

DRAFT ONLY – NOT APPROVED OR FINAL
Rte. 1 North Advisory Committee
Meeting Notes – MDOT presentation to Committee
Tuesday, July 26, 2016
Washington Street Conference Room – Camden, Maine

WHO:

Members Present: Richard Bernhard, Nancy Caudle-Johnson, Bob Falciani, Tony Grassi, Sasha Laurita, Jenny Simon

Members excused: Geoff Scott

Select Board Liaisons: Leonard Lookner, Don White

Staff: n/a

Guests/Others: MDOT – Ernie Martin (presenter), Luther Yonce, Steve Bodge; Carter Mann (abutter, public)

MEETING PURPOSE: MDOT presents revised plans for reconstructing 1.54 mile stretch of Rt. 1 north of the state park to Camden Route One Advisory Committee.

KEY THINGS DISCUSSED: Ernie Martin, MDOT, walked committee through the redesign. Joyce Taylor, chief engineer reviewed design aspects and exceptions for the clear zone. Clear zone will be reduced in most places from 26 feet to 15 feet.

Martin underscored that this is the first time MDOT has redesigned a project like this and feels it is a good compromise.

Redesign resulted in an estimated \$250,000 savings.

50 mph speed is driving the design. Drainage is 90% of the purpose of this project. Drainage, clearing, shoulder work, paving, utility relocation are all major aspects of the project. New plan aims to minimize clearing and drainage; preserve historic aspects (walls, pillars, wells). Redesign switch from 4:1 to 3:1 ratio saves on pipe length, rock, slope and vegetation clearing.

NOTE: plan currently doesn't show utility pole locations. In some areas they may be able to leave them, however, nothing was said or indicated to show how utility poles will affect this project.

Plan also doesn't show footprints of abutting residences and businesses.

Seabrook (waterway) will be relocated South away from highway.

Cyan areas indicate areas from first design that are no longer impacted in redesign.

Reduced rip rap ditches from 12 to 3 by implementing curb.

Raising base of Springbrook Hill to help site lines is a function of the posted 50mph speed limit.

Plan to loam and seed in place of open ditches to minimize effects of clearing.

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Traffic to be detoured onto “Old Route One” during replacement of Springbrook Hill to include a temporary traffic signal. Expected to be in place for at least several months.

Hot top curbing is a function of the posted 50 mph speed.

Questions and concerns raised by committee:

How are speed limits set/determined? Chief engineer of the project made decision to keep it at 50mph. Speed limits are set by traffic engineer Steve Landry. It was noted that this is the only piece of road in all of Camden with a speed limit higher than 40mph which requires a different type of policing.

Why there isn't a shared use (bicycle/pedestrian) path incorporated into the design? Shared used requires a minimum of 8 feet plus significant grass shoulder and viability is a function of the speed limit. Town of Camden would have to pay for a shared use path.

Why the massive clearing shown at Dircks and Donohue properties north of town? This site is accident prone due to limited sight lines (function of speed) and has major drainage issues.

Committee schedule a site walk with MDOT? Martin denied request as unsafe for a group.

Committee raised concerns about removal of deciduous trees since they are essential to maintaining air quality and air quality alerts are on the rise.

What is the current status and schedule of this project? Current schedule for construction is set for 2018. MDOT would like to have a final public meeting in September, needing at least 14 months from the time the plan is finalized to negotiate and secure right of ways and compensate abutters.

DECISIONS MADE: *Committee site walk* scheduled for **Sunday, July 31, 2016 at 10am** – park and meet at Birchwood, 530 Belfast Road.. *Committee to review plans and discuss project presentation* on **Thursday, August 4, 2016 at 2:30pm** in the Washington Street Conference Room, Camden, Maine. *Committee to meet with Steve Landry, traffic engineer about speed* on **Tuesday, August 16, 2016 at 2:00 pm** in the Washington Street Conference Room, Camden, Maine.

Committee Purpose:

A committee set up for the purpose of working with the Maine DOT to insure that any reconstruction of Route 1 in the Town of Camden be designed and built to be consistent with the Comprehensive Plan of the Town and the special scenic character of the road and to minimize the environmental impact on the neighboring properties while improving the safety and maintenance of the highway, keeping in mind safe vehicular, bicycle, and pedestrian access.