

Eastern Trail Management District Board of Directors Agenda
August 9, 2006 • 8:30 – 10:30 am
Kennebunk Town Hall

Most of the items listed under “Agenda Items” will have an attached sheet that provides information including background, necessary attachments, staff recommendations and proposed motions. This should allow you to be better prepared and reduce the amount of time that I need to talk thus allowing more focus on the actual issues.

I. Welcome & Introductions

II. Presidents Report – As needed

III. Approval of Minutes

- A. Minutes for May 10, 2006 approval by consensus or as amended – Tabled**
- B. Minutes for June 14, 2006 approval by consensus or as amended – Tabled**
- C. Minutes for July 12, 2006 approval by consensus or as amended**

IV. Agenda Items

A. Finances

- 1. Finance Report for June 2006 accepted by consensus**
- 2. Year End Report for FY 05/06 accepted by consensus**
- 3. Membership Status Report for FY 06-07**

B. Grant Applications

- 1. Safe Routes to School Application 2006**

C. Trail Projects

- 1. S. Portland – Scarborough Connector Project**
 - a. Review & approval of draft study**
- 2. OOB Project**
- 3. Scarborough Project**
- 4. Desfosses Project**
- 5. Anderson Development**

D. ETA Report – For items related to the events and activities of the ETA or its members

E. Proposed Trail Rules

V. Consultant Report – As needed

VI. Next meeting: August 9, 2006 8:30am – 10:30am

VII. Adjourn

2006 Meeting Schedule (Second Wednesday of the month)	
January 11	February 8
March 8	April 12
May 10	June 14
July 12	August 9
September 13	October 11
November 8	December 13

ETMD Agenda Commentary

Agenda Item: IV.A.3 – Finances – Membership Status FY 06-07

The list below is the status of ETMD membership for FY 06-07 and who has made payment as of 8/2/06. Invoices dated July 1, 2006 were sent out on June 29. If your town has not paid please follow-up to make sure that it is not lost or discarded by your accounting department.

Member	Yes	No	Paid	Member	Yes	No	Paid
Kittery	X		X	Arundel	X		X
Eliot		X		Biddeford	X		X
South Berwick	X		X	Saco	X		X
North Berwick		X		OOB	X		
Wells	X		X	Scarborough	X		
Kennebunk	X		X	South Portland		X	
				ETA	X		X

Agenda Item: IV-B.1 Agenda Item: Safe Routes to School Application 08/09

- **Background** - MDOT has released the application for the Safe Routes to School funding; it is due by August 11. Safe Routes to School is a federal, state, and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school; and to make walking and bicycling to school safe and more appealing. A major goal of the program is to increase bicycle, pedestrian, and traffic safety. The over-all goal of the Safe Routes Program is to combine infrastructure improvements along with education and encouragement activities. Eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools. **Projects will be selected that will substantially improve the ability of students to walk and bicycle within 2 miles of an elementary or middle school.**

- After following up on potential projects in the towns identified at the last meeting Saco and Kennebunk are both submitting no ET applications for projects within their towns. Terrence checked with school and town officials in South Berwick and found that they are receptive to submitting an application to construct a tunnel under Route 236 at the intersection of Route 236 and Vine Street. Steve is working to complete the application for the August 11 deadline.

Agenda Item: IV-C-1 Agenda Item: SP Connector Study

- At the July 12 meeting the Board began review of the draft study. It was decided that more time was needed and the Board agreed to review the report individually and send comments to Steve Workman by July 19. John Andrews provided comprehensive feedback; however, no additional comments were sent to Steve. Based on comments received and a growing concern that the report would not be easily understood by members of the public Steve re-wrote a significant portion of the text that unified language, created a new naming system for structures and routes and provide a higher level of background and detail so that a person new to the ET and/or project could reasonably be expected to grasp the concept. Additional revisions were made to make the visuals easier to see and/or read. WSA received the revisions on July 31 and Steve is waiting for Bruce to respond to the changes. It is not clear if the final revised draft will be ready for the August 9 meeting. In the meantime I have attached my revised version of the text only and would like to know if you find it easier to understand and accurate. [See Attachment IV.C.1](#)

Agenda Item: IV-C-2 Agenda Item: OOB Project

- Milone & MacBroom has completed the Permit by Rule for the project and has sent it to DEP for review. Still no comment from MDOT about the 90% plans sent on May 19. I need to direct more of my ET time to put the project back on track; however, despite periodic phone calls and emails there has been no response from MDOT about the review

status. The review itself is not something that involves me unless there are questions until it is time to review the MDOT comments so the process should not have stopped when I was unable to work and in the subsequent weeks when I have been dividing my time amongst contracts to get caught up. I will be attempting to have answers (and progress) to report at the meeting.

Agenda Item: IV-C-3 Construction Projects – Scarborough Project

- Steve Workman contacted CPM to determine the status of the bridge/rail coating remediation that has been pending for consistent warm temperatures and no rain. CPM followed up with Duncan Galvanizing and found out that Frank who was handling the project for Duncan passed away. This unfortunate event allowed our project to fall through the cracks at Duncan and as CPM had no further action to take until it was completed they also let it fall through the cracks. Duncan should have completed the remediation plan to send to Steve for approval prior to work and the work should have been scheduled. Both Steve and CPM have notified Duncan that further delay is unacceptable.

Agenda Item: IV-C-4 Construction Projects – Desfosses Project

- Steve Workman and two members of Bruce Gullifer's parks crew installed signage along the trail on June 23. There are a few miscellaneous management type signs that are on order. The reserve of ET route signs has been depleted as soon as the new signs are ready those will also be installed. In particular, the sign at the intersection of Eastern Road and Black Point Road is down and will be replaced with an arrow that directs users to both the Desfosses Trail and the on-road route.

Agenda Item: IV-C-5 Construction Projects – Anderson Development

- A proposed development next to the Eastern Trail/Road (across from the pump station) between the current trail and Black Point Road in Scarborough is in the review process. It includes moving the ET from the Eastern Road off-road to make the connection between the end of the current trail and Black Point Road. It also includes bathroom facilities. Current proposal is that the construction of trail and bathrooms will be built by the developer with future maintenance of the trail and bathrooms to be the responsibility of the ETMD and Town of Scarborough. I expect to have more information and hopefully plans showing the proposed trail at the meeting.

- The ETA has been discussing this project and recently wrote a letter to the Town expressing concern over several design scenarios. [\[See Attachment IV.C.5\]](#) Bruce Gullifer and Steve Workman have discussed the project a few times; however, the ETMD as the managing body has not yet taken an official role in the review process nor expressed an opinion. While the concerns raised by members of the ETA are valid and deserve discussion I am concerned that the opportunity to have a section of trail built to our standards with fully plumbed bathrooms at no cost to us could be lost if the ET contingency gives the impression that it is working against the developer and/or the project. This seems to be a controversial project in the Town and I think that it is important that the ET is not put in the middle of local politics unless it is truly in the best interest of the trail.

Agenda Item: IV-E Proposed Trail Rules

- The following set of rules was reviewed and revised on March 7, 2006 by the trail rules subcommittee made up of Steve Workman, John Andrews, Bruce Gullifer and Andy Hutchinson. The list has been brought to the Board for final discussion and adoption. Adoption of the rules is the first step in developing an Eastern Trail Ordinance that can be adopted towns so that the operation and enforcement of the trail is uniform.

- **Proposed Motion:** Move that the Board adopt the trail rules as presented [as amended].

Proposed Rules for the Operation of the Eastern Trail

The Eastern Trail Management District in cooperation with local municipal ordinances and enforcement have adopted the following rules to ensure that all users enjoy the Eastern Trail in a safe, considerate & responsible

manner. Users are encouraged to be aware of their impact on the trail and other trail users. All outdoor activities have inherent risks. Each trail user is responsible for his or her own safety and personal comfort. It is always safer to travel with others.

1. Call 911 in an emergency. To report trail damage or concerns contact the ETMD.
2. The Eastern Trail operates as a 24 hour per day transportation corridor.
3. Unauthorized use of motorized vehicles on the trail is prohibited, unless otherwise posted.
4. Park in designated areas only; take only the space needed and do not block other vehicles or access to trails.
5. Stay on marked trails to help prevent erosion and damage to plants. Respect the rights of public and private landowners. Take only pictures; leave only footprints.
6. Obey all traffic laws; signal & look before turning. Proper control must be maintained at all times. Restrict speed to safe levels appropriate for existing trail conditions and other trail users.
7. Bicyclists yield to horses & pedestrians; pedestrians yield to horses.
8. Equestrians, let other users know how to pass your horse safely.
9. Pets must be [leashed and] under the control of their owners at all times. Do not leave pets unattended.
10. You must clean up after your animals.
11. Safety helmets are required by law for bicyclists under age 15, and are strongly recommended for all bicyclists and equestrians.
12. The discharge of a firearm, bow or device that launches a projectile is prohibited on the trail.
13. Keep trail clear when stopped.
14. Help keep the trail litter free, carry out what you carry in and clean up after those who forget.
15. No camping or open fires, except in designated areas.
16. Body waste must be disposed of in sanitary facilities.
17. Illegal drugs and alcohol are prohibited.
18. During hunting season, users are advised to wear blaze orange and never wear visible white clothing, including helmets.
19. Any event on the trail that involves 40 or more people will require a permit from the ETMD.
20. Vendors not permitted on trail or trailheads without written permission from the ETMD.

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Attachment
IV.C.1

I. Background & Purpose of the Study

The Eastern Trail is a 55-mile non-motorized transportation corridor between Kittery and South Portland. Construction of the entire Eastern Trail will establish an all-season resource that will provide for alternative forms of transportation, connect communities, help to create walk-able and healthy communities and reduce unsanctioned land use. Uses will include walking/hiking, bicycling, cross-country skiing, horseback riding and other non-motorized activities.

The proposed Eastern Trail was the subject of an alignment and feasibility study sponsored by the Maine Department of Transportation. The final study was published in April 2001. It divided the trail into segments that would make construction and cost estimating more manageable. Two areas of the Eastern Trail were not fully studied during the initial feasibility study because of the complexity of issues and a seeming lack of available suitable land for a trail. The section of off-road trail that would connect the Eastern Trail from the Nonesuch River to South Portland's existing Eastern Trail/Greenbelt was one of areas not fully studied and is the subject of this Study.

The Eastern Trail Scarborough-South Portland Connector Study seeks to find a quality connection to fill an approximate, one mile gap in the trail network between the Nonesuch River in Scarborough and the Wainright Recreation Complex in South Portland.

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II. Study Area

Currently, Eastern Trail (ET) users wanting to travel between Scarborough and South Portland travel the on-road ET via Highland Avenue between Black Point Road (Route 207) and the Wainright Recreation Complex.

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<#>Functionality & Safety for Users;
<#>Right of Way Needs / Direct Property Impacts;
<#>Attractiveness / Directness;
<#>Environmental Considerations;
<#>Order of Magnitude Cost.

Figure 1 shows a number of the key features of the study area. Major features include:

- A recently completed trail segment leading to the southern abutment of the Nonesuch River;
- The Nonesuch River, with two existing Granite abutments, surrounded by wetlands and floodplains, with the bridge structure removed;
- The Guilford Rail, multi-track, mainline which carries passenger (Amtrak) and freight traffic;
- Pleasant Hill Road which carries approximately 12,000 vehicles per day with a high percentage of truck traffic and a bridge over the Guilford Rail main line;
- Land uses which are primarily industrial and commercial in nature, with a small neighborhood along Pond View Drive and remnants of residential uses along Pleasant Hill Road and Rigby Road;
- The Wainright Recreation Complex which has extensive playing fields and recreation facilities, and is the southern terminus in South Portland of the Eastern Trail/South Portland Greenbelt.

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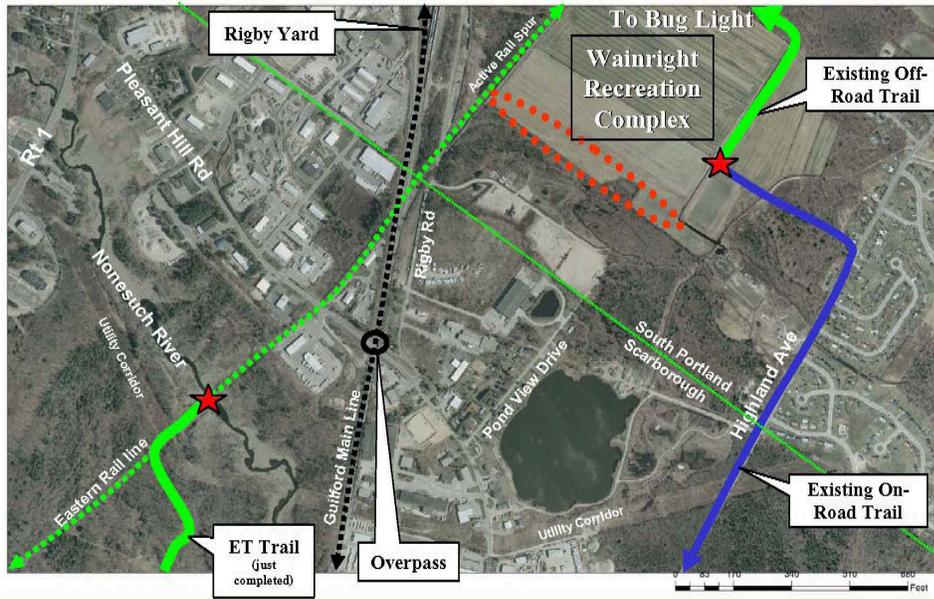


Figure 1: ET Connector Study Area

III. Study Process and Summary

The following describes the design of the Study and the different components used. Also included is a summary of the feedback gathered during each component.

- A. **Steering Committee** – A steering committee made up of representatives from the Eastern Trail Management District and Eastern Trail Alliance which included representatives from the City of South Portland, Town of Scarborough, residents and trail users worked with Wilbur Smith Associates and the ETMD Project Manager to oversee and provide input and direction for the Study. Meetings occurred regularly throughout the Study.
- B. **ETMD Board Meetings** - Three formal presentations and monthly updates to the Eastern Trail Management District Board. During these meetings the Board would accept or provide direction based on information provided by Wilbur Smith and the steering committee.
- C. **Public Meeting #1** – The first public meeting was held on November 21, 2005. Officials from the Eastern Trail Management District provided a summary of the entire Eastern Trail Project and a description of the management structure used to design, construct, operate and maintain the trail. Officials from Wilbur Smith Associates provide a description of the Study Area (Figure 1) and the different components of the Study. Participants were then divided into two facilitated

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Deleted: the Eastern Trail Alliance, and the Eastern Trail Management District Project Manager;

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groups to discuss potential trail locations. Each group identified potential trail segments on large maps of the Study Area and provided factors that should be taken into consideration when evaluating each segment. See Appendix A for meeting presentation notes.

D. Initial Site Visits and Segement/Alignment Evaluations – Members of the Wilbur Smith Consultant Team conducted regular site visits and technical evaluation of potential segments. These visits included research about existing physical conditions, environmental conditions and existing structures. Members of the steering committee and area residents and property owners also attended site visits with the consultant team as needed.

Based upon the information gathered at the public meeting, discussions with the steering committee and site visits by the consultant team and interested parties, eight trail segments were identified. Each segment (the general area within which the trail could be located) was evaluated using the following criteria:

- Potential Trail Characteristics
- Directness / Convenience / Functionality / Users
- Potential attractiveness / Quality
- Environmental considerations (wetlands, habitat)
- Structures / Road & Rail Crossings
- Number and type of parcels involved
- Construction costs

See Section IV.A and Figure 2 for more information about the identified segments.

After a complete evaluation of each segment individually, segments were grouped to create a continuous trail alignment between the Nonesuch River and the Wainright Recreation Complex. A total of seven (7) potential alignments were identified. Each grouping of segments was then evaluated as a complete alignment. See Table 2.

E. Public Meeting #2 – The second public meeting was held on March 6, 2006. The ETMD project manager and consultant team provided an overview of the study process to date and two preferred trail alignments. See Appendix A for meeting presentation notes. The two preferred trail alignments required the use of Pleasant Hill Road, Pond View Drive, Old Bog Road and Rigby Road. Residents of Pond View Drive voiced considerable opposition to the use of Pond View Drive and Old Bog Road. The following summary points were made by meeting participants:

- General incompatibility of the use of Pond View Drive as a road with trail (narrow, quiet residential street; safety of trail users);

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- The trail and trail users would create a safety and security issue for Pond View Drive residents;
- The trail would exacerbate existing problems that already exist on Pond View Drive (cars parking at the end of the street; litter dumping at the end of the street; increased amount and speed of traffic on the street);
- The other identified segments and/or alignments that don't impact Pond View Drive seem more attractive and should be more fully evaluated.
- Several suggestions for variations on individual segments were made including the modified use of Pond View Drive. Several area residents volunteered to make site visits with the consultant team to evaluate new variations.

F. **Final Site Visits and Evaluation** –Based upon the outcome of the second public meeting, the consultant team and steering committee decided to take a second look at several trail segments, the grouping of segments into trail alignments and new variations proposed at the second public meeting. These additional options included a new off-road alignment in the vicinity of Rigby Road/Rich Tool and Die labeled as Segment F2, and an upland variation of Segment B1 (located along the upland ridge along the Sanborn property instead of within the floodplain). Additional site walks and field evaluations were conducted.

G. **Final Selection of a Preferred Trail Alignment** – Based upon the data gathered during the Study, the steering committee selected one trail alignment that would connect the Nonesuch River with Wainright Recreation Complex. The selection was based largely on the cost of construction, environmental considerations and the complexity of required land use negotiations. These factors were weighed against the ratio of resources required to amount of trail constructed (approximately one mile). The steering committee recommended Trail Alignment R1 which decreased the impact to Pond View Drive and uses Segments A, D1 and F2. The Eastern Trail Management District Board adopted this as the preferred trail alignment at its May 2006 meeting. See Figure 3a

IV. Trail Segment, Structure and Alignment Descriptions

A. **Trail Segments** - The study process as described in Section III identified eight (8) potential trail segments. Segments have been labeled A-H for ease of reference and can be found in Figure 2. Several of the segments have potential variations which are labeled with the segment letter name and the variation number (example: A1).

The following is a description of each trail segment and any variation of that segment. A detailed evaluation of each segment/variation can be found in Table

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1. Photographs of the segments, showing existing conditions, are presented in Appendix B.

▪ Segment A: Nonesuch River to Pleasant Hill Road following Old Eastern RR ROW.

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▪ Segment B: Nonesuch River to Pleasant Hill Road. Includes the following variations:

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▪ B1: North side of the river crossing at the existing abutments at the Nonesuch River, requiring Structures S1 and S4.

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▪ B2: Create a new crossing of the Nonesuch River, requiring Structures S1 and S4.

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▪ Segment C: Pleasant Hill Road north to Wainright Recreation Complex via Old Eastern RR ROW. This would require a new structure crossing over the Guilford mainline (Structure S3).

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▪ Segment D: Pleasant Hill Road from Old Eastern RR Right-of-Way (ROW) to Rigby Road. Variations include:

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▪ D1: An off-road alignment on a trail adjacent to Pleasant Hill Road on the north or south side of the road D1 would require a new structure adjacent to the bridge crossing the Guilford main line (Structure S4).

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▪ D2: An on-road alignment on Pleasant Hill Road using new and existing paved shoulders.

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▪ Segment E: Pleasant Hill Road from Rigby Road to either Pond View Drive or the CMP ROW. Variation include:

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▪ E1: An off-road alignment on a trail adjacent to Pleasant Hill Road on the north or south side of the road.

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▪ E2: An on-road alignment on Pleasant Hill Road using new and existing paved shoulders.

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▪ Segment F: Rigby Road from Pleasant Hill Road to Wainright Recreation Complex. Variations include:

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▪ F1: An on-road alignment using Rigby Road.

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▪ F2: An off-road alignment off of Rigby Road that connects to Old Bog Road by using Portland Water District and Rich Tool properties.

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▪ Segment G: Pond View Drive and Old Bog Road ROW from Pleasant Hill Road to Wainright Recreation Complex.

▪ Segment H: CMP/Utility ROW at Pleasant Hill Road to Wainright Recreation Complex.

B. Trail Structures – There are five (5) structures that would be required in order to utilize a particular segment. Structures have been labeled S1, S2, S3, S4 and S5. The location of each structure is identified on **Figure 2** and in greater detail on **Figure 3**. The following is a description of each structure:

▪ S1: Bridge over the Nonesuch River for Segment B1 to Pleasant Hill Road.

▪ S2: Bridge over the Nonesuch River for Segment B2 to the CMP ROW corridor.

▪ S3: Bridge over the ME Central Mainline on Segment C - Eastern Rail Road ROW.

▪ S4: Bridge over the ME Central Mainline on Segment D - Pleasant Hill Road.

▪ S5: Bridge over or tunnel under the ME Central Mainline at on Segment B2.

C. Trail Alignments - Trail segments were grouped to create a continuous trail alignment between the Nonesuch River and the southern end of the Wainright Recreation Complex. A total of seven (7) potential alignments were identified. Alignments have been labeled R 1 through 7 (example: R1, R2, R3, etc.) for ease of reference and can be found in **Figure 3**. A detailed evaluation of each potential trail alignment can be found in **Table 2**. The following is a description of the potential trail alignments:

▪ R1- Adopted Alignment:

▪ R2:

▪ R3:

▪ R4:

▪ R5:

▪ R6:

▪ R7:

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V. Cost Estimates

Cost estimates for the construction of trail segments and structures were developed for use when evaluating potential alignments and as a basis for the future application of construction funds. When determining the total cost associated with the complete construction of a segment or alignment the estimate for trail surface must be added to the estimate for any required structures. An additional 15-20 percent of that total must be included to cover costs associated with design/engineering, construction mobilization, and signage. Unknown costs associated with environmental permitting and possible mitigation as well as land use negotiations must also be considered. Lastly, cost estimates were derived using 2006 dollars requiring adjustments for inflation in future years.

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Construction cost estimates by segment can be found in Table 1. A detailed breakdown of these cost estimates for trail surface (no structures) and by structure can be found in Appendix C. Total cost estimates for the seven proposed trail alignments can be found in Table 2 and in Figures 3a to 3d. The cost totals are for trail surface and associated structures required.

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Segment Descriptions¶
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Eight trail segments, several with potential variations within them, were identified. These segments are described generally below and in more detail in Table 1. Table 1 describes:¶
<#>Potential Trail Characteristics;¶
<#>Directness / Convenience / Functionality / Users;¶
<#>Potential Attractiveness / Quality;¶
<#>Environmental Considerations (wetlands, habitat);¶
<#>Structures / Road & Rail Crossings;¶
<#>Number and Types of Parcels Involved;¶
<#>Order of Magnitude Cost.¶

It might be nice to insert a table here that includes the trail alignment (R1, R2, etc) the segments involved and the total cost estimate.

VI. Adopted Trail Alignment & Next Steps

B. Adopted Trail Alignment - A Recommended Trail Alignment was selected based upon a balancing of criteria, including:

- Functionality & Safety for Users;
- Right of Way Needs / Direct Property Impacts;
- Attractiveness / Directness;
- Environmental Considerations;
- Order of Magnitude Cost.

The adopted trail alignment is identified as R1. It consists of Segments A, D1, and F2 and requires structures S1 and S4. It is an entirely off-road connection. During the evaluation process it ranked among the highest in each of the evaluation criteria. The Eastern Trail Management District adopted this alignment at its May 2006 meeting. The ETMD acknowledges that this selection was based on current realities and that any changes in future circumstances may warrant a modification of the adopted route.

The Recommended Trail Alignment is illustrated in Figure 3a along with its cost estimates. More detailed drawings (1"=100') of the adopted alignment are presented in Concept Plans, Figures 4a to 4d. Trail cross-sections are shown at the bottom of the drawings. Photographs referenced in the Concept Plans are Figures 4a-1 to 4d-1 in the Adopted Trail Alignment Photo Log. Cross-sections for the adopted trail alignment are shown at the bottom of the Concept Plans and in Appendix D.

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B. Next Steps – Identifying a preferred trail alignment is the first step in the development of a trail project. This Study is the completion of that first step and will provide data needed by the Eastern Trail Management District (ETMD) to move this project toward final design and construction.

1. Construction Funding - The next step for this project is to use the cost estimates to apply for state, federal and municipal construction funds. Timing for this is subject to budget cycles and economic conditions.

2. Final Engineering - Once funds are received the ETMD will hire an engineering firm to complete the final design which will build upon the identified alignment, cross sections and types of structures. During this phase the ETMD will have the ability to adjust the adopted alignment to address any changes in circumstances and to make any design modifications that will provide a better product. The public will have two final opportunities to review and provide comment on the project before it goes to construction.

3. Construction – At the completion of final engineering the ETMD will hire a construction company. The construction season for a trail generally occurs in late May through mid to late November depending on weather conditions. The amount of time required to construct a trail depends on the number and size of required structures, environmental factors and any coordination that may have to occur with utility companies and transportation providers.

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¶
<#>Functionality & Safety for Users;¶
<#>Right of Way Needs / Direct Property Impacts;¶
<#>Attractiveness / Directness;¶
<#>Environmental Considerations;¶
<#>Order of Magnitude Cost.¶
The Recommended Trail Alignment consists of Segments A, D1, and F2, an entirely off-road connection. It ranked among the highest in each of these criteria. ¶
The Recommended Trail Alignment is illustrated in Figure 3a along with its order of magnitude cost estimate. More detailed drawings (1"=100') of the Recommended Alignment are presented in Concept Plans, Figures 4a to 4d. Trail cross-sections are shown at the bottom of the drawings. Photographs referenced in the Concept Plans are Figures 4a-1 to 4d-1 in the Recommended Trail Alignment Photolog. Cross-sections for the ... [74]

Deleted: Photographs of the segments, showing existing conditions, are presented in **Appendix A.**¶ ... [75]

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July 21, 2006

Mr. Dan Bacon
Assistant Town Planner
Town of Scarborough
259 US Route One
PO Box 360
Scarborough, ME 04070-0360

RE: Proposed Eastern Trail Alignment; Kerry Anderson development

Dear Mr. Bacon:

The Eastern Trail Alliance has reviewed the plans from Kerry Anderson to include a new off-road section of the Eastern Trail as part of the proposed development immediately north of Eastern Road and west of Black Point Road. The current plan has the trail on the north (Oak Hill) side of Eastern Road, paralleling Eastern all the way from the Anderson development to Black Point Road. The proposed trail alignment crosses a major access road into the development from Eastern Rd.

We are very grateful to Mr. Anderson for his offer to build a portion of the Eastern Trail so that bicyclists and pedestrians do not have to use the paved Eastern Road, which will see significant increases in traffic as a result of the development. However, we believe that the trail should be built on the south side of Eastern Rd. This alignment would offer the following advantages:

1. There is an additional 33 ft of right-of-way along the south side of Eastern Rd near Black Point Rd, so the trail could be built with additional separation and vegetated buffer from the road. As currently proposed, the buffer between Eastern Rd and the trail is as little as 5 ft as the trail approaches Black Point Rd.
2. Pedestrians and bicyclists traveling on a southern alignment would not have to cross a major access road to the new development that could potentially carry several hundred cars per day.

3. The Town is currently evaluating a “loop road” connecting Commerce Drive to Eastern Rd to Hannaford Drive to reduce traffic congestion at the Oak Hill intersection. Should this artery be constructed, a trail on the south side of Eastern Rd would not interfere with it. A trail on the north side would likely require two difficult crossings.

Again, we certainly appreciate the offer of Mr. Anderson, as well as the Town of Scarborough’s support of the Eastern Trail. We believe that the proposed trail relocation to the south side of Eastern Road will improve both the safety and aesthetics of the trail, maintain a continuous off-road corridor, and avoid potential conflicts with future traffic improvements in the Town of Scarborough.

Sincerely,

John Andrews, President

Tom Daley, Founding Trustee
33 Old Country Road

Robert Bowker, Vice President
21 Summerfield Lane

Robert LaNigra, Secretary
7 High Bluff Road