

**Maine DOT – Bar Harbor Route 3 Gateway Project**  
**Advisory Committee meeting**  
**November 2, 1-3 PM**  
**Church of Our Father, Hulls Cove**

Attending: Fred Michaud, Atlee Mousseau, Ron Beard, Jim Fisher, Millard Dority, James Blanchard, Edith Milbury, Francis Russell, Terri Needham, Anne Krieg, Joe Minutolo, Sharon Tate, Bonnie Lyons, Chris Fogg, Lewis Gerrish, Paul MacQuinn, Elspeth Flemming, Dean Read, Dick Cough

Revised Agenda:

*Review Agenda* – Ron Beard

*Check in Question*

What insights did you gain from the public meeting?

**Sharon:** Surprised to see the extent of information in a bike path.

**Chris:** Hear stories that the process was a mess in the past. This seemed to be going well. There was a lot of support for a bike path. Hope that we can move it off the road where we can.

**Francis:** Thrilled that it went so well.

**James Blanchard:** Seemed to be widespread support

**Jim Fisher:** We need to incorporate school buses and do more to note and celebrate historic, cultural and scenic resources.

...: School buses and other buses will have more space to pull off if we create turnouts.

**Ron:** We can also create bus stops with sidewalks.

**Edith:** Should be sure to incorporate night sky. (Implicit now)

**Espeth:** Night sky is incorporated in the matrix.

**Jim:** Concern with utilities, drainage, erosion, etc.

**Action:** The problem and visions statements are complete. No need to revise them.

**Summary of Scenic Byway Program**

- Jim presented a little background on the byway

- Inventory
  - Historic
  - Cultural
  - Scenic
  - Recreation
  - Natural Resources
- Basic goals and objectives
  - Preservation
  - Safety
  - Education
  - Support

***Introduction to the MDOT design process – Fred Michaud and Atlee Mousseau***

Introduction: Fred

How does the design team accomplish its work? (See handout)

- Work is typically guided by the ASHTO Design Standards manual
- Federal highway would have to sign off on any exceptions to this project were it a Federal Highway.
- In this case MaineDOT follows Federal standards, but we have a little more flexibility.
- Francis: This project involves Federal funds. What requirements can they impose?
  - Fred: If we go outside of Federal bounds, then they will not provide funding.
  - Atlee: FHWA has accepted our design guidelines.
- Typical process
  - Gather data
    - Topographic survey
    - Traffic
    - Crash/safety
    - Environmental
  - Create a draft design
    - Centerline
    - Right of way
  - Hold a public meeting
  - Revise the design
    - Drainage
    - Utilities
    - Etc
  - Hold a final public meeting
- This process benefits from more public participation
- ....-Will MaineDOT present alternatives?
  - **Critical locations**
    - Base of Ireson Hill - Route 3 and Sand Point Road
    - Church of our Father and Historic School House

- Crooked Road
- ANP Entrance
- Bluffs
- College of the Atlantic
  - Traffic Calming
- West Street
- Mount Desert Street
- **Elsbeth:** Will MaineDOT prepare presentation for alternatives?
  - Probably will have time to prepare a preferred design, but may be able to do a few general alternatives for types of situations.
- **Fred** – will MaineDOT show drainage solutions?
  - Yes
- **Dean** – please be aware of drainage impacts on the bike lanes.

What can the committee expect to see at our next meeting on November 30?

***Progress Report from DOT on the current Route 3 Right of Way***

**Fred:** We haven't completed all of the right of way mapping. The investigation is underway. There is a gap between West Street and Hulls Cove that is not well documented.

Even when we know the width, we don't always know the centerline. Survey work is typically done when the project is heading for construction. Surveying is a costly process.

Scott Avore and Steve Mitchell – Handouts on Property Acquisition and Civil Rights

- While the design is progressing, ROW staff work with deeds and other historic documents to determine where the lines belong.
- When it is determined that a design needs to go outside of the ROW, then staff follow a prescribed procedure of appraisal, fair market value and just compensation. They contact the owner and make an offer. Sometimes need to take land through eminent domain.
- Utilities are permitted in the ROW. If the road bumps utilities out, the ROW may need to expand.

**Francis:** Some lots may become non-conforming once land has been taken. Owners will need time to plan for these situations.

**Scott:** Appraisal should take this into account and compensate the owner accordingly. Compensation should also cover moving expenses (Uniform Relocation Act) and other costs associated with a taking.

**Jim:** What about trees?

**Scott:** If the tree is in the ROW, then the owner might have the right to the wood, but not the tree in that location. In projects like this, MaineDOT will include landscaping along the corridor.

What have we discovered so far? What is left to research?

***Short Presentation and Discussion about process DOT uses should it need to acquire any additional property to construct the project***

*(NOTE: No specific need for additional land has been identified at this point in the process, and the Project Advisory Committee and DOT would like to keep the project within existing right of way... but what if some additional land is needed when we make our final recommendations?)*

**Fred:** We know that some properties are protected, such as historic properties. These choke-points may require alternative solutions.

This planning process is intended to end in April. This results will be some design guidelines and conceptual maps/designs. After that the project goes to design engineering. That phase will include more public hearings where people react to more detailed design.

If the conceptual design conflicts with ROW, the committee will have to decide whether they want to reduce the design or recommend a taking.

**Paul:** We aren't going to move the road back into a ROW?

**Scott:** No. The road stays where it is, but we cannot assume that we own everything 25' from the road centerline.

**Fred:** We may have room for the road and shoulders. Separated paths and esplanades are not always going to fit in the ROW. Travel lanes and shoulders are probably a bottom line. Other facilities will be designed as possible.

**Dean:** There needs to be continuity. We should not produce trails that end suddenly and create crash points.

***Status of Gurnee Path as optional pedestrian path along Bluffs - Tabled***

***Next steps and any homework before next meeting on November 30***

**Anne Krieg** – Does MaineDOT have all the information from this committee that they need?

- Jim- Please visit the maps on the project website. Help to identify important assets, problem locations, transportation needs

**Francis Russell** – How will this project be implemented?

- Traffic disruption
- Off-season work
- Late night work
- Impacts on hotels and other businesses

Fred – MaineDOT will have to put together a plan that will work around peak travel periods.

Chris – MaineDOT has been working with Chambers and businesses in other corridor work.

*Agenda items and location for November 30 meeting*

*November 30, 2010 8:30- 10:30 Church of Our Father.*