

STATE OF MAINE

AROOSTOOK, ss.

ORIGINAL TRANSCRIPT

PUBLIC INFORMATIONAL MEETING
CARIBOU PERFORMING ARTS CENTER
CARIBOU, MAINE
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CARIBOU CONNECTOR PROJECT
CONTRACT 2

SPONSORED BY: SARGENT CORPORATION'S DESIGN BUILD TEAM
and MAINE DEPARTMENT OF TRANSPORTATION

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1 and with Steve and all of the people who work
2 with him. Next is Shawn, who just sat down, gave
3 up trying to get his slide show - Shawn Davis,
4 who is a DOT engineer working for Region 5 out of
5 Houlton. Shawn is going to talk about the
6 planning that preceded the Caribou Connector
7 Project and the first phase, which is already
8 under construction. We refer to it as Contract 1,
9 and this project is Contract 2. Following Shawn
10 will be Jeff Andrews. Jeff is the design manager.
11 We call this a design/build project, meaning as
12 opposed to a design bids/ build where DOT does
13 the design and bids the project, and the
14 constructor is the builder. This is more like a
15 master builder project where the designer and the
16 builder are the same team. So that's why we call
17 it a design/build project. Jeff is - the partners
18 in the design/build project are Sargent
19 Corporation, T. Y. Lin International, and Lane
20 Construction. Jeff Andrews is going to talk to
21 you about all of these papers up front. He works
22 for T. Y. Lin International, he's the design
23 manager. Then Steve Michaud from DOT's office,
24 Highway Program, in Augusta, Right of Way, is
25 going to talk about the right of way acquisition,

1 status of that, and the process that's going to
2 be used. And then we're going to talk - John
3 Sturgeon is going to talk briefly about the
4 traffic control plan, and then we're going to
5 take your questions. This session is being
6 recorded by a court reporter. This is Phil
7 Bennett from Caribou down here. Many of you
8 probably know him. So when you have questions, if
9 you could raise your hand, and we'll take a mike,
10 or if you can come down to one of the mikes and
11 state your name. It sounds a little formal, but
12 it's easier to get your name and be part of the
13 process that way. We want to be able to be sure
14 and respond to your questions if we have to
15 follow-up as well.

16 So those are the logistics. I also hope that
17 everybody had a chance to sign in on the sheet at
18 the podium near the door. We'll be happy to send
19 you email alerts about the various phases of the
20 construction project, so if you would like to
21 sign up for email alerts, I'm going to send this
22 pad of paper around, and just put your email
23 address and we'll get you signed up for alerts
24 throughout the entire construction project.

25 So with that I'm gong to turn it over to

1 Steve, your city manager.

2 MR. BUCK: Good evening
3 to everyone, and thank you for coming this
4 evening. I'd like to take the opportunity to
5 thank the Design/Build Team of Sargent
6 Corporation, and T. Y. Lin for doing the
7 presentation this evening. It's been the - I feel
8 it's been the exceptional flow of communication
9 that has aided this project in getting off the
10 ground. That's why we're building the first piece
11 in Caribou, the second piece to be built in
12 Presque Isle, hopefully in the very near future.

13 Now my part this evening is really to thank
14 all of the people involved with bringing this
15 project to fruition, so I'd like to go down
16 through a very short list here.

17 I'd like to extend a thank you to the
18 Leaders Encouraging Aroostook Development for
19 over two decades of unwavering advocacy towards
20 the Aroostook County Transportation Study. LEAD
21 transformed a vision through diligence to develop
22 an improved transportation system, and to improve
23 our future economic situation here in Aroostook
24 County. To this end they advocated for funding to
25 perform the Aroostook County Transportation Study

1 and then worked on state and federal legislators
2 to accumulate the funds necessary to permit and
3 now to construct the first step of many towards a
4 renewed transportation system in Aroostook
5 County.

6 I'd like to recognize Virginia Joles, who is
7 the current president of LEAD for her work, and
8 her leadership. I'd also like to recognize the
9 Transportation Committee; Chair Dick Hanes, Doug
10 Morrell, and Steve Fitzpatrick for their
11 continued work on the project, and for directing
12 other transportation needs as well.

13 I'd like to thank the Maine Better
14 Transportation Association; Maria Fuentes, who is
15 their executive director, and their 700 plus
16 members for their support and advocacy. The MBTA
17 is a nonpartisan voice for investment in a safe,
18 efficient transportation network across all of
19 Maine. Their support is a reflection of the
20 identified need within the Aroostook County
21 Transportation Study to provide a transportation
22 corridor that is both safe and one that supports
23 economic development throughout Maine, and
24 especially for Aroostook County.

25 I'd also like to recognize and thank the

1 Maine Department of Transportation for their work
2 on the project. MDOT was the foundation of the
3 study, of the permitting, and of the design that
4 has allowed for a multi-phased construction
5 project which is both traditional design
6 bid/build and, as we'll see this evening, a
7 design/build project as well. MDOT has worked
8 with all concerned and has supported the North-
9 South Highway from inception through to current
10 construction.

11 One also needs to acknowledge the local
12 input, by the city, input towards making the
13 project a reality. The city council started with
14 the concept phase of the Caribou Connector with
15 plans that impacted not less than 35 structures
16 in our community. It was the outcome of strong
17 continued dialog stemming from our local
18 residents, the city council, MDOT, Federal
19 Highway Authority, the Army Corps of Engineers,
20 and EPA that enabled us to mitigate these initial
21 impacts and produce the current design proposals.
22 It was that dialog that reduced the human impacts
23 to two residential structures, and two commercial
24 structures, all while mitigating environmental
25 impacts. To this end I want to especially

1 recognize the impacted property owners for having
2 made the greatest contribution towards an
3 improved transportation system. Seldom are there
4 gains without some level of sacrifice when
5 addressing the greater good. The local property
6 owners stepped to the plate, and have continued
7 to work with officials to make the construction a
8 reality. I believe we should recognize those
9 impacted property owners this evening for their
10 contributions.

11 By all accounts this has been one of the
12 most cooperative blends of residential property
13 owners, commercial property owners, general
14 public, and public and private sector personnel
15 that have all contributed towards the success of
16 this project. It is not just a local project, it
17 is the first piece of a regional transportation
18 improvement that is the beginning of the
19 Aroostook County North-South Transportation
20 System. So thank you again for attending. I'll
21 turn the meeting over to Shawn Davis, engineer
22 for the Maine Department of Transportation. It's
23 my understanding Shawn is going to give us a
24 brief history on the project, and we'll be
25 learning later this evening what the design/build

1 aspect is, and what the proposed contract looks
2 like for the second portion of the Caribou
3 Connector. Thank you.

4 REVIEW OF THE AROOSTOOK COUNTY TRANSPORTATION STUDY
5 AND CONTRACT 1 OF THE CARIBOU CONNECTOR PROJECT

6 MR. DAVIS: Thank you,
7 Steve. Some of you may recognize me. My name is
8 Shawn Davis. I'm the Region 5 Design Engineer for
9 the Maine Department of Transportation. I'm
10 officed in Houlton, and my main office is in
11 Presque Isle. I was here last year when we had
12 the public hearing for the first contract of the
13 Caribou Connector, and I told you then that the
14 design builder, once we had awarded the contract,
15 we'd be back to fill you in on their part, and
16 that's why we're here tonight. They asked me to
17 come on board to kind of give you a little
18 history in the project. I remember saying when I
19 was here last time that as an engineer it's not
20 my job to answer how come, rather to answer how,
21 but let me do my best to kind of inform you as to
22 how come the Department of Transportation has
23 decided to go with a design/build as well as how
24 come Caribou as opposed to the rest of the
25 segments from the Aroostook County Transportation

1 Study.

2 The Aroostook County Transportation Study
3 had a rather simple goal since its inception that
4 came with some congressionally directed funding,
5 and that it is that it simply links
6 infrastructure to economy, and the premise was
7 simple; by improving the region's infrastructure
8 and transportation system, they felt that perhaps
9 it could also benefit the region's economy. So as
10 they studied an area that's bound to the south by
11 I-95 and to the west by Route 11, to the east and
12 north by Canada, they were looking for ways to
13 improve the corridor, improve infrastructure
14 management, and improve transportation.

15 Along with those economic objectives it did
16 have a few transportation objectives. These are
17 just a few of them. It wanted to reduce travel
18 time to, from, and certainly within the vast
19 expanse of Aroostook County. It actually
20 called(sic)out the cities of Houlton, Mars Hill,
21 Presque Isle, and of course Caribou as areas that
22 needed some improved mobility within. A lot of
23 locals every time I come to these public hearings
24 always express concerns with wildlife impact and
25 even that was called(sic) out in the Aroostook

1 County Transportation Study as a way of
2 mitigating conflicts between wildlife and
3 traffic.

4 It's kind of hard to see here but this is the
5 overall study area of the Aroostook County
6 Transportation Study. Again, north by 95 and east
7 of Route 11. It's broken down into eleven
8 segments and all but two of these are currently
9 deferred by the Maine Department of
10 Transportation until such a time that it warrants
11 construction and can be adequately funded. But of
12 those eleven, two that remain have been selected
13 for proposed action. Segment 4, as you can see in
14 the top right hand portion of the screen is of
15 course the Caribou Connector coupled with Segment
16 7 which is the Presque Isle Bypass. Steve
17 actually alluded to one of the major reasons that
18 the Caribou Connector was able to continue was
19 due to support from the city, from LEAD. Secondly
20 it has logical termini as this corridor is common
21 to all other possible alignments of the Aroostook
22 County Corridor, and it has independent utility,
23 and so the Federal Highway Administration and the
24 Maine Department of Transportation decided to
25 move forward with Segments 4 and 7. Segment 4, we

1 were able to - actually with recommendations from
2 the city - choose a preferred alignment which
3 you're going to hear more about tonight, and
4 that's why we're actually out there building the
5 Caribou Connector now. And, again, it partially -
6 by moving forward with Segment 4 actually
7 partially satisfies the Aroostook County
8 Transportation Study by doing the following: It
9 obviously improves mobility to and around
10 Caribou, enhances traffic flow by getting a bulk
11 of those trucks off from your downtown streets,
12 and it actually improves safety by reducing the
13 traffic counts at three high crash locations, and
14 by partially satisfying the Aroostook County
15 Transportation Study we were given a record of
16 decision and authorization to proceed from the
17 Federal Highway Administration.

18 Once we had determined the alignment for
19 this segment, the department then realized with
20 time constraints, and with the monumental
21 undertaking, that it was going to be quite a
22 process, and so internally the Maine Department
23 of Transportation opted to break this segment
24 into two additional segments, two contracts. When
25 I was here last June, I believe it was, I spoke

1 of Contract 1. I was the designer of Contract 1.
2 That is the traditional design bid build that was
3 designed in house by a team of DOT engineers, put
4 forth in a contract, Soderberg Construction was
5 awarded that contract. They actually began
6 construction of Contract 1 in the fall of 2010,
7 and will complete construction of Contract 1 by
8 the fall of 2011. The remainder, Contract 2, as
9 you can see here in green is the larger - is the
10 bulk of the contract that includes four
11 structures, a large amount of roadway, and so it
12 was then decided to go with design build, to have
13 the fine folks at T. Y. Lin and Sargent
14 Corporation assist the department to generate
15 their own design, to get both design and to build
16 the project to streamline the process to meet our
17 both chronological and engineering needs.

18 And I think I just have a couple of pictures
19 here just to update you on Contract 1. Again,
20 Soderberg Construction, a local contractor, did
21 receive that contract. They started work. They'll
22 be done in the fall of 2011. Now that contract
23 will bring Segment 1, which is about a mile of
24 roadway, up to just below the final grade of
25 pavement. The DOT will then time and release,

1 working closely with the design builder, a third
2 contract to be timed in 2012 so that we can come
3 back out and place surface pavement, guardrail,
4 and some incidentals so that the entire Caribou
5 Connector can be open by the fall of 2012.

6 And I guess that's all I have, so I guess I
7 would turn the meeting over to Jeff Andrews from
8 T. Y. Lin.

9 PRESENTATION OF DESIGN PLANS FOR CONTRACT2 OF THE
10 CARIBOU CONNECTOR PROJECT

11 MR. ANDREWS:

12 Thank you, Shawn. I'd like to add my thanks for
13 you folks who were interested in coming out
14 tonight. What I'd like to do is start by - I know
15 these graphics are a little confusing. The
16 project, as you can see, you just saw in Shawn's
17 slide, it's sort of a C-shape or a U-shape. This
18 is Contract 2 now. And I'm going to stand over to
19 the side on the larger graphic, but this is
20 graphic 1, graphic 2, graphic 3. What I want to
21 do is just point out how difficult - I can
22 actually point to the slide. Basically graphic 1,
23 the far left, starts here, US Route 1, downtown
24 in this area, come up 89 heading out to
25 Limestone. Cary Medical Center, Route 1 as it

1 heads up to Van Buren. You can see 161 out here,
2 Contract 1 on Shawn's - the red. Basically starts
3 161, runs to a point just west of Route 1 here.
4 That's the interface between the red and green.
5 So on our graphic 1 to the far left, basically
6 stretches from here to about here. Graphic 2,
7 from here to about here. And graphic 3 would be
8 the remainder, including the interchange which is
9 on my - over here to your right.

10 So hopefully that gives you an orientation
11 of these particular plans. The plans in terms of
12 the coloring, and you're welcome to come down
13 afterwards, the dark green is existing wooded
14 area, the lighter green that you see here will be
15 proposed side slopes to the roadway. The yellow -
16 you probably can't see where you're sitting - is
17 a lighter yellow which would be the roadway
18 lanes, and then there's a darker yellow which
19 will be the roadway shoulders of the proposed
20 roadway itself. Red are buildings to be removed.
21 Blue is this water, Longfellow Brook, here. Gray
22 are existing buildings to remain, and then the
23 peach color, existing roadways.

24 Before I talk about the alignment, I'm going
25 to talk a little bit about the cross section of

1 the road. Basically it would be 2 twelve foot
2 lanes with an 8 foot shoulder on either side.
3 The alignment, as we talked about on the graphic
4 up above, near the bottom right corner, divided
5 US Route 1. Where it's yellow, it will be rebuilt
6 on existing alignment. Currently you now come up
7 here, if you want to go to Cary Medical you can
8 take a left or continue to Limestone. When we're
9 said and done this piece will actually T into the
10 connector, so the through movement when we're
11 finished will be, as you're coming up from the
12 south, continue through and up around the green
13 and either get off of Route 1 or go all the way
14 to 161. And if you want to go to Cary Medical or
15 to Limestone, you make a left. This will be an
16 un-signalized intersection. We will develop a
17 left turn lane as you're coming north so the cars
18 will have refuge, so you can turn left if there's
19 a gap in traffic.

20 We continue along, the Maine DOT maintenance
21 lot or storage area is in this location. The
22 alignment will go through that, cross Longfellow
23 Brook. Our bridge No. 1 will be spanning
24 Longfellow Brook. The Cavendish Fertilizer
25 building here, Pineland(sic) Farms. It will come

1 down through that area now paralleling 89. The
2 river is down here.

3 Jumping to the next graphic, now basically
4 if you took this graphic and sort of turned it up
5 on its end, this would come and loop and start to
6 go up, so this connection is actually here. We
7 continue along to through the Brescia property,
8 turning and heading north or northwesterly,
9 crossing of 89 with no ramps, there will be no
10 connection between the connector and Route 89 at
11 this location. Another structure, bridge
12 structure, where the connector will go over Route
13 89. Continuing north now, you're coming along the
14 power line and the multiuse trail in this
15 location. The existing parking lot for the
16 multiuse trail is in this location. The trail
17 now, if you come from the parking lot, you cross
18 here and come out onto the alignment with for the
19 existing trail. We're actually going to
20 accommodate that crossing with another structure
21 several hundred feet to the north, so that the
22 trail will then connect at this location rather
23 than here, and be able to connect into - and the
24 parking lot will be relocated from currently here
25 to about here so that will allow the access

1 through. This will be a sixteen foot tall opening
2 for equestrian, snowmobiles, ATVs, foot traffic,
3 what have you. That's at this location.

4 Continue along behind - the bottom corner of
5 the medical center lot, continue up. Now this
6 piece - so the road will continue as we come
7 along, the Cerrato property is in this location.
8 And we come up again north of this point, this is
9 Mr. Cerrato's Drive, this will be relocated. So
10 we then come to a diamond interchange. Here's
11 Route 1, Caribou, Van Buren in this direction.
12 There will be ramps coming down, and then coming
13 back on this location. The fourth structure will
14 be here spanning Route 1. The connector will go
15 over Route 1. At this point this ending is the
16 interface, the red line on that plan for the -
17 between the green and the red on the - what's up
18 on the screen, and then you continue on to 161.

19 What's below - and you can't see it very
20 well, would be if you basically cut the profile.
21 In other words what's the existing roadway doing
22 in relation to the existing ground. You can come
23 up afterwards. The yellow line would be the
24 proposed profile. What's in sort of pink or
25 brownish would be the existing. For the most part

1 it's very close to existing ground other than
2 where we span up over roadways, the multiuse
3 trail, what have you. I will say that through the
4 RFP process I know a lot of work was done in
5 terms of the alignment itself. The actual roadway
6 alignment, the centerline of this roadway from
7 that end, the southerly end, all the way up was
8 as per previous studies. We did not alter the
9 horizontal alignment. So for the most part it's
10 following along exactly what was done through the
11 process.

12 I guess with that, John, I'll turn it over
13 to you.

14 DISCUSSION OF THE TRAFFIC CONTROL PLAN FOR CONTRACT 2
15 OF THE CARIBOU CONNECTOR PROJECT

16 MR. STURGEON: Good
17 evening. I'm John Sturgeon, I'm the Construction
18 Project Manager for Sargent Corporation, and
19 those of you who do not know who Sargent
20 Corporation is, I'll give you a little
21 background. We're a third generation family owned
22 company, formerly known as H. E. Sargent, and the
23 current owner, Herbert R. Sargent, had a small
24 company of his own called Sargent and Sargent. So
25 when he took over as president and CEO of

1 Sargent, he decided he wanted to combine the two
2 companies; Sargent and Sargent, and H. E.
3 Sargent. So he changed the company name and the
4 company logo to the Sargent Corporation. So the
5 company that's been in business for 85 years,
6 we're no stranger to the county. We've done many
7 projects in Caribou, Presque Isle, surrounding
8 communities. In fact we built most of the main
9 artery leading from south up into Houlton. We
10 built a good part of the interstate. So we're
11 very familiar with the county and we're very
12 pleased to be up here for this all important
13 project for the City of Caribou and the county.

14 I'm up here tonight to talk about our
15 traffic control plan, and I also would like to
16 talk a little bit about a schedule. I'll talk
17 about the schedule first, actually.

18 We're hoping to break ground in about two
19 weeks. We're going to start clearing next week,
20 weather permitting. And we're looking to do the
21 bulk of the construction in [the]2011 season. Our
22 contract goes to September of 2012 but we're
23 hoping to be 100 percent completed in July of
24 2012, a couple of months ahead of schedule. So
25 we're going to take an aggressive approach to the

1 project, and hopefully, weather permitting, we
2 can accomplish our goal.

3 Now to the traffic control, or traffic plan.
4 Safety is the primary focus for our company. Not
5 only for our employees, but for everyone
6 associated with our project, and the traveling
7 public. So we - every day we focus on safety. Our
8 motto or our goal on a daily basis is zero
9 accidents, and our president and our employees
10 are very serious about that. So as far as your
11 travel, we will be concentrating on your safety
12 as well as ours.

13 The good part about this project is about 90
14 percent of the work is off highway. That's unlike
15 the project we just finished in Ellsworth where
16 we just constructed seven miles of highway on the
17 highway Route 1A that leads from Brewer to Acadia
18 National Park. On that project there was 15
19 thousand cars a day, and we had to construct
20 within the travel lane, and we did that project,
21 finished last fall, and we finished six months
22 ahead of schedule. So this particular project
23 we're really excited about. We're off highway for
24 the most part. We will interface with traffic in
25 a few locations, and I'll talk about that right

1 I'll step down to this end of the project.

2 On US Route 1 we're going to be constructing
3 an overpass bridge and in doing that we will be
4 working off the shoulders to build the abutments,
5 and we will be able to keep two-way traffic for
6 the most part during that particular part of the
7 construction. When it comes time to set the pre-
8 cast beams over the roadway, we will have to stop
9 traffic for short periods during the time that
10 we're lifting the beams on the bridge abutments.
11 We'll probably have about a fifteen minute window
12 where we'll stop traffic. We'll work very closely
13 with the police department, and the emergency
14 departments, and make sure the coordination is
15 done, and we'll be able to let traffic through on
16 probably a 15 minute interval.

17 One other place where we're going to have
18 some interface with traffic is we have a number
19 of below (unintelligible word) that have to
20 cross Route 1 to this area. During that time we
21 will have traffic control out there. We'll have
22 flaggers. Our goal is to have the traveling
23 public have the right of way, and our trucks will
24 cross at certain times while the traffic is not
25 there. There will be times where we may have to

1 stop you because we have trucks going across.
2 Obviously you can't be going in both directions
3 at the same time, so - but our primary goal is to
4 have the traveling public have the right of way.

5 This is all off highway work here until we
6 get to the Route 89 overpass where, again, we'll
7 have some bridge abutments where we will be
8 constructing - adjacent to the highway. Again, we
9 will not have to interrupt traffic very much at
10 that location until we set the beams, again.

11 We do have excavation, again, that has to
12 come from this side to the other side, and we
13 will, again, be giving the traveling public the
14 right of way and our trucks will cross
15 intermittently as the traffic subsides.

16 Continuing down through here, the only other
17 time that we'll be interfacing with traffic will
18 be when we do this tie-in, to existing Route 1
19 and 89, and on this end, again, when we tie in
20 here. Again, we will have minimum - at this point
21 we'll have a minimum of one-way traffic when
22 we're building each side of the roadway, and at
23 night we'll have two-way traffic back in
24 operation.

25 Something down on the other end on Route 1,

1 we will be working on Route 1, widening Route 1,
2 the tail end of the project in 2012, and during
3 that time, again, we'll have one-way traffic.

4 I did cross one other item that I'd like to
5 talk about, and it's the ITS trail. Obviously
6 we'll have construction going on through here,
7 and we'll have to disrupt the current trail. What
8 we will do is provide temporary access to cross
9 at certain locations. This access point may move
10 as the construction proceeds, but we will make
11 sure that there is access across here to the
12 trail, and - because we know that's a very
13 important part of the recreation department, and
14 the local people as well as the tourists, so we
15 will focus on that to make sure that we have a
16 corridor, and it will be a fenced corridor with
17 some signs, so no one will be able to get outside
18 of the trail or outside of the area that they
19 shouldn't be.

20 I think that's all I have to say about the
21 traffic, and I think next - .

22 MS. RAND: We skipped
23 Steve Michaud.

24 MR. STURGEON: I'll turn
25 it over to Steve Michaud.

1 DISCUSSION OF RIGHT-OF-WAY ACQUISITION STATUS AND
2 PROCESS

3 MR. MICHAUD: A brief
4 status of the right of way acquisition process on
5 this project is the first section from Route 161
6 over to Route 1 was completed, the right of way
7 was acquired, last fall. We started that about
8 almost a year ago this last - next month, and
9 there were two residential relocations involved,
10 and those people have been moved into new homes,
11 and the two houses are now vacant.

12 The next section from Route 1 over to 89,
13 we've completed most of the right of way process.
14 We will complete the acquisitions next week, and
15 make that section available to the contractor.
16 There are no relocations involved in that
17 section, so that went a little bit quicker.

18 The final piece is from 89 back over to Route
19 1 here, and that's a more complicated section. It
20 involves - right now we're in the appraisal
21 process of it, and once the appraisals are
22 complete we will be working with the property
23 owners, negotiating with the property owners
24 through the acquisition process, and the
25 relocation portion of that will probably what

1 takes the most. There's a - as was mentioned,
2 there's Larry's Construction there, which is a
3 commercial property, there's Pineland Farms which
4 involves some silos and grain, and then Cavendish
5 Fertilizer, and there's also the MDOT maintenance
6 yard there that has a lot of stuff that needs to
7 be moved.

8 This final section we anticipate - you know,
9 having the relocations complete by the end of
10 August of this year. And that's all I have.

11 MS. RAND: We don't want
12 to be real formal about this, but if anybody has
13 a question, just raise their hand, I'll bring
14 them the microphone. Any questions for any member
15 of the team? And state your name so that we can
16 get it, so the court reporter can get it.

17 QUESTIONS FROM AUDIENCE

18 LUKE DAIGLE: My name is
19 Luke Daigle. I just had a question. I don't know
20 if it was Sargent Construction stuck a stake in
21 the middle of Mr. Fortin's yard and told him not
22 to move it, I wondered what that stake
23 represents, what - because he's right - his home,
24 I believe, is right there, or right in this area
25 here.

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(UNKNOWN PERSON) :

What's the address?

MR. DAIGLE: What's the
address?

MR. FORTIN: Huh?

MR. DAIGLE: What's your
address?

MR. FORTIN: 318.

MR. DAIGLE: 318 Van
Buren Road?

MR. FORTIN: Right there
where they're going to go by.

MR. DAIGLE: Right where
they're going to go by.

(UNIDENTIFIED TEAM
MEMBER) I'll stick my neck out. If someone told
you not to move it, and if you want to move it,
you can move it. You can move it if you have to.

(COLLOQUY AMONG VARIOUS
AUDIENCE MEMBERS AND TEAM MEMBERS CONCERNING
STAKE AND POSSIBLE REASONS FOR STAKE)

JAMES

CERRATO: My name is James Cerrato. I was under
the impression that tonight you were going to
discuss some timetables as to when the bridges

1 are going to be constructed, and you haven't done
2 that. Is that the first item of construction,
3 you're going to take care of the bridges first
4 because you have four? And the second item is no
5 one has discussed when you're going to elevate
6 these power lines? And the third thing is that
7 once this construction starts in this area here
8 we have no way of accessing the highway. So no
9 one's discussed when this road is going to be
10 provided for us to egress our property? And the
11 power line that's supposed to go parallel to
12 that.

13 MR. STURGEON: I'll
14 address that. Again, I'm John Sturgeon of
15 Sargent, and the questions were - first let me
16 talk about this bridge. Yes. The answer is yes,
17 we are going to start the construction of the
18 bridges first. We wanted to start the Route 1
19 bridge as the first priority but, as you just
20 alluded to, there are some power lines that are
21 in the way, and they need a couple more weeks
22 beyond two weeks from now to get those
23 temporarily relocated, so we're going to start at
24 Route 89 bridge first, and then we'll be there
25 for the month of April getting footings in and

1 starting with the abutments, and then we're going
2 to move up to Route 1 bridge, put in the
3 footings, be some time in May, and start the
4 footings there, and do the abutments. We will be
5 reconstructing your driveway along that same
6 timeline, between April and May. Get that
7 relocated, and as I said, the power company has a
8 challenge - basically they have less of a
9 challenge than the phone company has over here.
10 The phone company has some major lines that they
11 need to relocate, so that's taking a little
12 longer than what we anticipated when we first
13 worked on our schedule, so we've had to adjust
14 our schedule some. Start at Route 89 rather than
15 1, but it is - bridges are first and foremost,
16 then we'll start our earthwork and obviously your
17 driveway has to be relocated, one of the first
18 items on the project.

19 JAMES CERRATO: Do I
20 need to have a mike? I can talk loud enough so
21 everybody can hear me. James Cerrato again. In
22 addition to the driveway being blocked when you
23 start the construction of the abutments, power
24 will be cut off, which comes from the VFW. It's
25 an underground cable. We've been told that the

1 power line will start from Highway 1 to the house
2 parallel to the right of way about ten, twenty
3 feet on the north side. At what time do you
4 estimate that that would be done so that we don't
5 lose power during the construction phase?

6 MR. STURGEON: Are you
7 talking about the power to your house?

8 JAMES CERRATO: That's
9 correct.

10 MR. STURGEON: Okay.
11 We're working on that right now with the Maine
12 Department of Transportation designing out the
13 route and the system that's going back into your
14 residence. That will take place as we're
15 constructing the driveway. I will tell you we
16 will not cut you off so you can't use your
17 driveway, okay?

18 MR. CERRATO: I don't
19 have as much a problem as my wife does.

20 MR. STURGEON: We will
21 not do that. We won't do anything that will
22 interrupt your driveway or if we do we will
23 reconstruct you another piece so you can get to
24 your residence without interruption. Our intent
25 is to construct this, get you a new power service

1 in there, coordinate with you when the best time
2 is to make the switchover from your existing
3 power to the new power and telephone, coordinate
4 that with you, and then once everything is
5 completed we would do what we have to to abandon
6 your old driveway and complete the construction
7 that's necessary.

8 MR. CERRATO: And you're
9 estimating that will be completed by May or June?

10 MR. STURGEON: Yes.

11 MR. CERRATO: Okay.

12 Thank you.

13 REGINALD REED: Thank
14 you. My name is Reggie Reed. I own property on
15 the Route 89, just east of where the bridge is
16 going to be built. My question is about water
17 runoff. Currently the circumstances right now for
18 the park and ride, all the water from the light
19 industrial park and the snow dump ends up going
20 across my property, which I have to channel it
21 away from my home. It comes there because of the
22 conversion ditch that was constructed by the
23 State of Maine when they built the access highway
24 bypass. I've had engineers come from the state to
25 take a look at it so they should be aware of it.

1 So my main question is would the movement of the
2 park and ride area, and I'm assuming correctly or
3 incorrectly that there will be another snow dump
4 for the city. Which way will that water flow?
5 Will I be able to get some relief from the amount
6 of water that's now coming toward my home every
7 spring and every January thaw?

8 MR. DAVIS: Regarding
9 the park and ride, that's currently under
10 development. We need to do some more research on
11 that but because the park and ride is being moved
12 to the north from where it is now it's likely
13 that the watershed that that - the runoff from
14 the snow dump that would be adjacent to the park
15 and ride would run into Otter Brook before it
16 gets to your property. I can't say definitely
17 there because we're - it's still under the
18 development and integrating plans of the park and
19 ride, but I suspect that that is the case.

20 REGINALD REED:
21 Currently it is running into Otter Brook on a
22 current diversion ditch that was built by the
23 state. I'm seeking to have it diverted to another
24 direction into Otter Brook.

25 MR. DAVIS: Well, I

1 guess when I say run into Otter Brook, I guess I
2 should point out that it should run into Otter
3 Brook further north than it is currently running
4 into Otter Brook.

5 REGINALD REED: Fine.

6 Thank you.

7 MIKE PELKEY: I'm Mike
8 Pelkey with Cavendish Agri. I have a question for
9 Steve Michaud regarding the acquisition. My
10 question is if we're looking at having the
11 property moved, relocation complete by the end of
12 August, that's five months away and we're still
13 in the appraisal section. I'd like more
14 information on where the appraisal is right now,
15 when we can anticipate dealing with the
16 acquisition, and when we would be able to start
17 budgeting and doing the work to look for
18 alternative property.

19 MR. MICHAUD: Right now
20 the appraisals should be complete within the next
21 couple weeks. We're hoping to make offers to
22 everybody on that last section by the end of
23 April, and doing the acquisitions by the end of
24 May. Once the acquisitions are done then we can
25 complete the relocation process, which may take

1 several more months depending on what your
2 timetable is, but if we made payment to you for
3 your property by the end of May - I don't know
4 when your product is all
5 out of there, but we intend to let you - you
6 know, that you can empty that product that's in
7 there for this year, and you did your relocation
8 once you get paid for the property.

9 MR. PELKEY: Right.

10 Without knowing - it's planning for next year is
11 my greatest concern, is not knowing - we don't
12 even have anything in writing about the
13 acquisition and we have to budget, find, and
14 locate a new building for storage for material
15 that would start coming in at the end of August,
16 and we're in the dark. We literally don't have
17 anything in writing from you guys even saying
18 that you're taking over the property, and we're
19 in a spot where we've got to make other plans and
20 there's other people that are in the same
21 position as us that - not only do we not know
22 what's being offered so we can work that into the
23 budget, but we don't have any direct plans so
24 that we can move forward after August.

25 MR. MICHAUD: Once we

1 complete the appraisals than we'll know what
2 we're going to be offering you, and sometimes
3 during April we'll make you an offer for the
4 property. I'm not sure what you mean by - .

5 MR. PELKEY: Three
6 months isn't very much time at the end of April
7 to relocate. You're assuming that three months is
8 adequate time to relocate and that's - .

9 MR. MICHAUD: Well we
10 intend to give you - we're not sure what you need
11 to move out of there. If the product is all out
12 of there. Is there some machinery that needs to -
13 ?

14 MR. PELKEY: Need to
15 have a building to move it to.

16 MR. MICHAUD: Right. So
17 - .

18 MR. PELKEY: It's not
19 the moving, it's not the product, it's - you're
20 talking about taking a `business and starting out
21 fresh somewhere else in three months, and you're
22 thinking that's a normal - three months should -
23 any business in three months?

24 MR. MICHAUD: I'm not
25 sure.

1 MR. PELKEY: So there's
2 no answer to that question? There's nothing else,
3 there's nothing that can be done? We really
4 can't expect anything until the end of April?

5 MR. MICHAUD: During
6 April we'll make you an offer for the property,
7 that's - .

8 MR. PELKEY: And you're
9 going to continue within the third graphic and
10 construct all the way through so when you get to
11 our section of the property, could that be next
12 spring before you even need that section or is it
13 just going to happen, bang-bang, end of August
14 and all the way through?

15 MR. MICHAUD: Well, we
16 can't touch your property until you're totally
17 relocated. That's federal law. We have to make
18 sure you're moved out of there before the
19 contractor can get in.

20 MR. PELKEY: But am I
21 correct that you'd be continuing where Contract 1
22 ended? You'll be continuing around in the section
23 we're at would be basically towards the end of
24 that contract 2? So you're going to continue in
25 graphic 3 and then move on to graphic 2 and then

1 to graphic 1? So that's August - could be like
2 September, October, November before you get to
3 that section?

4 MR. MICHAUD: Right now
5 it's planned for September.

6 MR. STURGEON: We'd like
7 to get in there sooner, but obviously we have
8 certain restrictions on our project.

9 MR. PELKEY: Thank you.

10 KEN MURCHISON: Ken
11 Murchison, City of Caribou. We've talked a little
12 bit about land acquisitions for those people that
13 have been directly impacted by the connector
14 route corridor. However there are also some near-
15 misses. There's some neighborhood impacts by
16 landowners; agricultural, business, and
17 residential alike, and I was wondering what the
18 lines of communications will be for those
19 property owners that are in the vicinity of the
20 corridor but not directly, you know, under foot
21 when the digging starts. For instance, if you're
22 a residential property owner, you want to be
23 aware when that heavy traffic is going to hit
24 your neighborhood. If you're an agricultural
25 landowner you want to know when that's going to

1 all four quadrants, and then on Route 1 will be
2 widened to have left turn lanes, so if you're
3 coming north and you want to go toward 161 you
4 can come under the bridge, turn left onto the on
5 ramp, you can come off the off ramp, turn left
6 and go north. Coming this direction you can turn
7 left, so all of the movements will be
8 accommodated, but - .

9 MR. SHRUM: There'd be
10 no change for the Van Buren Road, basically, just
11 - ?

12 MR. ANDREWS: Other than
13 having a left turn lane in each direction under
14 the bridge.

15 MR. SHRUM: And then I
16 guess the second question is how does that affect
17 the hospital entrance, going around that area?
18 Have you got that planned out?

19 MR. ANDREWS: There is
20 no impact.

21 MR. SHRUM: No impact on
22 that?

23 MR. ANDREWS: No.

24 MR. SHRUM: And then my
25 third and final question is who's going to pay

1 for this? The whole thing. What I understand is
2 the state doesn't have enough money to pay for
3 the current highways, how can we afford this?

4 MR. DAVIS: As part of
5 the Aroostook County Transportation Study there
6 was some congressionally directed spending that
7 was set aside some years ago for this entire
8 corridor, so I guess to put it accurately this
9 money has been set aside in an account. There's
10 been a separate consultant for BHP(SIC) that's
11 actually been performing the study that I showed
12 you earlier for the entire preferred alignment
13 from I-95, somewhere between Sherman and Houlton,
14 up to Madawaska. So this money has been set aside
15 in this pool that's been - it's been placed there
16 with the conditions that it can only be spent for
17 projects that satisfy or partially satisfy the
18 Aroostook County Transportation Study. And
19 because Segment 4, the Caribou Connector, does
20 partially satisfy it, it is a segment of the 11
21 segments to the Aroostook County Transportation
22 Study, the funding will be coming from that
23 funding source. That's already been set aside, so
24 it's not as though it's coming out of the Maine
25 Department of Transportation's 2011-2012 biennium

1 - that's been set aside in anticipation for
2 beginning construction and I believe that might
3 have been set aside in the late '90s.

4 MR. SHRUM: Do you have
5 a projected time for the whole completion?

6 MR. DAVIS: Well,
7 unfortunately we don't because there are eleven
8 segments with several different preferred - for
9 several different alternatives. The Department
10 of Transportation and the Federal Highway
11 Administration has opted to defer nine of these
12 eleven segments. That is to say that it's - we
13 didn't set aside the money to do the study and
14 build the entire thing. I think - I mean in 2004
15 dollars the projected price tag for the entire
16 north/south highway was somewhere in the order of
17 726 million dollars. We didn't set that much
18 money aside. We set aside money knowing that
19 because Segment 4 of the Caribou Connector and
20 Segment 7, the Presque Isle bypass, were common
21 to any corridor, had logical termini and
22 independent utility, that these two could
23 foreseeably come far ahead of the other 9
24 segments. So the Caribou Connector is slated to
25 be finished and opened in 2012. The Presque Isle

1 bypass - I just talked to the folks in planning
2 yesterday in anticipation of this question. We
3 received requests from the State Historical
4 Preservation office and the Federal Highway
5 Administration to gather some more historical
6 data regarding one of the possible alignments for
7 that bypass, but once we receive that data and
8 have identified the least environmentally
9 damaging preferred alignment we will receive a
10 record of decision from the Federal Highway
11 Administration and can proceed with the Presque
12 Isle bypass. I don't have a firm date. It may be
13 within the next year or two. The remaining
14 segments, the remaining 9 segments, we have no
15 way of anticipating - select a date for any
16 completion.

17 MS. RAND: I should also
18 add that the city has also agreed to provide
19 construction updates on its web site. Any other
20 questions?

21 DUANE WALTON: My name
22 is Duane Walton from Caribou. One of the concerns
23 that I have dealing with this - this is the
24 relocations and whatnot, time schedules, and
25 first, I guess I need to say it amazes me that

1 though we bought the property. We have to give
2 them enough time to move.

3 DUANE WALTON: What is
4 the timetable on the condemnations?

5 MR. ANDREWS: This last
6 section is scheduled for end of May, but then
7 we've got to do the relocation process. You know,
8 we pay the property owner what we've come up with
9 through the appraisal process, and they use that
10 money to purchase a replacement site, and then we
11 pay for the moving of all the personal property
12 off the - you know, onto the new site.

13 TROY HANEY: Troy Haney.
14 I live on 236 Van Buren Road. Just a quick
15 question. On Route 1 where does the widening
16 begin and end in relation to properties that are
17 on that road?

18 MR. ANDREWS: Again,
19 north being down, the widening is about 500 feet,
20 and it tapers from the - at this point, about 500
21 feet south of where the ramps will be, will match
22 existing - widen out so you'll end up with
23 basically three lanes. Two through lanes and then
24 the left turn lane under the bridge, and then
25 tapering out to the Fortin property at the north

1 end. So about 500 feet plus or minus. So it's
2 this limit from here to here would be the widened
3 Route 1.

4 TROY HANEY: And what
5 property is it on the south end?

6 MR. ANDREWS: The
7 Theriault property, and it looks like it's that
8 one parcel. The VFW, I think it's down in this
9 location, it doesn't come down anywhere near
10 that far.

11 TROY LAPLANTE: Troy
12 LaPlante, Caribou. Quick question. When you said
13 that you were going to stop traffic when you do
14 the bridge up here, with the hospital being just
15 a couple hundred yards, and that would be the
16 only way for ambulances to get through there, is
17 there some sort of - did those(sic)guys have any
18 contact with you like if an ambulance is coming
19 through, how do they get through?

20 MR. STURGEON: Yes,
21 we'll be in close coordination with the hospital
22 and the police to coordinate that. And when I say
23 we're going to stop traffic, there is a way to
24 get a vehicle through there if we absolutely have
25 to.

1 TROY LAPLANTE: Okay.
2 The second question, just back to the financial
3 end, just real quick. How much just for this
4 piece was allotted financially?

5 MR. DAVIS: I'm not
6 exactly sure, but the figure - it's somewhere -
7 for the entire thing, talking, you know,
8 engineering, right of way, it's somewhere in the
9 30 million, I believe, was allotted. Now that's
10 not necessarily the final price, but that would
11 be for everything from the study to the alignment
12 selection, to right of way purchasing, to
13 preliminary engineering, to construction
14 engineering, to construction. I think thirty is -
15 thirty, thirty-two. I could give you the exact
16 number, but it's somewhere in the ballpark.

17 JAMES CERRATO: Jim
18 Cerrato, again. The gentleman up back asked a
19 question, and I believe I interpreted it a little
20 bit different than whoever answered it. I thought
21 I heard him ask if a property owner is offered so
22 much money from the assessment process and they
23 disagree with that money, I think what I heard
24 him ask is what options does he have after that,
25 and the way it was explained to me is that we

1 have three options. One is to either accept or
2 deny the first check. We have to take the check,
3 but we don't have to sign the papers because we
4 want to go back and renegotiate it. If that fails
5 I was made aware that we would then be able to go
6 to mediation. Is that correct or not?

7 MR. ANDREWS: That's
8 correct. We make an offer, a fair market - based
9 on the appraisal which is based on the fair
10 market value of the property. The property owner
11 can either accept the offer and sign the assent
12 form, or make a counter offer. If we can't come
13 to an agreement, once the condemnation is filed
14 the check for the original offer is mailed to the
15 property owner which they can cash without
16 constituting a settlement. We continue to
17 negotiate as long as we can, and if we can't come
18 to an agreement, then it is referred to what's
19 called the State Claims Commission which is an
20 independent board, and they will hear both sides
21 of the case and make a judgment. If either party
22 is not satisfied with that judgment they can
23 appeal it to Superior Court.

24 MS. RAND: More
25 questions?

1 TROY HANEY: Just one
2 more thing about that or I guess a suggestion or
3 something to look at. I can tell you from living
4 on 236 Van Buren Road the road narrows after the
5 rotary coming out of the hospital. Currently if
6 you set there right now, that's like a shotgun
7 for cars. They end up passing right there, which
8 is a very dangerous situation because the VFW is
9 there and from what I'm understanding, the
10 widening of the road for a turn off lane to go to
11 this new highway will be just above the VFW. So
12 there's going to be a narrowing, and then a
13 widening within about maybe a thousand feet of
14 each other that I can pretty much guarantee you
15 will end up in a disastrous crash area because -
16 again, just sit in my yard at Haney's Building
17 Specialties and you'll see what I'm talking
18 about. If people are trying to slow and turn
19 right onto a widened lane, there will be people
20 coming double lane behind them, basically racing
21 out of that rotary. So it's just something to
22 consider, I guess. There will definitely be a
23 negative effect in that area.

24 MR. ANDREWS: Appreciate
25 your comment. Thank you.

1 fence within a foot - typically within a foot of
2 where our property line will be. While that
3 wouldn't serve as a legal description on a deed,
4 that would in real space serve as a pretty
5 definitive boundary line between your property
6 and the department's, would be that fence. I'm
7 not sure that we typically put iron pins down. I
8 know in the past if we encounter a property
9 that's had a professional survey and our
10 construction - it serves as a detriment to that
11 if we destroy - we have in the past replaced
12 them. Let me check into that for you. I know that
13 I have your contact information through the
14 property office. I'll check into that and I'll
15 get a hold of you either through an email or
16 through a phone call and give you a definitive
17 answer on that if I could, sir. Thank you.

18 MS. RAND: Any more
19 hands?

20 JIM CYR: Jim Cyr,
21 Caribou. Just two questions. First to follow-up
22 on what you just said, Shawn. Does that - should
23 that be interpreted to mean you're going to be
24 fencing the entire project? Secondly, just out of
25 curiosity, the Pineland property seems to be

1 quite a ways away from your construction
2 footprint. I'm just wondering why that's also
3 needed to be removed.

4 MR. DAVIS: We will be
5 fencing the entire project. There will be some
6 areas along the project that our environmental
7 unit has observed to be wildlife crossings, so in
8 some areas the fence will be more than a four
9 foot woven wire control access fence, so it will
10 be an eight foot high wildlife fence to serve as
11 a filing(sic) instrument to get animals to
12 discrete crossing points. The last thing we want
13 to do is encourage deer and moose to cross over a
14 controlled access highway, but there will be a
15 fence of some sort along the entire corridor. And
16 the reason that Pineland, although it is in real
17 space far away from our construction, is being
18 acquired is that the roadway itself, being a
19 controlled access, there can be no - we have
20 actually severed them of access. They can't get
21 to their property any more because the road is in
22 the way, so - because we've severed their access
23 the department is obligated make an offer and
24 relocate them.

25 KATHY MAZZUCHELLI:

1 Kathy Mazzuchelli, from Caribou. I know there's
2 some people here that live on the Sweden Road,
3 they might be interested in widening of the
4 Sweden Road, where the junction is going to be,
5 and what the (unintelligible word) are north and
6 south on the Sweden Road for the widening.

7 MR. DAVIS: There will
8 be a similar thing that happens on the Sweden
9 Road, Route 161, in that we will be widening for
10 a turn lane there as well to allow traffic that's
11 headed south on 161 to turn left and enter the
12 connector. We've given them their own lane so
13 that traffic that wishes to continue south on 161
14 doesn't get stuck waiting for a vehicle to turn.
15 The exact lengths escapes me, but the length of
16 that widening I don't believe is longer than 200,
17 250 feet. We're just going to - it will be a
18 painted delineation.

19 MS. RAND: Well, we are
20 committed to communicating with you throughout
21 this project so that you'll know what's going to
22 be happening ahead of time as much as we can
23 provide that information to you, so if there is a
24 better way to communicate that information, if
25 you find the information isn't getting to you

1 that you need, please let us know.

2 On behalf of the entire team I want to thank
3 you for coming, and don't feel that if you have
4 questions that this was your only opportunity to
5 ask them. Shawn is right here in Aroostook
6 County, and once you get my email, my contact
7 information will be on it. Feel free to continue
8 to pose questions directly to me and I'll work
9 with the other members of the team to get you the
10 answers.

11 MR. ANDREWS: And we're
12 going to be here for a bit, so if people want to
13 come down afterwards, if you have other
14 questions.

15 MS. RAND: Thanks again.

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END OF PUBLIC MEETING

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C E R T I F I C A T I O N

I HEREBY CERTIFY THAT the foregoing is a true and correct transcript of my stenographic notes taken at Caribou, Maine on the aforementioned Public Informational Meeting date.

Philip R. Bennett, Jr.,
Court Reporter

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STATE OF MAINE

AROOSTOOK, ss.