

1 TRANSCRIPT OF PROCEEDINGS

2 MR. KEEZER: Well, thanks everybody for
3 coming tonight. My name is Brian Keezer. I'm the
4 project manager with MaineDOT. With me tonight is
5 Jerry Dostie. He's also a project manager. We're
6 kind of working on this project together. And also
7 with me tonight is Al Godfrey and James Eason with
8 TMSI. They're the consultant that we've hired to do
9 the design for the project. Just so we know what
10 we're discussing tonight, we're here to discuss a
11 proposed new traffic signal on mast arms located at
12 the intersection of State Road, Fosters Point Road
13 and New Meadows Road in West Bath, so hopefully
14 everybody is here for that meeting.

15 The way this is going to work, I'm just
16 going to go over a few housekeeping items and then
17 I'm going to turn it over to Al and James to give a
18 detailed presentation on the project and then once
19 they're finished we'll open it up for comments and
20 questions from you folks. We do ask before you start
21 your comment or your question that you state your
22 name. This is a public hearing, so everything that's
23 said will be recorded. That let's us bring any
24 questions or comments back to the office with us and
25 do any needed follow-up, if need be. I do ask that

1 you keep your comments and questions focused on this
2 project. I'm sure there is other issues around town
3 in the area that you'd love to talk to DOT about, but
4 we're not here for that tonight. I will stay a few
5 minutes late if somebody really has a pressing issue
6 that you'd like to discuss, I can stay and maybe I
7 can hear you out on it.

8 A few other things, there is an attendance
9 sheet that I'm going to pass around. I'll ask
10 everybody to sign it, put your name and if you think
11 you want some follow-up for questions you can put
12 your address, email address, whatever you think works
13 best. And if anybody new comes in, if you can just
14 kind of slip it over to them so we get a complete
15 list of everybody, so I'll start passing this around.
16 Also up front here, I've got some right of way
17 pamphlets, kind of goes over our right of way
18 process. Al will briefly touch on right of way and
19 any potential impacts that we may have from this
20 project. Also are some comment cards and some pens,
21 if somebody is uncomfortable speaking in front of
22 everybody then feel free to take a comment card and a
23 pen and you can leave that with me after the meeting.
24 And then I've got Jerry's cards and Andrew Johnson,
25 who is our right of way person for Multimodal, which

1 is where we work, and if you have any right of way
2 questions, I ask that you direct them to Andy because
3 he's much better educated on the right of way
4 process. And I also have just the notice that was
5 published in the newspaper and sent to the abutters.

6 So with that, I will turn it over to Al.

7 MR. GODFREY: Thank you, Brian. As Brian
8 said, the purpose of the project is to improve
9 traffic mobility and safety at the intersection of
10 State Road, New Meadows Road and Fosters Point Road.

11 A little background on the traffic and
12 safety information to the location. State Road is a
13 major urban collector roadway. It's designated by
14 MaineDOT as a Priority 3 roadway. They've got a six
15 level priority system with Priority 1 being
16 interstate level type highways, Priority 6 being
17 local roads, so this is right in the middle for two
18 of those legs -- two of the roads that come into the
19 intersection. Fosters Point Road is a town way.
20 That's a Priority 6 corridor. The posted speed on
21 State Road is 45 miles an hour. On new Meadows Road
22 it's 45 and on Fosters Point Road it's 40 on the
23 approaches to the intersection. The current annual
24 average daily traffic volume on State Road, there is
25 quite a disparity west and east of the intersection.

1 West of the intersection State Road carries 9,190
2 vehicles a day. East of the intersection it's 6,940
3 vehicles a day. There is a very heavy movement from
4 this west leg up to New Meadows Road and vice versa.
5 The current average annual daily traffic volume on
6 New Meadows Road is 5,350 vehicles a day. On Fosters
7 Point Road it's 1,210 vehicles a day. Those traffic
8 volumes are projected by MaineDOT to increase it
9 about 1 percent a year over the next 12 years, which
10 is the projected life of this -- or the design life
11 of this project. The peak hour volumes on State Road
12 are about 11 percent of the average daily volumes, on
13 New Meadows Road peak hour volumes are about 10
14 percent of the daily volumes and on Fosters Point
15 Road they're about 12 percent of the daily volumes.

16 The MaineDOT determines high crash locations
17 on the basis of both crash rates and the number of
18 crashes that are occurring in a given period. The
19 crash rates for a location are compared to locations
20 of similar functional class, traffic volumes and/or
21 characteristics. The critical rate factor for a
22 location with an average crash rate is a 1.0 and to
23 be designated as a high crash location it has to have
24 a critical rate factor higher than 1.0 and has to
25 have at least eight crashes in a three year period, a

1 continuous three year period. This intersection at
2 State Road, New Meadows and Fosters Point Road is a
3 high crash location. For the 2013 to 2015 period it
4 had a critical rate factor of 3.39 with 14 crashes,
5 so that's more than three times the expected rate for
6 a typical intersection like this. Of those crashes,
7 35 percent involved injuries. Although the crash
8 data for the latest three year period actually had a
9 lower critical rate factor and fewer crashes than in
10 that 2013 to 2015 period, it still met the high crash
11 location criteria so it could be just a fluke. The
12 long -- over the long-term it has a continuous
13 pattern of crashes at the intersection following a
14 particular type of crashes that are occurring, angle
15 crashes, there are some rear-end crashes, but
16 primarily angle crashes that are typical of side road
17 traffic trying to get out particularly during peak
18 periods not finding adequate gaps and getting
19 t-boned.

20 Let's talk about the display a little bit.
21 The scale is 1 inch equals 25 feet on the ground.
22 Looking left to right is going west to east, north
23 obviously up the page. This is State Road, New
24 Meadows Road, Fosters Point Road. Just to locate you
25 on the face of the earth off of the extremities here,

1 New Meadows River is right in here on the far left.
2 This is the MacIntyre property about 500 to the east.
3 Let's see, the Gospel Light Fellowship entrance is
4 right here. Schutty's Seafood is right in here. New
5 Meadows Auto is right in here.

6 The colors on the hearing plan all have
7 particular meanings. The orange that you can see off
8 on the ends of each of those approaches are roadway
9 that's beyond the limits of any construction that's
10 going to work here. That's existing roadway. The
11 light orange that you can see on the sides of that,
12 again, is shoulder area that's not going to be
13 touched. The gold running through the middle here is
14 roadway that's going to be either reconstructed or
15 overlaid and I'll talk about the details of that in a
16 little bit. Nearly all of the construction occurs on
17 State Road. It's just a little bit to match in on
18 the two side roads. Adjacent to the gold you'll see
19 kind of an olive green strip on either side as well
20 as a block here, a block here, those are paved
21 shoulders or paved entrances that will be
22 reconstructed. The light green that you can see
23 along the outsides of the roadway here are slopes
24 that will be regraded and reseeded. There are one or
25 two small green blocks, one here, for instance, those

1 are existing trees that will remain. They're not
2 going to be removed. I don't think we've got any
3 tree removals at all on this particular project. The
4 heavy blue solid lines that you can see in the
5 vicinity of the intersections here and here or on the
6 corners, that's just a new curb that's going to be
7 put in on the corners and along the frontage here of
8 the auto dealership. There is also a curbed island
9 on Fosters Point Road that will be reconstructed as
10 well.

11 Now for some of the design details. As
12 Brian said, we're going to be signaling the
13 intersection. There will be two mast arm poles. The
14 larger of the two will be located in the existing
15 island over here on the New Meadows Road side in
16 behind the power lines. We're going to be replacing
17 the two power poles, one on either side of New
18 Meadows Road with taller poles. We'll get those
19 lines up above the signals, the signal arm will
20 project out under the power lines and with the higher
21 power lines the visibility of the signal heads won't
22 be obstructed. The second will be a smaller mast arm
23 pole down on the southwest corner on the auto
24 dealership corner. All work over on that corner is
25 all going to be within that state right of way

1 however. What we are going to do is actually
2 construct a little bit of a raised island around that
3 out into some of the paved yard that's on that
4 corner. The right of way line extends pretty far
5 into the property. That would be paved out into the
6 right of way there. I don't think there is any
7 display space actually being occupied on that corner,
8 so it shouldn't disrupt their operations much, but we
9 need to provide some curbed protection around the
10 mast arm that's going in on that corner. The traffic
11 signal controller box will go in that corner and
12 there will be a power service pole also being
13 installed over there.

14 Let's see. The existing pavement on State
15 Road within the limits will get torn up. We had DOT
16 go out with their boring crews, take some samples of
17 what was in the roadway out there and found that
18 there is a lot of delamination of the pavement layers
19 in the roadway through there so we'll just take that
20 up all together. The roadway base will be shimmed
21 up, regraded and then all new pavement will be put
22 down on State Road. At the intersections on the two
23 approaches just for short distances on the side road
24 approaches that will just be milled off and overlaid,
25 so there will be much less disruption on those.

1 Let's see. With the signalization we're
2 going to have to extend the turn lane approaches.
3 Today there are existing left-turn lanes both
4 eastbound and westbound on State Road. The eastbound
5 over here along the frontage of the auto dealership,
6 we're going to be increasing the length of that by
7 170 feet. It's currently only about 55 feet, a
8 little pocket left-turn lane in there, that will be
9 extended to a total of 225 feet to provide adequate
10 storage for both current volumes and projected future
11 volumes for those left turners.

12 In the other direction there is, again, also
13 a short left-turn pocket over there. That's a 50
14 foot pocket today. It's going to be increased by --
15 a 40 foot pocket. It's going to be increased by 60
16 feet for a total of 100 feet in that direction.

17 All of the lane widths both for the turning
18 lanes and for the through-lanes will be 11 feet wide.
19 We're going to be reconstructing the shoulders at 5
20 feet wide so that's adequate for -- adequate width to
21 support bike traffic that may be going through the
22 corridor. The center line horizontal alignment and
23 the roadway profile at the center line are virtually
24 identical to what are out there today, so there is
25 not going to be a whole lot of change in that respect

1 that you'll be able to observe.

2 At the intersections itself, the corner
3 radii will pretty much mimic what's out there today
4 on three corners. The northwest corner though is too
5 tight right now to get large trucks around that
6 corner without sweeping out and encroaching into the
7 left-turn lane, so we'll be flattening that to make
8 that better for trucks to be able to get around there
9 and not -- not be able to -- not have to go outside
10 of their own lane. We're going to be installing
11 lighting on the mast arm poles for nighttime safety
12 at the signalized intersection.

13 And just a couple of other design details
14 that I'll point out. Today there are two little tiny
15 islands on the Fosters Point Road approach with a
16 break between them at this driveway. With a
17 signalized intersection that's not really a safe
18 situation to have there, so we'll be reconstructing
19 that island as a continuous island through there so
20 it will be right-turns in, right-turns out on this
21 entrance that's secondary to the business. The
22 primary entrance is over here on State Road anyway,
23 so we don't anticipate a great deal of impact on that
24 property from that. Down at Schutty's Seafood as
25 well they currently have about a 10 foot wide paved

1 entrance in there. The south end of it is very
2 steep. It's about a 15 percent grade coming off
3 State Road. I noticed driving in tonight coming in
4 from the Brunswick end that that west end of it isn't
5 maintained anyway. The snow is all piled up and then
6 basically got what we've got that's shown here. What
7 we're going to do is remove that southerly half --
8 excuse me, westerly half of that entrance. It will
9 be a shallow ditch across there and we'll rebuild the
10 entrance on the east end. They'll have a 42 foot
11 wide entrance there, which is DOTs maximum for a
12 commercial entrance typically, and it will be at
13 about a 4 percent grade, so much more -- much more
14 accessible.

15 That about sums up all of the major design
16 details on the project. As Brian said, I touched on
17 the right of way process. There is a fairly
18 extensive number of things that I could touch on.
19 It's almost all detailed in the blue booklet. I
20 would be happy to address any questions that any of
21 you might have on the right of way process in more
22 detail if you want to ask those tonight, but, like I
23 said, most of it is covered in the booklet, but feel
24 free to ask if you want.

25 Brian, do you have anything to add before we

1 go to the Q and A?

2 MR. KEEZER: I don't. Do you want to touch
3 on schedule and...

4 MR. GODFREY: Okay. We are currently
5 looking at advertising in December. The right of way
6 process that DOT has to follow is federally mandated
7 because there are federal funds involved here and
8 also with the limited number of appraisers that are
9 available. We've only got a couple of properties
10 that are actually touched on. Most of the work here
11 is being done within the existing highway right of
12 way. There are several properties, however, that
13 we're getting temporary rights on for rebuilding the
14 entrance, Schutty's for one. Let's see, probably
15 will be a minor strip of temporary rights at the
16 entrance to the auto dealership across the road, the
17 major entrance into the convenience store over there,
18 the gas station, their entrance will get rebuilt and
19 the touch down point on that will be just a few feet
20 outside of the right of way line. So there will be
21 temporary rights that will allow the contractor to
22 actually set foot onto their property so they can get
23 things to match in whether it's pavement or grading
24 to match grassed areas. Those rights expire at the
25 end of construction. It's just to give the

1 contractor the right to step onto the property and do
2 what they need to do to make it fit. There is at
3 this point it looks like one property that will have
4 a permanent easement. There is a drainageway that
5 runs along the property down here just on the north
6 side of Schutty's entrance. There was -- actually,
7 this past summer or fall there was a new gravel
8 entrance that was just constructed in there and new
9 pipe put in. But the ditch in-slopes adjacent to the
10 roadway are very steep in there. They don't meet
11 current safety requirements, so what we're going to
12 be doing is flattening the slope to the ditch to make
13 that safe so it's recoverable, pushes the ditch line
14 out a little bit and those pipes will have to get
15 moved out so there will be a permanent drainage
16 easement that needs to be taken care of there.

17 Now, DOT, when they go through the federal
18 process they have to -- after the plans are finalized
19 here to the point where an appraiser can go out and
20 determine the value of any impacts that the design
21 may be causing on any of the properties, they will
22 come up with a fair market value for that. But
23 they've only got a limited number of appraisers that
24 are certified to do this sort of work and trying to
25 get them scheduled takes a number of months, so it

1 kind of pushes things out on when this can go out to
2 bid. At this point, we're looking at probably
3 advertising in December of this year so the
4 construction would take place in the spring of 2020.
5 At this point, with the design that we're looking at
6 here unless there are any major changes we're looking
7 at probably six to eight weeks of actual construction
8 time, so I would expect that probably the contractor
9 you would see out there next April and probably
10 wrapping up before the 4th of July weekend.

11 With that, we'll open it up to questions and
12 answers. Just a reminder, state your name for Robin
13 so that she can get that into the record. Yes, sir.

14 AUDIENCE MEMBER: David Hennessey. Isn't
15 Fosters Point Road 30 miles an hour?

16 AUDIENCE MEMBER: I think so.

17 AUDIENCE MEMBER: (Rick Farnham.) 35.

18 AUDIENCE MEMBER: (David Hennessey.) 35.

19 The speed limit is not 40 on Fosters Point.

20 MR. GODFREY: Okay. Thank you.

21 AUDIENCE MEMBER: (David Hennessey.) Minor
22 problem. What's the cost to the Town of West Bath?

23 MR. GODFREY: Is there any cost?

24 MR. KEEZER: There is no cost during
25 construction. It's -- is it 90 percent federal and

1 10 percent state, I believe.

2 MR. DOSTIE: I believe so.

3 MR. KEEZER: So there is no local cost.
4 Once the signal is up and running there will be the
5 monthly electrical cost borne by the town. The
6 long-term maintenance will be borne by the
7 Department, so.

8 AUDIENCE MEMBER: (David Hennessey.) What's
9 the electrical cost, the signal or the street lights?

10 MR. KEEZER: It's all of that. It's the
11 controller, the signals and the street lights will
12 all be under one bill.

13 AUDIENCE MEMBER: (David Hennessey.) So
14 West Bath is -- we're paying for the street lights?

15 MR. KEEZER: Yes. Yup. That would all be
16 put together all on one meter.

17 AUDIENCE MEMBER: (David Hennessey.) Why is
18 that?

19 MR. KEEZER: It's just the way -- it's the
20 policy at DOT, you know, we don't cover street light
21 cost. It's a -- it's a need of, you know, the
22 intersection for safety reasons and it's just -- we
23 kind of put it all under one meter so it's easier,
24 you know, it's... Sometimes we used to take on, you
25 know, lighting costs, but, I mean, we're talking

1 statewide and it just -- at one point we said we
2 can't take on any more, we don't have the funds, we
3 don't have the manpower to maintain it, maintain all
4 of lighting, so the policy now is the municipality
5 takes on the lighting cost.

6 AUDIENCE MEMBER: (David Hennessey.) And
7 the maintenance of the signal?

8 MR. KEEZER: Is going to be the
9 Department's.

10 AUDIENCE MEMBER: (David Hennessey.) It
11 stays with the Department, DOT.

12 MR. KEEZER: Yup. Yup. So you're just --
13 you'll just bore the electrical costs, the monthly
14 electrical costs. We were talking about it today and
15 we think it's -- the last time I checked, I think
16 it's between \$20 to \$40 per month for a signal
17 typically. With the new LED lights they're, I mean,
18 pennies, you know, to run those and --

19 AUDIENCE MEMBER: (David Hennessey.) Will
20 this have any kind of a sensor so if there is no
21 traffic coming at all it will change the timing of
22 light?

23 MR. KEEZER: So what will happen, and
24 correct me if I'm wrong, is the main -- State Road
25 will sit on green --

1 MR. GODFREY: Mmm Hmm. Yes.

2 MR. KEEZER: -- and if there is no traffic
3 at all it will stay -- State Road will have the
4 green. If a side road car approaches then assuming
5 everything is working as planned, all of the
6 detection is working, it should be pretty much
7 automatic that it switches to green. I mean, you
8 won't have to wait. You shouldn't have to wait more
9 than a few seconds on the side road. If there is
10 traffic coming through, you know, consistently and
11 especially during the busy times then, you know, it's
12 set up so the State Road will have a 60 second just
13 say maximum green, so once the 60 seconds is reached
14 then the side roads will get the green for a short
15 period of time. So it's all based on, you know,
16 volumes, approaching volumes, and there is a timing
17 plan that's put into place, so it's, you know, Al
18 will --

19 AUDIENCE MEMBER: (David Hennessey.) So it
20 will have some capabilities of dealing with the
21 traffic flow changing?

22 MR. GODFREY: Yes.

23 MR. KEEZER: Yeah, absolutely. The timing
24 of the controller can be changed after and it's good
25 practice to check that every so many years because

1 traffic does change from year to year, so as a result
2 the timing plans generally should be kept up to date
3 as time goes on, so.

4 AUDIENCE MEMBER: (David Hennessey.) Okay.
5 Thank you.

6 MR. GODFREY: Yes, sir.

7 AUDIENCE MEMBER: Steve Winter. You had
8 indicated the location of the posts for the street
9 lights, but could you indicate where the arms go,
10 where the light actually will be and how many
11 directions the lights face?

12 MR. GODFREY: Sure. Yes. The pole over
13 here in the island on New Meadows Road will have two
14 arms. One will be a 50 foot arm that's shown here on
15 the plan, the other will be a 30 foot arm or it might
16 be a 25. Don't quote me. A short arm basically just
17 taking care of the traffic coming from Fosters Point
18 Road. This longer mast arm will cover both
19 directions on the State Road approaches. The other
20 mast arm pole will have a single arm on it over here
21 with a 30 foot arm taking care of the approaching New
22 Meadows Road traffic.

23 AUDIENCE MEMBER: (Steve Winter.) And how
24 many directions will the lights be facing? So are
25 they four-sided lights?

1 MR. KEEZER: Are you talking street light
2 or --

3 MR. GODFREY: You mean traffic signals?

4 AUDIENCE MEMBER: (Steve Winter.) No, I'm
5 talking the directional light.

6 MR. KEEZER: Okay. The signal heads.

7 MR. GODFREY: There will be a head for each
8 direction, all four directions.

9 AUDIENCE MEMBER: (Steve Winter.) Four for
10 each of them?

11 MR. GODFREY: Two typically.

12 AUDIENCE MEMBER: (Steve Winter.) Okay.

13 MR. KEEZER: But they're unidirectional,
14 it's only for one. There is one signal for one
15 approach, so each signal will have its own signal
16 heads. Does that answer your question? Kind of?
17 Okay.

18 AUDIENCE MEMBER: (Steve Winter.) Without
19 having to go into too many details.

20 MR. GODFREY: Okay. Yes.

21 AUDIENCE MEMBER: (Steve Winter.) What is
22 your projection for accident rates after this project
23 is completed?

24 MR. GODFREY: DOT's Planning Department, I
25 don't have the analysis with me, but I think there

1 are like at least a 50 percent reduction. There is a
2 safety analysis procedure where you can factor in the
3 types of crashes, characteristics of the
4 intersection, that sort of thing and based on
5 historical data available not just from within Maine
6 but nationwide that are built into this analysis
7 program that they run. They can project the
8 likelihood of crashes, the number of crashes and the
9 types of crashes that will occur in the future
10 with --

11 AUDIENCE MEMBER: (Steve Winter.) And what
12 is that?

13 MR. GODFREY: Why?

14 AUDIENCE MEMBER: (Steve Winter.) And what
15 is that? You had indicated in the whatever, 2012 to
16 '15, about a little under five crashes a year --

17 MR. GODFREY: Yes.

18 AUDIENCE MEMBER: (Steve Winter.) -- so
19 you're down to two-and-a-half crashes a year.

20 MR. GODFREY: I believe that's what they
21 were projecting, yes.

22 AUDIENCE MEMBER: (Steve Winter.) Check
23 your estimate.

24 MR. GODFREY: If you see me afterwards, in
25 my folder over here it's buried somewhere in there

1 I've got that analysis and I can go through that with
2 you afterwards and get the exact number for you that
3 they're projecting.

4 AUDIENCE MEMBER: (Steve Winter.) And the
5 cost of this project?

6 MR. GODFREY: Right now, we're looking at a
7 construction cost of about \$710,000.

8 AUDIENCE MEMBER: (Steve Winter.) Better
9 than the million that was sort of floated before.

10 AUDIENCE MEMBER: (David Hennessey.) That's
11 because we're paying for electricity.

12 AUDIENCE MEMBER: (Steve Winter.)
13 Two-and-a-half crashes a year then are say for
14 your -- how many years of life is this do you figure?
15 12?

16 MR. GODFREY: This is based on 12 year
17 design life, yes.

18 AUDIENCE MEMBER: (Steve Winter.) Okay. So
19 call it 30, so \$20,000, \$30,000 a crash, somewhere in
20 that vicinity. About around \$25,000 a crash for
21 cost.

22 MR. GODFREY: That sounds about right, yup.
23 Yes, sir.

24 AUDIENCE MEMBER: (David Hennessey.) What's
25 the --

1 MR. GODFREY: What's your name again,
2 please?

3 AUDIENCE MEMBER: (David Hennessey.) Same
4 as before, David Hennessey. You turn right onto --
5 come off of New Meadows Road, turn right, how is that
6 being set up, with an arrow or how is it going to be?

7 MR. GODFREY: That will have an arrow. It's
8 going to be phased so the left turns from both
9 directions on State Road will go, they'll have green
10 arrows at the same time New Meadows Road will have a
11 right turn arrow and then --

12 AUDIENCE MEMBER: (David Hennessey.) Will
13 you be allowed to turn without the arrow?

14 MR. GODFREY: Yes. If there are gaps, yes.
15 Okay.

16 MR. KEEZER: Right turn on red will be
17 allowed.

18 MR. GODFREY: Yeah, right turn on red will
19 be allowed. So the first phase will be the two left
20 turns off State Road and the right turn off New
21 Meadows Road. The next phase would be just
22 through-traffic, both directions, on State Road. And
23 then the third phase would be New Meadows Road and
24 Fosters Point Road that will just have a green ball
25 for both.

1 AUDIENCE MEMBER: (David Hennessey.) Okay.

2 MR. GODFREY: Okay.

3 MR. KEEZER: Anybody else?

4 MR. GODFREY: In the back.

5 AUDIENCE MEMBER: How you doing? Gerry
6 Mitchell. My mother-in-law owns the corner that
7 would be on the south -- the northeast corner, I
8 believe.

9 MR. GODFREY: Here.

10 AUDIENCE MEMBER: (Gerry Mitchell.) And so
11 there is a field entrance there and I just want to
12 make sure that gets preserved. There is a culvert
13 there and everything.

14 MR. KEEZER: Off State Road or?

15 AUDIENCE MEMBER: (Gerry Mitchell.) Yeah,
16 off State Road.

17 MR. KEEZER: Off State Road.

18 MR. GODFREY: There is a survey --

19 MR. KEEZER: Is there something way at the
20 end?

21 MR. GODFREY: There is a driveway down here.
22 Is that -- about 500 feet from the intersection or is
23 it closer?

24 AUDIENCE MEMBER: (Gerry Mitchell.) Yeah,
25 there is two entrances there. One is for the field

1 and one is for the house. So one is in the field. I
2 don't think it's -- it's definitely not 500 feet.

3 MR. KEEZER: Come up after if you want and
4 we can look at it.

5 MR. GODFREY: Yeah.

6 AUDIENCE MEMBER: (Gerry Mitchell.) And
7 then my next question is, I know DOT can't pay for
8 this, but there is a tree right on that corner on the
9 southeast side -- northeast side, excuse me,
10 northeast side --

11 MR. GODFREY: Okay. Yup.

12 AUDIENCE MEMBER: (Gerry Mitchell.) -- and
13 every time we have a storm like a winter storm or a
14 power outage that pine tree sheds a branch and it
15 takes out all of Foster Point and I don't know if
16 there is any way that, you know, it would probably
17 pretty cheap if anybody could cut that tree.

18 MR. GODFREY: Okay.

19 AUDIENCE MEMBER: (Gerry Mitchell.) I know
20 that's kind of out of your scope, but it takes out
21 power for that whole road.

22 MR. KEEZER: Yeah, if we had other tree
23 removal it would be an easy thing to do. Something
24 we can consider. I don't see it shown on there.

25 AUDIENCE MEMBER: (Gerry Mitchell.) It's

1 just a big pine tree. Next time you guys drive by
2 you'll see it. It's always shedding big limbs and it
3 always takes out power down on all of Fosters Point.

4 MR. KEEZER: Yeah.

5 MR. GODFREY: We can take a look.

6 MR. KEEZER: Yeah, we can take a look at it
7 and see if there is anything we can do.

8 MR. GODFREY: Yes, sir.

9 AUDIENCE MEMBER: Stu Gillespie. Have there
10 been any registered formal complaints or objections
11 to going forward with this project, one; and, two,
12 would there be anything that could stop the project
13 or is it state-mandated?

14 MR. GODFREY: I'll defer that one to you,
15 Brian.

16 MR. KEEZER: Absolutely. It's not
17 state-mandated. I mean, we have -- we come before
18 you folks to get feedback and if, you know, it's
19 overwhelmingly negative and nobody wants anything to
20 do with it then we would take your comments back to
21 the office and figure out what we do from there. In
22 my four or five years of doing this, I've had two
23 projects canceled because of overwhelming public
24 non-support, so that's why we come and get feedback
25 and comments, so.

1 AUDIENCE MEMBER: (Stuart Gillespie.) Any
2 so far?

3 MR. KEEZER: What's that?

4 AUDIENCE MEMBER: (Stuart Gillespie.) Any
5 comments so far?

6 MR. KEEZER: I haven't had any. I received
7 one email just today about the project from a
8 resident who couldn't be here and they were in favor
9 of a signal at the intersection due to the, you know,
10 the unsafe conditions of trying to cross from the
11 side roads onto the main road or cross the street
12 across, so they were supportive of a light. They did
13 ask if they could be -- if it could be switched onto
14 flashing yellow after a certain time. We don't do
15 that anymore. The standards -- national standards
16 say that's not a good practice. It tends breed bad
17 habits potentially, people coming through late
18 assuming it's on flash and some night it doesn't turn
19 over and all of a sudden they drive through a red
20 light and, you know, accidents can happen that way,
21 so. And I think it was more popular too back in the
22 day when we didn't have detection and it was just on
23 a timer, so every, you know, at midnight you may have
24 to sit for a minute because it's a timed signal and
25 everybody got frustrated with that so at 10 o'clock

1 they'd flip them on flash, so that's not the case
2 anymore. This is fully actuated, has detection in
3 every approach so the controller will know there is a
4 car waiting when that --

5 AUDIENCE MEMBER: (Stuart Gillespie.) Once
6 the light was actuated to allow Fosters Point and New
7 Meadows to move, how long would that light stay
8 before it went back to the State Road?

9 MR. KEEZER: Do you have that with you?

10 MR. GODFREY: I do.

11 MR. KEEZER: That's a great question.

12 MR. GODFREY: Yup.

13 AUDIENCE MEMBER: (Stuart Gillespie.) And
14 while he's looking that up, is there an automatic
15 queue for emergency vehicles to come through?

16 MR. KEEZER: Preemption?

17 AUDIENCE MEMBER: (Stuart Gillespie.) Yes.

18 MR. KEEZER: Did we discuss that yet?

19 MR. DOSTIE: It was not discussed.

20 MR. KEEZER: It's not.

21 MR. DOSTIE: It's not in the design.

22 MR. KEEZER: It's not included. But that's
23 generally something we discuss with the local
24 emergency folks, fire department, whether they want
25 the ability for that, that's called -- what we call

1 preemption.

2 AUDIENCE MEMBER: (Stuart Gillespie.) Yup.

3 MR. KEEZER: And I don't -- it's not
4 currently included the preemption?

5 MR. GODFREY: No.

6 MR. KEEZER: So it's something we can have a
7 discussion with the fire -- does West Bath have their
8 own fire department?

9 AUDIENCE MEMBER: (Peter Oceretko.) Yes.
10 It works in conjunction with Brunswick and Bath.

11 MR. GODFREY: Do the emergency vehicles
12 already have their own emitters?

13 AUDIENCE MEMBER: (Peter Oceretko.) I don't
14 know for sure.

15 MR. KEEZER: Yeah, we certainly could look
16 into that.

17 AUDIENCE MEMBER: (Stuart Gillespie.) Most
18 of the lights between here and Cooks Corner are
19 preempted.

20 MR. KEEZER: Yup. Yup.

21 MR. GODFREY: Okay. Yup, that can be added.
22 If the vehicles have their own emitters, yup, then we
23 can put a receiver up. Okay.

24 AUDIENCE MEMBER: (Stuart Gillespie.) How
25 long a wait?

1 MR. GODFREY: Oh, yes. The minimum initial
2 green time once it got threaded would be 4 seconds,
3 with each additional vehicle that comes up behind on
4 those side roads it extends it 2 seconds, 2 seconds,
5 2 seconds depending on the number of vehicles that
6 are there up to a maximum of 25 seconds before it
7 then would revert to State Road traffic. If there is
8 no demand on State Road then it would just cycle
9 through quickly and go right back to serving the side
10 road demand.

11 AUDIENCE MEMBER: (Stuart Gillespie.) I
12 would like to make a comment tonight. I think most
13 of the objection will be BIW people trying to get
14 home --

15 MR. GODFREY: Yup.

16 AUDIENCE MEMBER: (Stuart Gillespie.) --
17 and they don't want the inconvenience of having to
18 stop on State Road.

19 MR. KEEZER: To stop.

20 AUDIENCE MEMBER: (Stuart Gillespie.) That
21 said, I think that is one of the most precarious
22 intersections I have encountered and it literally
23 feels dangerous when I go back and forth. I am
24 surprised we haven't had a fatality there.

25 MR. GODFREY: Yup.

1 MR. KEEZER: There is a question right
2 behind you in the hat.

3 MR. GODFREY: Yes.

4 AUDIENCE MEMBER: (Richard Farnham.) A
5 number of questions. To start with, number one, you
6 said blinking yellow lights are now --

7 MR. GODFREY: Excuse me. Excuse me --

8 AUDIENCE MEMBER: Greg Farnham, I'm sorry.

9 MR. GODFREY: Thank you.

10 AUDIENCE MEMBER: (Richard Farnham.) Those
11 yellow blinking lights are not preempted and you're
12 not doing it anymore, you better check up to Cooks
13 Corner because there is two of them that do it all
14 night long.

15 MR. KEEZER: Yeah. And I should have --
16 yeah, I should have mentioned that. Some local
17 municipalities put it on flash without -- we don't
18 approve that. They kind of do it on their own, so.

19 AUDIENCE MEMBER: (Richard Farnham.) I was
20 going to say because there is one on Maine Street in
21 Brunswick that's been blinking since it was put in.

22 MR. KEEZER: Yup.

23 AUDIENCE MEMBER: (Richard Farnham.) Right
24 off Maine Street going to the highway.

25 MR. KEEZER: Yup.

1 AUDIENCE MEMBER: (Richard Farnham.) They
2 put that one in and that's been blinking as long as
3 it it's been there. It's a triple light and it's
4 been blinking for six years.

5 MR. KEEZER: You mean it never worked? It
6 never --

7 AUDIENCE MEMBER: (Richard Farnham.) It has
8 never been --

9 MR. KEEZER: -- turns red, green and yellow?

10 AUDIENCE MEMBER: (Richard Farnham.) It has
11 never been turned on.

12 MR. KEEZER: Huh. I don't know what that --

13 MR. GODFREY: Yeah, it was put in in 1982, I
14 think.

15 AUDIENCE MEMBER: (Richard Farnham.) '82.
16 Yeah, okay. I know we called it the --

17 MR. GODFREY: The pool table.

18 AUDIENCE MEMBER: (Richard Farnham.) --
19 Vermette light when he was chief in Brunswick.

20 MR. KEEZER: Okay. So there is some history
21 there.

22 MR. GODFREY: Yup.

23 AUDIENCE MEMBER: (Richard Farnham.) There
24 is. Another question, are you doing anything to the
25 exit and entrances to the gas station on New Meadows

1 Road?

2 MR. GODFREY: No.

3 AUDIENCE MEMBER: (Richard Farnham.) Okay.

4 Because let me explain something to you, the minute
5 that red light goes red and the traffic going to BIW
6 in the morning they'll be shooting through that
7 parking lot and avoiding the light. I guarantee you
8 that. They're doing it now. You know, they're not
9 going to put up with being late for work when they
10 can cut through the parking lot at the New Meadows
11 gas station and go right through because you've two
12 on the State Road and one on the New Meadows Road, so
13 they're just going to preempt the light and be gone.

14 AUDIENCE MEMBER: (Candyce Farnham Nesbitt.)
15 Hardings Plant is right down there and so is
16 Consolidated.

17 AUDIENCE MEMBER: (Richard Farnham.) And
18 the increase on the New Meadows Road for traffic has
19 been created by DOT because of the fact that you've
20 put up four lights from Cooks Corner for people
21 coming from Brunswick to come to Hardings. You've
22 put up four stop lights now and they come all the way
23 to New Meadows and can get to Hardings backward
24 faster than they could going through four lights, so
25 that's the reason for the increase in traffic on the

1 New Meadows Road. And no matter what time of day or
2 night that you go out on the New Meadows Road there
3 is somebody going by. I don't care if it's 3 o'clock
4 in the morning or 5 o'clock in the morning there is
5 traffic going by, so.

6 MR. GODFREY: Okay.

7 AUDIENCE MEMBER: (Richard Farnham.) And
8 that's also the primary route for all of the
9 ambulances that come from --

10 AUDIENCE MEMBER: (Candyce Farnham Nesbitt.)
11 North.

12 AUDIENCE MEMBER: (Richard Farnham.) --
13 Wiscasset, Gardiner, Alna, all of them come across
14 the New Meadows Road to get to the hospital.

15 MR. KEEZER: Okay.

16 AUDIENCE MEMBER: (Richard Farnham.) So,
17 you know, there is so many other details and the fact
18 that the Bull Rock Road, they smoke the Bull Rock
19 road to avoid that traffic and to go to Bath. I
20 mean, they're doing it now, but the Bull Rock Road is
21 rough that they're coming down to the intersection
22 and turning right, which is why you're going to have
23 heavier traffic, so that's another thing. And it
24 just...

25 MR. GODFREY: Okay. We'll take a look at

1 the entrances there. I'm not sure what we can do,
2 but.

3 MR. KEEZER: Yeah.

4 AUDIENCE MEMBER: (Candyce Farnham Nesbitt.)
5 It's pretty wide now.

6 AUDIENCE MEMBER: (Richard Farnham.) One
7 other question I've got is I've heard rumor about
8 this as being a stop light for a short time, but it's
9 eventually going to be a traffic circle. Is that
10 true?

11 MR. KEEZER: Not to my knowledge, no. This
12 is most likely a long-term -- hopefully a long-term
13 solution. I am a big advocate of roundabouts. I'll
14 be the first one to say it, but right now their
15 average price is about \$2.6 million.

16 AUDIENCE MEMBER: (Richard Farnham.) Okay.
17 I wondered how the price cost was in comparison.

18 MR. KEEZER: Yeah, so we're not doing them
19 very often unless it's a real high crash location.
20 And if it comes up, we've got to look at the
21 benefit-cost of how many accidents and the value
22 versus what the cost of the project is to going to be
23 and, you know, this came up as basically we could
24 afford a signal.

25 AUDIENCE MEMBER: (Richard Farnham.) Yup.

1 MR. KEEZER: And I'll tell you, we had -- I
2 had to fight to get additional funding to be able to
3 pave what we're proposing to pave. It wasn't in the
4 original budget, it was just basically a signal going
5 in --

6 AUDIENCE MEMBER: (Richard Farnham.) Yup.

7 MR. KEEZER: -- so I kicked and screamed and
8 made a few people upset, but we got additional money
9 to do, you know, what we're doing -- what we're
10 showing with the new pavement, which I think will be
11 a nice improvement, but, yeah, we're not getting
12 another penny unfortunately for this. So the
13 roundabout was just too costly, too expensive.

14 AUDIENCE MEMBER: (Richard Farnham.) Yup.
15 Okay.

16 MR. KEEZER: Yup.

17 AUDIENCE MEMBER: David Hennessey again.
18 What kind of permits do you need for this? Any DEP
19 permits with wetlands there or anything or are you
20 all set?

21 MR. GODFREY: They should just have general
22 permits. We're not touching the wetlands at all.
23 We've got some ditch work going on in here, but it's
24 well within what's allowed under the general permits.

25 AUDIENCE MEMBER: (David Hennessey.) Okay.

1 MR. EASON: Our impervious area doesn't tip
2 it either.

3 MR. GODFREY: Our impervious area isn't
4 increasing enough to trip permitting requirements.
5 This gentleman in the front had had his hand up
6 first. Sorry.

7 AUDIENCE MEMBER: Peter Oceretko. I am a
8 selectman here in West Bath and I apologize for being
9 late. Just for my own curiosity, I presume that the
10 issue that triggered this project was increased
11 traffic on both New Meadows Road and Fosters Point
12 Road and to a lesser extent and State Road most
13 definitely. The Town of West Bath approached the
14 DOT, jeez, years ago, probably 10 years ago or so,
15 about just, if not anything else, doing a study and
16 putting a blinking light at that intersection.

17 MR. GODFREY: Mmm Hmm.

18 AUDIENCE MEMBER: (Peter Oceretko.) The
19 same circumstances existed even back then and I was
20 just wondering what -- in this -- with this project
21 the state actually approached us --

22 MR. GODFREY: Mmm Hmm.

23 AUDIENCE MEMBER: (Peter Oceretko.) -- and
24 I was wondering what circumstances had changed.

25 MR. GODFREY: A combination of two factors.

1 This is being triggered both by the increase in
2 traffic volumes and also because of the crash rates
3 that started showing up on the high crash location
4 list and early in my presentation I talked about, you
5 know, the criteria for that to get listed. In order
6 to put in a traffic signal it has to meet certain
7 warrants of the Manual of Uniform Traffic Control
8 Devices, the MUTCD. There are seven different
9 warrants. Typically it only has to meet one of the
10 seven before it can be considered. It doesn't
11 necessarily guarantee that a signal will be put in.
12 There is some engineering judgement that goes into
13 that as well and, you know, benefits, cost
14 considerations as well, that sort of thing. In this
15 case of the seven warrants the intersection meets
16 three of them. It's the eight hour traffic warrant,
17 the four hour traffic volume warrant, and the crash
18 mitigation warrant in that putting in a signal here
19 typically would significantly reduce the types of
20 crashes that are occurring here, so that's why it
21 popped up on DOT's radar and why they made the move
22 to contact the town about putting it in.

23 AUDIENCE MEMBER: (Peter Oceretko.) Thank
24 you. Thank you very much.

25 MR. GODFREY: In the back.

1 AUDIENCE MEMBER: Bob Bresnahan. I have
2 lived up by the fire station for like 45 years and
3 truly the traffic increase is beyond belief. What I
4 feel we're doing here is taking the problem that we
5 call Cooks Corner and moving it east. Obviously the
6 design at Cooks Corner is not really what it should
7 have been. This fellow was correct, the ambulance
8 traffic by my house is enormous, but don't ambulance
9 drivers have a thing? Like a clicker, right?

10 MR. GODFREY: That's the preemption that we
11 were talking about, yes, with the emitters in the
12 vehicles.

13 AUDIENCE MEMBER: (Bob Bresnahan.) Yeah.
14 They do that themselves, correct?

15 MR. GODFREY: Yes.

16 AUDIENCE MEMBER: (Bob Bresnahan.) Yeah,
17 because we do an amazing amount of ambulance traffic.
18 I see the root cause of the problem at that
19 intersection is the -- what would be the east
20 entrance to the store. It is too close to the
21 intersection. People coming from Bath to Brunswick,
22 and I have seen this twice, will put a directional on
23 before the road intersection. They're going in the
24 store, the person sitting on New Meadows or perhaps
25 Fosters Point thinks obviously they're turning down

1 one of those roads and will head out and they don't.
2 Mr. Rotary, I wish you were president because a
3 rotary would be great. The one at Congress Ave I
4 think has been fantastic. I don't think anybody can
5 deny that. So, yeah. Now, inside information, my
6 son works for Crooker and is currently doing a road
7 off of 24 into the Base and told me that some time
8 the talk is that that road is going to cross like
9 down by Wal-Mart somewhere and there is going to be a
10 highway entrance.

11 AUDIENCE MEMBER: Yup.

12 AUDIENCE MEMBER: (Bob Bresnahan.) The
13 problem right now is that somebody coming from the
14 east, Bath or Waldoboro, to go to Cooks Corner does
15 not stay on the highway because Cooks Corner sucks,
16 so they get off -- pardon me.

17 AUDIENCE MEMBER: (Richard Farnham.) No,
18 it's true.

19 AUDIENCE MEMBER: (Bob Bresnahan.) They
20 come off and come down the State Road.

21 MR. GODFREY: Right.

22 AUDIENCE MEMBER: (Bob Bresnahan.) Quite
23 often in the summer to go to Bath I will turn right
24 and go down New Meadows, go down the highway and go
25 to Bath because you can't cross the two lanes of

1 traffic. So we either are letting too many tourists
2 in, too much traffic. Everybody speaks about the
3 Bath Iron Works traffic and that's a tiny little
4 window in every day.

5 AUDIENCE MEMBER: (Richard Farnham.) Right.

6 AUDIENCE MEMBER: (Bob Bresnahan.) You
7 know, I mean, I understand it does jam traffic up,
8 but it's really a small amount of time.

9 MR. GODFREY: Yup.

10 AUDIENCE MEMBER: (Bob Bresnahan.) So my
11 suggestion would be to move that entrance to the
12 store closer to Brunswick. The same for the one to
13 the Big Apple store in Bath, I mean, you come up the
14 ramp on Leeman Highway and there are numerous
15 rear-end accidents and this one, I think, is doing
16 the same thing.

17 MR. GODFREY: Okay.

18 AUDIENCE MEMBER: (Bob Bresnahan.) Thank
19 you.

20 MR. GODFREY: What we can do is there are
21 national standards that can be reviewed for access
22 management spacing of --

23 AUDIENCE MEMBER: (Bob Bresnahan.) Oh, I
24 see. Yup.

25 MR. GODFREY: -- spacing of driveways and

1 separation required, you know, particularly from the
2 signalized intersection where the influence of the
3 driveway on that through-traffic, you know,
4 diminishes the further away your are. You're --

5 AUDIENCE MEMBER: (Bob Bresnahan.) Right.

6 MR. GODFREY: -- certainly right, the
7 further away you can get it, the better, but they
8 also have recommendations for how far based on the
9 traffic volumes, based on the speed, that sort of
10 thing. We can take a look at that and see if that
11 might have some benefit.

12 AUDIENCE MEMBER: (Bob Bresnahan.) Thank
13 you.

14 MR. GODFREY: I can't guarantee we're going
15 to change it, but we'll take a look.

16 AUDIENCE MEMBER: (Bob Bresnahan.) No, no,
17 and I have nothing against the store, I use it a lot,
18 but it just does create that situation I think.

19 MR. GODFREY: Okay. We'll take a look.
20 Other questions? Yes, sir.

21 AUDIENCE MEMBER: (Richard Farnham.) I hate
22 to ask -- Rick Farnham. And I hate to ask, but this
23 is something that's been bothering me numerous times
24 and why they never put an entrance in off the highway
25 to come right directly to the entrance to the

1 hospital. That will take care of all of your
2 ambulance traffic, all your Hardings traffic coming
3 from any direction, hospital entrance and everything
4 and it's just -- I mean, all that property right now
5 is for sale and it could be shot right across the
6 highway with no problems at all and go connect and
7 have an exit from both sides, I mean.

8 MR. KEEZER: Probably a matter of cost,
9 money.

10 AUDIENCE MEMBER: (Rick Farnham.) I'm sure.

11 MR. KEEZER: Yeah, I'm not --

12 AUDIENCE MEMBER: (Richard Farnham.) I'm
13 sure.

14 MR. KEEZER: Yeah. I mean, I know with the
15 Base closing and I've heard a bunch of different
16 potential options and new exits and this and that. I
17 don't know -- I just heard bits and pieces, so I
18 don't know if that's been considered before, I'm not
19 sure, but I'm sure, I mean, it -- I hate to say it,
20 but it comes down to funding and lack thereof in a
21 lot of cases and if the hospital is not, you know,
22 raising their hand to volunteer to pay for it, which
23 I'm sure they're not --

24 AUDIENCE MEMBER: (Richard Farnham.) Oh,
25 I'm sure.

1 MR. KEEZER: -- you know, it's a tough thing
2 to fund.

3 AUDIENCE MEMBER: (Richard Farnham.) And
4 just one more thing to make a comment, it was because
5 of the fact that we had some family land that was
6 sold to the hospital to put it in there and the
7 entrance to that hospital -- I used to work for the
8 Sheriff's Department. The entrance to that hospital
9 is in there 6/10 of a mile and that's real convenient
10 when you're standing over a guy that's having a heart
11 attack in an ambulance and you're winding through
12 that road left and right, left and right. I said,
13 why in the hell did they go in there so far? Well,
14 come to find out it was because they wanted enough
15 property frontage on the road going all the way in
16 that they wanted to put businesses all the way to the
17 hospital.

18 MR. KEEZER: Oh, yup. Yup.

19 AUDIENCE MEMBER: (Richard Farnham.) But,
20 you know, try to work on somebody when you're in an
21 ambulance rocking back and forth and it's a good
22 concept except for the guy that's having the heart
23 attack, so I just...

24 MR. KEEZER: Right. Yup.

25 AUDIENCE MEMBER: (David Hennessey.) Most

1 of them have a heart attack when they get the bill.

2 AUDIENCE MEMBER: (Richard Farnham.) Yeah,
3 exactly.

4 MR. KEEZER: In back.

5 AUDIENCE MEMBER: Bob Bresnahan again. My
6 son is well respected at Crooker's. If I had him
7 talk to them and we could build a rotary for less
8 than 760, would you consider it?

9 (Laughter.)

10 MR. KEEZER: If you can make that happen, we
11 can consider it.

12 AUDIENCE MEMBER: (Bob Bresnahan.) Give me
13 your target number.

14 MR. KEEZER: I'd have to get it in writing.

15 AUDIENCE MEMBER: (Bob Bresnahan.) I'll
16 have him work for free.

17 (Laughter.)

18 AUDIENCE MEMBER: David Hennessey. At one
19 of the meetings probably a year ago at a selectmen's
20 meeting, wasn't it mentioned that there wasn't enough
21 room to put at rotary there because of the wetlands,
22 but the state said --

23 MR. GODFREY: It would be tight. We
24 typically would be looking at a 150-200 foot
25 diameter. Just to give you some sense of 200 feet,

1 it's about like that. It probably would have some
2 encroachment into the auto sales property because we
3 couldn't touch the wetlands. There is plenty of
4 right of way over here, but in order to sweep the
5 approaches around and everything probably a
6 roundabout would have to sit here and it would impact
7 that front yard.

8 AUDIENCE MEMBER: Richard Farnham. Is that
9 one in Bath 200 feet?

10 AUDIENCE MEMBER: (Bob Bresnahan.) Yeah,
11 that's what I wondered.

12 AUDIENCE MEMBER: (Richard Farnham.) That's
13 an awful small rotary for being 200 feet. I mean, if
14 you look at the one in Augusta.

15 MR. GODFREY: They come in different sizes.
16 It depends on the traffic volumes and the speeds and
17 that sort of thing. In this case for the approach
18 streets that we're talking about and the traffic
19 volumes that we're talking about it would be 150 to
20 200 feet.

21 MR. KEEZER: I think the Bath one is
22 smaller. Definitely smaller.

23 MR. GODFREY: Yes. Yup. That one has got
24 lower speed approaches, I believe, 20-25 mile an hour
25 approaches, so typically you can go with a smaller

1 diameter on those, probably 100 to 125 maybe.

2 AUDIENCE MEMBER: (Richard Farnham.) Yup.

3 MR. GODFREY: Okay.

4 MR. KEEZER: Anybody else? Questions?

5 AUDIENCE MEMBER: (Richard Farnham.) Just
6 one other comment about a rotary. I like rotaries,
7 but it was one -- I watched a woman pull -- not a
8 gender thing, it was a woman. That's my sister, so.
9 She drove off the Bath Road and pulled out, didn't
10 stop at the rotary with a truck coming around the
11 corner, a truck, a big truck coming around the corner
12 and she didn't stop. She pulled right out in front
13 of him and he needed to slam on his brakes not
14 realizing that he has the right of way and she
15 didn't. And it's like a -- I'm just coming off
16 Congress Avenue watching to see the crash, but
17 luckily he got stopped and she kept moving.

18 AUDIENCE MEMBER: (Bob Bresnahan.) Put the
19 phone down.

20 MR. KEEZER: Yeah. All right. Any other
21 questions? Going once.

22 AUDIENCE MEMBER: (David Hennessey.) Thank
23 you.

24 AUDIENCE MEMBER: (Stuart Gillespie.) Thank
25 you.

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

C E R T I F I C A T E

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

and I have signed:

Court Reporter/Notary Public

My Commission Expires: February 6, 2026

DATED: February 26, 2019

< Dates >

February 26,
2019 49:17
February 5,
2019 1:16
February 6,
2026 49:15
\$2.6 35:15
\$20 17:16
\$20,000 22:19
\$25,000 22:20
\$30,000 22:19
\$40 17:16
\$710,000. 22:7
'15 21:16
'82. 32:15

< 0 >

02030.00 1:9

< 1 >

1 4:15, 5:9,
6:21
1,210 5:7
1.0 5:22, 5:24
10 5:13, 11:25,
16:1, 27:25,
37:14
100 10:16, 47:1
11 5:12, 10:18
12 5:9, 5:15,
22:15, 22:16
125 47:1
14 6:4
15 12:2
150 46:19
150-200 45:24
170 10:7
1982 32:13

< 2 >

2 30:4, 30:5
20-25 46:24
200 45:25,
46:9, 46:13,
46:20
2012 21:15

2013 6:3, 6:10
2015 6:3, 6:10
2020. 15:4
219 1:16
225 10:9
24 40:7
25 6:21, 30:6
25. 19:16

< 3 >

3 4:14, 34:3
3.39 6:4
30 15:15,
19:15, 19:21,
22:19
35 6:7
35. 15:17,
15:18

< 4 >

4 12:13, 30:2
40 4:22, 10:15,
15:19
42 12:10
45 4:21, 4:22,
39:2
4th 15:10

< 5 >

5 10:19, 34:4
5,350 5:6
50 10:13,
19:14, 21:1
500 7:2, 24:22,
25:2
55 10:7

< 6 >

6 4:16, 4:20
6,940 5:2
6/10 44:9
60 10:15,
18:12, 18:13
6:00 1:18
6:49 48:24

< 7 >

760 45:8

< 9 >

9,190 5:1
90 15:25

< A >

ability 28:25
able 11:1,
11:8, 11:9,
36:2
above 8:19
Absolutely
18:23, 26:16
abutters 4:5
access 41:21
accessible
12:14
accident 20:22
accidents
27:20, 35:21,
41:15
accurate 49:5
across 12:9,
13:16, 27:12,
34:13, 43:5
actual 15:7
actually 6:8,
9:1, 9:7,
13:10, 13:22,
14:6, 19:10,
37:21
actuated 28:2,
28:6
add 12:25
added 29:21
additional
30:3, 36:2,
36:8
address 3:12,
12:20
adequate 6:18,
10:9, 10:20
Adjacent 7:18,
14:9
advertising

13:5, 15:3
 advocate 35:13
 afford 35:24
 afterwards
 21:24, 22:2
 ago 37:14,
 45:19
 Al 1:23, 2:7,
 2:17, 3:18,
 4:6, 18:17
 alignment 10:22
 allow 13:21,
 28:6
 allowed 23:13,
 23:17, 23:19,
 36:24
 almost 12:19
 Alna 34:13
 already 29:12
 Although 6:7
 amazing 39:17
 ambulance 39:7,
 39:8, 39:17,
 43:2, 44:11,
 44:21
 ambulances 34:9
 amount 39:17,
 41:8
 analysis 20:25,
 21:2, 21:6,
 22:1
 and/or 5:20
 Andrew 3:24
 Andy 4:2
 angle 6:14,
 6:16
 annual 4:23,
 5:5
 answer 20:16
 answers 15:12
 anticipate
 11:23
 Anybody 3:13,
 24:3, 25:17,
 40:4, 47:4
 anyway 11:22,
 12:5
 apologize 37:8
 Apple 41:13
 appraiser 14:19

appraisers
 13:8, 14:23
 appreciate
 48:5, 48:6
 approach 11:15,
 20:15, 28:3,
 46:17
 approached
 37:13, 37:21
 approaches
 4:23, 7:8,
 9:23, 9:24,
 10:2, 18:4,
 19:19, 46:5,
 46:24, 46:25
 approaching
 18:16, 19:21
 approve 31:18
 April 15:9
 area 3:3, 7:12,
 37:1, 37:3
 areas 13:24
 arm 8:13, 8:19,
 8:22, 9:10,
 11:11, 19:14,
 19:15, 19:16,
 19:18, 19:20,
 19:21
 ARMS 1:4, 2:11,
 19:9, 19:14
 around 3:2,
 3:9, 3:15,
 9:2, 9:9,
 11:5, 11:8,
 22:20, 46:5,
 47:10, 47:11
 arrow 23:6,
 23:7, 23:11,
 23:13
 arrows 23:10
 assuming 18:4,
 27:18
 attack 44:11,
 44:23, 45:1
 attendance 3:8,
 48:5
 attending 48:3
 Augusta 46:14
 Auto 7:5, 8:8,
 8:23, 10:5,

13:16, 46:2
 automatic 18:7,
 28:14
 available 13:9,
 21:5
 Ave 40:3
 Avenue 47:16
 average 4:24,
 5:5, 5:12,
 5:22, 35:15
 avoid 34:19
 avoiding 33:7
 away 42:4, 42:7
 awful 46:13

< B >

back 2:24,
 24:4, 26:20,
 27:21, 28:8,
 30:9, 30:23,
 37:19, 38:25,
 44:21, 45:4
 background 4:11
 backward 33:23
 bad 27:16
 ball 23:24
 Base 9:20,
 40:7, 43:15
 based 18:15,
 21:4, 22:16,
 42:8, 42:9
 basically 12:6,
 19:16, 35:23,
 36:4
 basis 5:17
 Bath 1:7, 1:12,
 1:16, 1:17,
 2:13, 15:22,
 16:14, 29:7,
 29:10, 34:19,
 37:8, 37:13,
 39:21, 40:14,
 40:23, 40:25,
 41:3, 41:13,
 46:9, 46:21,
 47:9
 behind 8:16,
 30:3, 31:2
 belief 39:3

<p>believe 16:1, 16:2, 21:20, 24:8, 46:24 benefit 42:11 benefit-cost 35:21 benefits 38:13 best 3:13 Better 4:3, 11:8, 22:8, 31:12, 42:7 beyond 7:9, 39:3 bid 15:2 Big 26:1, 26:2, 35:13, 41:13, 47:11 bike 10:21 bill 16:12, 45:1 bit 6:20, 7:16, 7:17, 9:2, 14:14 bits 43:17 BIW 30:13, 33:5 blinking 31:6, 31:11, 31:21, 32:2, 32:4, 37:16 block 7:20 blocks 7:25 blue 8:4, 12:19 Bob 39:1, 39:13, 39:16, 40:12, 40:19, 40:22, 41:6, 41:10, 41:18, 41:23, 42:5, 42:12, 42:16, 45:5, 45:12, 45:15, 46:10, 47:18 booklet 12:19, 12:23 bore 17:13 boring 9:16 borne 16:5, 16:6 bothering 42:23 box 9:11</p>	<p>brakes 47:13 branch 25:14 break 11:16 breed 27:16 Bresnahan 39:1, 45:5 Bresnahan. 39:13, 39:16, 40:12, 40:19, 40:22, 41:6, 41:10, 41:18, 41:23, 42:5, 42:12, 42:16, 45:12, 45:15, 46:10, 47:18 Brian 1:21, 2:3, 4:7, 8:12, 12:16, 12:25, 26:15 briefly 3:18 bring 2:23 Brunswick 12:4, 29:10, 31:21, 32:19, 33:21, 39:21, 41:12 budget 36:4 build 45:7 built 21:6 Bull 34:18, 34:20 bunch 43:15 buried 21:25 business 11:21 businesses 44:16 busy 18:11 < C > call 22:19, 28:25, 39:5, 48:15 called 28:25, 32:16 canceled 26:23 Candyce 33:14, 34:10, 35:4 capabilities 18:20 car 18:4, 28:4</p>	<p>card 3:22 cards 3:20, 3:24 care 14:16, 19:17, 19:21, 34:3, 43:1 carries 5:1 case 28:1, 38:15, 46:17 cases 43:21 cause 39:18 causing 14:21 center 10:22, 10:23 certain 27:14, 38:6 certainly 29:15, 42:6, 48:19, 48:22 certified 14:24 certify 49:4 change 10:25, 17:21, 19:1, 42:15 changed 18:24, 37:24 changes 15:6, 48:21 changing 18:21 characteristics 5:21, 21:3 cheap 25:17 Check 18:25, 21:22, 31:12 checked 17:15 chief 32:19 circle 35:9 circumstances 37:19, 37:24 class 5:20 clicker 39:9 close 39:20 closer 24:23, 41:12 closing 43:15 collector 4:13 colors 7:6 combination 37:25 comes 3:13,</p>
--	--	--

30:3, 35:20, 43:20	constructed 14:8	costly 36:13
coming 2:3, 12:2, 12:3, 17:21, 18:10, 19:17, 27:17, 33:21, 34:21, 39:21, 40:13, 43:2, 47:10, 47:11, 47:15	construction 7:9, 7:16, 13:25, 15:4, 15:7, 15:25, 22:7	costs 16:25, 17:13, 17:14
commencing 1:17	consultant 2:8	couple 11:13, 13:9
comment 2:21, 3:20, 3:22, 30:12, 44:4, 47:6	contact 38:22	Court 1:15, 49:2, 49:13
comments 2:19, 2:24, 3:1, 26:20, 26:25, 27:5, 48:6	continuous 6:1, 6:12, 11:19	cover 16:20, 19:18
commercial 12:12	contractor 13:21, 14:1, 15:8	covered 12:23
Commission 49:15	Control 38:7	crash 5:16, 5:17, 5:19, 5:22, 5:23, 6:3, 6:7, 6:10, 22:19, 22:20, 35:19, 38:2, 38:3, 38:17, 47:16
compared 5:19	controller 9:11, 16:11, 18:24, 28:3	crashes 5:18, 5:25, 6:4, 6:6, 6:9, 6:13, 6:14, 6:15, 6:16, 21:3, 21:8, 21:9, 21:16, 21:19, 22:13, 38:20
comparison 35:17	convenience 13:17	create 42:18
complaints 26:10	convenient 44:9	created 33:19
complete 3:14	Cooks 29:18, 31:12, 33:20, 39:5, 39:6, 40:14, 40:15	crews 9:16
completed 20:23	Corner 8:23, 8:24, 9:4, 9:7, 9:10, 9:11, 11:2, 11:4, 11:6, 24:6, 24:7, 25:8, 29:18, 31:13, 33:20, 39:5, 39:6, 40:14, 40:15, 47:11	criteria 6:11, 38:5
concept 44:22	corners 8:6, 8:7, 11:4	critical 5:21, 5:24, 6:4, 6:9
concluded 48:24	correct 17:24, 39:7, 39:14	Crooker 40:6, 45:6
conditions 27:10	corridor 4:20, 10:22	cross 27:10, 27:11, 40:8, 40:25
Congress 40:3, 47:16	cost 15:22, 15:23, 15:24, 16:3, 16:5, 16:9, 16:21, 17:5, 22:5, 22:7, 22:21, 35:17, 35:22, 38:13, 43:8	culvert 24:12
conjunction 29:10		curb 8:6
connect 43:6		curbed 8:8, 9:9
consider 25:24, 45:8, 45:11		curiosity 37:9
considerations 38:14		current 4:23, 5:5, 10:10, 14:11
considered 38:10, 43:18		currently 10:7, 11:25, 13:4, 29:4, 40:6
consistently 18:10		
Consolidated 33:16		
construct 9:2		

cut 25:17, 33:10	44:8, 48:9	distances 9:23
cycle 30:8	depending 30:5	ditch 12:9, 14:9, 14:12, 14:13, 36:23
< D >	depends 46:16	doing 14:12, 24:5, 26:22, 31:12, 32:24, 33:8, 34:20, 35:18, 36:9, 37:15, 39:4, 40:6, 41:15
daily 4:24, 5:5, 5:12, 5:14, 5:15	design 2:9, 5:10, 8:11, 11:13, 12:15, 14:20, 15:5, 22:17, 28:21, 39:6	done 13:11
dangerous 30:23	designated	Dostie 1:14, 1:22, 2:5, 16:2, 28:19, 28:21, 49:2
data 6:8, 21:5	4:13, 5:23	DOT 3:3, 9:15, 13:6, 14:17, 16:20, 17:11, 20:24, 25:7, 33:19, 37:14, 38:21
date 19:2	detail 12:22	Dots 12:11
DATED 49:17	detailed 2:18, 12:19	Down 8:23, 9:22, 11:24, 13:19, 14:5, 21:19, 24:21, 26:3, 33:15, 34:21, 39:25, 40:9, 40:20, 40:24, 43:20, 47:19
David 15:14, 15:18, 15:21, 16:8, 16:13, 16:17, 17:6, 17:10, 17:19, 18:19, 19:4, 22:10, 22:24, 23:3, 23:4, 23:12, 24:1, 36:17, 36:25, 44:25, 45:18, 47:22	details 7:15, 8:11, 11:13, 12:16, 20:19, 34:17	drainage 14:15
day 5:2, 5:3, 5:6, 5:7, 27:22, 34:1, 41:4	detection 18:6, 27:22, 28:2	drainageway 14:4
deal 11:23	determine 14:20	drive 26:1, 27:19
dealership 8:8, 8:24, 10:5, 13:16	determines 5:16	drivers 39:9
dealing 18:20	Devices 38:8	driveway 11:16, 24:21, 42:3
December 13:5, 15:3	diameter 45:25, 47:1	driveways 41:25
defer 26:14	different 38:8, 43:15, 46:15	driving 12:3
Definitely	diminishes 42:4	drove 47:9
25:2, 37:13, 46:22	direct 4:2	due 27:9
delamination	direction	during 6:17, 15:24, 18:11
9:18	10:12, 10:16, 20:8, 43:3	< E >
demand 30:8, 30:10	directional	early 38:4
deny 40:5	20:5, 39:22	
DEP 36:18	directions	
Department 1:2, 16:7, 17:9, 17:11, 20:24, 28:24, 29:8,	19:11, 19:19, 19:24, 20:8, 23:9, 23:22	
	directly 42:25	
	discuss 2:10, 3:6, 28:18, 28:23	
	discussed 28:19	
	discussing 2:10	
	discussion 29:7	
	disparity 4:25	
	display 6:20, 9:7	
	disrupt 9:8	
	disruption 9:25	

earth 6:25	13:16, 13:17,	6:25
easement 14:4,	13:18, 14:6,	< F >
14:16	14:8, 24:11,	face 6:25,
easier 16:23	39:20, 40:10,	19:11
EASON 1:24,	41:11, 42:24,	facing 19:24
2:7, 37:1	42:25, 43:3,	fact 33:19,
East 4:25, 5:2,	44:7, 44:8	34:17, 44:5
6:22, 7:2,	entrances 7:21,	factor 5:21,
12:10, 39:5,	24:25, 32:25,	5:24, 6:4,
39:19, 40:14	35:1	6:9, 21:2
eastbound 10:4	equals 6:21	factors 37:25
easy 25:23	especially	fair 14:22
educated 4:3	18:11	fairly 12:17
eight 5:25,	estimate 21:23	fall 14:7
15:7, 38:16	eventually 35:9	family 44:5
either 7:14,	Everybody 2:2,	fantastic 40:4
7:19, 8:17,	2:14, 3:10,	far 7:1, 9:4,
37:2, 41:1	3:15, 3:22,	27:2, 27:5,
electrical	27:25, 41:2,	42:8, 44:13
16:5, 16:9,	48:4	Farnham 31:8,
17:13, 17:14	everything	33:14, 34:10,
electricity	2:22, 18:5,	35:4, 42:22,
22:11	24:13, 43:3,	46:8
email 3:12,	46:5	faster 33:24
27:7	exact 22:2	fatality 30:24
emergency	exactly 45:3	favor 27:8
28:15, 28:24,	except 44:22	federal 13:7,
29:11	Excuse 12:8,	14:17, 15:25
emitters 29:12,	25:9, 31:7	federally 13:6
29:22, 39:11	existed 37:19	feedback 26:18,
encountered	existing 7:10,	26:24
30:22	8:1, 8:14,	feel 3:22,
encroaching	9:14, 10:3,	12:23, 39:4
11:6	13:11	feels 30:23
encroachment	exit 32:25,	feet 6:21,
46:2	43:7	10:7, 10:9,
end 12:1, 12:4,	exits 43:16	10:16, 10:18,
12:10, 13:25,	expect 15:8	10:20, 13:19,
24:20	expected 6:5	24:22, 25:2,
ends 7:8	expensive 36:13	45:25, 46:9,
engineering	expire 13:24	46:13, 46:20
38:12	Expires 49:15	fellow 39:7
enormous 39:8	explain 33:4	Fellowship 7:3
enough 37:4,	extend 10:2	few 2:16, 3:4,
44:14, 45:20	extended 10:9	3:8, 13:19,
entrance 7:3,	extends 9:4,	18:9, 36:8
11:21, 11:22,	30:4	fewer 6:9
12:1, 12:8,	extensive 12:18	field 24:11,
12:10, 12:11,	extent 37:12	
12:12, 13:14,	extremities	

24:25, 25:1	6:2, 6:24,	gets 24:12
fight 36:2	8:9, 11:15,	getting 6:18,
figure 22:14,	15:15, 15:19,	13:13, 36:11
26:21	19:17, 23:24,	Gillespie 26:9
finalized 14:18	26:3, 28:6,	Gillespie.
find 44:14	37:11, 39:25	27:1, 27:4,
finding 6:18	found 9:17	28:5, 28:13,
finished 2:19	Four 20:8,	28:17, 29:2,
fire 28:24,	20:9, 26:22,	29:17, 29:24,
29:7, 29:8,	33:20, 33:22,	30:11, 30:16,
39:2	33:24, 38:17	30:20, 47:24
first 23:19,	four-sided	Give 2:17,
35:14, 37:6,	19:25	13:25, 45:12,
48:3	free 3:22,	45:25
fit 14:2	12:24, 45:16	given 5:18
five 21:16,	front 3:16,	gold 7:13, 7:18
26:22	3:21, 37:5,	Gospel 7:3
flash 27:18,	46:7, 47:12	grade 12:2,
28:1, 31:17	frontage 8:7,	12:13
flashing 27:14	10:5, 44:15	grading 13:23
flattening	frustrated	grassed 13:24
11:7, 14:12	27:25	gravel 14:7
flip 28:1	fully 28:2	great 11:23,
floated 22:9	functional 5:20	28:11, 40:3,
flow 18:21	fund 44:2	48:7
fluke 6:11	funding 36:2,	green 7:19,
focused 3:1	43:20	7:22, 7:25,
folder 21:25	funds 13:7,	17:25, 18:4,
folks 2:20,	17:2	18:7, 18:13,
26:18, 28:24,	future 10:10,	18:14, 23:9,
48:2	21:9	23:24, 30:2,
follow 13:6		32:9
follow-up 2:25,	< G >	Greg 31:8
3:11	gaps 6:18,	ground 6:21
following 6:13	23:14	guarantee 33:7,
foot 10:14,	Gardiner 34:13	38:11, 42:14
10:15, 11:25,	gas 13:18,	guess 48:1
12:10, 13:22,	32:25, 33:11	guy 44:10,
19:14, 19:15,	gender 47:8	44:22, 48:8
19:21, 45:24	general 36:21,	guys 26:1
foregoing 49:4	36:24	
formal 26:10	generally 19:2,	< H >
forth 30:23,	28:23	habits 27:17
44:21	gentleman 37:5	half 12:7, 12:8
forward 26:11	Gerry 24:5,	hand 37:5,
Foster 25:15	24:10, 24:15,	43:22
Fosters 1:17,	24:24, 25:6,	happen 17:23,
2:12, 4:10,	25:12, 25:19,	27:20, 45:10
4:19, 4:22,	25:25	happy 12:20
5:6, 5:14,		

Hardings 33:15, 33:21, 33:23, 43:2	home 30:14	21:15
hat 31:2	hopefully 2:13, 35:12	influence 42:2
hate 42:21, 42:22, 43:19	horizontal 10:22	information 4:12, 40:5
head 20:7, 40:1	hospital 34:14, 43:1, 43:3, 43:21, 44:6, 44:7, 44:8, 44:17	initial 30:1
heads 8:21, 20:6, 20:16	hour 4:21, 5:11, 5:13, 15:15, 38:16, 38:17, 46:24	injuries 6:7
hear 3:7	house 25:1, 39:8	inside 40:5
heard 35:7, 43:15, 43:17	housekeeping 2:16	INSTALL 1:4
hearing 2:22, 7:6, 48:4	< I >	installed 9:13
heart 44:10, 44:22, 45:1	identical 10:24	installing 11:10
heavier 34:23	impact 11:23, 46:6	instance 7:25
heavy 5:3, 8:4	impacts 3:19, 14:20	INTERSECTION 1:5, 2:12, 4:9, 4:19, 4:23, 4:25, 5:1, 5:2, 6:1, 6:6, 6:13, 8:13, 11:12, 11:17, 16:22, 21:4, 24:22, 27:9, 34:21, 37:16, 38:15, 39:19, 39:21, 39:23, 42:2
hell 44:13	impervious 37:1, 37:3	intersections 8:5, 9:22, 11:2, 30:22
Hennessey 15:14, 23:4, 36:17, 45:18	improve 4:8	interstate 4:16
Hennessey. 15:18, 15:21, 16:8, 16:13, 16:17, 17:6, 17:10, 17:19, 18:19, 19:4, 22:10, 22:24, 23:3, 23:12, 24:1, 36:25, 44:25, 47:22	improvement 36:11	involved 6:7, 13:7
hereby 49:4	in-slopes 14:9	Iron 41:3
high 5:16, 5:23, 6:3, 6:10, 35:19, 38:3	in. 14:9, 31:21, 38:11, 38:22	island 8:8, 8:15, 9:2, 11:19, 19:13
higher 5:24, 8:20	inch 6:21	islands 11:15
Highway 13:11, 31:24, 40:10, 40:15, 40:24, 41:14, 42:24, 43:6	included 28:22, 29:4	issue 3:5, 37:10
highways 4:16	inconvenience 30:17	issues 3:2
hired 2:8	increase 5:8, 33:18, 33:25, 38:1, 39:3	items 2:16
historical 21:5	increased 10:14, 10:15, 37:10	itself 11:2
history 32:20	increasing 10:6, 37:4	< J >
Hmm 18:1, 37:17, 37:22	indicate 19:9	J. 1:14, 49:2
	indicated 19:8,	jam 41:7
		James 1:24, 2:7, 2:17
		jeez 37:14

Jerry 1:22, 2:5, 3:24	23:19, 44:12	38:4, 48:4
job 48:10	left-turn 10:3, 10:8, 10:13, 11:7	listed 38:5
Johnson 3:24	leg 5:4	literally 30:22
judgement 38:12	legs 4:18	little 4:11, 6:20, 7:16, 7:17, 9:2, 10:8, 11:14, 14:14, 21:16, 41:3
July 15:10	length 10:6	lived 39:2
< K >	less 9:25, 45:7	local 4:17, 16:3, 28:23, 31:16
keep 3:1, 48:17, 48:20, 48:21	lesser 37:12	locate 6:24
kept 19:2, 47:17	letting 41:1	LOCATED 1:5, 2:11, 8:14
kicked 36:7	level 4:15, 4:16	location 4:12, 5:19, 5:22, 5:23, 6:3, 6:11, 19:8, 35:19, 38:3
Kind 2:6, 3:14, 3:17, 7:19, 15:1, 16:23, 17:20, 20:16, 25:20, 31:18, 36:18	life 5:10, 22:14, 22:17	locations 5:16, 5:19
knowledge 35:11	Light 7:3, 7:11, 7:22, 16:20, 17:22, 19:10, 20:1, 20:5, 27:12, 27:20, 28:6, 28:7, 32:3, 32:19, 33:5, 33:7, 33:13, 35:8, 37:16	long 6:12, 28:7, 29:25, 31:14, 32:2
< L >	lighting 11:11, 16:25, 17:4, 17:5	long-term 6:12, 16:6, 35:12
lack 43:20	lights 16:9, 16:11, 16:14, 17:17, 19:9, 19:11, 19:24, 19:25, 29:18, 31:6, 31:11, 33:20, 33:22, 33:24	longer 19:18
land 44:5	likelihood 21:8	look 25:4, 26:5, 26:6, 29:15, 34:25, 35:20, 42:10, 42:15, 42:19, 46:14
lane 10:2, 10:8, 10:17, 11:7, 11:10	likely 35:12	Looking 6:22, 13:5, 15:2, 15:5, 15:6, 22:6, 28:14, 45:24, 48:9
lanes 10:3, 10:18, 40:25	limbs 26:2	looks 14:3
large 11:5	limit 15:19	lot 9:18, 10:25, 33:7, 33:10, 42:17, 43:21
larger 8:14	limited 13:8, 14:23	love 3:3
last 17:15	limits 7:9, 9:15	lower 6:9, 46:24
late 3:5, 27:17, 33:9, 37:9	line 9:4, 10:22, 10:23, 13:20, 14:13	luckily 47:17
latest 6:8	lines 8:4, 8:16, 8:19, 8:20, 8:21	
Laughter. 48:13	list 3:15,	
Laughter. 45:9, 45:17		
layers 9:18		
least 5:25, 21:1		
leave 3:23		
LED 17:17		
Leeman 41:14		
left 6:22, 7:1, 10:11, 23:8,		

<p>< M > Macintyre 7:2 main 17:24, 27:11 Maine 1:1, 1:15, 1:17, 21:5, 31:20, 31:24, 49:3 Mainedot 2:4, 4:14, 5:8, 5:16 maintain 17:3 maintained 12:5 maintenance 16:6, 17:7 major 4:13, 12:15, 13:17, 15:6, 48:20 management 41:22 manager 2:4, 2:5 mandated 13:6 manpower 17:3 Manual 38:7 market 14:22 MAST 1:4, 2:11, 8:13, 8:22, 9:10, 11:11, 19:18, 19:20 match 7:17, 13:23, 13:24 matter 34:1, 43:8 maximum 12:11, 18:13, 30:6 mean 16:25, 17:17, 18:7, 20:3, 26:17, 32:5, 34:20, 41:7, 41:13, 43:4, 43:7, 43:14, 43:19, 46:13, 48:19 meanings 7:7 means 49:6 meet 14:10, 38:6, 38:9 Meeting 1:12,</p>	<p>2:14, 3:23, 45:20, 48:24 meetings 45:19 meets 38:15 mentioned 31:16, 45:20 met 6:10 meter 16:16, 16:23 middle 4:17, 7:13 midnight 27:23 mile 44:9, 46:24 miles 4:21, 15:15 milestones 48:21 milled 9:24 million 22:9, 35:15 mimic 11:3 minimum 30:1 Minor 13:15, 15:21 minute 27:24, 33:4 minutes 3:5 Mitchell 24:6 Mitchell. 24:10, 24:15, 24:24, 25:6, 25:12, 25:19, 25:25 mitigation 38:18 Mmm 18:1, 37:17, 37:22 mobility 4:9 money 36:8, 43:9 month 17:16 monthly 16:5, 17:13 months 14:25 morning 33:6, 34:4 mother-in-law 24:6 move 28:7,</p>	<p>38:21, 41:11 moved 14:15 movement 5:3 moving 39:5, 47:17 Multimodal 3:25 municipalities 31:17 municipality 17:4 MUTCD 38:8</p> <p>< N > name 2:3, 2:22, 3:10, 15:12, 23:1 national 27:15, 41:21 nationwide 21:6 Nearly 7:16 necessarily 38:11 need 2:25, 9:9, 14:2, 16:21, 36:18 needed 2:25, 47:13 needs 14:16 negative 26:19 Nesbitt. 33:14, 34:10, 35:4 newspaper 4:5 Next 5:9, 15:9, 23:21, 25:7, 26:1 nice 36:11 night 27:18, 31:14, 34:2, 48:15 nighttime 11:11 No. 29:5, 33:2, 35:11 nobody 26:19 non-support 26:24 North 6:22, 14:5, 34:11 northeast 24:7, 25:9, 25:10</p>
--	--	---

northwest 11:4	34:15, 34:25,	particularly
Notary 1:14,	35:16, 36:15,	6:17, 42:1
49:3	36:25, 41:17,	pass 3:9
nothing 42:17	42:19, 47:3,	passing 3:15
notice 4:4	48:11, 48:12	past 14:7
noticed 12:3	olive 7:19	pattern 6:13
number 5:17,	Once 2:18,	pave 36:3
12:18, 13:8,	16:4, 18:13,	paved 7:20,
14:23, 14:25,	28:5, 30:2,	7:21, 9:3,
21:8, 22:2,	47:21	9:5, 11:25
30:5, 31:5,	one. 13:14,	pavement 9:14,
45:13	20:14	9:18, 9:21,
numerous 41:14,	ones 48:7	13:23, 36:10
42:23	open 2:19,	pay 25:7, 43:22
	15:11	paying 16:14,
< O >	operations 9:8	22:11
o'clock 27:25,	options 43:16	peak 5:11,
34:3, 34:4	orange 7:7,	5:13, 6:17
objection 30:13	7:11	pen 3:23
objections	order 38:5,	pennies 17:18
26:10	46:4	penny 36:12
observe 11:1	original 36:4	pens 3:20
obstructed 8:22	outage 25:14	People 27:17,
Obviously 6:23,	outside 11:9,	30:13, 33:20,
39:5, 39:25	13:20	36:8, 39:21
occupied 9:7	outsides 7:23	per 17:16
occur 21:9	overlaid 7:15,	percent 5:9,
occurring 5:18,	9:24	5:12, 5:14,
6:14, 38:20	overwhelming	5:15, 6:7,
occurs 7:16	26:23	12:2, 12:13,
Oceretko 37:7	overwhelmingly	15:25, 16:1,
Oceretko. 29:9,	26:19	21:1
29:13, 37:18,	own 11:10,	perhaps 39:24
37:23, 38:23	20:15, 29:8,	period 5:18,
Office 1:12,	29:12, 29:22,	5:25, 6:1,
1:16, 2:24,	31:18, 37:9	6:3, 6:8,
26:21	owns 24:6	6:10, 18:15
often 35:19,		periods 6:18
40:23	< P >	permanent 14:4,
Okay 13:4,	p.m. 1:18,	14:15
15:20, 19:4,	48:24	permits 36:18,
20:6, 20:12,	page 6:23	36:19, 36:22,
20:17, 20:20,	pamphlets 3:17	36:24
22:18, 23:15,	pardon 40:16	permitting 37:4
24:1, 24:2,	parking 33:7,	person 3:25,
25:11, 25:18,	33:10	39:24
29:21, 29:23,	particular	Peter 29:9,
32:16, 32:20,	6:14, 7:7,	29:13, 37:7,
33:3, 34:6,	8:3	37:18, 37:23,
		38:23

<p> phase 23:19, 23:21, 23:23 phased 23:8 phone 47:19 pieces 43:17 piled 12:5 pine 25:14, 26:1 pipe 14:9 pipes 14:14 place 15:4, 18:17 plan 7:6, 18:17, 19:15 planned 18:5 Planning 20:24, 48:9 plans 14:18, 19:2 Plant 33:15 please 23:2 plenty 46:3 pocket 10:8, 10:13, 10:14, 10:15 Point 1:6, 1:17, 2:12, 4:10, 4:19, 4:22, 5:7, 5:14, 6:2, 6:24, 8:9, 11:14, 11:15, 13:19, 14:3, 14:19, 15:2, 15:5, 15:15, 17:1, 19:17, 23:24, 25:15, 28:6, 37:11, 39:25 Point. 15:19, 26:3 pole 8:23, 9:12, 19:12, 19:20 poles 8:13, 8:17, 8:18, 11:11 policy 16:20, 17:4 pool 32:17 </p>	<p> popped 38:21 popular 27:21 posted 4:20, 48:17, 48:20, 48:22 posts 19:8 potential 3:19, 43:16 potentially 27:17 power 8:16, 8:17, 8:20, 8:21, 9:12, 25:14, 25:21, 26:3 practice 18:25, 27:16 precarious 30:21 preempt 33:13 preempted 29:19, 31:11 Preemption 28:16, 29:1, 29:4, 39:10 presentation 2:18, 38:4 preserved 24:12 president 40:2 pressing 3:5 presume 37:9 pretty 9:4, 11:3, 18:6, 25:17, 35:5 price 35:15, 35:17 primarily 6:16 primary 11:22, 34:8 Priority 4:14, 4:15, 4:16, 4:20 Probably 13:14, 15:2, 15:7, 15:8, 15:9, 25:16, 37:14, 43:8, 45:19, 46:1, 46:5, 47:1 problem 15:22, 39:4, 39:18, 40:13 problems 43:6 procedure 21:2 PROCEEDINGS 2:1, 49:5 process 3:18, 4:4, 12:17, 12:21, 13:6, 14:18 profile 10:23 program 21:7 project 2:4, 2:5, 2:6, 2:9, 2:18, 3:2, 3:20, 4:8, 5:11, 8:3, 8:20, 12:16, 20:22, 21:7, 22:5, 26:11, 26:12, 27:7, 35:22, 37:10, 37:20 projected 5:8, 5:10, 10:10 projecting 21:21, 22:3 projection 20:22 projects 26:23 properties 13:9, 13:12, 14:21 property 7:2, 9:5, 11:24, 13:22, 14:1, 14:3, 14:5, 43:4, 44:15, 46:2 proposed 2:11 proposing 36:3 protection 9:9 provide 9:9, 10:9 Public 1:12, 1:14, 2:22, 26:23, 48:4, 49:3, 49:13 published 4:5 pull 47:7 </p>
--	---

pulled 47:9, 47:12	5:19, 20:22, 38:2	49:2
purpose 4:8	RD/NEW 1:6	Reporter/notary 49:13
pushes 14:13, 15:1	RE 1:4	REPRESENTING 1:21
Put 3:10, 3:11, 8:7, 9:21, 14:9, 16:16, 16:23, 18:17, 29:23, 31:17, 31:21, 32:2, 32:13, 33:9, 33:20, 33:22, 38:6, 38:11, 39:22, 42:24, 44:6, 44:16, 45:21, 47:18	reached 18:13	required 42:1
putting 37:16, 38:18, 38:22	real 35:19, 44:9	requirements 14:11, 37:4
	realizing 47:14	reseeded 7:24
	really 3:5, 11:17, 39:6, 41:8, 48:6	resident 27:8
	rear-end 6:15, 41:15	respect 10:25
	reason 33:25	respected 45:6
	reasons 16:22	result 19:1
	rebuild 12:9	revert 30:7
	rebuilding 13:13	reviewed 41:21
	rebuilt 13:18	Rick 15:17, 42:22, 43:10
	received 27:6	right-turns 11:20
	receiver 29:23	rights 13:13, 13:15, 13:21, 13:24
	recommendations 42:8	River 7:1
	reconstructed 7:14, 7:22, 8:9	ROAD/FOSTERS 1:6
	reconstructing 10:19, 11:18	roads 4:17, 4:18, 7:18, 18:14, 27:11, 30:4, 40:1
	record 15:13	roadway 4:13, 4:14, 7:8, 7:10, 7:14, 7:23, 9:17, 9:19, 9:20, 10:23, 14:10
	recorded 2:23	Robin 1:14, 15:12, 49:2
	recoverable 14:13	Rock 34:18, 34:20
	red 23:16, 23:18, 27:19, 32:9, 33:5	rocking 44:21
	reduce 38:19	room 45:21
	reduction 21:1	root 39:18
	registered 26:10	rotaries 47:6
	regraded 7:24, 9:21	Rotary 40:2, 40:3, 45:7, 45:21, 46:13, 47:6, 47:10
	remain 8:1	rough 34:21
	reminder 15:12	roundabout 36:13, 46:6
	removal 25:23	
	removals 8:3	
	remove 12:7	
	removed 8:2	
	replacing 8:16	
	Reported 1:14	
	Reporter 1:15,	
< Q >		
question 2:21, 20:16, 25:7, 28:11, 31:1, 32:24, 35:7		
Questions 2:20, 2:24, 3:1, 3:11, 4:2, 12:20, 15:11, 31:5, 42:20, 47:4, 47:21, 48:7		
queue 28:15		
quickly 30:9		
Quite 4:25, 40:22		
quote 19:16		
< R >		
radar 38:21		
radii 11:3		
raised 9:2		
raising 43:22		
ramp 41:14		
rate 5:21, 5:22, 5:24, 6:4, 6:5, 6:9		
rates 5:17,		

roundabouts 35:13	seven 38:8, 38:10, 38:15	8:12
route 34:8	several 13:12	signals 8:19, 16:11, 20:3
rumor 35:7	shallow 12:9	signed 49:8
run 17:18, 21:7	shedding 26:2	significantly 38:19
running 7:13, 16:4	sheds 25:14	similar 5:20
runs 14:5	sheet 3:9	single 19:20
	Sheriff 44:8	sir 15:13, 19:6, 22:23, 26:8, 42:20
< S >	shimmed 9:20	sister 47:8
safe 11:17, 14:13	shooting 33:6	sit 17:25, 27:24, 46:6
safety 4:9, 4:12, 11:11, 14:11, 16:22, 21:2	short 9:23, 10:13, 18:14, 19:16, 35:8	sitting 39:24
sale 43:5	shot 43:5	situation 11:18, 42:18
sales 46:2	shoulder 7:12	six 4:14, 15:7, 32:4
samples 9:16	shoulders 7:21, 10:19	sizes 46:15
scale 6:21	shouldn't 9:8, 18:8	slam 47:13
schedule 13:3, 48:21	showing 36:10, 38:3	slip 3:14
scheduled 14:25	shown 12:6, 19:14, 25:24	slope 14:12
Schutty 7:4, 11:24, 13:14, 14:6	side 6:16, 7:18, 7:19, 8:15, 8:17, 9:23, 14:6, 18:4, 18:9, 18:14, 25:9, 25:10, 27:11, 30:4, 30:9	slopes 7:23
scope 25:20	sides 7:11, 43:7	small 7:25, 41:8, 46:13
screamed 36:7	sign 3:10	smaller 8:22, 46:22, 46:25
Seafood 7:4, 11:24	SIGNAL 1:4, 2:11, 8:19, 8:21, 9:11, 16:4, 16:9, 17:7, 17:16, 20:6, 20:14, 20:15, 27:9, 27:24, 35:24, 36:4, 38:6, 38:11, 38:18	smoke 34:18
second 8:22, 18:12	signalization 10:1	snow 12:5
secondary 11:21	signalized 11:12, 11:17, 42:2	sold 44:6
seconds 18:9, 18:13, 30:2, 30:4, 30:5, 30:6	signalizing	solid 8:4
seen 39:22		solution 35:13
selectman 37:8		somebody 3:5, 3:21, 34:3, 40:13, 44:20
selectmen 45:19		Sometimes 16:24
sense 45:25		somewhere 21:25, 22:19, 40:9
sensor 17:20		son 40:6, 45:6
sent 4:5		Sorry 31:8, 37:6
separation 42:1		sort 14:24, 21:4, 22:9, 38:14, 42:9, 46:17
service 9:12		sounds 22:22
serving 30:9		south 12:1, 24:7
set 13:22, 18:12, 23:6, 36:20		

southeast 25:9	39:20, 39:24,	thanks 2:2
southerly 12:7	41:12, 41:13,	themselves
southwest 8:23	42:17	39:14
space 9:7	storm 25:13	thereof 43:20
spacing 41:22,	Street 16:9,	They'll 12:10,
41:25	16:11, 16:14,	23:9, 33:6
speaking 3:21	16:20, 19:8,	They've 4:14,
speaks 41:2	20:1, 27:11,	14:23
speed 4:20,	31:20, 31:24	thinks 39:25
15:19, 42:9,	streets 46:18	third 23:23
46:24	strip 7:19,	though 11:4
speeds 46:16	13:15	threaded 30:2
spot 48:8	Stu 26:9	three 5:25,
spring 15:4	Stuart 27:1,	6:1, 6:5,
standards	27:4, 28:5,	6:8, 11:4,
27:15, 41:21	28:13, 28:17,	38:16
standing 44:10	29:2, 29:17,	through-lanes
start 2:20,	29:24, 30:11,	10:18
3:15, 31:5	30:16, 30:20,	through-traffic
started 38:3	47:24	23:22, 42:3
state-mandated	study 37:15	tight 11:5,
26:13, 26:17	sucks 40:15	45:23
statewide 17:1	sudden 27:19	timed 27:24
station 13:18,	suggestion	timer 27:23
32:25, 33:11,	41:11	timing 17:21,
39:2	summer 14:7,	18:16, 18:23,
stay 3:4, 3:6,	40:23	19:2
18:3, 28:7,	sums 12:15	tiny 11:14,
40:15	support 10:21	41:3
stays 17:11	supportive	tip 37:1
steep 12:2,	27:12	TMSI 1:23, 2:8
14:10	surprised 30:24	Today 10:3,
stenograph 49:6	survey 24:18	10:14, 10:24,
step 14:1	sweep 46:4	11:3, 11:14,
Steve 19:7,	sweeping 11:6	17:14, 27:7
19:23, 20:4,	switched 27:13	together 2:6,
20:9, 20:12,	switches 18:7	9:20, 16:16
20:18, 20:21,	system 4:15	tonight 2:3,
21:11, 21:14,		2:4, 2:7,
21:18, 21:22,		2:10, 3:4,
22:4, 22:8,	< T >	12:3, 12:22,
22:12, 22:18,	t-boned 6:19	30:12, 48:3,
48:11	table 32:17	48:7
stop 26:12,	talked 38:4	torn 9:15
30:18, 30:19,	taller 8:18	total 10:9,
33:22, 35:8,	target 45:13	10:16
47:10, 47:12	temporary	touch 3:18,
stopped 47:17	13:13, 13:15,	12:18, 13:2,
storage 10:10	13:21	13:19, 46:3
store 13:17,	tends 27:16	touched 7:13,

12:16, 13:10
 touching 36:22
 tough 44:1
 tourists 41:1
 Town 1:12,
 1:16, 3:2,
 4:19, 15:22,
 16:5, 37:13,
 38:22, 48:20
 TRANSCRIPT 2:1,
 49:5
 TRANSPORTATION
 1:2
 tree 8:3, 25:8,
 25:14, 25:17,
 25:22, 26:1
 trees 8:1
 triggered
 37:10, 38:1
 trip 37:4
 triple 32:3
 truck 47:10,
 47:11
 trucks 11:5,
 11:8
 true 35:10,
 40:18, 49:4
 truly 39:3
 try 44:20
 trying 6:17,
 14:24, 27:10,
 30:13
 turn 2:17, 4:6,
 10:2, 23:4,
 23:5, 23:11,
 23:13, 23:16,
 23:18, 23:20,
 27:18, 40:23
 turned 32:11
 turners 10:11
 turning 10:17,
 34:22, 39:25
 turns 23:8,
 23:20, 32:9
 twice 39:22,
 48:1
 Two 4:17, 4:18,
 7:18, 7:25,
 8:13, 8:14,
 8:17, 9:22,

11:14, 19:13,
 20:11, 23:19,
 24:25, 26:11,
 26:22, 31:13,
 33:11, 37:25,
 40:25
 Two-and-a-half
 21:19, 22:13
 type 4:16, 6:14
 types 21:3,
 21:9, 38:19
 typical 6:6,
 6:16
 Typically
 12:12, 17:17,
 20:11, 38:9,
 38:19, 45:24,
 46:25

 < U >
 uncomfortable
 3:21
 understand 41:7
 unfortunately
 36:12
 unidirectional
 20:13
 Uniform 38:7
 unless 15:6,
 35:19
 unsafe 27:10
 upset 36:8
 urban 4:13

 < V >
 value 14:20,
 14:22, 35:21
 vehicle 30:3
 vehicles 5:2,
 5:3, 5:6,
 5:7, 28:15,
 29:11, 29:22,
 30:5, 39:12
 Vermette 32:19
 versa 5:4
 versus 35:22
 vice 5:4
 vicinity 8:5,

22:20
 virtually 10:23
 visibility 8:21
 volume 4:24,
 5:5, 38:17
 volumes 5:8,
 5:11, 5:12,
 5:13, 5:14,
 5:15, 5:20,
 10:10, 10:11,
 18:16, 38:2,
 42:9, 46:16,
 46:19
 volunteer 43:22

 < W >
 wait 18:8,
 29:25
 waiting 28:4
 Wal-mart 40:9
 Waldoboro 40:14
 wanted 44:14,
 44:16
 wants 26:19
 warrant 38:16,
 38:17, 38:18
 warrants 38:7,
 38:9, 38:15
 watched 47:7
 watching 47:16
 weekend 15:10
 weeks 15:7
 West 1:7, 1:12,
 1:16, 1:17,
 2:13, 4:25,
 5:1, 5:4,
 6:22, 12:4,
 15:22, 16:14,
 29:7, 37:8,
 37:13
 westbound 10:4
 westerly 12:8
 wetlands 36:19,
 36:22, 45:21,
 46:3
 whatever 3:12,
 21:15
 whether 13:23,
 28:24

whole 10:25, 25:21	writing 45:14
wide 10:18, 10:20, 11:25, 12:11, 35:5	< Y >
width 10:20	yard 9:3, 46:7
widths 10:17	year 5:9, 5:25, 6:1, 6:8, 15:3, 19:1, 21:16, 21:19, 22:13, 22:16, 45:19
WIN 1:9	years 5:9, 18:25, 22:14, 26:22, 32:4, 37:14, 39:2
winding 44:11	yellow 27:14, 31:6, 31:11, 32:9
window 41:4	Yup 16:15, 17:12, 22:22, 25:11, 28:12, 29:2, 29:20, 29:21, 29:22, 30:15, 30:25, 31:22, 31:25, 32:22, 35:25, 36:6, 36:14, 36:16, 40:11, 41:9, 41:24, 44:18, 44:24, 46:23, 47:2
Winter 19:7, 25:13	
Winter. 19:23, 20:4, 20:9, 20:12, 20:18, 20:21, 21:11, 21:14, 21:18, 21:22, 22:4, 22:8, 22:12, 22:18, 48:11	
Wiscasset 34:13	
wish 40:2	
within 8:25, 9:15, 13:11, 21:5, 36:24, 49:3	
Without 11:6, 20:18, 23:13, 31:17	
woman 47:7, 47:8	
wondered 35:17, 46:11	
wondering 37:20, 37:24	
work 2:15, 4:1, 7:10, 8:24, 13:10, 14:24, 33:9, 36:23, 44:7, 44:20, 45:16	
worked 32:5	
working 2:6, 18:5, 18:6	
Works 3:12, 29:10, 40:6, 41:3	
wrap 48:2, 48:15	
wrapping 15:10	

MAINE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING FOR THE TOWN OF West Bath

West Bath Town Office, Meeting Room

WIN: 023030.0 Project: 023030.00

Intersection Improvements

Sign-In Sheet

219 Foster's Point Road, West Bath

Date: February 5th 2019, @6:00 pm

Name	Address
Brian Kezer	Maine DOT
JERRY DOSTIE	MAINE DOT
MIKE MONTGOMERY	WEST BATH
David Hennessey	63 Hennessey Rd W. Bath
Kristine Poland	Town of West Bath
Stuart Gillespie	West Bath
Carol Gillespie	West Bath
Elise Helli	eliseontelli@gmail.com
Steve Winter	steve@greatmaine.com
CANDYCE FARNHAM NESBITT	WEST BATH
RICHARD FARNHAM	WEST BATH
MARC TRAVIS	West Bath
BOB BRESNAHAN	W. BATH
GERRY MITCHELL JR	W. BATH
PETER OCERETKO	" "
Kathy Kawamee	West Bath
Madelyn Hennessey	West Bath