the center of the road, but remember 11 the road didn't exist when that was built as was the 12 case with the house and several other houses. No one's 13 mentioned the Honeywell Cemetery, which I think is even 14 closer than that right near the Anderson Lord estate. 15 It's probably less than 25 feet from the center of the 16 road to the first gravestone. It's less than 22 feet 17 to the stonewall. It's about 21 feet to the steps. So 18 we have some things that certainly are very historic. 19 In fact, the historical society went to the town this 20 past year asking that that section from the lot one 21 marker to the Westbrook line be listed as the area of 22 oldest settlements in the town. We have very little 23 history to hang on to. We know what happens in North 24 Windham virtually nothing historic unfortunately was 25 maintained, so this is kind of a last vestige to do</p>	<p style="text-align: right;">40</p> <p>1 sometimes at the same time. Where you come across the 2 bridge at Acorn Brook there's not enough room for cars 3 to pass on the right, but just after the brook there is 4 an area that's been paved that people pull over often 5 and a lot of times people pass going 50 miles an hour 6 on the right-hand side. And with 29 families on the 7 road, we have some concerns with that issue and we need 8 somehow to either have a turning lane, I know it's not 9 the traffic they have at Mallison Falls, but we do have 10 a lot of cars making that left turn. We either need to 11 have a turning lane so that people can go by on the 12 right. We also need it so that people will not pass on 13 the left and if we can't have a turning lane, we need 14 it narrow enough so people will not pass on the right. 15 It's a very dangerous situation. My wife would also 16 like to say a word if I could. 17 PAULA SPARKS: In addition at that same 18 spot where it got widened a little bit -- 19 MR. MARTIN: Could I get your name? I 20 got the wife, but. 21 PAULA SPARKS: Oh, Paula Sparks. But 22 also what is happening is people are pulling over there 23 and talking -- to make their cell phone calls. Now, 24 that's a good thing that they're pulling over; however, 25 I know that the day is coming that someone's going to</p>
<p style="text-align: right;">39</p> <p>1 that. 2 And you mentioned closed drainage, I was 3 a little relieved to hear that because structures are 4 going to need that unless we just totally disregard 5 these historic places, even though they may not be on 6 the registry of historic places. So that's a major 7 concern that some of us have and I know folks in the 8 Windham Historical Society are working hard to try and 9 recognize and have respect for the tremendous history 10 of this town. So there are a lot of things in that 11 realm that we're very concerned about. 12 MR. MARTIN: Bruce, if you could get 13 together with Kate just to maybe go over some of those 14 areas just so maybe she can get her wheels turning as 15 well. 16 DAVID SPARKS: Hi, David Sparks, I live 17 on Rousseau Road, that's the road that I haven't heard 18 addressed tonight so far. There's 29 families that 19 live on Rousseau Road and when you're coming down the 20 hill from Sunset Ridge Golf Course, it's the first road 21 on the left just across the Westbrook line. We just 22 have concerns there, when we're coming down that hill 23 to make a left turn onto Rousseau Road, the traffic is 24 going 50 miles an hour, we have issues with people not 25 only passing on the left, but passing on the right,</p>	<p style="text-align: right;">41</p> <p>1 be turning left, someone's going to be coming down the 2 hill around us on the right and not see that car pulled 3 over and it's going to be a horrible tragedy there so I 4 was hoping that when all this work is done either that 5 can be widened and/or perhaps a sign that says no 6 stopping or standing because it's inevitable. I could 7 just see it. There have been times I've wanted to go 8 tell people to stop, but I didn't want to cross the 9 River Road. 10 MR. MARTIN: Those are good comments. 11 It's one of the beasts that we always go through. It's 12 part of that human behavior, you know, it's like you 13 can lead the horse to water, but you can't make him 14 drink. It's kind of like that so, you know, I get it 15 from one standpoint, but if you can get together with 16 John after the meeting just so we can capture that on 17 the plan, that would be great. Good comments. 18 ANGELA RANDALL: Hi, my name is Angela 19 Randall. I live on the corner of River and Rousseau 20 Road so my property is definitely along the main drag 21 there. My well is in the front of my yard. My concern 22 is if there's any sort of preliminary testing, is it 23 tested throughout construction, what happens if 24 something happens to my water, you know, the quality of 25 my water in general. I have a septic system, but it's</p>

<p style="text-align: right;">42</p> <p>1 in the back of the yard. We have a raised system, you 2 know, we spent a lot of money to install. There's also 3 a hydrant on the corner of the road with a storm drain 4 grate, which works very poorly, there have been times 5 when there's actually sinking there. I don't know who 6 came by and fixed it if it was the town or Maine DOT or 7 whoever it was. So those are my concerns as far as the 8 corner of the property and especially regarding the 9 well, what the process is with that, is someone coming 10 by, what we're going to do with that. Thank you. 11 MR. MARTIN: If you could just catch up 12 with Luther and just make sure we capture all those 13 personal things that you just talked about on the plan 14 as well, just make sure they're there. 15 MR. YONCE: That's a good question about 16 the wells. Let me go over that real briefly. If 17 you're concerned about your well, make sure you let us 18 know and we'll request it to be tested. If you see a 19 change in your water quality during the construction, 20 let us know as soon as you can. I'm sure there's going 21 to be some construction out here that, you know, 22 because of the historic nature of some of the houses, 23 when we say blasting, it's not always an explosion. So 24 a lot of times we rip it with an excavator or we 25 actually use a chemical reaction like ice that expands.</p>	<p style="text-align: right;">44</p> <p>1 send out to you saying we're starting the right of way 2 process, my name, my phone number will be on it or you 3 can grab a card. I've been waiting for this. It keeps 4 coming up about speed on this road. I've got the 5 gentlemen cornered, so I'm going to ask the question, 6 is it safe to do enforcement out there today? Very 7 few. Do you think it's going to be a lot safer once we 8 finish the new road? 9 OFFICER: It's better on the north end, 10 I believe. 11 MR. YONCE: So, I mean, one of the first 12 things they're taught in the Academy is you don't pull 13 a car over unless it's safe to pull a car over and if 14 it's questionable out there, bad shoulders, soft sands, 15 the officer will bypass that waiting for a place where 16 it's safe to pull over. We're going to try and fix all 17 that so a lot of the stuff will go away. 18 MR. MARTIN: If you need his plate, I 19 got it and I'll give it to you guys before he leaves. 20 LINDA GRIFFIN: Linda Griffin, vice 21 president of Windham Historical Society. You had 22 mentioned that we are talking about putting up two 23 signs, do we have to go through you to get permission 24 to put them up or will we have to go to the individual 25 property owners to ask?</p>
<p style="text-align: right;">43</p> <p>1 So not knowing what we're going to use to get down to 2 do the under drains and stuff, but if you're seeing 3 something, a lot of times it will clear up within an 4 hour or two or a day or two, there is a procedure to 5 get you some bottled water so you're not drinking the 6 stuff while it's cloudy and all our wells claim people 7 will work with you, okay? Biggest thing is 8 communication as soon as you know. 9 DON LIEDKE: My name is Don Liedke, 39 10 River Road. I've got three quick things, if I may. 11 One, a couple people did mention the speed on the River 12 Road is already dangerous. I'm really worried, really, 13 really concerned. They're all going 50 miles an hour 14 by my house smacking trees, smacking other cars, I'm 15 worried, 65 is going to kill people. That's number 16 one. Number two, soil testing, no one has mentioned 17 soil testing. Where I live it's a boat load of clay 18 and I'm wondering how that's going to work when the 18 19 wheelers roll by the house now. Sometimes, I don't 20 know, the whole house vibrates, 60 miles an hour, 18 21 wheelers, a little worried about that. The third thing 22 is contact info. You keep saying please contact us, 23 when will that contact info be available for us and how 24 do we do that? 25 MR. YONCE: That first letter that I</p>	<p style="text-align: right;">45</p> <p>1 MR. MARTIN: Which kind of signs are 2 you -- 3 LINDA GRIFFIN: They're going to be 4 perhaps 3 by 4 feet and it will talk about entering 5 Windham's Historic District and maybe a drawing of the 6 fort on it. 7 MR. MARTIN: Yeah, we'll have to talk 8 about that because they usually have to be placed 9 outside the right of way, so we'll have to define where 10 that right of way line is and they'll have to be placed 11 outside that line. So we can lay out for you just to 12 make sure you get them outside the right of way. 13 LINDA GRIFFIN: Thank you. 14 STEVE POCK: Steve Pock, 12 River Road. 15 So the last time you were here, Ernie, one of the 16 things I mentioned it's kind of a state level project, 17 we had senators here and we sat down and one of the 18 questions I asked, but Donna's here from to the town 19 council, but I'd like to urge the town council to 20 relook at -- from Rousseau Road all the way to -- 21 there's no water, there's no gas, there's no sewer. 22 You have a perfect opportunity. You have a 23 year-and-a-half to figure it out, more than a 24 year-and-a-half, probably two years before they start 25 digging gravel. You have a fireman right here, you got</p>

<p style="text-align: right;">46</p> <p>1 no fire hydrants within half-a-mile of my house, all 2 right, it's property value to everyone on the road. It 3 may not be the most economical thing for businesses, 4 there's no businesses or anything, but it's value to 5 the homeowners. That's item number one. Number two, 6 you talked about Anderson Road being a dangerous area, 7 stuff like that, don't forget top of -- that farm stand 8 has got an accident every other time that there's 9 one -- and I mean this is a challenge. You did talk 10 about how much you're cutting that line of sight down. 11 I sit in my bedroom and I hear the cars speed up as 12 they come to the top of that knoll and they pass during 13 the dip and they hit that other one, so if you're 14 sitting in front of the Christmas tree farm, guys, 15 you're going get a lot of traffic because they fly 16 through there and it's just an accident waiting to 17 happen. The third thing is I'd like some help with 18 some of the definitions. You've got some great charts 19 up here, I'm an engineer and I'm not exactly sure what 20 your code is on it, so I can't read it. If you could 21 take a second, even the drawing you have here, you got 22 some red dotted lines that show properties, you talked 23 about the right of way, sir, it's not clear to me where 24 exactly your right of way is and isn't, so if someone 25 could take a real quick snapshot of some of the color</p>	<p style="text-align: right;">48</p> <p>1 That's the existing right of way, so everything inside 2 of that we already have rights to the highway. 3 Everything outside of that is the area we're talking 4 about. Just to show you some of the other features 5 here, this is a ditch line where you see arrows flowing 6 where the water is planning on going, this is what we 7 call a cut fill line, that's where we're going to be 8 touching down on the face of the earth. We're either 9 going to cut to that point or put fill to that point. 10 So when I was talking about coming up to plan impacts 11 complete, that's typically the line that they need to 12 lock down before I start. Outside of that here in this 13 light blue line, my mapper has proposed to be a new 14 right of way line, proposed. He's thrown it on just to 15 see what fits because what has to be in here yet, the 16 power lines have to be on the outside of the ditch. So 17 we've got to put the power lines in there and a clear 18 zone so if a car leaves the road, it can maneuver, get 19 control before it hits something. All that typically 20 needs to be within the right of way. 21 MR. MARTIN: Catch one of us, anybody if 22 you have any questions related to the lines that 23 pertain out in front of your property, grab one of us 24 and we can explain that further to you individually. 25 And I apologize again for these maps, they're very</p>
<p style="text-align: right;">47</p> <p>1 coding and give the general audience a better 2 understanding, that would be helpful. 3 MR. MARTIN: Can everybody see this 4 little piece right here? I'll just briefly kind of use 5 this. On this particular map here, this particular map 6 right here, the existing right of way is this dashed 7 red line here and here, it's the two outer dashed red 8 lines. The yellow that you see in here, these are the 9 travel lane lines. These shoulder lines are a little 10 bit darker yellow and the impacts of the slopes of 11 where the soil is going to blend into the existing 12 material is this kind of sandy color and then when you 13 blend in a driveway, same thing, it's gravel, it's 14 going to get blended into a certain point of that 15 driveway. Looking up -- I apologize for the size of 16 this map because if it was a regular 25 scale map, it 17 would be like 85 feet long so we tried to minimize as 18 best we can. 19 STEVE POCK: Just a follow up to the 20 question, where's the line where the people get checks? 21 MR. YONCE: It's always about the money. 22 STEVE POCK: I'm just the guy that asked 23 the question. 24 MR. YONCE: Right there is a red dashed 25 line, long dashes, lines also here and going up here.</p>	<p style="text-align: right;">49</p> <p>1 small and you can't really see them from where you're 2 sitting so it's better to come up if you can after and 3 grab one of us and we can go into more detail with you. 4 JEAN PHILLIPS: My name is Jean 5 Phillips. I live at 325 River Road and it's on the 6 corner of Chute Road and Depot Street. I'm calling 7 because -- talking because I am so upset about all of 8 the passing. I'd like to have a passing lane changed 9 there. It's too long. It goes by my house, they come 10 up over the hill coming -- going towards Westbrook and 11 what happens is there are cars coming out of Depot and 12 cars coming out of Chute Road and what happens they 13 haven't picked up speed, so people coming from the 14 North Windham area down towards Westbrook pass six or 15 seven cars. Come to my house in the morning and I will 16 show you, it's very dangerous. We have kids that live 17 across the street. There's a school bus that stops 18 there, traffic lines up and as soon as the school bus 19 pulls out, some of them go right by, not a passing lane 20 there. I would like to see that passing lane stopped 21 actually or shortened. It's a very dangerous place. 22 You go out and get your mail or you get your paper in 23 the morning, you have to really be very careful. I've 24 spoken about this before. My neighbor has written a 25 letter to you and so forth or e-mail about the very</p>

<p style="text-align: right;">50</p> <p>1 same thing. Something needs to be done. Those cars 2 are going 60 miles an hour when they come over that 3 hill. So what are they going to do when someone is 4 pulling out of Chute Road going about 40 miles an hour? 5 It's very dangerous. I'm just waiting for some 6 accident. I'm not waiting, I hate to see it happen, so 7 what are we going to do about that? Are we going to 8 have a traffic study for that or are we just going to 9 hope and pray that something doesn't happen? I'd like 10 to have you come down to my house some morning and sit 11 there and I'll make coffee, as I said before, come down 12 and observe it because it really is very dangerous. I 13 wouldn't be standing here saying this just for 14 something to say. I am very, very concerned. Thank 15 you.</p> <p>16 MR. MARTIN: Yeah, you know, I remember 17 that intersection before it got rebuilt, you know, I 18 think the last event that happened there that there was 19 a car that ended up upside down or something on this 20 property here and I think they actually died, didn't 21 they? So it's always been a dangerous intersection 22 and, you know, I guess I'll put this out to the new 23 police chief, right? I guess maybe if you want to talk 24 a little bit about some of the things that have been 25 said related to speed. I guess I'd like to get your</p>	<p style="text-align: right;">52</p> <p>1 down, so it does act as traffic calming device. 2 Another important factor for us, it 3 provides us with traffic count data as well as speed so 4 we can deploy our resources when we see there are 5 spikes in both traffic volumes and speed. So that's 6 one methodology that we use to try to help manage 7 traffic enforcement. That acts as what we call a force 8 multiplier. In other words, we don't have to be there 9 all the time to do what the signs are doing for us. 10 Another thing that Sergeant Fulton does 11 for us is he manages our department highway safety 12 grants and we were just awarded a grant about a month 13 ago, I believe, that's going to run through the end of 14 the summer and that allows us to pay officers overtime 15 to come in and put out patrols that are specifically 16 responsible for traffic enforcement. When I ask my 17 officers or my sergeants now, the officers to focus on 18 our traffic enforcement, what often happens with our 19 three officers working the street, they'll start a 20 traffic enforcement detail and have a theft complaint, 21 a burglary complaint, a domestic violence complaint or 22 something come in that just depletes those resources. 23 Just this afternoon we had a patrol out that was 24 working the north end of River Road, because shoulders 25 are a little wider now, the sight lines are a little</p>
<p style="text-align: right;">51</p> <p>1 input after the northern section was rebuilt and how 2 that's worked as far as enforcement. 3 CHIEF SCHOFIELD: Thank you very much. 4 My name is Kevin Schofield. I'm still the relatively 5 new police chief here in Windham, almost two years, so 6 I don't know how much longer I can use the I'm new here 7 excuse for these discussions. My phone rings a lot 8 with speed and traffic related concerns not only from 9 River Road, but virtually every section of the 10 community. Many people in the room may be aware that 11 back in 2014 the town had a company help out, do a 12 survey of the community and when the community 13 responded about concerns of public safety, not 14 surprising traffic related issues, both congestion and 15 speed, so we hear that loud and clearly. 16 With me tonight is Sergeant Peter Fulton 17 and Sergeant Fulton has a lot of responsibilities and 18 interaction with the community when it comes to traffic 19 management and speed enforcement. If you spend some 20 time, you may have noticed a traffic sign that we 21 deploy around the community that we put different 22 messages on or sometimes it just may display the speed. 23 That's one component of that sign, okay, and oftentimes 24 when people see a flashing sign, that causes us all to 25 look and be a little more cognizant of our speeds, slow</p>	<p style="text-align: right;">53</p> <p>1 bit better and I believe in the time that we were at 2 the open house at the correctional center this 3 afternoon from 4 to 4:30, the officer made four traffic 4 stops that I heard on my radio, so we do try to put 5 some effort in that capacity. 6 Another thing that we're doing to try to 7 be responsive is myself and Lieutenant Boudreau have 8 been looking at our staffing to try to -- when he get 9 an officer off the field training to try to adjust the 10 hours some of our officers are working so Sergeant 11 Fulton will have time during the day to have his 12 officer be able to dedicate some more time specifically 13 for traffic enforcement. I know oftentimes it looks 14 like we have a lot of police officers in town, but some 15 of the calls for services that demands just of the job 16 in the community oftentimes can divert our attention 17 where we can't focus as much as we would like on 18 traffic enforcement. 19 So those are some of things that we've 20 done in the past couple of years to try to be able to 21 focus on this a little more specifically. I hope that 22 helps. If anyone has any questions of me, you can 23 either ask now or please come up and see me after the 24 meeting. Thank you. 25 MR. MARTIN: Thank you, Chief. I think</p>

<p style="text-align: right;">54</p> <p>1 we kind of in some ways add to the speeding problem 2 because we do go out and reconstruct roadways that are 3 inefficient, whether it's horizontal, vertical, you got 4 a curve, sight distance, clearing, we open it up and 5 make it flatter, make it smoother, it just brings up 6 speed, so, you know, we're taking -- we're trying to 7 prevent facilities, but on the same token we're 8 increasing the need for resources to monitor speeding, 9 so, you know, it's kind of like the double edge sword, 10 you know, where we're trying to prevent fatalities 11 because the road's inefficient, but then again we're 12 making flatter, smoother, straighter and that brings up 13 the need for more resources to monitor.</p> <p>14 TONY PLANTE: Tony Plante. I'm the town 15 manager and I'm a resident of River Road and I was a 16 member of the context sensitive solutions public 17 advisory committee, PAC that Ernie referred to earlier 18 that Cheryl Page was instrumental in helping us get 19 going when the River Road project first began 20 undergoing design four years ago, five years ago.</p> <p>21 MR. MARTIN: Five years ago.</p> <p>22 TONY PLANTE: And when we went through 23 that process, the Public Advisory Committee was 24 comprised of a number I forgot, probably 15 community 25 members, stakeholders from along River Road and others</p>	<p style="text-align: right;">56</p> <p>1 but this is not solely about me, that are now going to 2 have the right of way or the cut and fill lines for 3 River Road go halfway or more into their front yard. 4 I'm concerned that the width of the travel lane and the 5 paved shoulders will in fact result in increased speeds 6 through an area that is the most historic in town where 7 we should be looking for ways to do some degree of 8 traffic calming. I don't see that here. I see on the 9 initial slide and on the meeting announcement that this 10 is the final public meeting. I sincerely hope that 11 there's an opportunity to review this so that the 12 design that does end up being built truly is sensitive 13 to the context in the area.</p> <p>14 MR. MARTIN: Thanks, Tony.</p> <p>15 AUDIENCE MEMBER: Just picking up on 16 that, last year my wife and I went to various points on 17 the north end of the river that had been done because 18 it didn't seem just driving that, particularly the 19 shoulders were consistent, they certainly were not and 20 originally no bridge widening was going to be done. 21 That only came up very recently and I'm kind of sorry 22 to see that because we're entering that most historic 23 section where it would be nice to slow the traffic down 24 where you see the sign there by the market letting 25 people know this is the oldest part of the town. So</p>
<p style="text-align: right;">55</p> <p>1 to talk about what was appropriate along the length of 2 road and I remember we did spend a considerable amount 3 of time talking about the width of the road and some 4 concerns about that as it was being rebuilt from 5 roughly Paine Road in North Windham to Route 202 or 6 just north of that actually because the section had 7 already been reconstructed and I remember we spent some 8 time talking about the width of the travel lanes and 9 the paved shoulders and suddenly settling on 11 and 5, 10 which was different than what Federal Highway would 11 have otherwise required. I also recalled some 12 discussion as we got later in the process and perhaps 13 at an earlier meeting on this project that 11 and 5 14 might not be appropriate going through what is the 15 oldest and arguable most historic section of town. And 16 I have to tell you I briefly glanced at the plans and 17 I'm concerned that the context sensitive solutions 18 process that we undertook on the northern section of 19 the road has not been followed on the southern section 20 of the road because this will substantially change the 21 character of this area and is not in my opinion really 22 consistent with the context of the development that's 23 there.</p> <p>24 And to Mr. Elder's point earlier, there 25 are many homes along this area, and yes, mine included,</p>	<p style="text-align: right;">57</p> <p>1 from that point of view, consistency is not being 2 followed or was not followed completely because I know 3 there's variations, I've measured it in the width of 4 the shoulder. The other thing at the homestead, the 5 well is on the opposite side of the road, which is 6 unique certainly today so the line runs under the River 7 Road.</p> <p>8 Another thing I forgot to mention, 9 you've already had a motorcycle crash into the garage 10 at 57 River Road and it seems like almost weekly or 11 biweekly we see a vehicle crashing into a house or 12 business so I share the concern that several have 13 mentioned, but always when a road is improved it's 14 smoother, it's wider and speed goes up and with these 15 places that are so close to the road, I think it just 16 is inviting problems like that to possibly increase in 17 number, so another concern. Thank you.</p> <p>18 GARY PLUMMER: Thank you. I am Gary 19 Plummer. I guess my only claim to fame at this point 20 is being a member of the Windham Historical Society, 21 although except for Bruce Elder, I've probably driven 22 that portion of the River Road longer than most people 23 in the room. I would like -- I do have some concerns 24 to express and a question at the end, but I also would 25 like to echo what you said about Cheryl Page getting</p>

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1 involved. Cheryl approached me and said do you think
2 it would do any good to do a petition and I initially
3 said I don't think it would help and then a couple of
4 days later I went back and said let's do it. Cheryl
5 collected 8 or 900 signatures in three days, something
6 like that. That led to the Windham legislative
7 delegation being able to work with the commissioner of
8 the Department of Transportation and I remember that
9 day well that Mark Bryant, Bill Diamond and I met in
10 the appropriations committee office with the
11 commissioner and from that point on I felt positive
12 about that project. I guess if you like what's
13 happening, thank the Windham legislative delegation
14 including Patrick Corey or if you don't like it, blame
15 them.

16 And I would say that ten years ago I
17 never thought I would say I enjoyed working with the
18 Maine Department of Transportation, but I have enjoyed
19 working with Ernie. He has been great in my opinion
20 from day one. I also would like to echo the points
21 that Tony Plante, the town manager, brought up, I have
22 those concerns as well and although you've heard from
23 many areas of the River Road tonight that need to be
24 addressed, my concern from the historic perspective is
25 the Parson Smith, Anderson Lord, Elder properties along

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1 that stretch. I am pleased to hear that the stonewall
2 is being addressed. I also had a concern about the lot
3 number one marker. The archeological process I think
4 is going well. I stopped to observe that, I never got
5 on my hands and knees to dig, but I observed that and
6 I'm very pleased with work that's being done there and
7 the cooperation. One concern I have is I think it is
8 necessary to dig down to lower the profile of the road,
9 but in some of those driveways it's going to require a
10 steep approach to the properties and I hope you'll take
11 that into consideration, particularly the Parson Smith
12 house with working with property owners to try to as
13 much as possible negate problems there. The other
14 thing that I would like to throw out there is, and I
15 guess the question would be if you can't stay in that
16 60 foot right of way and if the property owner says I'm
17 not being treated fairly, this is not the appropriate
18 amount of money, I wish you would address a little bit
19 the state claims board and what the property owners can
20 do and if anybody finds themselves in that situation, I
21 had the honor of serving on that board for a few years
22 and I'd be happy to offer you free advice in terms of
23 what you might do. Thank you.

24 MR. YONCE: Since my settlement rate is
25 so high, very few of our stuff goes to state claims

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1 anymore, seriously.

2 AUDIENCE MEMBER: That's good to hear.

3 MR. YONCE: But we do have those
4 occasional cases that go to state claims. It is a
5 panel, a real estate attorney picked by the governor,
6 there's two of them in the state, certified general
7 appraiser picked by the governor, there's two of those,
8 and the third member of the committee is a county
9 commissioner from the county the property is located
10 in. The theory behind the mediation board is the
11 attorney's going to follow the law, the appraiser is
12 going to value, look at the valuation and the county
13 commissioner is going to make sure the property owner
14 is being treated fairly. They hear what we've done,
15 our appraisers testify and they -- it's a way that a
16 property owner can be heard with minimal cost. You
17 don't need an appraiser, you don't need an attorney,
18 you can bring an appraiser, you can bring an attorney
19 if you'd like. I'm thinking right now, I believe
20 statewide and we -- in recent years we've been touching
21 somewhere between 8 and 900 property owners a year and
22 right now we have two cases that have gone to superior
23 court that have passed state claims. So the vast
24 majority of our cases never get to state claims. The
25 few that do end with state claims, and I'm happy to

61

1 report that the two cases that are currently before the
2 supreme court, neither one of them had anything to do
3 with the highway program.

4 DAVE NADEAU: I don't need that. On 302
5 you got a couple of solar -- on 302 you got a couple of
6 solar speed signs, I drive that road all the time and
7 they seem to slow people down, there's several
8 locations on this road that that would possibly help.
9 I'm not saying it will cure the problem, but I think
10 that would help and at this point it would be a big add
11 to your budget. Dave Nadeau, town council.

12 MR. MARTIN: Yeah, I think we've heard a
13 lot of good comments tonight. I think we got a little
14 bit of homework to do to analyze some of the areas. I
15 actually just kind of looking at the map on the impacts
16 and, you know, from my position, I think we've done a
17 pretty good job minimizing and I think that's always
18 been the direction with the design team, you know, to
19 minimize impacts because we do know the sensitivity in
20 the area, even though it might not be listed, we've
21 actually listened and it's a kind of hard to show on
22 these plans given their size to exactly what we have
23 there, so I guess, you know, any further questions,
24 what I can do is after -- we've got other plans that
25 are better detailed or easier to read, again, grab one

<p style="text-align: right;">62</p> <p>1 of us and we can actually show you what those impacts 2 are.</p> <p>3 SYLVIA WALLINGFORD: Hi, I'm Sylvia 4 Wallingford. I own Ernie's Cycle Shop in Westbrook and 5 I just want make sure that -- it sounds like the 6 widening of the road is actually conducive to cyclists 7 using that passageway. Currently they cannot without 8 feeling threatened for their life, so I want to 9 consider the narrowing part that sounds like it's 10 excellent, but we also need to make sure cyclists can 11 still pass through if that is a consideration and also 12 the bridges or bridge is also passable for cyclists and 13 cars because that is a big concern for -- currently 14 I've tried to ride that road and I will not and I know 15 several people who will not because it is very -- it's 16 lethal and speed is the biggest concern and blind, 17 which is what you're taking care of, so I wasn't going 18 to say anything until I heard possibly they weren't -- 19 people concerned with it being so wide, but it's the 20 width that we need as cyclists to go through so I don't 21 want to conflict with their concern, but that is also a 22 concern is that cyclists and pedestrians can get 23 through there safer and so possibly maybe a speed 24 reduction on the road should be considered. And I 25 don't know if that's anything DOT will do, but that</p>	<p style="text-align: right;">64</p> <p>1 MR. MARTIN: The 5 feet establishes bike 2 lane, it's legal, it's shoulder, but it's not a 3 dedicated bike lane so that's why it went 5. So that 4 covers your bikes, covers pedestrians, before what did 5 you have --</p> <p>6 SYLVIA WALLINGFORD: The trails are not 7 always -- so that is -- it makes it so people have to 8 go way out of the way to get on to the trail and that 9 is not an answer. It's great for people who are near 10 it, they'll use it and do it, but it's not great for 11 people who aren't on the trail. We need to make it 12 safer for all vehicles including cyclists to use that 13 passageway. It's a great trail, I love it, but it's 14 not great for commuters.</p> <p>15 MR. MARTIN: So I think from the 16 standpoint of where we've been and where we are, I 17 think we've done a lot of minimizing. Obviously we 18 heard a lot of comments tonight, we're going to 19 continue to try to minimize. Obviously there's a 20 couple of key elements here that are higher than some 21 of the other comments that we'll have to look at and 22 obviously we'll work with the police department to see 23 if there's things that we can do. As far as the speed 24 study goes, in this case here I wouldn't recommend it 25 just because your speed might go up after the speed</p>
<p style="text-align: right;">63</p> <p>1 might be something to consider through the entire 2 length of that road and, you know, that's my thought, 3 but definitely please try to keep cyclists. That is an 4 excellent passageway for people who want to commute 5 from the Windham area into Westbrook, but currently 6 cannot, so we're excited to see that this is happening, 7 but just keep that in the thought.</p> <p>8 MR. MARTIN: Thank you. That's a good 9 comment. I think Tony, you know, kind of hit one of 10 the things that the Department has already done, we've 11 already reduced the federal size of this road. The 12 federal size was 12 and 6, so that's one of the things, 13 you know, that the Public Advisory Committee undertook 14 in the discussion with the Department to minimize that 15 12 and 6. So if you look at the standpoint of what the 16 Department has already done to reduce the impact, 17 that's huge. So we're at one foot less on the 18 shoulder, one foot less on the travel way, that's 4 19 foot, so if you make that road on north end 4 feet 20 wider, how wide is that, you know --</p> <p>21 DONNA CHAPMAN: We have the mountain 22 division that runs parallel to River Road and we're 23 working on making a little trail piece for the bikes to 24 be safely going up and down to North Windham and South 25 Windham.</p>	<p style="text-align: right;">65</p> <p>1 study is done. It's based off 95th percentile at peak 2 times or certain times, driveways are taken into 3 consideration, sight distance. If it was an existing 4 roadway, it would have been better to do the speed 5 study. I actually think the Department went out and 6 did a speed study before we started, which showed the 7 speeds that were in place were accurate. So if you 8 take into consideration a profile change to correct it, 9 a horizontal to correct it, speed will probably show 10 higher than the speed study. So that would be my 11 assumption right now, but if you want a speed study, it 12 would have to be a request through the town of Windham 13 to the traffic engineering region. Good comments.</p> <p>14 ANDREA ELDER STULTZ: Hi, I'm Andrea 15 Elder Stultz and I have a question on behalf of my 16 brother, Darrin Elder who lives with his wife and 17 daughter at 57 River Road, the one that was hit by the 18 motorcycle and mentioned previously. He is wondering 19 about interruption to access properties during the 20 construction and wonder if you might speak to that a 21 bit.</p> <p>22 MR. MARTIN: Once we award a contract, 23 the contractor is responsible for the whole corridor 24 that they're working in so they're responsible to 25 provide access to and from your properties. If they're</p>

1 going to say excavate your driveway, they're going to
2 notify you and say hey, we're going to be out in front
3 of your house tomorrow, can you park your car somewhere
4 else if you need to get out early in the morning,
5 otherwise you'll have access back at a certain time.
6 So they're going to coordinate one on one with you
7 throughout the project. Good question.

8 MR. YONCE: Let me add to that real
9 quick. What several towns have done, we're going to
10 have a resident on site that's a DOT employee that
11 oversees the construction, they have a weekly meeting
12 and some of the towns send representatives because if
13 you got a frequent user of the EMS service and we're
14 working in that area, that's good to coordinate, people
15 getting normal oxygen, you know, or other deliveries on
16 a regular basis. The contractors are very, very good
17 trying to work around those issues and minimize the
18 impacts, but they need the feedback that is needed at
19 that point.

20 MR. MARTIN: What we've been doing a lot
21 of times with construction projects is that we've
22 actually been giving the towns the weekly updates,
23 notes that come from the meeting that tells you where
24 that contractor is going to be the next week. So I
25 think we're going to start doing that. We'll probably

1 do it in Windham when we start this project is send the
2 minutes of those weekly meetings to the town, they'll
3 post them so if you're a user of the town, you'll get
4 notifications through the town website, we'll have a
5 DOT site, if you sign up, you will get that message
6 that that contractor is scheduled for that week. So
7 that's something that we've done with some of the
8 projects that I had because of the complexity
9 associated with them.

10 RON WINSHIP: I'm Ron Winship and I live
11 on the River Road, 115. I operate Windy Hill Farm and
12 Windy Hill Farm Market. My brother operates Windy Hill
13 Farm. We've lived on the River Road all of our life
14 right up there on the farm. As I listened to all the
15 comments of everybody here, the big concern is speed
16 and that's what we've always said and when I grew up as
17 a young kid, my father used to go out on the road with
18 horses and there's just no way -- I mean, I hardly dare
19 to walk in the road myself, but with the new highway
20 going through, I see nothing that's going to slow the
21 people down. And we also -- my brother has a milk
22 truck, a trailer truck that comes every other day to
23 pick up milk and it's the way that people fly, some
24 time it's going to be over for somebody and we also
25 have trailer trucks that bring feed to us and it's the

1 same way. The truck that comes to my house, I'm up on
2 the knoll a little bit, they can't back in because
3 people won't give them an opportunity to back in and
4 speed is my big concern on the road.

5 MR. MARTIN: Yes?

6 JAMES CLARK: James Clark, 7 River Road.
7 How do they take care of mail delivery while they're
8 doing this construction?

9 MR. MARTIN: They leave them in place or
10 they move them around. They might put a five gallon
11 bucket with sand to move them if they have to, but
12 they're going to leave it some place in that vicinity
13 where they are, they have to. If they're going to have
14 to pick it up and move it, they're going to have to
15 notify you and say we're going to move your mailbox
16 over here, we're going to stick it in a five gallon
17 bucket today, move it and then we'll reset when we're
18 done.

19 MR. YONCE: We've also always worked on
20 the premise that you didn't want to get your bills
21 during construction.

22 AUDIENCE MEMBER: We talked
23 about putting in a place, did that get taken out of
24 place for them to pull over?

25 MR. MARTIN: I got to look at that.

1 AUDIENCE MEMBER: That's a big issue.
2 That's right in front of my house, some yo-yo pulls up
3 right next to that thing every day and he starts
4 backing, they're going to back up that whole line of
5 traffic up the hill.

6 MR. MARTIN: And yeah, I think when you
7 look at River Road and compare it to 302, it's
8 parallel, it gets 9,000 plus cars a day and I've
9 actually used Windham River Road, the design criteria
10 for Windham River Road I'm using in another town in the
11 state which is an NHS corridor, but because of the
12 volume of traffic on Windham River Road and the design
13 system that we have for 11 and 5, I've been able to use
14 and take this template and move it into another town.
15 So I think Windham has kind of set an example. I've
16 heard all the complaints, you know, I can't disagree
17 with you, but we've also set design parameters from
18 Windham to other higher parameter projects in towns
19 with the same characteristics, so we have our work cut
20 out. We'll review these comments. Thank you all for
21 coming. We'll hang out and answer any of your
22 individual questions. Thank you.

23

24 (Concluded at 7:52 p.m.)

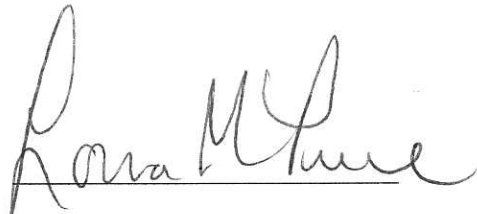
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1 CERTIFICATE

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

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

10 IN WITNESS WHEREOF I subscribe my hand and
11 affix my seal this 12th day of March 2017. Dated at
12 West Gardiner, Maine

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14 

15 Notary Public

16
17 My Commission Expires
18 February 6, 2019

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MAINE DEPARTMENT OF TRANSPORTATION
FINAL PUBLIC MEETING FOR THE TOWN OF WINDHAM, RIVER ROAD
SIGN-IN SHEET

Windham High School Performing Arts Center
 406 Gray Road, Windham, Maine 04062

Date: March 8th, 2017 6:00 – 8:00 P.M.

NAME	Address
Omil Larrue	68 River Rd
Dawna Larrue	68 River Rd
Ronald Winkler	115 River Rd
Tony Plante	69 River Road
Mark Bryant	166 Albion Rd
Waite H. Lunt	Wind. H&T, Soc.
Cindy Elder	4 Antium Dr.
Robert L. Preston	75 River Rd
Kene Tanguay	4 RIVER RD.
Michael L. Ladd	43 RIVER RD
Doug Fortier	47 Brackett Farm Ln
Robert + Brenda Tanguay	6 Tanguay Ave
JACK BLANCHARD	30 RIVER RD
Gary Plummer	248 Gray Rd
Brian Sandbrook	MDOT
Patricia Corey	353 River Rd
William + Susan Hager	34 Montgomery Rd.
Rep. Clark	7 River Road
Heather	7 RIVER Rd.
Sharon Plante	65 River Rd
Sylvia Wallingford	93 King St Westbrook ME
EMAN FLORIN	118 PROSPECT ST WESTBROOK
Shelly Wood	maineDOT

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Date: March 8th, 2017 6:00 – 8:00 P.M.

NAME	Address
Chris Baker	119 River Rd.
Steve Pock	112 River Rd
Kate Willis	Kleinfelder / Maine DOT
Fred Oleson	315 River Rd
Erin Elder	4 Antigua Dr
Richard R. Barlow	13 Tapscott Way
Maxine Tanguay	26 River Rd
Jerry Tanguay	26 River Rd
Angela Randall	1 Rousseau Rd
David Manchester	379 Pope Rd
Linda Griffin	21 Rural Hill
Johnny Hamer	21 Rural Hill
John Hamer	39 River Rd
Cristina McBrearty	54 River Rd
Morris Bickford	279 River Road
Linda Spink	46 Rousseau Rd
Col. Eddy	145 River Road
DIANE CAUSHILL	15 RIVER RD
Beverley Lord	80 River Rd

WHS VP.
WHS Pres

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