

Route 3 Bar Harbor - Preliminary Scoping Recommendations by Section

WIN 12487.10: Beginning 0.57 of a mile westerly of Sand Point Road and extending easterly 4.71 miles to Route 233.

Section I: Ireson Hill to Breakneck Road in Hulls Cove (L98 mi.)

- * Existing Cross Section
 - 10' travel lane striped at 11' (7" concrete pavement)
 - 2' to 3' gravel shoulders
 - 2:1 Side Slopes
 - Sheet flow, open, and closed drainage
 - Right-of-way 3 rods (49.5')
 - Posted speed limit is 40/35 mph
- Proposed Cross Section
 - 11' travel lane
 - 4' paved shoulder
 - 4' sidewalk (Barton's Motel to Breakneck Road on west side)
 - 3' esplanade (Hamor Lane to Service Colony Motel on west side, possible utility pole location)

Impacts/ Concerns'

- Utility *impacts*
 - Overhead pole lines (three phase)
 - Hydrants
- Potential Relocations/ Takings
 - 254 State Hwy 3 (single story house) - 206 State Hwy 3 (1 bay garage)
- Potential Property Impacts
 - Utility clearance
 - Drainage
 - 254 State Hwy 3 (single story house) 206 State Hwy 3 (1 bay garage)
 - 80 Main Street (concrete wall length 275')
 - Hulls Cove School House - 4(f), only 33' between concrete walls
- Section 4(f) Resources
 - 9 abutting properties
- Access Management
 - Bar Harbor Lobster Bakes Restaurant
 - The Chart Room Restaurant
 - Hulls Cove General Store/ United States Post Office
- Other
 - Ledge outcrops within clear zone
 - Ledge removal
 - Stability and condition of the concrete retaining walls at Hulls Cove School House
 - Peppers-Pizza-Shop with-Apartment (20' from centerline)

Section 2: Breakneck Road to Sonogee (1.35 mi.)

- Existing Section
 - 12' travel lane (3" concrete pavement)
 - 6 - 8' bituminous treated shoulder (4' in ledge section)
 - 4:1 Side Slope
 - Sheet flow, open, and closed drainage
 - MaineDOT owns the highway and maintains the right-of-way easement from 50' west and between 21' and 34' east of the roadway centerline up to the existing guardrail
 - Posted speed limit is 40/35 mph
- Proposed Cross Section
 - 11' travel lane
 - 5' paved shoulder
 - Double Lane leading to park entrance remains the same, park entrance may be relocated in the next few years (NEPA process has started)
- Ledge Bluffs
 - 10' rock catchment area between face of the rock and edge of shoulder (additional analysis recommended to determine safe width)
 - 11' Travel Lane
 - 5' Shoulder
 - Scenic Overlook
 - o 200' with parallel parking for 10 spaces
 - o 10' lane
 - o 2' curbed esplanade
 - o 50' transition each end
 - o Desire is to stay within Federal ROW for overlook to avoid ROW impacts

Impacts / Concerns

- Utility impacts
 - Hydrants
- Section 4(f) resources
 - 7 abutting properties
- Other
 - Ledge outcrops within clear zone
 - Park service would prefer to avoid blasting and limit rock scaling of bluffs
 - Park Service has expressed interest in burying power lines through bluffs
 - Geotechnical staff recommends further analysis of bluffs section for catchment area and overlook

Section 3: Sonogee to West Street (1.12 mi.)

- Existing Conditions
 - 10' travel lane striped at 11' (assumed 7" concrete pavement)
 - 1' to 3' gravel/ paved shoulders
 - 5' sidewalk Ferry Terminal to West Street on east side
 - Mostly closed system with some open drainage

- Right-of-way varies from 40' to 49:5'
- Posted speed limit is 35 mph
- Proposed Cross Section
 - 12' travel lane striped at 11'
 - 4' paved shoulders
 - 5' sidewalk (Days Inn to Cleftstone Manor on west side)
 - 3' esplanade (Days Inn to Cleftstone Manor on west side, possible utility pole location)
 - 8' multi-use path from Sonogee to West Street on east side
 - 3' esplanade (along path) from Sonogee to West Street on east side
- Duck Brook Bridge
 - 10' metal culvert in poor condition with holes
 - Needs to be extended for multi-use path

Impacts/ Concerns

- Utility impacts
 - Overhead pole lines on west side (three phase)
 - Hydrants
- Potential Property Impacts
 - Utility clearance
 - Multi-use path and associated retaining wall
 - Sidewalk
 - Roadway shift to protect pines along College of the Atlantic (COA) •

Section 4(f) Resources

- 7 abutting properties and 1 historic district
 - o Ferry Terminal Building (multi-use path)
 - o Eden Street Historic District (multi-use path and retaining wall)
 - o Cleftstone Manor (shifting roadway to protect pines at COA will need a possible retaining wall)
 - o Days inn (retaining wall)
- Other
 - Multiple retaining/ decorative walls that would be impacted Stability and condition of the concrete retaining walls at Days Inn - 4(f) property

Section 4: West Street to Mt. Desert Street (0.26 mi.)

- Existing Cross Section
 - 11' travel lane
 - 1' to 5' paved shoulders
 - 5' concrete sidewalk on east side
 - Open and closed drainage
 - Variable width right-of-way
 - Posted speed limit is 25 mph
- Proposed Cross section
 - 11' travel lane

- 4/5' paved shoulders
- Maintain existing sidewalk on east side
 - May be appropriate to reduce scope from West Street to Mt. Desert Street to mill and fill with shoulder construction on west side

Impacts/ Concerns

- Potential Property Impacts
- Other
 - Exposed ledge on west side

Note: Eden Street Safe Routes to School Path with drop off area along Eden Street, construction scheduled for summer 2012.