



Route 100 Committee

Wednesday, September 16, 2015

Minutes

Committee/Staff Attendance:

Name	Present	Name	Present	Name	Present
Sarah Boudreau	√	Eydie Pryzant	√	Joe McDonnell	-
Andrea Ferrante	√	Rebecca Grover	√	Steve Melchiskey	√
Charlie McBrady, Council Liaison	√	Lori Legere	√	Jim Thibodeau, LPAC Liaison	-
Theo Holtwijk, Staff	√	Nathan Poore, staff	-	Mark Debowski, FST	√

Others present: Keith Smith, Terrence DeWan & Associates

The meeting was started at 6:00 PM.

1. Review of Draft Minutes of August 26, 2015 meeting

The draft minutes of the August 26, 2015 meeting were approved as written.

2. Review Updated Meeting Schedule

Theo reviewed the updated schedule. He suggested having meetings on October 14 and 28, and November 18, but dropping the November 4th date. This schedule generally worked for the committee.

The schedule is now as follows:

September 30	Public Forum #1 (No: Joe, Nathan)
October 2	<i>Draft Horizontal and Vertical Alignments Complete Plans and Cost Estimate</i>
October 7, 5:30 PM	Mill Street Park Site Visit by Committee (No: Eydie, Jim)
October 14	Route 100 Committee Meeting (to discuss Forum #1 and Park visit feedback)
October 19-30	Individual meetings by Mark with Property Owners
October 23	<i>Final Horizontal and Vertical Alignments Complete Plans and Cost Estimate</i>
October 28	Route 100 Committee Meeting (to discuss outreach feedback and review draft plans/cost estimate)

November 18	Route 100 Committee Meeting (No: Andrea) (to plan for Forum #2)
<i>November 19</i>	<i>Draft PDR Plans and Cost Estimate</i>
December 9	Public Forum #2
December 16	Route 100 Committee Meeting (No Andrea)
<i>December 31</i>	<i>Final PDR Plans and Cost Estimate</i>
January 2016, date/time TBD	Presentation to Town Council

3. FST Progress Update

Theo handed out the presentation that Mark showed at the last meeting and the previously e-mailed memo Mark had written regarding not pursuing the roundabout option for the Leighton Road intersection. Theo stated that the Town Manager and he concurred with that opinion. The committee concurred as well.

Mark gave an update on the design progress to date. He stated that the survey is complete for the Winslow Farm to Hurricane Road piece. FST is now working off of existing survey for Route 100 from Leighton Road to Libby Bridge.

Mark said that the highway design is progressing. Highway design requirements forms have been approved by MaineDOT. All of the horizontal alignments are complete. The vertical alignments are complete for the surveyed portion and will not be changed for the sidewalk portion. Typical sections have been created for the entire project, and the pavement design is in process. Mark showed various Microstation drawings to illustrate that.

The guardrail has been designed for the entire project except in front of Hannaford where survey work is still needed. The storm drainage design is in process. Mark stated that the Route 100 design is basically complete from Leighton to Libby Bridge, other than the final intersection dimensions as FST is still waiting on the exiting traffic information from the prior consultants. The assessment is that the impacts and cost for that section are reduced compared to the vision plan.

A 3-D model has been created for the Route 100 work from Leighton to Hurricane. The objects such as trees, signs and fences in the so-called “clear zone” have been mapped. A fish passage is required for the new box culvert just north of Mountain and Falmouth Roads. Plan sheets have been created for the entire project and FST is working on detailed cost estimates.

Next, Mark said he wanted to get some feedback on some design issues. The first issue was the grass esplanade between the sidewalk and the road. Mark’s recommendation was to delete the proposed esplanade as FST evaluated the whole corridor and felt there was no location where an esplanade can be included for any meaningful length without property impact pushing grading work 5 feet closer, and onto, private properties. Andrea voiced concerns about deleting

the esplanade without public comments and wondered if examples of impact could be prepared and the opinion of the audience at the forum could be solicited on this matter, before completely deleting the esplanade at this time. The committee as a whole agreed to delete the esplanade because, besides reducing property impacts, which committee members felt was very important, the change would also reduce project cost. Mark and Keith stated that any trees can be planted on the back side of the sidewalk instead of between the sidewalk and the road. Sarah felt that this approach could add to the privacy of property owners.

Mark explained that the right of way is only 60' wide and is often not centered on the roadway, so there is not a lot of public space to work in. Mark suggested having 4 feet shoulders where there is no curb beside it and 5 feet if there is a curb on the stretch of Route 100 between Winslow Farm and Hurricane Road. Jim and Steve are both avid bicyclists and felt that a 4 feet shoulder without curb is adequate. Steve noted that flexibility was key to the project. Theo wondered if the width of sidewalk should be reduced to 4 feet, and felt that a consistent 5 feet may not be necessary especially if tree impacts needed to be avoided. He also noted that a travel lane width of 10'-6" was possible to help reduce property impacts.

The committee discussed traffic calming locations. Other than the Cross Town Trail location, no other locations were identified. Mark felt that the section between Mountain and Leighton Road may already be "calmed" by visually enclosing the area with lighting and landscaping with sidewalk nearby. There was a suggestion to visually reduce the width of the road by painting a 5 feet shoulder in the section where a 10 feet wide shoulder already exists. Reducing that width from 10 to 5 feet was deemed cost prohibitive in the Vision planning stage. The committee suggested doing some vegetation clearing at the Cross Town trail location to improve visibility.

Mark noted that there was a small parcel of Town land near the Mountain Road intersection and wondered if the committee had any plan for that. Theo mentioned that the committee had not discussed that parcel, but that it could be useful in resolving access issue to the brick house on the Mountain Road side of the intersection that was owned by Nathan Poore's brother. Some on the committee suggested that the brick house should be moved.

Mark also mentioned that there was a State-owned parcel of land north of the river. The committee had no plans for the use of that land.

Eydie mentioned the excessive amounts of paint and signs at the Route 1 project. The committee agreed that less paint and signage on Route 100 would be very desirable, especially as it was a more rural environment. There was also concern raised about using appropriate and safe guard rail designs.

4. Public Forum Discussion

Andrea wondered if the date for the forum should be delayed, so more design work could be completed. Mark felt that sufficient design work will be complete by September 30 for attendees to get an idea of what will happen at their property. The program of the Forum is to (a) explain what work is happening right now, (b) how people can participate in this process through committee meetings, Mill Street site visit, Mark's door to door visits, Public Forum #2, and communication with Theo, and (c) show the design to date, explain what has changed and hear people's comments. That program seemed good to the committee. Theo will work on the publicity for the event and explained the various methods he planned to use.

5. Other Business

Some committee members noted that they heard comments from others who felt that Route 1 had too much street/pedestrian lighting. They felt this issue should be carefully addressed on Route 100.

Mark displayed two long plans that showed the Route 100 design to date. He explained what the various symbols meant and how far cut and fills may have to extend onto private property.

6. Next Meeting

The next meeting will be the Public Forum on September 30, 2015 at 6:00 PM. This will be followed by a site visit on October 7 at 5:30 PM and a regular meeting on October 14 at 6:00 PM.

The meeting was adjourned at 7:30 PM.

Draft minutes prepared by Theo Holtwijk, September 21, 2015