



North Berwick/Wells/Kennebunk Bike/Ped Trail Feasibility Study

Public Meeting #2

February 17, 2022

Thank you for joining!

The meeting will start at 6:00 PM

**Please direct any questions or comments after the meeting to:
Jon Kachmar, jon.kachmar@easterntail.org (860) 227-0914**



Wells



North Berwick



Kennebunk



North Berwick/Wells/Kennebunk Bike/Ped Trail Feasibility Study

Public Meeting #1

November 4, 2021

Welcome!





North Berwick/Wells/Kennebunk Bike/Ped Trail Feasibility Study

Public Meeting #2

February 17, 2022





Tony Grande
Project Manager, VHB



Branden Roberts
Project Engineer, VHB



Jon Kachmar
Eastern Trail



Ian Gorecki
MaineDOT



Technical Advisory Committee Members

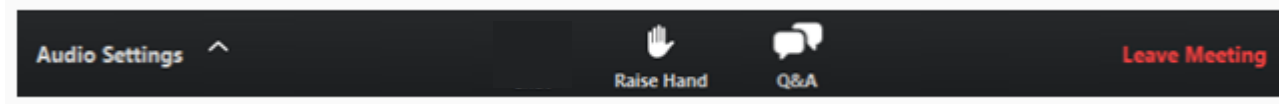
	<u>Member</u>	<u>Affiliation</u>
1	Jon Kachmar	Eastern Trail
2	Ian Gorecki	MaineDOT
3	Patrick Adams	MaineDOT
4	Dwayne Morin	Town of North Berwick
5	Michael Livingston	Town of Wells
6	Bryan Laverriere	Town of Kennebunk
7	Tony Grande	VHB
8	Ethan Flynn	VHB
9	Branden Roberts	VHB

Meeting Agenda

- Welcome and Introductions (5 min.)
 - Technical Advisory Committee
 - Meeting Logistics
- Study Area (10 min.)
 - Corridor Overview
 - Existing Conditions
- Presentation of Study Findings (40 min.)
 - Conceptual Improvements
 - Section Overview
 - Alternatives Considered
 - Recommended Alternatives
- **Public Input/Q&A** (30 min.)
- Next Steps (5 min.)
 - Project Schedule

Meeting Logistics

- All attendees muted
- Lots of time for Questions and Answers after the presentation
- Raise/lower your “Hand” to ask a question “live”

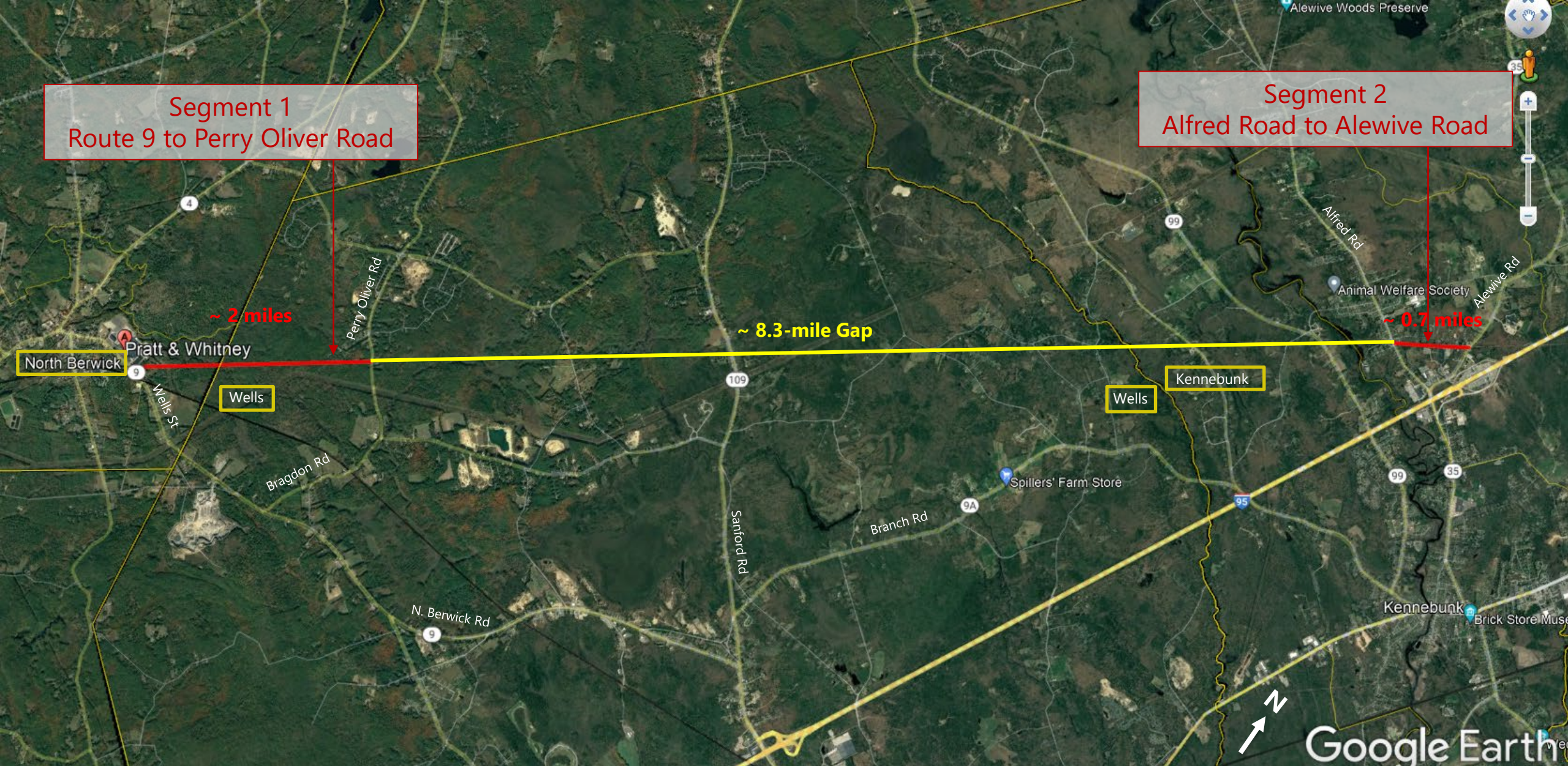


- Q&A – type questions/comments directly into the box
- Phoning in...press *9 to raise your hand
- Email comments: Jon Kachmar, jon.kachmar@eastertrail.org

Project Overview

- **Planning Partnership Initiative (PPI):** North Berwick, Wells, and Kennebunk, in collaboration with The Eastern Trail Alliance (ETA), Eastern Trail Management District (ETMD), and the Maine Department of Transportation (MaineDOT).
- **Study Purpose:** *evaluate/analyze alternatives to extend the Eastern Trail off-road segments:*
 1. Route 9 in North Berwick to Perry Oliver Road in Wells (~2 miles), and
 2. Alfred Road to Route 35 (Alewife Road) in Kennebunk (~0.7 mile).

These two segments are believed to have independent utility.
- **General Scope of Work Tasks**
 - ✓ *Project Kick-Off Meeting with Project Stakeholders and MaineDOT*
 - ✓ *Review Available Data and Assess Current Conditions*
 - ✓ *Evaluate Potential Alternatives*
 - ✓ *Develop Preliminary Recommendations / Develop Draft Report (on-going)*
 - Public and Agency Feedback (on-going)
 - Final Report

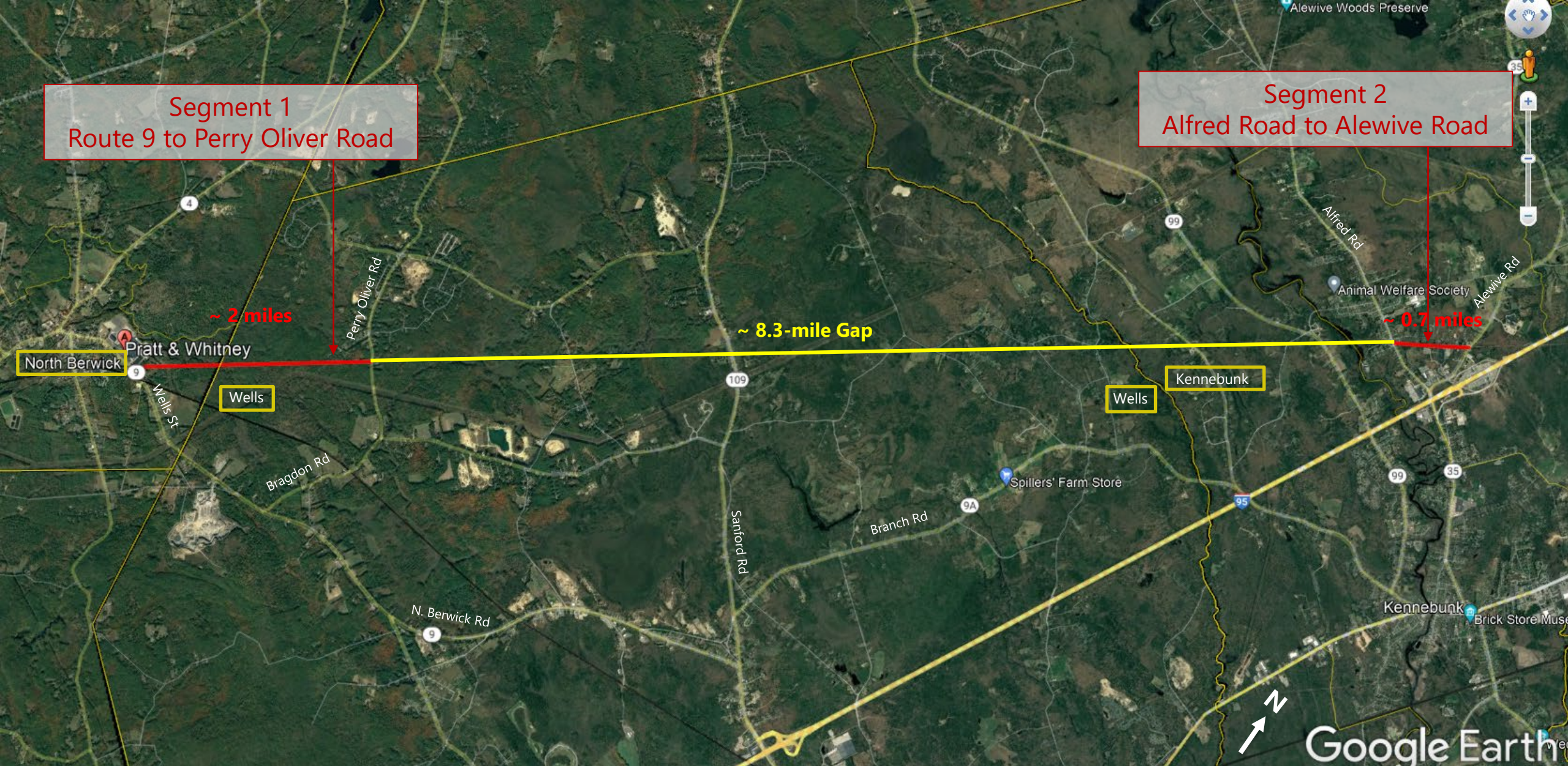


Public Meeting #1 Recap – November 4, 2021

- Presented the study area, purpose, and goals for the project
- Discussed potential improvements to be considered
- Reviewed existing conditions, base plans, and project schedule
- Responded to questions and comments from participants

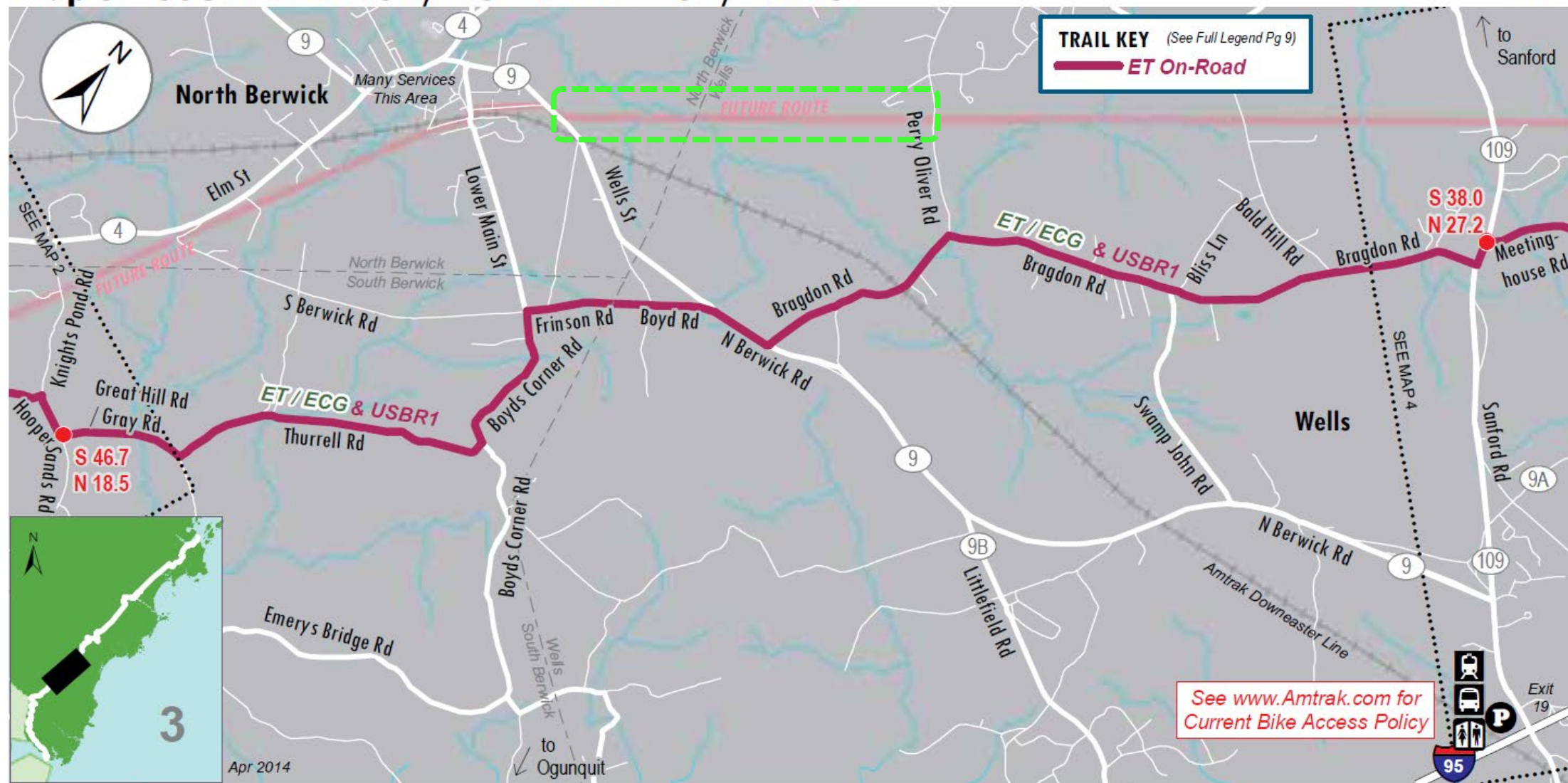
Study Area – Corridor Overview and Existing Conditions





Map 3 SOUTH BERWICK / NORTH BERWICK / WELLS

0 2 mi.

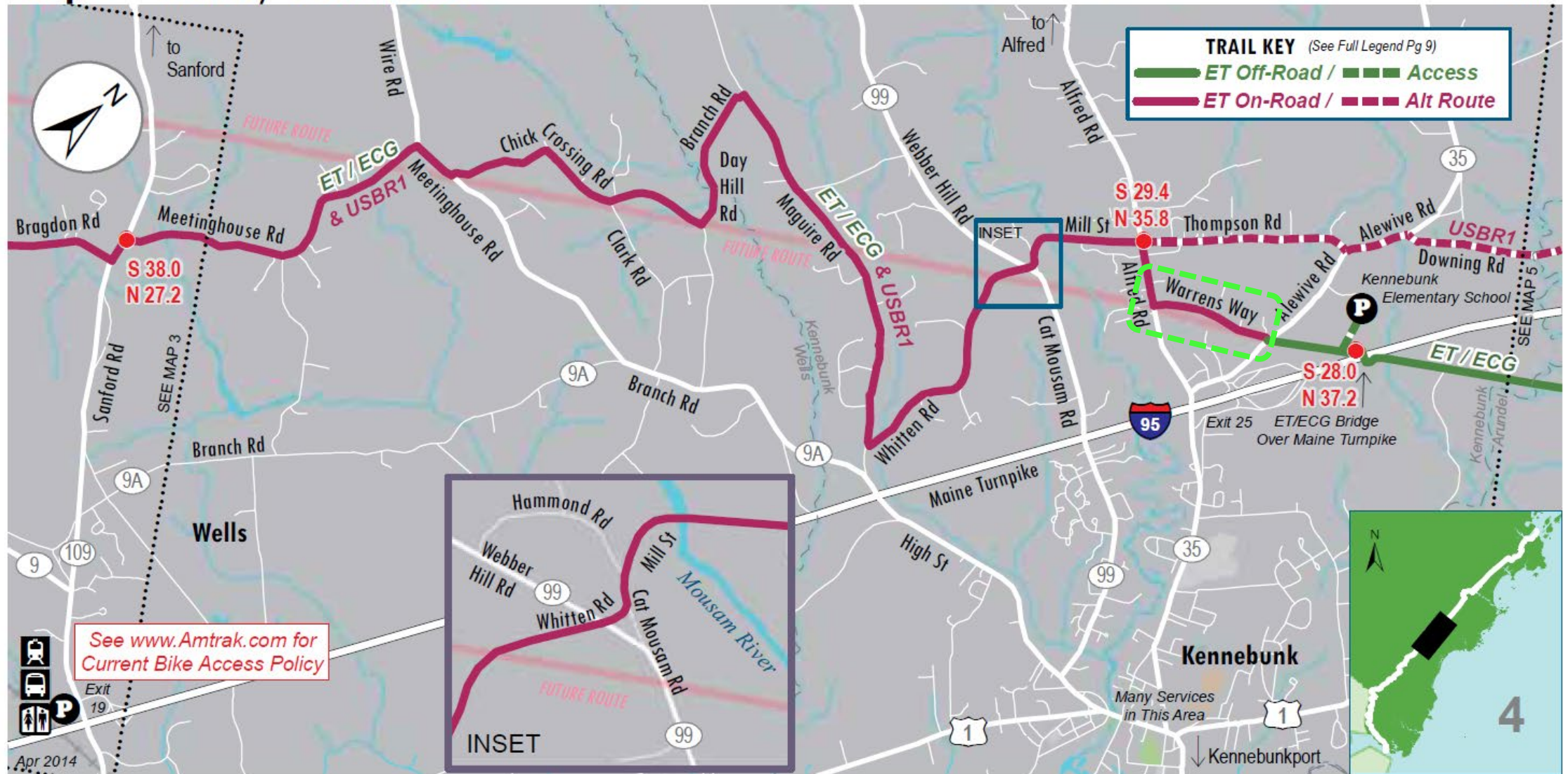


Bicycle/Pedestrian Trail Connectivity Feasibility Study – Eastern Trail Map 3

North Berwick, Wells, and Kennebunk, Maine

Map 4 WELLS / KENNEBUNK

0 2 mi.



Bicycle/Pedestrian Trail Connectivity Feasibility Study – Eastern Trail Map 3

North Berwick, Wells, and Kennebunk, Maine



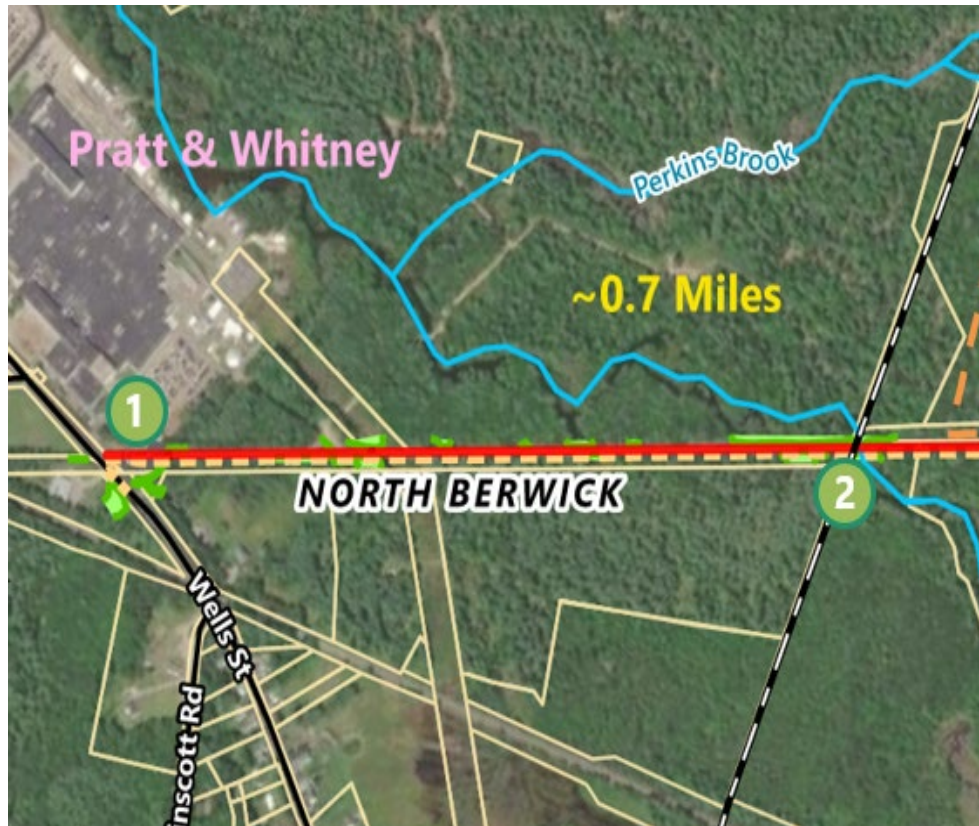
← Current Conditions

Proposed Trail 10'-12' Wide

Example of Finished Trail →



Existing Conditions



1.) Wells Street (Route 9) – Southerly Terminus of Segment 1

- Adjacent to Pratt & Whitney
- Potential location for small parking area and kiosk for Eastern Trail users
- Currently a staging area and access point for the Unitil/Granite State Gas Transmission corridor workers.

2.) Bridge over West Brook

- Ballasted deck girder bridge in **fair condition**
- Minor improvements needed to make this a **pedestrian friendly** feature of the Eastern Trail:
 - Concrete patch work
 - Ballast removal
 - Timber deck replacement
 - Addition of Timber railings



Existing Conditions

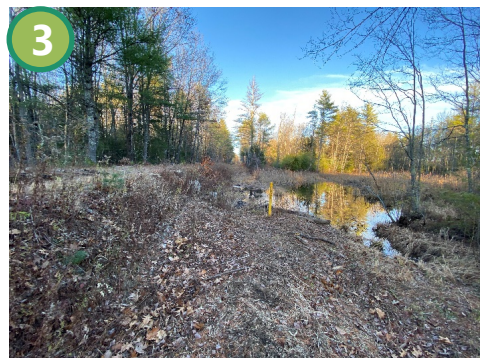


3.) Wetlands and Natural Resources

- Resources are adjacent to, or within study area
- These resources will factor into selection of recommended alternatives and typically include:
 - Stream crossings
 - Wetlands and floodplain
 - Historic districts or properties
 - Rare and endangered plant species
- Mitigation techniques may include retaining walls to reduce impacts and consideration of increased culvert sizing to pass streams under the trail

4.) Perry Oliver Road – Northerly Terminus of Segment 1

- Natural resource and utility obstacles
- ~10' tall embankment, requiring some sort of ramp for trail users to cross roadway
- Evaluate possibility of on street parallel parking (3-6 spaces)



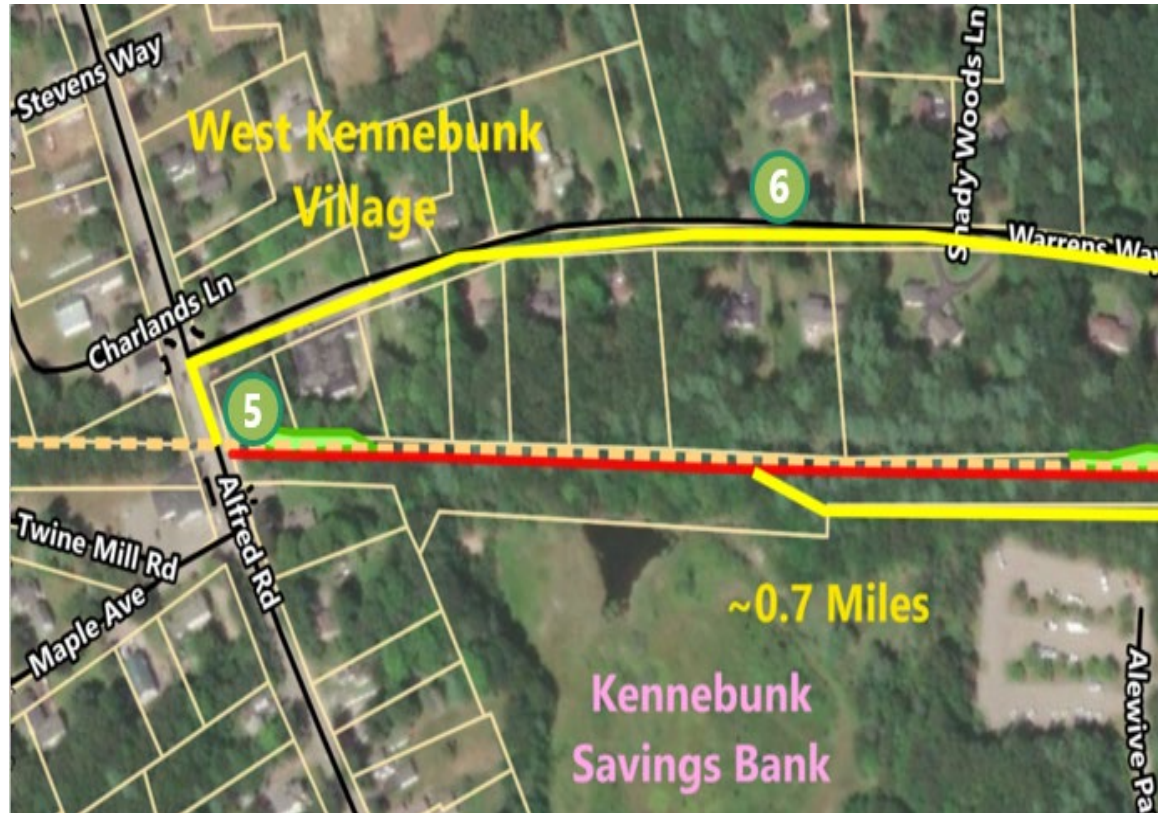


← Current Conditions

Example of Finished Trail →



Existing Conditions



5.) Alfred Road – Southerly Terminus of Segment 2

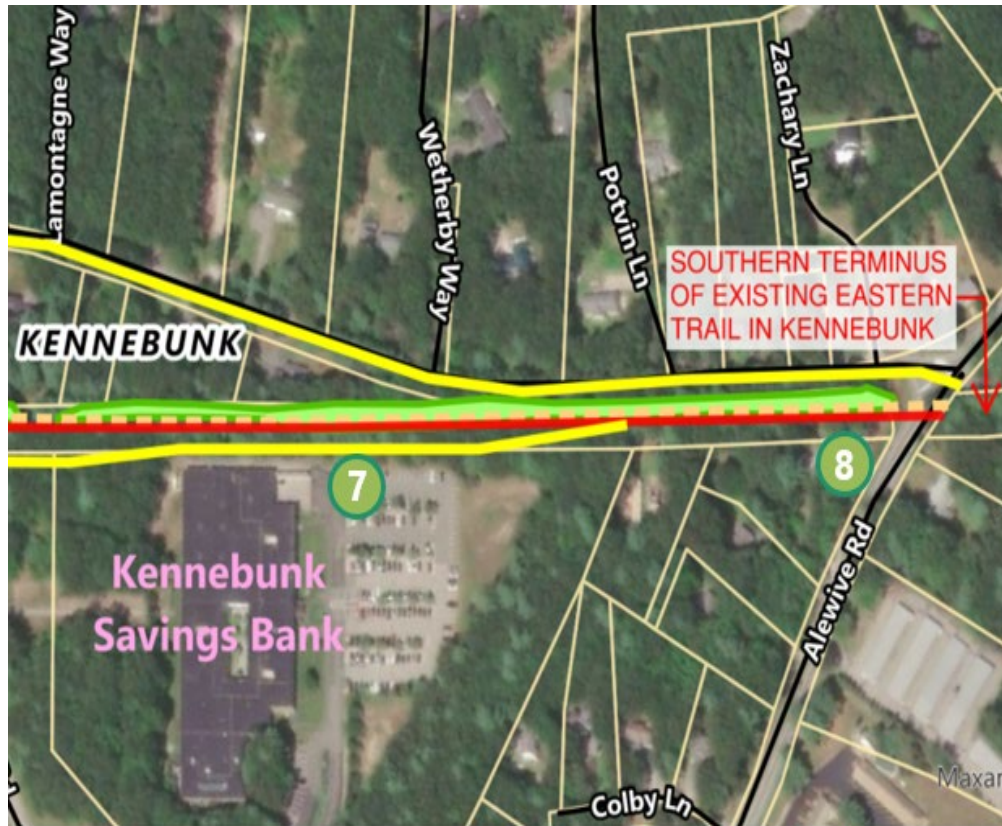
- Existing RRFB at Warrens Way
- Existing on-street parking
- Potential parking/kiosk opportunities on Twine Mill Road
- ~10' embankment down to trail corridor

6.) Warrens Way Alternative

- Potential on-road trail option for short-term solution (*this is the existing ET on-road route*)
- Low volume, low speed roadway
- Infrastructure upgrades may include:
 - Striping the roadway for shared use
 - Striping a separated bike lane on the roadway
 - Adding to the pavement width to create a separated trail paralleling the roadway for a short section at the northern end



Existing Conditions

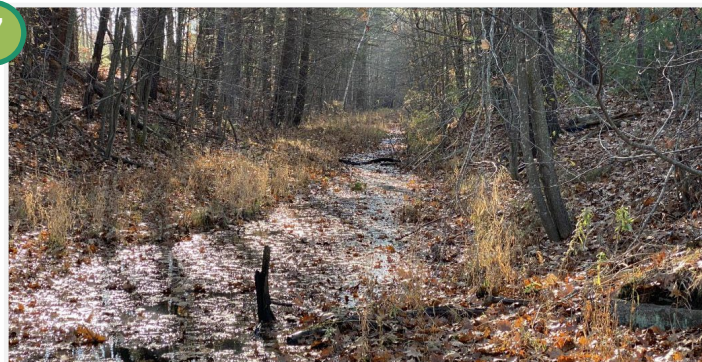


7.) Kennebunk Savings Bank Alternative

- To avoid natural resource impacts consider constructing trail along rail embankment
- Utilize some of the existing woods trail alignments
- Minimize tree clearing along top of embankment
- Landscaped areas separating parking lot from trail
- Promote greater use of trail

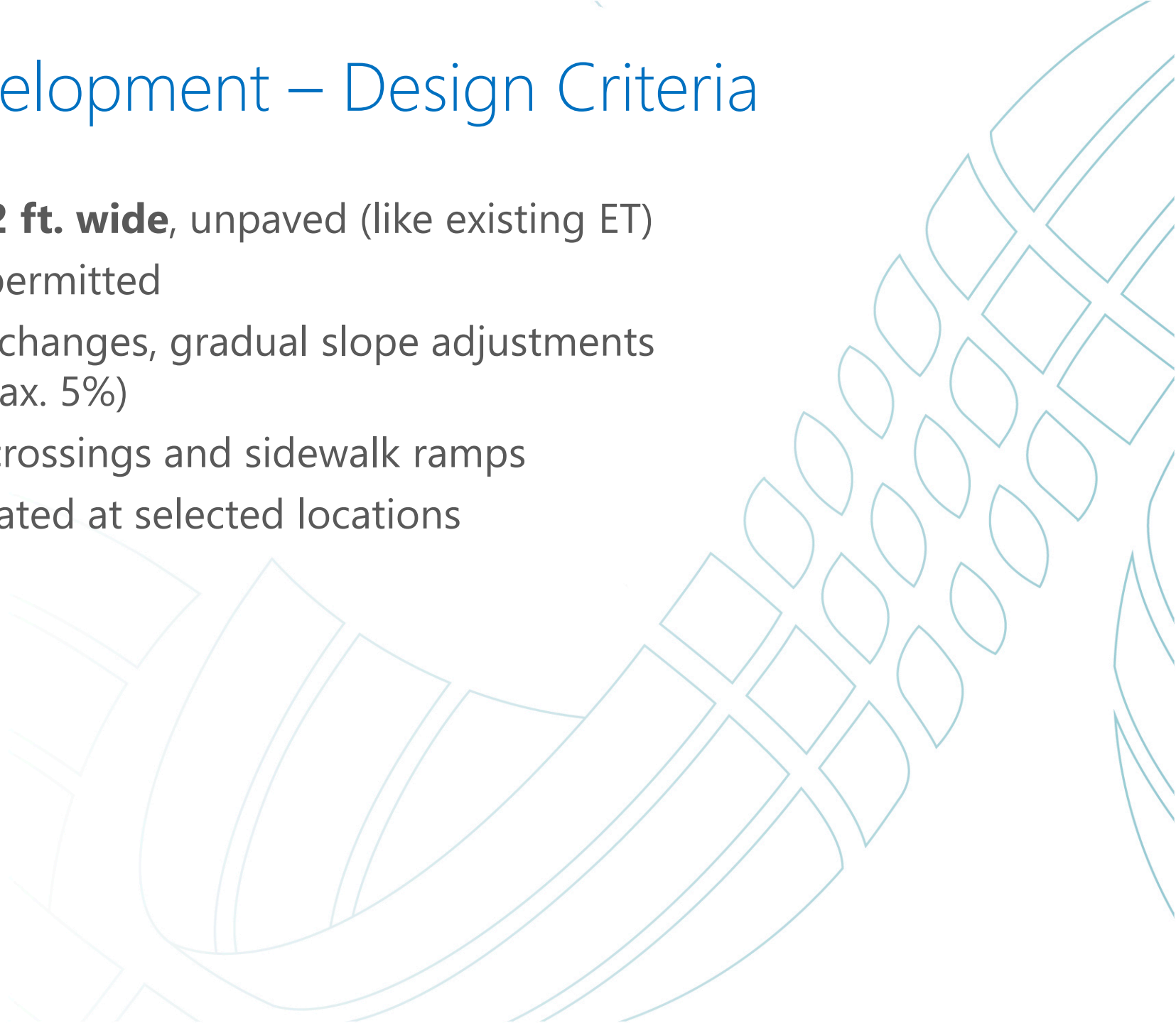
8.) Alewife Road – Northerly Terminus of Segment 2

- Southern terminus of existing off-road Eastern Trail in Kennebunk
- Striped crossing to Warrens Way
- Paved path at roadway approach



Concept Plan Development – Design Criteria

- Proposed trail typically **12 ft. wide**, unpaved (like existing ET)
- **No motorized vehicles** permitted
- Minimal proposed grade changes, gradual slope adjustments where needed (desired max. 5%)
- **ADA compliance** for all crossings and sidewalk ramps
- **Retaining walls** incorporated at selected locations

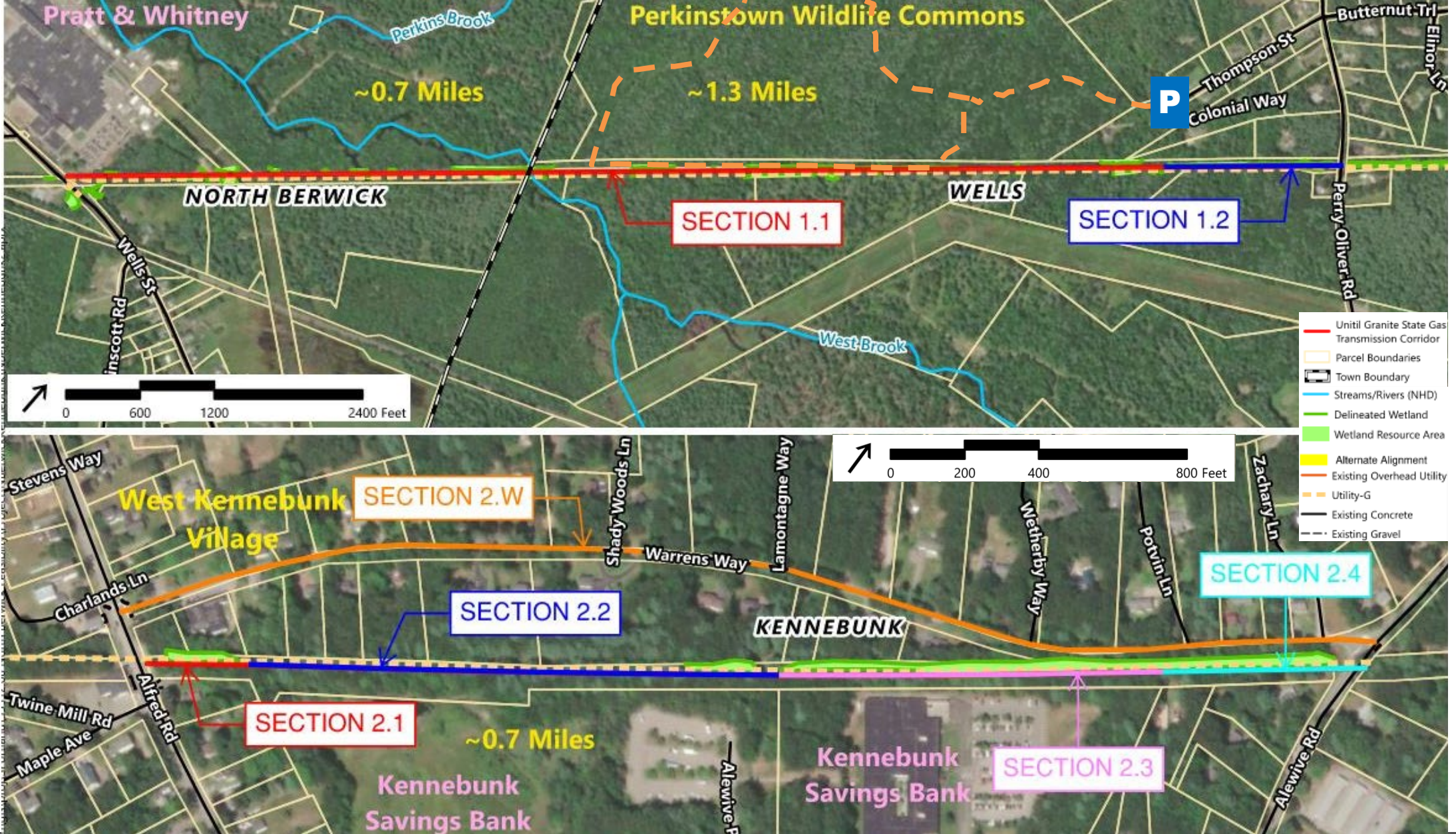


Study Findings

Conceptual Improvements

Section Overview,
Alternatives Considered,
and Recommended Alternatives







Bicycle/Pedestrian Trail Connectivity Feasibility Study – Segment 1 (Route 9 to Perry Oliver Road)

North Berwick and Wells, Maine

Segment 1

(Route 9 to Perry Oliver Road)

Section 1.1	Aspect	Alt. 1.1.1 - Historic Rail Alignment	Alt. 1.1.2 - Natural Resource Avoidance Within Utility Corr.
Route 9 to 700 Linear Feet South of Perry Oliver Road (~1.82 Miles)	Satisfies Purpose & Need	Yes	Yes
	Safety & Mobility	Dedicated path for bikes/peds	Dedicated path for bikes/peds
	ROW, Env. & Utility Impacts	Minimal Env. Impacts Anticipated	Possible Utility Impacts Anticipated
	Constructability	Minimal Effort	Moderate Effort
	Estimated Cost	Low	Moderate
Section 1.2	Aspect	Alt. 1.2.1 - Historic Rail Alignment	Alt. 1.2.2 - Natural Resource Avoidance Within Utility Corr.
700 Linear Feet South of Perry Oliver Road	Satisfies Purpose & Need	Yes	Yes
	Safety & Mobility	Dedicated path for bikes/peds	Dedicated path for bikes/peds
	ROW, Env. & Utility Impacts	Env. Impacts Anticipated	Possible Utility, Moderate Env. Anticipated
	Constructability	Minimal Effort if Permitted	Moderate Effort
	Estimated Cost	Low	Moderate
Feature Color Coding:	More Desirable	Neutral	Less Desirable

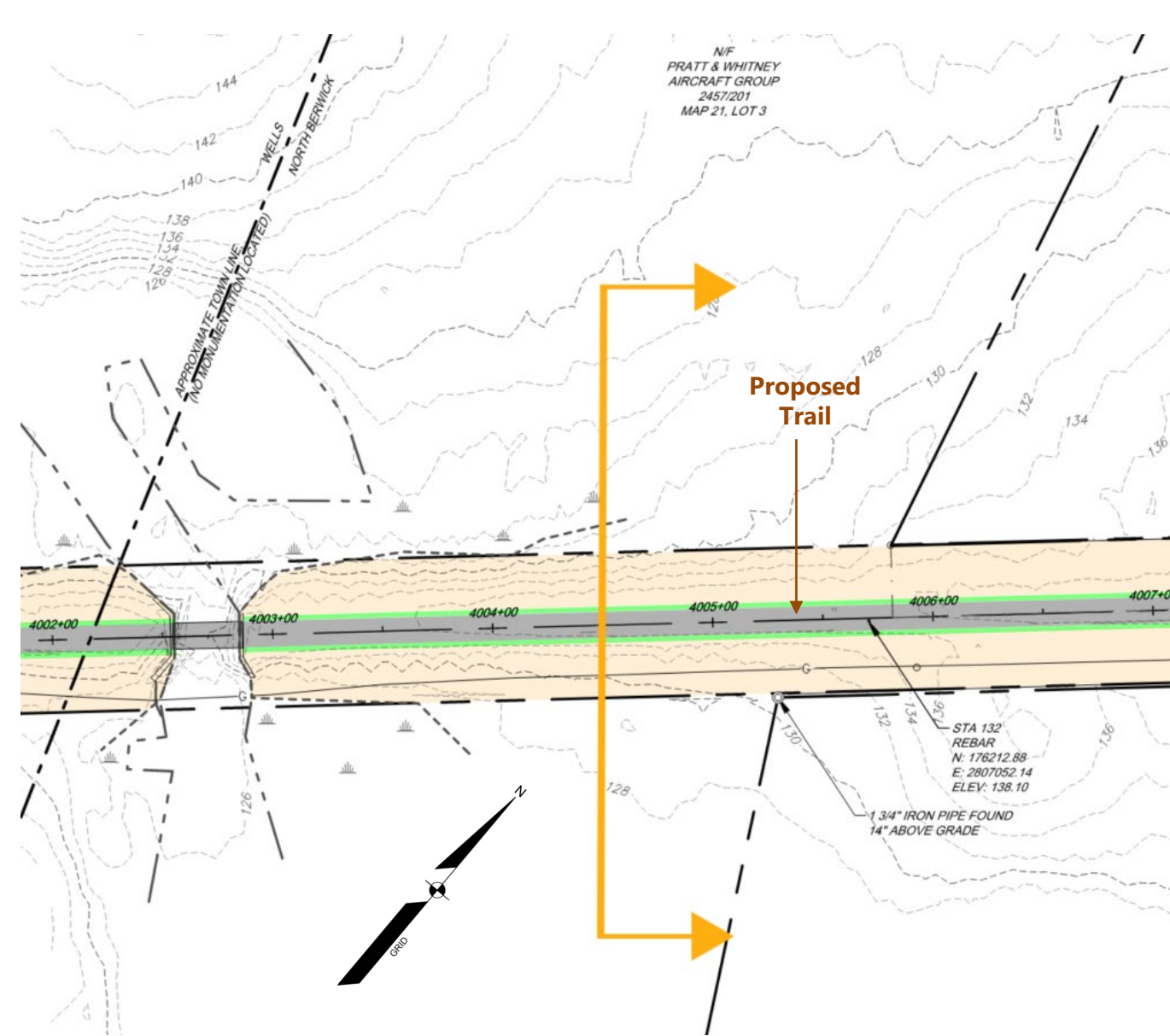
- Alternative category ratings are relative to the section being analyzed
- Unitil/Granite State Gas has openly expressed their support and willingness to accommodate the Eastern Trail development where feasible

Purpose & Need:

Develop a continuous bicycle and pedestrian facility that will safely accommodate all non-motorized users, within the project study limits.

Recommended

Preliminary Alternatives Comparison Matrix

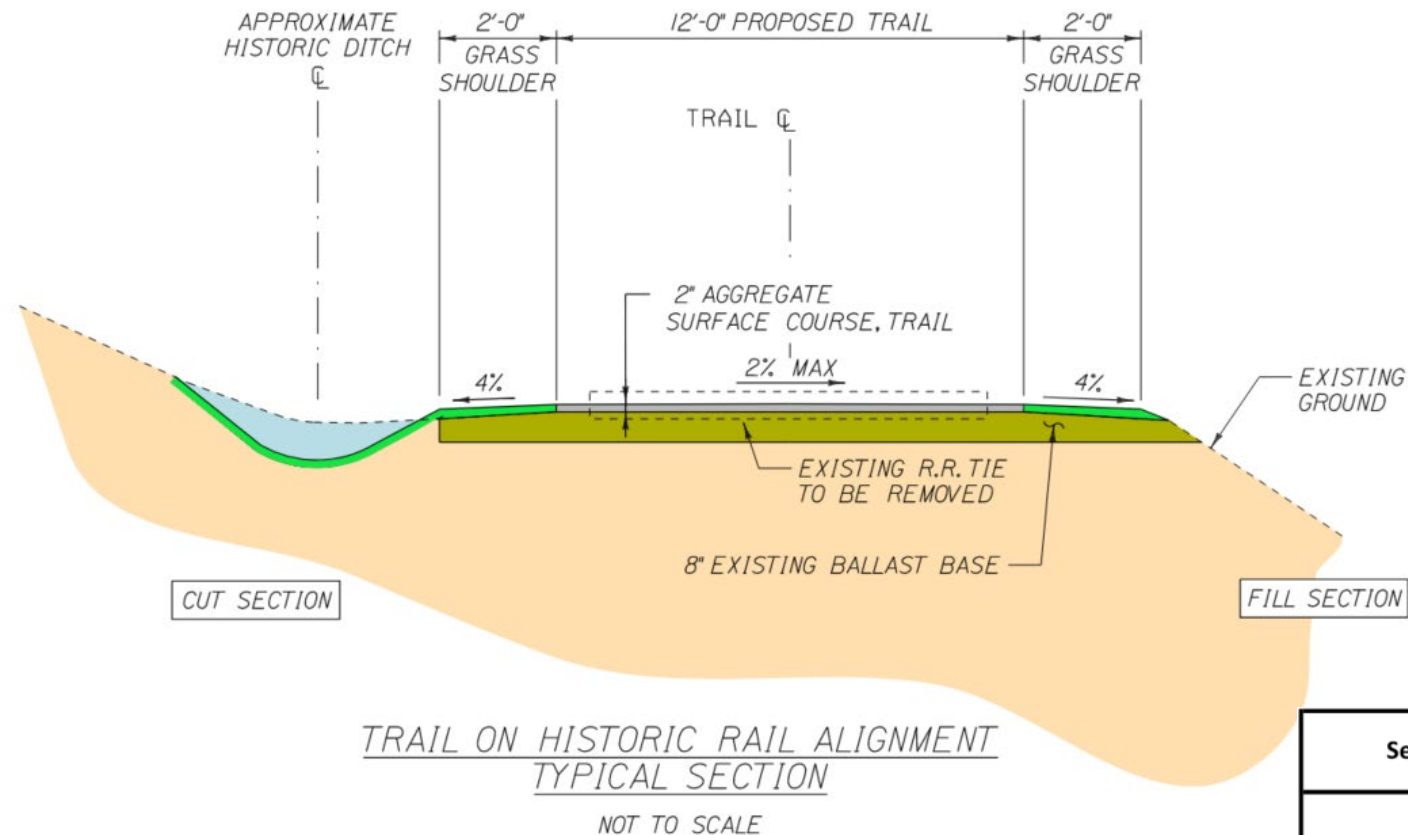


Required West Brook Bridge Improvements

- Install new ballast retainers
- Windrow, shape, grade, and choke ballast
- Add trail surface material over ballast
- Installation of pedestrian guard railings



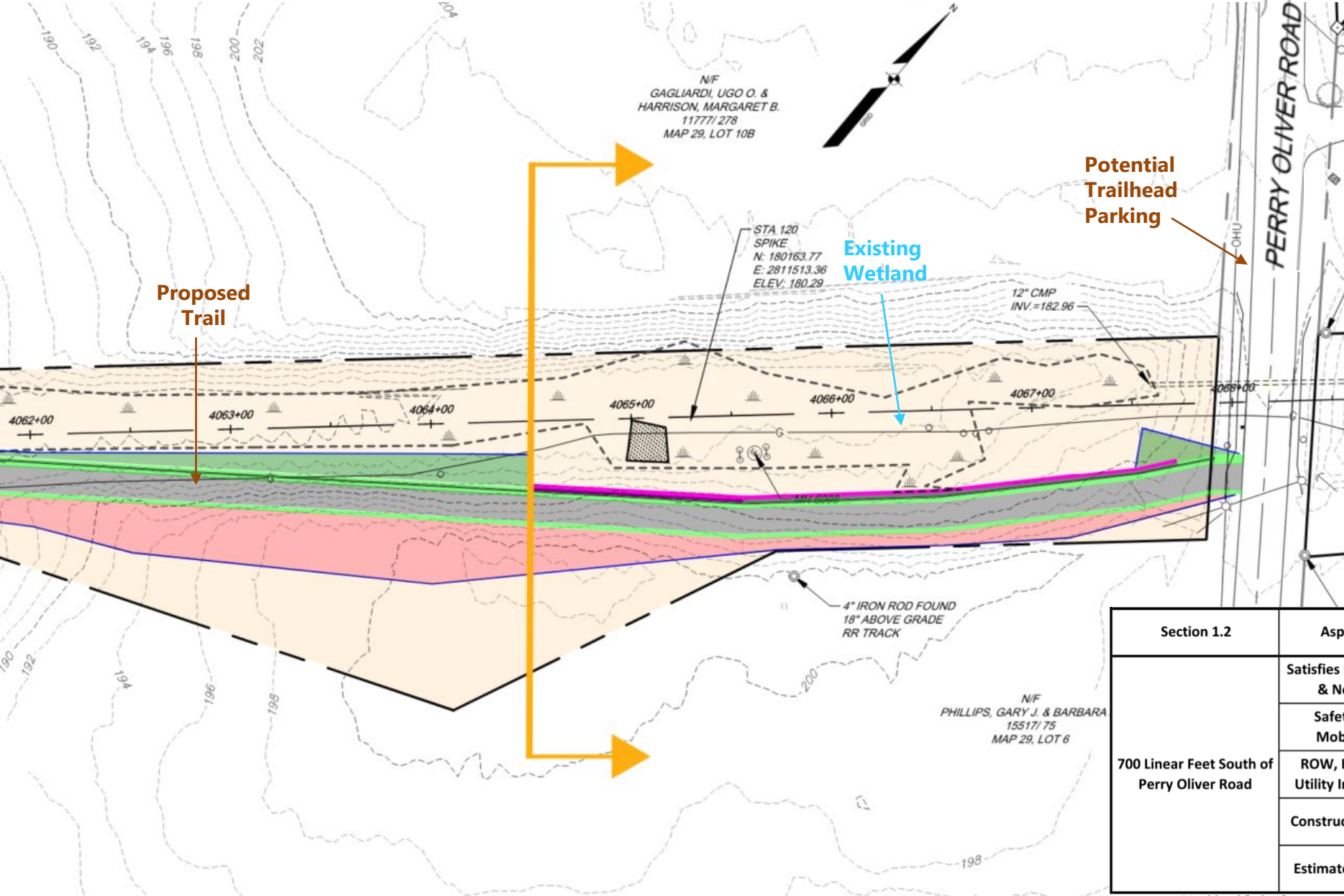
Section 1.1



Trail Base Preparation

- Remove existing RR ties and debris
- Windrow top 8" of ballast to remove silt and organic debris
- Grade and Shape ballast to create a sturdy trail base
- Choke the ballast with a granular material
- Add trail surface material over ballast

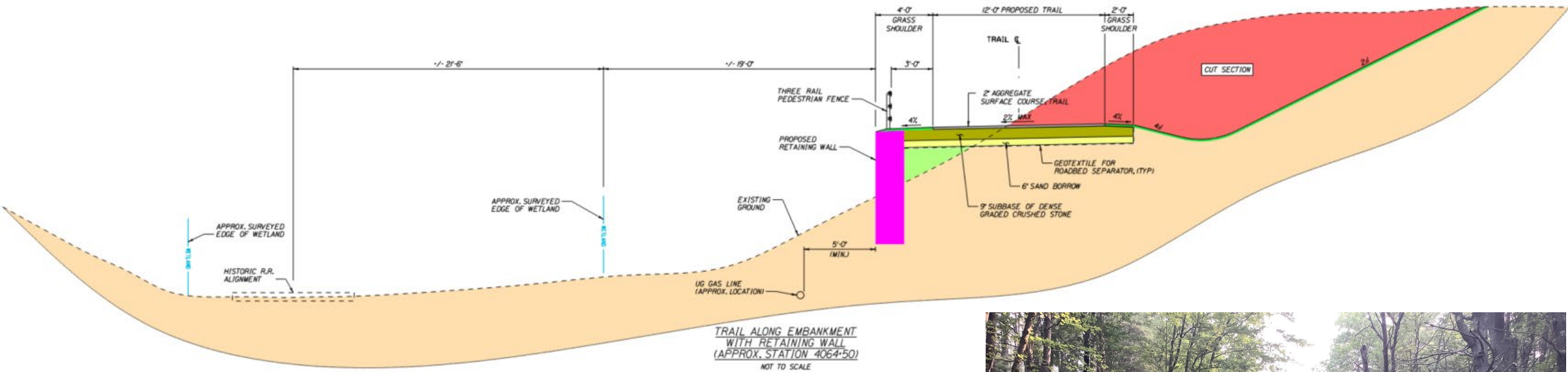
Section 1.1	Aspect	Alt. 1.1.1 - Historic Rail Alignment	Alt. 1.1.2 - Natural Resource Avoidance Within Utility Corr.
Route 9 to 700 Linear Feet South of Perry Oliver Road (~1.82 Miles)	Satisfies Purpose & Need	Yes	Yes
	Safety & Mobility	Dedicated path for bikes/peds	Dedicated path for bikes/peds
	ROW, Env. & Utility Impacts	Minimal Env. Impacts Anticipated	Possible Utility Impacts Anticipated
	Constructability	Minimal Effort	Moderate Effort
	Estimated Cost	Low	Moderate



Section 1.2	Aspect	Alt. 1.2.1 - Historic Rail Alignment	Alt. 1.2.2 - Natural Resource Avoidance Within Utility Corr.
700 Linear Feet South of Perry Oliver Road	Satisfies Purpose & Need	Yes	Yes
	Safety & Mobility	Dedicated path for bikes/peds	Dedicated path for bikes/peds
	ROW, Env. & Utility Impacts	Env. Impacts Anticipated	Possible Utility, Moderate Env. Anticipated
	Constructability	Minimal Effort if Permitted	Moderate Effort
	Estimated Cost	Low	Moderate

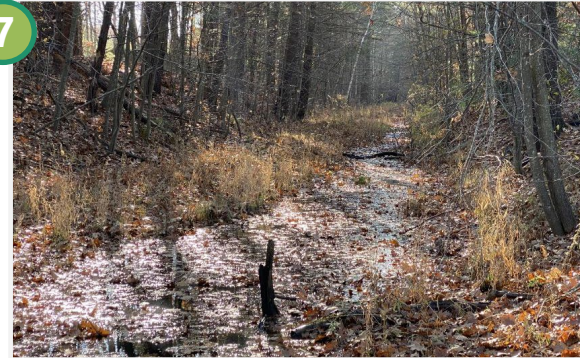


Section 1.2



Trail Base Preparation

- Excavation and grubbing of trail base area
- Installation of a geotextile material
- Add 6" of sand for areas of non-well drained existing material
- Add 9" of subbase material
- Add trail surface material over subbase



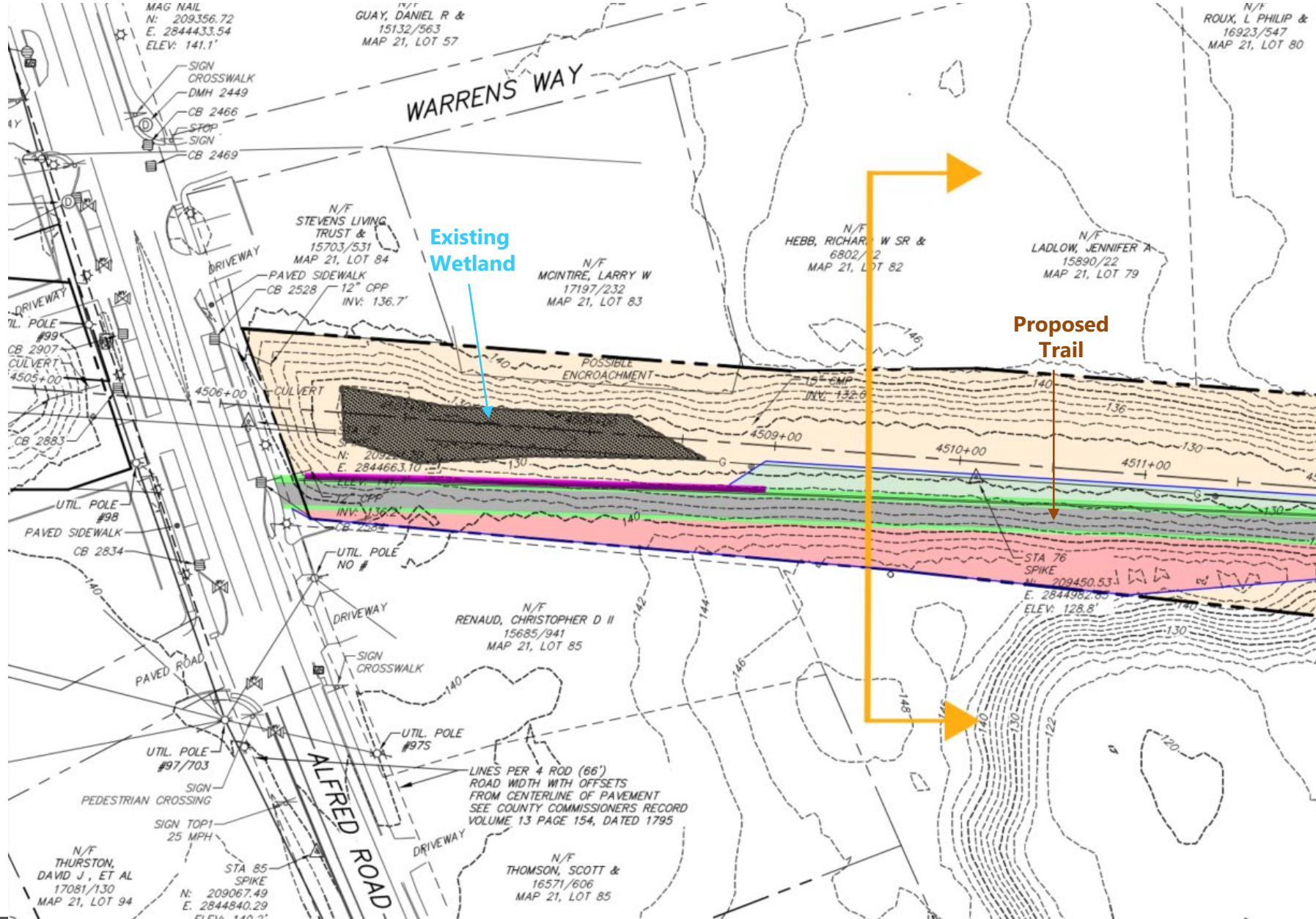
Section 2.W	Aspect	Alt. 2.W.1 - Pvmnt. Preserv., Add Signage and Striping	Alt. 2.W.2 - Roadway Improvements	Alt. 2.W.3 - Shared-Use Path Adjacent to Roadway		
Warrens Way	Satisfies Purpose & Need	No	No	Yes		
	Safety & Mobility	Minimal improvement	Moderate improvement Shared roadway options	Dedicated path for bikes/peds		
	ROW, Env. & Utility Impacts	None anticipated	Possible ROW or Utility Impacts Anticipated	ROW and Possible Utility Impacts Anticipated		
	Constructability	Minimal Effort, Minor Traffic Impacts	Moderate Effort and Traffic Impacts	Major Effort and Traffic Impacts		
	Estimated Cost	Low	Moderate	High		
Section 2.1	Aspect	Alt. 2.1.1 - Historic Rail Alignment	Alt. 2.1.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.1.3 - Trail on Eastern Embankment		
Alfred Road to Kennebunk Savings Bank - Southern Parcel (~300 Linear Feet)	Satisfies Purpose & Need	Yes	Yes	Yes		
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds		
	ROW, Env. & Utility Impacts	Major Environmental Impacts	Minor Environmental Impacts Anticipated	Possible Environmental Impacts Anticipated		
	Constructability	Likely would not get permitted	Moderate Effort	Moderate Effort		
	Estimated Cost	Low	Moderate	Moderate		
Section 2.2	Aspect	Alt. 2.2.1 - Historic Rail Alignment	Alt. 2.2.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.2.3 - Trail on Eastern Embankment	Alt. 2.2.4 - Trail Within Kennebunk Savings Bank - Southern Parcel Development	
Kennebunk Savings Bank - Southern Parcel (~0.27 Miles)	Satisfies Purpose & Need	Yes	Yes	Yes	Eventually	
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds	Dedicated path for bikes/peds	
	ROW, Env. & Utility Impacts	Moderate Environmental Impacts Anticipated	Possible Environmental Impacts Anticipated	Possible Environmental Impacts Anticipated	100% off Unutil ROW	
	Constructability	Minor Effort	Moderate Effort	Moderate Effort	Minimal effort if coordinated with site development	
	Estimated Cost	Low	Moderate	Moderate	Low	
Section 2.3	Aspect	Alt. 2.3.1 - Historic Rail Alignment	Alt. 2.3.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.3.3 - Trail on Eastern Embankment	Alt. 2.3.4 - Trail Along Top of Eastern Embankment	
Kennebunk Savings Bank - Northern Parcel (~0.20 Miles)	Satisfies Purpose & Need	Yes	Yes	Yes	Yes	
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds	Dedicated path for bikes/peds	
	ROW, Env. & Utility Impacts	Major Environmental Impacts	Minor Environmental Impacts Anticipated	Moderate Environmental Impacts	Significant ROW Impacts	
	Constructability	Likely will not get permitted	Moderate Effort	Moderate Effort	Moderate Effort	
	Estimated Cost	Low	Moderate	Moderate	Low	
Section 2.4	Aspect	Alt. 2.4.1 - Historic Rail Alignment	Alt. 2.4.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.4.3 - Trail on Eastern Embankment	Alt. 2.4.4 - Trail Along Top of Eastern Embankment	Alt. 2.4.5 - Cross Railroad Corridor to Warrens Way
Kennebunk Savings Bank - Northern Parcel to Alewife Road (~500 Linear Feet)	Satisfies Purpose & Need	Yes	Yes	Yes	Yes	Possibly, Pending Warrens Way Level of Improvements
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds	Dedicated reduced width path for bikes/peds	Pending Warrens Way Level of Improvements
	ROW, Env. & Utility Impacts	Major Environmental Impacts	Minor Environmental Impacts Anticipated	Moderate Environmental Impacts	Significant ROW Impacts	Minor Environmental Impacts
	Constructability	Likely will not get permitted	Moderate Effort	Moderate Effort	Limited space for construction activities	Moderate Effort
	Estimated Cost	Low	Moderate	Moderate	Moderate	Moderate

Segment 2

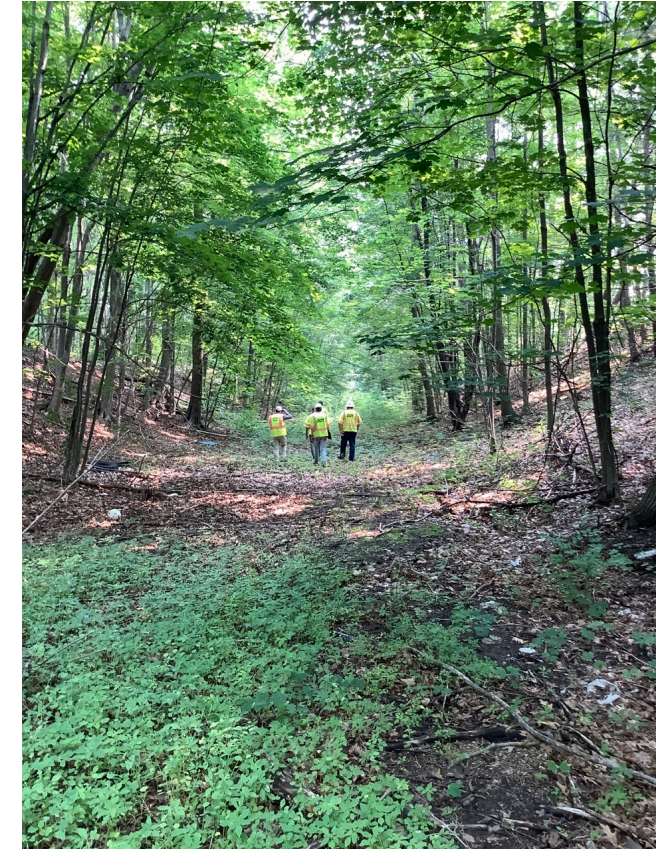
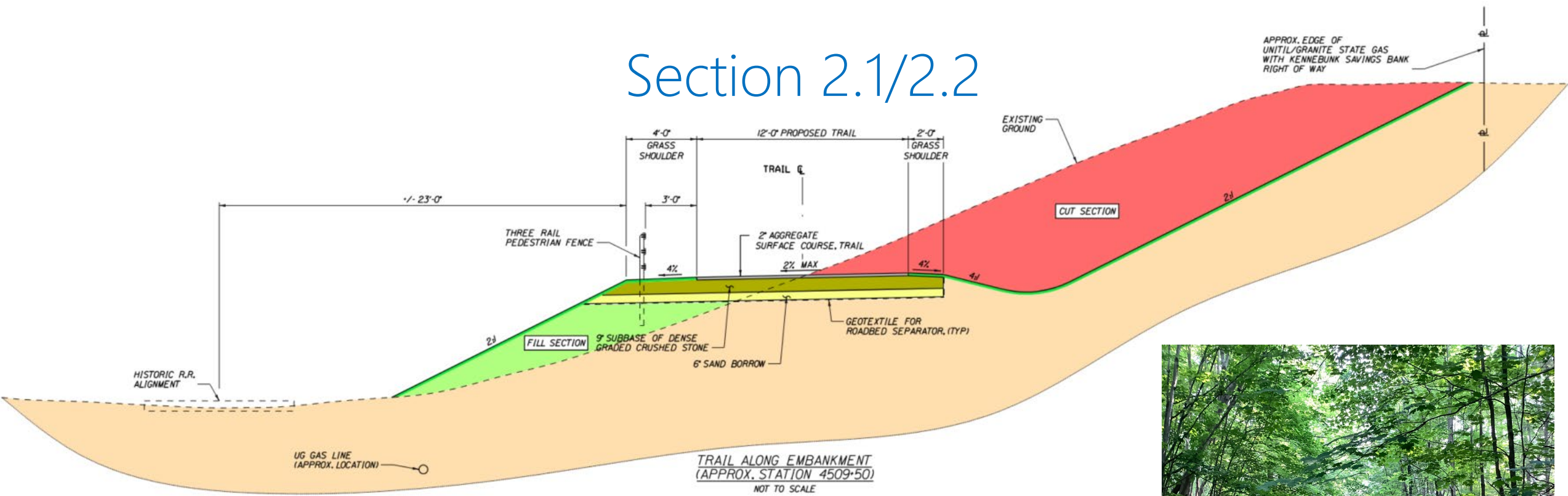
(Alfred Road to Alewife Road)

- Section 2.W is an alternative that can be utilized for the whole segment or an individual section
- Alternative category ratings are relative to the section being analyzed
- Kennebunk Savings Bank and Unutil/Granite State Gas has openly expressed their support and willingness to accommodate the Eastern Trail development where feasible
- RR ballast and ties were not observed here during the field reconnaissance

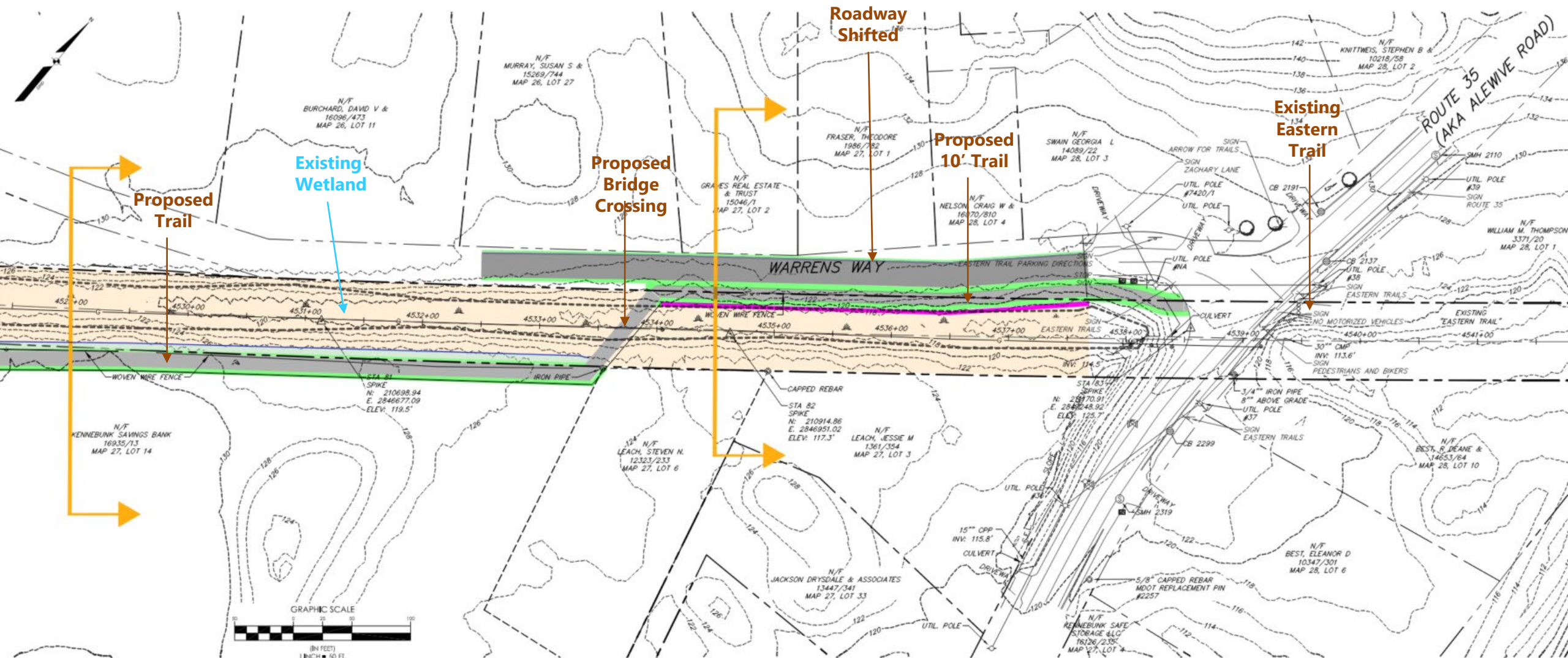
Feature Color Coding:	More Desireable	Neutral	Less Desireable	Not Considered
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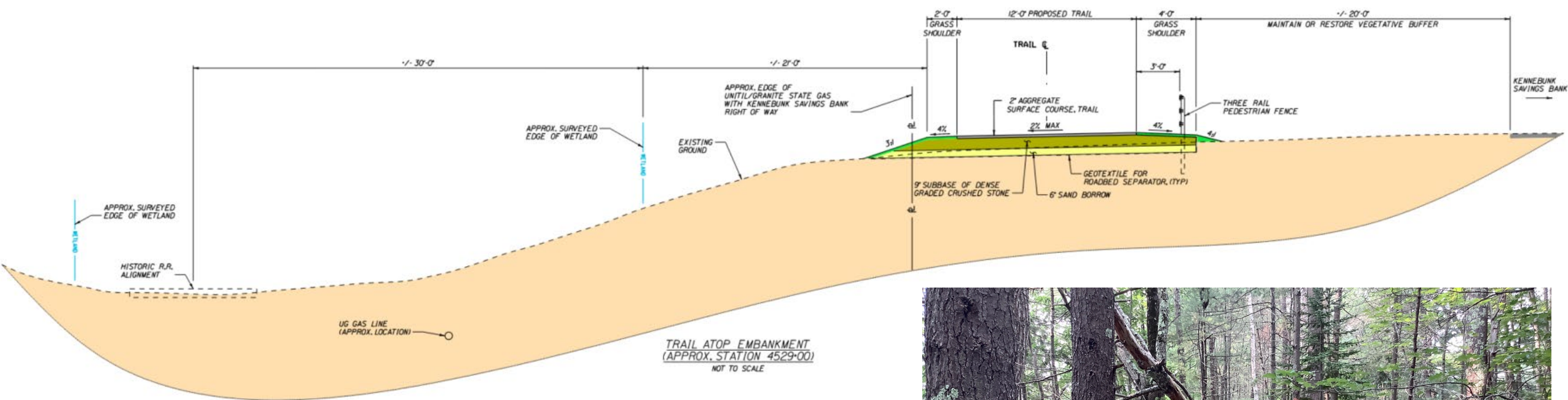
Section 2.1/2.2



Section 2.1	Aspect	Alt. 2.1.1 - Historic Rail Alignment	Alt. 2.1.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.1.3 - Trail on Eastern Embankment	
Alfred Road to Kennebunk Savings Bank - Southern Parcel (~300 Linear Feet)	Satisfies Purpose & Need	Yes	Yes	Yes	
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds	
	ROW, Env. & Utility Impacts	Major Environmental Impacts	Minor Environmental Impacts Anticipated	Possible Environmental Impacts Anticipated	
	Constructability	Likely would not get permitted	Moderate Effort	Moderate Effort	
	Estimated Cost	Low	Moderate	Moderate	
Section 2.2	Aspect	Alt. 2.2.1 - Historic Rail Alignment	Alt. 2.2.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.2.3 - Trail on Eastern Embankment	Alt. 2.2.4 - Trail Within Kennebunk Savings Bank - Southern Parcel Development
Kennebunk Savings Bank - Southern Parcel (~0.27 Miles)	Satisfies Purpose & Need	Yes	Yes	Yes	Eventually
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds	Dedicated path for bikes/peds
	ROW, Env. & Utility Impacts	Moderate Environmental Impacts Anticipated	Possible Environmental Impacts Anticipated	Possible Environmental Impacts Anticipated	100% off Unitil ROW
	Constructability	Minor Effort	Moderate Effort	Moderate Effort	Minimal effort if coordinated with site development
	Estimated Cost	Low	Moderate	Moderate	Low

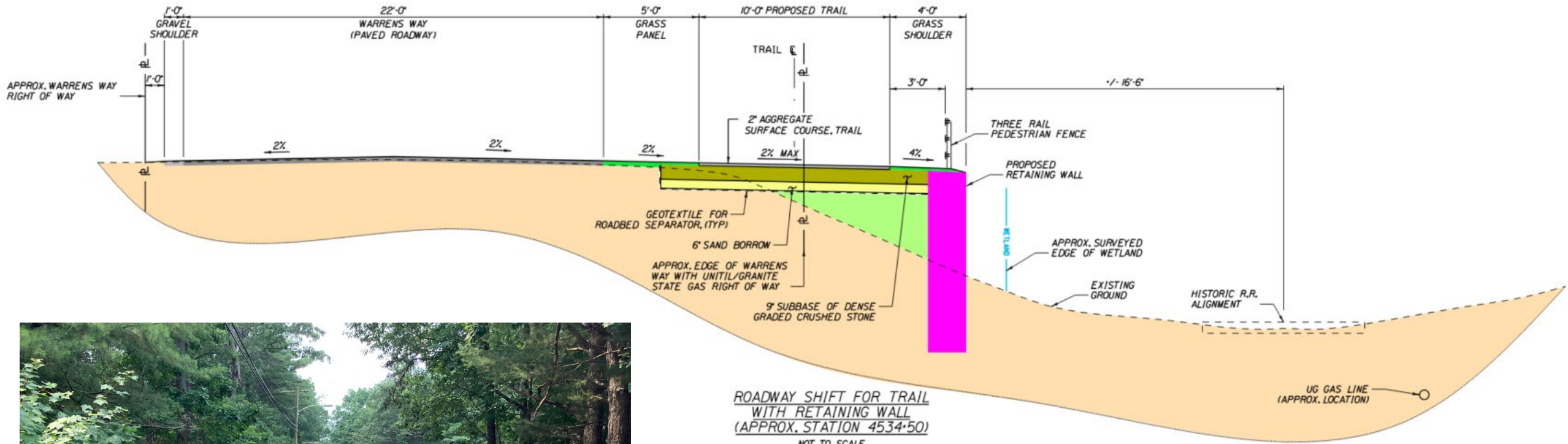


Section 2.3



Section 2.3	Aspect	Alt. 2.3.1 - Historic Rail Alignment	Alt. 2.3.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.3.3 - Trail on Eastern Embankment	Alt. 2.3.4 - Trail Along Top of Eastern Embankment
Kennebunk Savings Bank - Northern Parcel (~0.20 Miles)	Satisfies Purpose & Need	Yes	Yes	Yes	Yes
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds	Dedicated path for bikes/peds
	ROW, Env. & Utility Impacts	Major Environmental Impacts	Minor Environmental Impacts Anticipated	Moderate Environmental Impacts	Significant ROW Impacts
	Constructability	Likely will not get permitted	Moderate Effort	Moderate Effort	Moderate Effort
	Estimated Cost	Low	Moderate	Moderate	Low

Section 2.4



ROADWAY SHIFT FOR TRAIL WITH RETAINING WALL (APPROX. STATION 4534+50)

NOT TO SCALE



Section 2.4	Aspect	Alt. 2.4.1 - Historic Rail Alignment	Alt. 2.4.2 - Boardwalk Along Historic Rail Alignment	Alt. 2.4.3 - Trail on Eastern Embankment	Alt. 2.4.4 - Trail Along Top of Eastern Embankment	Alt. 2.4.5 - Cross Railroad Corridor to Warrens Way	
Kennebunk Savings Bank - Northern Parcel to Alewife Road (~500 Linear Feet)	Satisfies Purpose & Need	Yes	Yes	Yes	Yes	Possibly, Pending Warrens Way Level of Improvements	
	Safety & Mobility	Dedicated path for bikes/peds	Possible Safety Concerns	Dedicated path for bikes/peds	Dedicated reduced width path for bikes/peds	Pending Warrens Way Level of Improvements	
	ROW, Env. & Utility Impacts	Major Environmental Impacts	Minor Environmental Impacts Anticipated	Moderate Environmental Impacts	Significant ROW Impacts	Minor Environmental Impacts	
	Constructability	Likely will not get permitted	Moderate Effort	Moderate Effort	Limited space for construction activities	Moderate Effort	
	Estimated Cost	Low	Moderate	Moderate	Moderate	Moderate	
			Section 2.W	Aspect	Alt. 2.W.1 - Pvmnt. Preserv., Add Signage and Striping	Alt. 2.W.2 - Roadway Improvements	Alt. 2.W.3 - Shared-Use Path Adjacent to Roadway
			Warrens Way	Satisfies Purpose & Need	No	No	Yes
				Safety & Mobility	Minimal improvement	Moderate improvement Shared roadway options	Dedicated path for bikes/peds
				ROW, Env. & Utility Impacts	None anticipated	Possible ROW or Utility Impacts Anticipated	ROW and Possible Utility Impacts Anticipated
				Constructability	Minimal Effort, Minor Traffic Impacts	Moderate Effort and Traffic Impacts	Major Effort and Traffic Impacts
				Estimated Cost	Low	Moderate	High

Unitil/Granite State Gas Corridor Crossing (example)



Opinion of Costs

Segment 1 – Route 9 to Perry Oliver Road

- Section 1.1 – Alt. 1.1.1 (Historic Rail Alignment) = \$920,000
- Section 1.2 – Alt. 1.2.2 (Natural Resource Avoidance Within Utility Corridor) = \$580,000

Segment 1 Subtotal = \$1,500,000

Segment 2 – Alfred Road to Alewife Road

- Section 2.1 – Alt. 2.1.3 (Trail on Eastern Embankment) = \$440,000
- Section 2.2 – Alt. 2.2.3 (Trail on Eastern Embankment) = \$305,000
- Section 2.3 – Alt. 2.3.4 (Trail Along Top of Eastern Embankment) = \$180,000
- Section 2.4 – Alt. 2.4.5 (Cross Railroad Corridor to Warrens Way) = \$1,255,000

Segment 2 Subtotal = \$2,180,000

Total Cost of Recommended Trail Alternatives = \$3,680,000

- Conceptual order of magnitude costs based on 2021 \$\$
- Includes assumptions for **PE, Construction, and CE**
- Does not include ROW, permitting, or mitigation costs

Public Input and Discussion



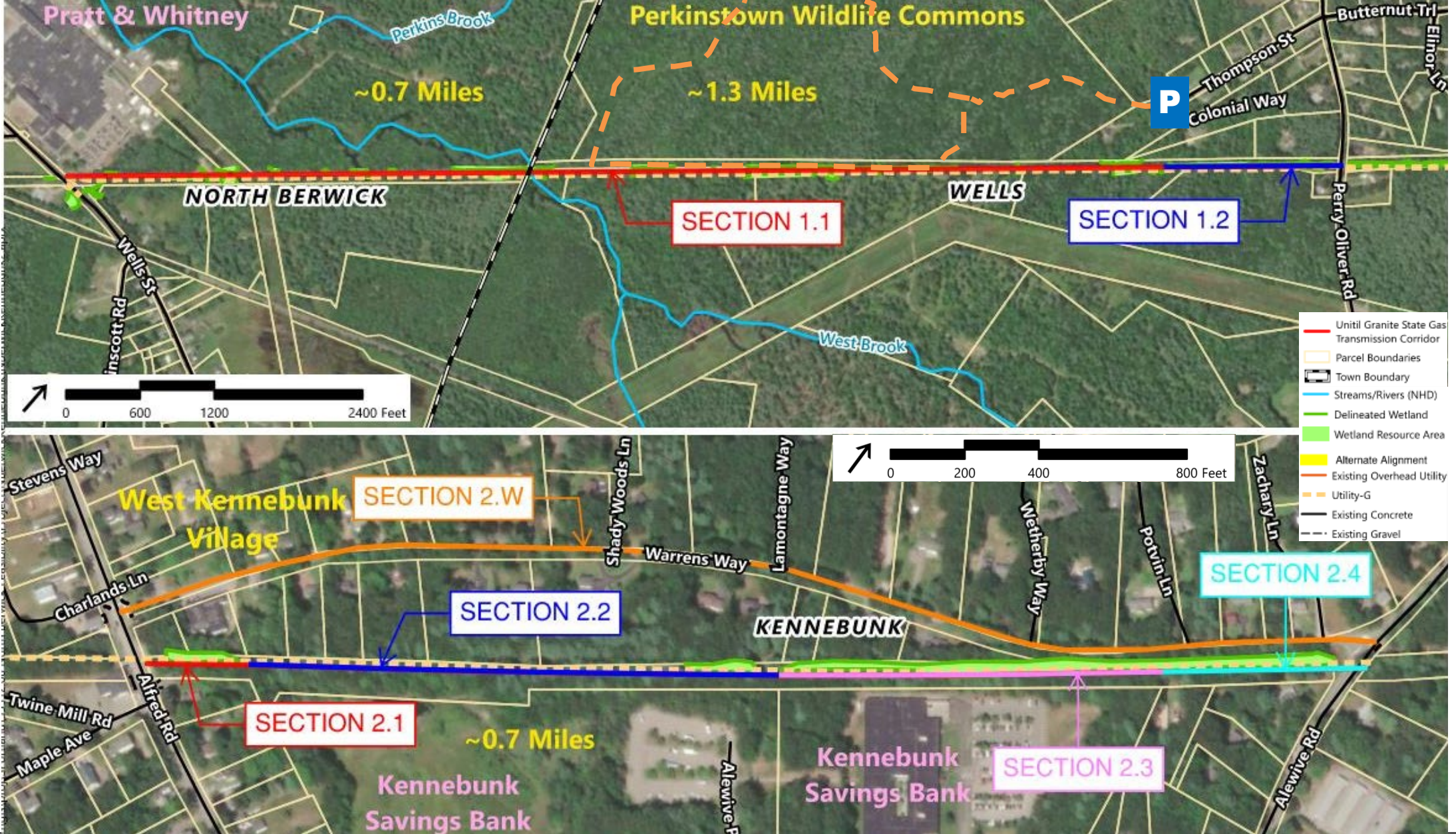
Focus of Tonight's Meeting

...help us identify and understand local concerns and opportunities in relation to the recommended alternatives presented

Public Input / Discussion

Study's purpose is to *evaluate and analyze* **connectivity** alternatives for the Eastern Trail in **North Berwick, Wells, and Kennebunk**.

1. What else can you think of to add to tonight's discussion and/or contribute to the overall success of this project? (for example...)
 - Other ideas/options that should be considered
 - Location specific information
 - Local issues and concerns we should be aware of
 - Potential future developments that should be considered
 - Any other relevant information...
2. What are your hopes and or goals for this study?
3. Any concerns, questions, or comments related to the study?



Next Steps

Public Meeting Follow up:

- Collect all feedback and ideas from tonight's meeting
(All comments provided prior to, during, and after the meeting)
- Prepare a summary of all comments for review by the TAC

Remaining Project Schedule:

- March '22 – Prepare and Submit Final Report



North Berwick/Wells/Kennebunk Bike/Ped Trail Feasibility Study

Public Meeting #2

February 17, 2022

Thank you for participating!

Please send any additional questions or comments to:

Jon Kachmar, jon.kachmar@easterntail.org (860) 227-0914



Wells



North Berwick



Kennebunk