

**Trenton Sidewalk and Scenic Turnout
MaineDOT Projects 17357.10 & 17357.20
Stakeholder's Meeting**

1. Introductions

- [Jeff Tweedie](#), MaineDOT Multimodal Program 624-3427
- [Al Godfrey](#), TMSI Engineering 582-0111
- [Lisa Cowan](#), Studio Verde Landscape Architecture 829-3600
- [Scott Avore](#), MaineDOT Right of Way 624-3403
- [Jim Fisher](#), HCPC 667-2731
- [Ryan Swanson](#), Parks and Recreation Dept 667-7355
- [Susan Starr](#), Trenton Selectboard 667-7207
- [Allison Rogers](#), BHB Airport 667-7329

2. History

- Picking up this project from Dan Stewart from Planning
- Three Projects
 - 17357.00 – Project to build the Route 230 intersection to
 - 15690.00 – Actual intersection project, not TE
 - 17357.10 - Sidewalk from industrial Road
 - 17357.20 – Scenic Turnout
- Seeking to build end of June, 2013
- Need to obligate the funds so as not to lose them

Questions:

Were there any cost savings combining this with the intersection improvement?

- Might have been with more notification. In this case it's not much different.

When will we know how much sidewalk can be constructed?

- PE is scheduled to be complete in 9/29/12
 - Engineering will go to the school entrance
- Planning \$800,000 for the sidewalk project.
 - Utility relocation
 - Enclosing drainage
 - Driveway crossings
 - Need to see who far the funds will go.
 - Suggest that the IGA may be a logical terminus.
 - Local intent is to get to the school or at least the motel

3. Existing Project Overview (17357.00)
4. Financial Status & Schedule

Bid Price \$232,000

5. Municipal/State Agreement

- County will need to sign a 20+ agreement to host the scenic turnout
- Town will need to sign an agreement
 - Upgrades – granite curbing
 - Maintenance
 - Two select board meetings
 - Mid-October – presentation of the design

6. Review of requirements.

- Sidewalk
 - Five foot width
 - Curb and gutter is the most likely design
 - Insufficient space for an esplanade
 - Six foot shoulder may get a rumble strip to provide additional separation
 - Engineering
 - Utilities
 - Southern half – no conflicts
 - Northern half – might need to relocate 12 poles
 - Is there any flexibility with shoulder width?
 - Might look for a reduction in clear zone rather than reducing shoulder width
 - Will look for alternatives to relocating utility poles.
- Scenic Turnout
 - Planning
 - Lisa – do you have a program for use of the facility?
 - HCPC Report available online
 - The conceptual design was established through a series of committee and public meetings.
 - Estimates of use are contingent on construction of the float, which is expected to have a big impact.
 - Airport master plan includes construction of additional parking
 - Can add a trail connecting this parking lot with the sea plane ramp area
 - Paving and striping
 - Allison- estimate for paving ramp road and parking area \$140,000
 - MaineDOT has estimated \$50,000 for design and construction engineering
 - This would leave \$10,000 at most for actually constructing the turnout.
 - Fencing

- We will consider moving the fence along the edge of the property away from the ramp to provide more space for amenities.
- Pet area
- Children's play area
- Mulching
- Gazebo

7. Potential Impacts & Showstoppers

- The primary challenge appears to be managing costs, and reserving adequate funds for construction.
- Several elements of the intersection improvement, including the sidewalk, cross walk and pedestrian signals were charged to the TE project, using more and ¼ of the funds.
- Ryan – noted that the scenic turnout is a higher priority for the Town of Trenton. Voters were overwhelmingly supportive of the concept.

Closing Thoughts

Jeff, Lisa, Scott, Al and Jim drove to the sea plane ramp to review site conditions and discuss design alternatives.