



Agenda
Board of Selectmen's Meeting
Town of Damariscotta, Maine
December 1, 2021; 5:30 PM
Damariscotta Town Hall

- I. Pledge of Allegiance**
- II. Call to Order**
- III. Minutes**
 - 1. November 17 Meeting
- IV. Financial Reports**
 - 1. Payroll Warrant
 - 2. Accounts Payable Warrant
- V. Presentations**
 - 1. Update on Newcastle-Damariscotta Broadband Committee Activities -Evan Goodkowsky
- VI. Citizen Comments and General Correspondence**
- VII. Town Manager Items**
 - 1. Follow-up on MDOT November Presentation Items
 - 2. Follow-up on Waterfront improvement Project 60% Design
- VIII. Official Action Items**
 - 1. Confirmation of Town Manager's Appointment of Code Enforcement Officer
- IX. Selectmen's Discussion Items**
- X. Adjournment**

Town Manager Notes for December 1, 2021

Board of Selectmen's Meeting

Presentations-

Evan Goodkowsky will give the Board an update on the recent activities of the Newcastle-Damariscotta Broadband Committee including the Request for Information (RFI) sent out to broadband providers.

Town Manager Notes

- 1. Follow-up on MDOT November Presentation Items** At your November 17 meeting, Dennis Emidy and Jeff Pulver from MDOT gave the Board a presentation on the US 1/Belvedere intersection and their preliminary ideas on how best to address traffic safety concerns at the School Street intersections at Main Street and Bristol Road. Dennis provided the attached follow-up email in response to questions that the Selectmen had. The US 1/Belvedere roundabout project has been included in the MDOT three-year plan for 2024, while the School Street/Main Street improvements could be scheduled for construction as soon as 2025. If the Board wishes, I can draft letters of support for either or both of these projects.
- 2. Follow-up on Waterfront improvement Project 60% Design-** The Board approved the 60% design plan for the Waterfront Improvement project at your November 17 meeting. There are three items on which some further clarification is needed. These are as follows:

Openings for harbor view- It was decided that the base bid for the project would include two eighty-foot sections where the top two feet of the flood wall would remain open and secured with stop logs when major tidal flooding was forecast. There has been some interest in designing these open sections with a transparent upper section. The question here is does the Board wish to have the glass alternative as a future option. If so, it will need to be included as a bid alternate when the project goes out for bid.

Misery Gulch view-point- Does the Board wish to add a viewport as described above in the area of the parking lot adjacent to Misery Gulch?

*Asphalt depth in parking lot-*There was some discussion on whether the specifications should call for a 4 ½ inch asphalt depth versus the consultant's initial recommendation of 3 inches. The current perspective of the project team is that the bid specifications should call for the 4 ½ inch depth.

Official Action Items

- 1. Confirmation of Town Manager's Appointment of Code Enforcement Officer-**During the past two weeks, Cheryl Pinkham and I interviewed the two individuals who had submitted applications for the Town's vacant Code Enforcement Officer position. After a second interview and contacts with his current and previous employers, I have offered the position to Corey Fortin, contingent up the Board's confirmation. Corey is a resident of Washington and is a certified Code Enforcement Officer and Plumbing Inspector. He currently serves as Code Enforcement Officer for the Towns of Washington, Bremen, Appleton, Morill and Waldo.
Recommended Action: Confirm the Town Manager's appointment of Corey Fortin as Code Enforcement Officer.

Hi Matt,

Thank you for having us last week to discuss the Route 1 & Belvedere intersection, Route 1B & School St intersection and Roue 129 & School St. I apologize that it took longer than the 30 minutes you had scheduled for us. Attached is the PowerPoint presentation for Route 1B & School Street.

I wanted to also follow up on questions that you and the Select Board had:

Roundabout Queue Lengths

Your first question was about traffic queueing at the roundabout and was concerned about queueing like the Wiscasset area. Keep in mind that the traffic in the Wiscasset has an AADT of over 15,500 vehicles per day compared to 9,600 vehicles per day on Route 1 at this location. The side street volumes and pedestrian volumes are higher in Wiscasset as well. The following table below shows roundabout queue length calculations and simulation results rounded up to the nearest vehicle. The calculations are based on Transportation Research Board (TRB), Highway Capacity Manual (HCM) and the traffic simulation results from TrafficWare Syncho/SimTraffic.

Damariscotta Route 1 / Belvedere Road Forecast Roundabout Queue Lengths

Approach	Forecast 95th Percentile Queue Lengths (Vehicles)							
	Traffic Simulation		HCM Calculation					
	2021 AM	2021 PM	2021 AM	2021 PM	10% Growth AM	10% Growth PM	20% Growth AM	20% Growth PM
Route 1 NB	2	2	2	4	3	4	3	5
Route 1 SB	3	3	3	3	4	3	4	4
Belvedere Road WB	3	3	1	1	1	1	1	2
Belvedere Road EB	2	2	1	1	1	1	1	1

A vehicle has an assumed length of 25 feet for the length of the vehicle and associated space between vehicles. The calculations and simulations do not forecast long queue lengths for this roundabout based on existing traffic volumes or if all turning movements increase 10% to 20%. This model is for design hour (30th highest hour of the year). Queue lengths may be longer than this if a significant portion of vehicles turning left from Route 1 onto Route 1B change their travel pattern to turn left at the roundabout.

Crash Response in the Roundabout

There was a question at the meeting about how to deal with crash response and crash cleanup in the roundabout and whether or not it is possible to maintain two-way flow when that happens. First, it is helpful to remember that most roundabout crashes are non-disabling property damage crashes because of the speed and angle of impact. This means that much of the time drivers involved in a crash can pull out of the roundabout to a safe area.

I spoke with Caribou Chief of police, Michael Gahagan and he first comment is that there are hardly any crashes there now. He mentioned that it's actually better to maintain traffic at the roundabout than on

project at this intersection. As you know, currently there is a single overhead flashing beacon on a mast arm at the intersection (See below).



I hope that I covered all your questions for now. It sounds like the Board supported the right out and limited restrictions at School Street and Route 1B. Please let us know and we will do a refined project cost estimate and see how it ranks with other candidate safety projects for 2025 Work Plan.

Have a Happy Thanksgiving

Respectfully,

Dennis