



Paul R. LePage
GOVERNOR

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

David Bernhardt
COMMISSIONER

March 13th, 2015

City of Auburn
Attn: Clinton Deschene – City Manager
60 Court Street
Auburn, Maine 04210

RE: Formal Public Meeting Minutes, City of Auburn, Park Avenue
Win: 019259.00, Project: STP – 1925(900)

Dear Mr. Deschene:

Enclosed please find a copy of the 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,

A handwritten signature in cursive script that reads 'Lisa M. Porter'.

Lisa M Porter – Office Associate II
Highway - MDOT



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STATE OF MAINE

MAY 13 2015

DEPARTMENT OF TRANSPORTATION

COPY

HIGHWAY PROGRAM

TO DISCUSS RECONSTRUCTION OF PARK AVENUE

WORK IDENTIFICATION NUMBER - 019259.00

FEDERAL AID PROJECT NUMBER STP - 1925(900)

PUBLIC MEETING AT THE AUBURN CITY HALL

Reported by Lorna M. Prince, a Notary Public and
Court Reporter in and for the State of Maine, on March
10, 2015 at the Auburn City Hall, 60 Court Street,
Auburn, Maine.

REPRESENTING THE STATE:

RHOBE MOULTON

STEVEN J. MICHAUD

TMSI:

ALBERT L. GODFREY, JR.

MIKE MORIN

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1 MS. MOULTON: My name is Rhobe Moulton.
 2 I'm the project manager with Maine DOT. I want to
 3 thank everybody for coming tonight. We're here to talk
 4 about the reconstruction highway project on Park Avenue
 5 that extends from Lake Street to Summer Street. It's
 6 about a mile long and it's sponsored by the ATRC MOP --
 7 no, MPO -- mop. With me tonight I have is Al Godfrey
 8 from TMSI, the designer and Mike Morin. Also Steve
 9 Michaud is our right of way appraiser from DOT and our
 10 court reporter is Lorna Prince. Do we have any public
 11 officials here that wish to be recognized? Yes, sir?

12 JOHN STORER: I don't know if I'm a
 13 public official, but I'm your water and sewer guy. Sid
 14 Hazelton, our engineer, you may recall, I remember
 15 meeting with Mr. Chasse, there was some inquiry about
 16 water and sewer and our engineer Sid Hazelton has met
 17 Mr. Chasse a couple of times and followed up with you.
 18 Sid's out on vacation so I'm pinch hitting so if
 19 questions come up, hopefully we can help you.

20 DAN GOYETTE: Dan Goyette, city engineer
 21 and public services deputy director for the city of
 22 Auburn.

23 JENNIFER WILLIAMS: Jennifer Williams,
 24 the transportation director for ATRC.

25 MS. MOULTON: Thank you. I just have a

1 property, wait until we adjourn and come up afterwards.
 2 DOT personnel will stay as long as it takes to answer
 3 your questions. So with that I'll turn it over to Al.

4 MR. GODFREY: Thank you, Rhobe. As
 5 Rhobe mentioned a minute ago, this project is about
 6 1.1 miles long. It starts down at the intersection of
 7 Lake Street just beyond Gamage Street and extends to
 8 the north to Summer Street and matches into a project
 9 that was just worked on. She also mentioned this is
 10 the product of the 2007 study that was done through
 11 ATRC. It's one of several projects on the Park Avenue
 12 corridor that have been generated from that. A little
 13 background information, those of you who were here a
 14 year ago, this will be a rehash so I'll keep it quick.

15 Traffic on the corridor, annual average
 16 daily traffic is 5,120 vehicles a day currently. Those
 17 annual average daily volumes are projected to increase
 18 to 6,140 vehicles a day by 2035. Peak hour volumes are
 19 about 11 percent of the average daily traffic and truck
 20 volumes are about 5 percent of the peak hour volumes.

21 In terms of safety, DOT determines high
 22 crash locations using two criteria on the basis of both
 23 crash rates and the number of crashes that occur within
 24 a given period of time. The crash rates are compared
 25 to similar locations with similar traffic volumes,

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1 few quick housekeeping rules, we have a sign-up sheet
 2 up front here, if you didn't get a chance to sign in on
 3 your way in, would you please do so on your way out.
 4 We have some spare notifications for this meeting.
 5 There are some right of way pamphlets that you can
 6 grab. I would ask that if you have any cell phones,
 7 could you please put them on silent.

8 This meeting gives the public an
 9 opportunity to ask questions or make comments about
 10 this project. We were here about a year ago -- no,
 11 longer than that.

12 MR. GODFREY: It was almost exactly a
 13 year.

14 MS. MOULTON: Just about a year ago to
 15 present the preliminary design. We've progressed to a
 16 more final design. The way that this meeting will go,
 17 I'll have Al talk about the design and then Steve will
 18 take a few minutes to talk about the right of way
 19 process and I'll talk about the schedule and budget.
 20 After that we'll open it up to questions and answers.
 21 I ask that you say your name and who you represent, if
 22 you live on the project or you're a commuter or you
 23 represent the city or anything like that. And keep it
 24 to project related questions, if you would. If you
 25 have any specific questions about your own personal

1 similar roadway classifications around the state and an
 2 average crash rate for any given section of road is
 3 1.0. In order to be classified as a high crash
 4 location, it has to have a crash rate higher than that
 5 1.0 average rate. It also has to have eight crashes in
 6 a three year period. In terms of safety on this
 7 corridor there are no high crash locations on that.
 8 It's basically being rebuilt to improve travel over it.
 9 It's in tough shape I think everyone would acknowledge.
 10 It's to improve pedestrian access. A sidewalk is
 11 proposed for the whole length of it and it's to improve
 12 bicycle access as well.

13 AUDIENCE MEMBER: On both sides?

14 MR. GODFREY: Sidewalk on one side and
 15 the shoulders will be improved as well. To give you
 16 some details here of what you're looking at, I know
 17 some folks were up here trying to decipher what the
 18 colors and line styles meant, starting at the ends,
 19 either end, you can see some orange spaces on the plan,
 20 those represent existing paved areas that won't be
 21 disturbed basically off the limits of the project. The
 22 gray blocks that you can see along herein particular,
 23 also scattered along down through the plan are existing
 24 buildings that won't be disturbed. There is one
 25 building that is proposed to be removed. It's a small

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1 garage right here at the base of the steep hill by the
 2 Methodist church. The tan areas that you can see, the
 3 thin strips here and here are areas of driveways beyond
 4 the limits of the proposed construction. The dark
 5 green areas are wooded areas that won't be disturbed.
 6 The bright yellow that you see running right down
 7 through the middle of the plan represents the travel
 8 lanes of the reconstructed roadway. On either side of
 9 that you can see kind of a yellowish brown strip, a
 10 thin strip on either side, those are 5 foot paved
 11 shoulders on either side and those are bordered by what
 12 appears to be a thick blue dashed line on either side,
 13 that's the curb line.

14 On the east side of the roadway, the
 15 narrow gray band, that's the sidewalk. That would be
 16 on the east side or as you're going from Lake Street to
 17 Summer Street on the right side of the roadway. That
 18 would be 5 feet wide. You can see some red spots here
 19 and there, those are trees and shrubs that
 20 unfortunately have to be removed because they'll be
 21 damaged by the construction. The heavy black lines
 22 that you can see if you look very closely through here
 23 outside the roadway on other side, those are the
 24 existing right of way lines, the limits of what the
 25 State or the city currently owns for right of way.

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1 If you look a little further out, you
 2 can see a heavier red line on both sides in some places
 3 and only on one side on others. Those represent the
 4 limits of acquisition of new right of way that are
 5 proposed. The existing right of way on this corridor
 6 is only about 40 feet wide from Lake Street down to the
 7 Methodist church and it widens to 45 feet to the north
 8 all the way to Summer Street. What's proposed is a 50
 9 foot right of way width for the entire length so there
 10 are strip takes for much of the length, just a few
 11 feet, but it is an acquisition.

12 Other features, I should point out these
 13 dashed lines here represent approximate property lines.
 14 Property titles have not been researched yet. These
 15 are basically off the tax maps at this point. Those
 16 will be refined as DOT gets further into the right of
 17 way process.

18 Typical cross-section of the roadway,
 19 you can see the details down below here. You probably
 20 can't read them very well, but it will still be a two
 21 lane roadway, 11 foot wide lanes, it's a little bit
 22 narrower than the existing travel lanes that are out
 23 there today, but that will be offset by improved
 24 shoulders on either side. It will be 5 foot paved
 25 shoulders, granite curb on both sides of the roadway,

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1 closed drainage the entire length. And then for the
 2 most part it will be, particularly on the south end,
 3 just grading back to match into the existing lawns.

4 Let's see, as we get further up into the
 5 less developed areas there are some variable cuts
 6 particularly on the left side going up through and some
 7 fills going out on the right. Most of the slopes are
 8 kept in fairly close to the roadway as much as
 9 possible. There are some places where we do have to
 10 grade out a little farther.

11 The design speed on the corridor is the
 12 same as the existing posted speed out there, that's
 13 25 miles an hour from Summer Street up to about the
 14 Methodist church and it increases to 35 from that point
 15 north to Summer Street. We try to design it as closely
 16 to that existing posted speed as possible so we didn't
 17 have to change much geometrically, cost saving and
 18 keeps the impacts to the abutting properties to a
 19 minimum.

20 The existing profile runs down below.
 21 You'd have to get up pretty close to see where it
 22 differs. The biggest difference will occur on the, I'm
 23 sure you all know the steep hill that's out there, it's
 24 got about a 13 percent grade today, that will get
 25 flattened to about a 10 percent grade in through this

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1 stretch in through here. Ten percent is the maximum
 2 grade DOT will design to on a 35 mile an hour road
 3 today so we do have to flatten that a bit to keep it to
 4 the design standards for the corridor. Other areas
 5 where it changes is pretty minimal. We do have some
 6 areas in through here where we've lowered it a little
 7 bit just to get drainage. We've lowered it a couple of
 8 places mostly to account for the height of the curb
 9 that's going to be installed so we can minimize the
 10 grading behind the curb and sidewalk. It was altered
 11 slightly in a few places so we wouldn't end up with low
 12 spots occurring right in front of driveways and have
 13 puddles forming out there or have to have catch basins
 14 out in front of the driveway.

15 There were a few areas where we had to
 16 adjust it a little bit to correct for sight distance
 17 efficiencies. This is one area in here by the Clement
 18 property in there, also a little bit of a sharp
 19 vertical curve in there. The sight distance is not
 20 adequate for the posted speed in there so that had to
 21 be adjusted for a little bit. That about sums up most
 22 of the impacts in terms of the profile changes.

23 I had a few items from the preliminary
 24 public meeting a year ago and I just want to touch on
 25 some of those. Starting down here towards the south

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1 end, again, this is a Methodist church parcel here,
 2 there's a drainage outlet that comes down on the south
 3 side of the church yard that's a constant maintenance
 4 headache for the city, also was causing flooding
 5 problems in the basement of Guimont property next door,
 6 that outlet is being eliminated. We're going to take
 7 all of the drainage in this area, take it down in the
 8 closed drainage system and connect to the closed
 9 drainage system down on Lake and Gamage Streets so that
 10 takes care of that issue.

11 There were concerns about some ponding
 12 water backing up on the other side of the road from
 13 there, we've added a couple of inlet pipes that will
 14 pick that up and bring it in the closed drainage system
 15 and it should drain those areas a little better.

16 Again, at the Methodist church on the
 17 north side of the yard there's an existing drainage
 18 swale that goes out there today, it's very shallow.
 19 We've seen evidence that the water runs into the
 20 parking lot more often than I'm sure is referred. We
 21 are going to have to maintain a drainage outlet there,
 22 but we will be ditching out 200 feet to get the water
 23 down past the parking lot so you don't have continued
 24 flooding down in that area.

25 Further up the road by the Baptist

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1 church, which is right here, this is the entrance to
 2 the Baptist church; just beyond that, the property
 3 owner there had requested a curb cut for access to that
 4 lot, we've provided that curb cut as requested.

5 A couple of properties down there was a
 6 concern about retaining as much of the stonewall there
 7 as we could, we've adjusted grading in that area on the
 8 north side of the driveway anyway, maintain almost all
 9 of the stonewall. We'll have to disturb a little bit
 10 next to the driveway, it's just unavoidable to grade
 11 the driveway. The stonewall, as I explained at the
 12 meeting last spring, to the south of the driveway is
 13 going to end under the roadway shoulder.

14 A little further down, a property down
 15 here we had a request to try to save the pine trees
 16 that are in there, unfortunately the utilities are
 17 going to be going on that side of the road and we kept
 18 the slopes to a minimum in there, but the utilities are
 19 going to require those trees to be cut so that one we
 20 did not avoid.

21 And lastly, the property owner on the
 22 corner of Summer Street down here asked that the
 23 opening be checked to make sure that they had adequate
 24 access in there, we have checked that, it's going to be
 25 a 26 foot wide opening. It should take care of their

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1 needs, but if that property owner is here tonight, I
 2 would just like to confirm that with them before we
 3 leave and with that, I guess I'll turn it over to Rhobe
 4 or to Steve.

5 MS. MOULTON: Thank you, Al. Steve will
 6 say a few words about the right of way process.

7 MR. MICHAUD: We have these little
 8 booklets over here that give you a basic synopsis of
 9 the right of way process and I'll give you a brief
 10 overview. In order to build this new road we're going
 11 to have to acquire some right of way. There are three
 12 different types of rights we normally acquire. The
 13 first is a fee interest where we actually purchase
 14 strips of land or a building, like this building here.
 15 The second type is an easement, which is a permanent
 16 right to use a portion of the property for a specific
 17 use like for drainage, slopes, building walls and the
 18 third type of right is a temporary right mostly used to
 19 match in driveways with new construction.

20 Once the design is finalized we assign
 21 the project to a right of way mapper who will map all
 22 these acquisitions out for us and once he's done the
 23 project is assigned to a real estate appraiser. The
 24 real estate appraiser will contact every property owner
 25 along the project where there's some type of

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1 acquisition, they'll research market values of land in
 2 the area, develop an appraisal report and the appraisal
 3 report is reviewed and approved by the Department for
 4 the Department's use as an offer for just compensation
 5 to the property owners. The project will then be
 6 assigned to a negotiator who will contact all the
 7 property owners on the project, make them an offer of
 8 what the State believes their rights are worth that are
 9 being acquired.

10 After all the property owners are
 11 contacted, the project will be acquired through
 12 condemnation, the process called condemnation by the
 13 State's right of eminent domain. At that time the
 14 checks will be mailed out to all the property owners
 15 and if you have not settled with the State as far as
 16 the acquisition, cashing the check does not constitute
 17 a settlement as it does in a normal private
 18 transaction. The case is still open until we come to
 19 an agreement with you on the purchase price. A check
 20 will have any encumbrances listed on it like tax liens,
 21 mortgages, sewer liens, any type of encumbrance. If at
 22 any time after this hearing you decide to sell your
 23 property, there is a state law that says you have to
 24 notify any perspective buyers of the Department's
 25 intent along the frontage.

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1 And the last thing I have is boundary
 2 markers, if there are any property pins, boundary
 3 markers that are disturbed by the project, the State
 4 will reimburse the cost of resetting them or have them
 5 reset.
 6 MS. MOULTON: Thank you, Steve.
 7 AUDIENCE MEMBER: Question, is there a
 8 timeline to that?
 9 MS. MOULTON: That's what I'm going to
 10 talk about now.
 11 AUDIENCE MEMBER: Thank you.
 12 MS. MOULTON: We are looking at the
 13 right of way process should be beginning late spring,
 14 early summer and we'll be advertising late this year
 15 with a construction 2016 season. This project might go
 16 into the next year I would say unless we ambitiously
 17 get it done in one season. I would expect by the end
 18 of 2016 we would have binder down and into the
 19 following year you would be seeing the surface coat put
 20 on and the blending at the lawns and all of that.
 21 We accept comments for a two week period
 22 after tonight's meeting after which we proceed into
 23 final design. So with that I would like to open it up
 24 to questions. I repeat, please raise your hand when
 25 you're called on, state your name for the court

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1 reporter and keep it to overall questions about the
 2 project. And like I said, we'll answer any individual
 3 questions you have about your own personal property
 4 afterwards when you can come up. So with that, any
 5 questions? Yes, sir?
 6 JEREMIAH BARTLETT: Jeremiah Bartlett,
 7 107 Shepley Street. I'm also a member of the Lewiston
 8 Auburn Bicycle and Pedestrian Committee and project
 9 engineer for MDA. My question is pretty quick, it's
 10 just what are the city's expectations of the snow
 11 removal or maintenance of the sidewalk facility after
 12 construction?
 13 DAN GOYETTE: At this time it hasn't
 14 been determined it's not a school route. Once that
 15 sidewalk is built it will be determined if it's
 16 classified as a school route. If it's a school route,
 17 we would be removing snow immediately after a storm.
 18 If it's not, it will be done on a tiered basis. We
 19 have tier one, two and three sidewalks. Tier one are
 20 obviously your schools, those are done immediately.
 21 Tier two are done after the tier one and tier three is
 22 a later stage so it will be determined after the fact.
 23 MS. MOULTON: Yes, ma'am?
 24 KATHLEEN KEENE: My name is Kathleen
 25 Keene. I live at 365 Park and my question ties into

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1 the sidewalk issue. Hopefully the design for these
 2 sidewalks from Lake Street to Summer Street is going to
 3 be better than the other side of Park Avenue that was
 4 done last fall where the telephone poles are sitting
 5 smack dab in the middle of the sidewalks and they're
 6 impassable for a stroller, bicycle or anything.
 7 Hopefully somebody will, you know, put a little more
 8 foresight into moving telephone polls.
 9 DAN GOYETTE: I can speak to the
 10 sidewalk, the telephone poles were relocated to that
 11 section of the sidewalk. There is actually 5 feet of
 12 pavement on either side of that telephone pole.
 13 KATHLEEN KEENE: Oh, no, there's poles
 14 that are in the middle.
 15 DAN GOYETTE: Yes, there is. There are
 16 poles that have been requested -- three are three poles
 17 that CMP was requested to move again to relocate them
 18 approximately 18 inches closer to the curb, but there
 19 is 5 feet of pavement behind every telephone pole in
 20 that project. It's a federal law so it does meet that.
 21 There were a number of takings and real estate
 22 transactions to make sure that that occurred.
 23 MR. GODFREY: In this case the sidewalk
 24 is all going to be on the east side of the roadway.
 25 The utility lines are going to be consolidated on the

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1 west side so we don't have poles and sidewalk issues
 2 here.
 3 MS. MOULTON: Yes, ma'am? Name, please.
 4 JENNIFER CROWELL: Jennifer Crowell, 610
 5 Park. I apologize, I might have missed it, the light
 6 green area, can you explain again what that is?
 7 MR. GODFREY: Those are areas of slopes
 8 that are graded out, particularly in front of the
 9 houses. The flatter section back here it looks like,
 10 you know, it's grading fairly far back behind the curb,
 11 but it's really a pretty flat grade. It's basically to
 12 make sure the lawns drain over the sidewalk or over the
 13 curb. Out in areas like this where it's a little more
 14 open, those tend to be more fill slopes or cut back
 15 slopes, but again, it's just areas that are going to be
 16 regraded and reseeded.
 17 JENNIFER CROWELL: If there are existing
 18 trees in the area that aren't marked on the map, are
 19 those going to be cut?
 20 MR. GODFREY: The red ones that you can
 21 see, those are trees and shrubs that would be cut. The
 22 green ones that are out beyond here are existing trees
 23 that will remain.
 24 JENNIFER CROWELL: So if they're not
 25 marked red or green, is it safe to assume they're

1 staying?
 2 MR. GODFREY: If they're kind of stand
 3 alone trees and not in a cluster or wooded area, yes,
 4 that's correct. Yes, sir in the back?
 5 MIKE LAMOREAU: Mike Lamoreau, 167 Park.
 6 Are you planning on replacing those shrubs?
 7 MR. GODFREY: No. Steve, do you want to
 8 talk about compensation for landscaping?
 9 MR. MICHAUD: When we acquire shrubs or
 10 trees we typically make a payment for those. I don't
 11 believe there's a landscaping plan for this project,
 12 but the State's process is just to purchase those for
 13 their value.
 14 MR. GODFREY: If you wanted to replace
 15 them outside the right of way on your property, you
 16 take that compensation --
 17 MIKE LAMOREAU: Compensation, does that
 18 include replanting them?
 19 MR. MICHAUD: No, it's just the value of
 20 what's there.
 21 MIKE LAMOREAU: Another question I had,
 22 this project seems like once it's done it will be a
 23 perfect access for tractor trailer trucks to Lowe's,
 24 Wal-Mart, Home Depot and the mall so they won't have to
 25 go down Center Street, I don't know if anybody else has

1 GPS following that. That's a nut we haven't figured
 2 out how to crack yet. Really what we're going to do is
 3 look at approving signage throughout. The area we're
 4 looking at is Lewiston, Auburn, Lisbon and Sabattus
 5 combined and improving the signage to direct trucks as
 6 much as possible to the routes we want them on.
 7 AUDIENCE MEMBER: How about engine
 8 brakes and things like that?
 9 MS. WILLIAMS: That's something we can
 10 look as well. We have not been talking about that yet.
 11 It's been truck routes, but that's something I'll add
 12 to the list that we need to be looking into it.
 13 MS. MOULTON: Thank you. Yes, sir?
 14 BOB MANCHESTER: Bob Manchester
 15 representing East Auburn Baptist Church, could you go
 16 over the schedule again? I totally missed --
 17 MS. MOULTON: The schedule is we're
 18 planning on having our plan impacts complete no later
 19 than May of this year. At that time it will go onto
 20 our right of way to develop the maps. Once they've
 21 developed the maps it goes to the negotiators so you
 22 could be expecting to hear from your negotiator late
 23 spring, more likely early summer.
 24 BOB MANCHESTER: When does construction
 25 start?

1 thought of that. It's a perfect right of way for
 2 tractor trailers, there's no lights, zip right over to
 3 the mall.
 4 AUDIENCE MEMBER: They're already on the
 5 road.
 6 MIKE LAMOREAU: What's going to be done
 7 about that? Are you going to limit the road to access?
 8 You can do that, right?
 9 MR. GODFREY: Jennifer, do you want to
 10 touch on that?
 11 MS. WILLIAMS: I'll take this one, yes.
 12 We cannot limit truck -- we cannot prohibit truck
 13 traffic on the road. It's what's considered a
 14 federally functional classified road. With federal
 15 money in it we can't limit. We can't post it no
 16 trucks.
 17 AUDIENCE MEMBER: So it's going to
 18 increase tenfold.
 19 MS. WILLIAMS: What we can do and what
 20 we have been looking at doing is looking at what are
 21 the preferred truck routes and we're working on a
 22 couple of projects now of identifying the best truck
 23 routes through the community and improving signage for
 24 the truck routes, but we can't stop them from going and
 25 we know one of the big issues is the trucks using their

1 MS. MOULTON: Actual construction will
 2 be starting the spring of 2016.
 3 MR. GODFREY: If I could add to that,
 4 it's possible that you might see some utility work
 5 going on. If this is advertised next winter as
 6 intended, as soon as the utility can get out there and
 7 start drilling holes, they can start setting poles and
 8 that sort of thing to try to get out of the way. As
 9 far as actual earth moving, that will probably be late
 10 April of 2016.
 11 ELLIE WHEELER: Ellie Wheeler, 374 Park
 12 Avenue. We have to put up with the road the way it is
 13 now for another year? Are they going to fix it? Are
 14 they going to do anything to it?
 15 MR. GODFREY: DOT will not be this year,
 16 I don't know --
 17 DAN GOYETTE: The city maintains it --
 18 if you have a pothole, call, we have 24 hours to repair
 19 it, that's all we've got right now.
 20 MR. GODFREY: It's going to be a tough
 21 spring.
 22 DJ LEVESQUE: DJ Levesque, 534 Park
 23 Avenue. Is there going to be water and sewerage?
 24 MS. MOULTON: Water and sewer is not
 25 projected to be extended. We have --

22

1 JOHN STORER: Again, for the record,
 2 John Storer. I work with the superintendent in Auburn
 3 Water and Sewer. When our engineer Ed Hazelton has
 4 attended previously I guess there was some discussion
 5 amongst people that they might want to look into water
 6 and sewer and as your local public utility we really
 7 don't have a pot of money to put in an expansion and
 8 the best way I can phrase it is if you want service,
 9 you have to pay to get the service extended. For some
 10 of the people that are on the start of Park Avenue we
 11 would have to raise the rates to subsidize the
 12 expansion so it may sound a little daunting because
 13 we're talking the cost for water and sewer can be 80 to
 14 \$100 a foot so we can really jack up the cost. And I
 15 was looking -- we only have -- our sewer service
 16 essentially ends at 417 Park Avenue. The Methodist
 17 Church served, but the Methodist Church kind of loops
 18 over to Harrison Circle. Water comes to the base of
 19 the hill and we have some private services that go up
 20 the hill. We must be pushing up into the low 500s
 21 somewhere there, but we don't have anything really
 22 after the crest of that hill. I guess Sid Hazelton, I
 23 don't know if he's been in touch with you, Rhobe, we
 24 were under the impression that water and sewer would
 25 proceed with the design that would be included in the

23

1 DOT final construction plans, but DOT would want to
 2 know who was going to fund those extensions.
 3 So the water and sewer district, we can
 4 offer all kinds of free consulting, engineering
 5 services, but to actually put the pipes in the ground,
 6 we're going to need a collaborative effort from the
 7 neighbors to step forward and say okay, it's going to
 8 be \$50,000 to extend water, we have ten people that are
 9 willing to sign on so it's going to be, just doing
 10 quick math, \$5,000 per home. It's not a very cheap
 11 alternative and we can run some numbers and I think our
 12 engineer has done some preliminary estimates, but for
 13 this to move forward we really need to work with a
 14 group of people that are interested in having it done.
 15 We may turn, and I don't want to
 16 monopolize the DOT time tonight, but if there's a
 17 strong interest in water and sewer, water and sewer can
 18 possibly host a separate sub meeting to dive into that
 19 a little bit in more detail. Through a show of hands,
 20 are there people here that do have interest in water
 21 and sewer being extended? We've got one, two. I mean,
 22 we're talking pretty substantial extension, the more
 23 people you have, the lower the cost is going to be
 24 because it is expensive. Once you start going down a
 25 road for budget numbers, I say look, 80 to \$100 a foot

24

1 for both water and sewer. It's very expensive. I
 2 don't know if that helps at all. At the end of the
 3 meeting I can stay and pass out cards or if people have
 4 any questions, if there's interest, we can have a
 5 separate sub meeting. The intent was not to monopolize
 6 the DOT time tonight.
 7 MS. MOULTON: That's fine. Thank you
 8 for the information.
 9 MR. GODFREY: What I would throw out
 10 there is it's also a little bit of a time constraint as
 11 well. In order to wrap it into this project we would
 12 have to have that commitment and have the plans
 13 completed by summer of this year to be able to roll it
 14 all in. It doesn't give folks a lot more time to pull
 15 this together, but certainly work with John if there is
 16 interest, if you can get your neighbors involved, it
 17 will be helpful.
 18 MS. MOULTON: Yes, ma'am?
 19 AUDIENCE MEMBER: Is there a plan for
 20 increased number of streetlights especially up the hill
 21 and further out?
 22 MR. GODFREY: It's not part of this
 23 project. It would be something that the city would
 24 work out. You could contact the city about getting
 25 improved lighting. That would be in their ballpark.

25

1 AUDIENCE MEMBER: There are stretches
 2 that's really dark.
 3 MS. MOULTON: Go through the city.
 4 AUDIENCE MEMBER: Is this map on-line
 5 yet? Is this on-line?
 6 MR. GODFREY: It is not. We can provide
 7 it to the city.
 8 DAN GOYETTE: We can post it on our
 9 Website.
 10 AUDIENCE MEMBER: I would like to see
 11 that.
 12 DAN GOYETTE: We'll put it on the public
 13 services web page under there's a section that's called
 14 street construction I believe it is and it will be
 15 under that.
 16 MIKE LAMOREAU: It will have this kind
 17 of detail?
 18 DAN GOYETTE: It will be the exact same
 19 map.
 20 MIKE LAMOREAU: And when are people
 21 going to be contacting us in reference to --
 22 MS. MOULTON: The negotiators will be
 23 out once we finished our right of way map it's going to
 24 depend on when we get our final design done. Right now
 25 I'm saying it will be May or June, in that timeframe.

1 MIKE LAMOREAU: Are you going to need to
 2 contact us all before you finalize?
 3 MS. MOULTON: Once we've established our
 4 final impacts, then the negotiator will contact anybody
 5 that's affected, yes. Sir, did you have a question?
 6 BILL HIGGINS: Are you going to take the
 7 hill down at all?
 8 MR. GODFREY: Your name, please?
 9 BILL HIGGINS: I'm sorry, Bill Higgins,
 10 525 Park Avenue.
 11 MR. GODFREY: Yes, it will be -- the
 12 crest of the hill will be taken down a little bit.
 13 Actually the bigger impact is going to be down in
 14 through here right in the sag at the bottom where the
 15 grade is going to be picked up. That's how most of the
 16 flattening of the hill will take place.
 17 CLAUDETTE ST. PIERRE: Claudette St.
 18 Pierre. When you are going to be doing your digging up
 19 of the road, I know there's a lot of ledge, how are you
 20 going to handle that?
 21 MR. GODFREY: That will have to be
 22 blasted. Typically a contractor will be working in
 23 close proximity to homes. They use small charges so
 24 the impact is less on foundations, that sort of thing.
 25 I believe that the contractor will be obligated to do a

1 water for a day, power for a day, you know, what types
 2 of things are we looking forward to? This is all new
 3 to me. I've never been in a construction zone before.
 4 MR. GODFREY: In terms of maintenance of
 5 traffic, the contractor is going to be obligated to
 6 maintain at least one lane of traffic probably
 7 alternating all the way through here. They'll have
 8 restrictions on how long an area they can close off to
 9 one-way flow. They're not going to block you from
 10 being able to get in and out of your property. They
 11 have to maintain reasonable access to every property.
 12 It's not going to be all that free flowing, no
 13 construction site is.
 14 MARIANNE BOUCHARD: Do you mean the
 15 travel or the water?
 16 MR. GODFREY: The travel.
 17 MARIANNE BOUCHARD: How about the water
 18 and the electricity and things like that, what kind of
 19 disruptions are we expecting?
 20 MR. GODFREY: Should be minimal, water
 21 and sewer, unless you're going to be putting in
 22 extensions, you shouldn't notice any impacts I don't
 23 believe. They'll be adjusting water gates, sewer
 24 manholes, that sort of thing, but that doesn't disturb
 25 the service to you. In terms of power, it should be

1 blast survey ahead of time, basically to assess
 2 people's properties when they are going to be blasting
 3 next door. They can check preexisting conditions, get
 4 that documented so if there's any observed problem
 5 resulting from the blasting afterwards before and
 6 after, they can be compared. Any other questions?
 7 Yes?
 8 MARIANNE BOUCHARD: Marianne Bouchard,
 9 394 Park Avenue. What kind of disruptions are we going
 10 to have ourselves, you know, living and moving on the
 11 road when there's construction going on?
 12 MR. GODFREY: Well, there will be a lot
 13 of the usual headaches that go with living in the
 14 middle of a construction project. The contractor is
 15 obligated particularly through the residential areas to
 16 keep dust down as much as possible. The DOT's project
 17 resident will stay on top of that if there are issues,
 18 there's too much dust in front of your property or
 19 whatever they'll --
 20 MARIANNE BOUCHARD: I think you missed
 21 my point, I don't mean dust.
 22 MR. GODFREY: In terms of traffic?
 23 MARIANNE BOUCHARD: Being able to get in
 24 and out of your property, you know, what kind of
 25 headaches are we going to face, disruptions and having

1 instantaneous, they'll cut the power over, they'll set
 2 the new poles, transfer lines over to the new poles,
 3 activate those and then pull the old poles, little if
 4 any disruption of service in that respect.
 5 MARIANNE BOUCHARD: We'll have
 6 sufficient warnings when this is going to happen?
 7 MR. GODFREY: If there is going to be
 8 any disruption of service, yes. The utility companies
 9 are obligated to contact each of the property owners
 10 who are affected by it, yes. Yes, John?
 11 JOHN STORER: Just to clarify kind of a
 12 question, proposing a box cut, in my mind -- the lady
 13 just asked the question, you've got a great example,
 14 the city has done projects right there on Park Avenue
 15 back towards the school and on Lake Street that is a
 16 full box cut, are you going to be cutting a couple of
 17 feet?
 18 MR. GODFREY: Yes.
 19 JOHN STORER: So that's construction
 20 that -- just for the water and sewer, I don't think we
 21 had any -- we may have had a service issue on Lake
 22 Street where a contractor snagged the service, but we
 23 don't anticipate any water or sewer outages with that.
 24 We shouldn't have any issue.
 25 MS. MOULTON: Thank you.

<p style="text-align: right;">30</p> <p>1 MR. GODFREY: Other questions, comments? 2 BOB MANCHESTER: Bob Manchester again, 3 East Auburn Baptist. Gas, the natural gas lines, are 4 they -- where are they? 5 MR. GODFREY: They run from Lake Street 6 down past I believe they terminate at the Methodist 7 church. They've been contacted, they've indicated no 8 plans to extend further themselves. 9 BOB MANCHESTER: And there's no opposing 10 gas line at the other end? 11 MR. GODFREY: I don't believe so, not 12 within the project limits, no. 13 MS. MOULTON: Anyone else? Yes, sir? 14 DJ LEVESQUE: DJ Levesque, 534 Park 15 Avenue. The stop sign on Summer Street, is that going 16 to be taken care of? 17 MR. GODFREY: That's going to remain a 18 stop condition. My understanding is that one leg of 19 Summer Street is going to become one way? 20 DJ LEVESQUE: That's going to become one 21 way? 22 DAN GOYETTE: That will happen this 23 summer. It's already been bid and awarded. 24 MS. MOULTON: Okay. Thank you all for 25 coming and like I said, we'll adjourn the meeting, but</p>	
<p style="text-align: right;">31</p> <p>1 if you have any questions about your own personal 2 property, you can come up and we'll answer your 3 questions. 4 MR. GODFREY: We have individual 5 cross-sections if you have really detailed questions. 6 7 (The hearing was concluded at 6:40 p.m.) 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	

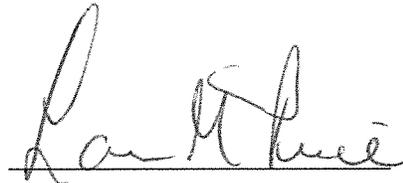
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CERTIFICATE

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

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

IN WITNESS WHEREOF I subscribe my hand and affix my seal this 11th day of March 2015. Dated at West Gardiner, Maine



Notary Public

My Commission Expires
February 6, 2019

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MAINE DEPARTMENT OF TRANSPORTATION

AUBURN PARK AVENUE FORMAL PUBLIC MEETING

CITY OF AUBURN COMMUNITY ROOM 206

SIGN-IN SHEET

60 Court Street, Auburn, Maine 04210

Date March 10th, 2015 Time: 6-8 PM

NAME	REPRESENTING
Dorothy & Jimmy Whiting	
DJ Lempre	
R. CROWELL SR.	
Bob Howard	
Mark Oule	
Bill & Joyce Higgins	
Robert Manchester	East Auburn Baptist Church
BERTRAND CHASSE	
Lars & Sandy Magnusson	
Shaun Fawcett	
Jessiah Bartlett	
Phil & Jennifer Crowell	
Cecil & Ellie Askeba	
Jacob Jordan	
Kathleen AKeene	
Jennifer Williams	ATRC
De Cozette	Auburn
DAVID DAS	L-A Bike-Ped Ctr
MARIAE BOUCHARD	
Bob & Mary Beth Gagne	
Paul Farnsworth	United Methodist Church
Charlotte Spier	

