

Ad Hoc Harbor Trail Committee October 30 2014
Minutes
Approved 12/17/14

Attendees:

Louise Ruf-MacLellan, Chair
Dean Fulton (member)
Virginia Slawson (member)
Joan Wright (member)
Annette Naegel (member)
John Holden, Community Development Director
Gordon Page, Rockland Main Street, Inc.
Tom Fowler (consultant)

(Note: HT used as acronym and abbreviation for Harbor Trail)

Minutes of August and September were approved with amendment to August (A Naegel present).

The meeting was focused on follow up presentation by Tom Fowler of Landmark Engineers and Surveyors who has been contracted to design the Mechanic Street portion of HT.

T Fowler presented engineer drawings and the following points:

- What Committee said at last meeting
 1. Preference for at-grade trail (as opposed to raised curb) with traffic barrier between trail & road
 2. Preference for non-linear connection to Sail Power & Steam Museum
 3. Preference for natural surface for trail, i.e. stone dust.
 4. Asked us to explore whether a non-linear alignment (chicane) of the trail is possible
 5. Also asked us to examine a “boardwalk” style path along this area
- What we’ve learned
 1. Spoke with Greg Blackwell, may have some stockpile of granite block, but not much. We are welcome to take a look.
 2. Greg also said that his understanding is that when improving/replacing a crossing in Rockland, typically the railroad (Maine Eastern Railroad in this case) will install the rubber bumpers against the rails and any work in between them, while the City does the work from about 1’ outside the rails.

3. Further along those lines, he said that he has been in contact with Maine DOT about replacing that crossing because it is rapidly deteriorating. He says it is on “their list.” If it’s possible to coordinate, it would seem to be more efficient for all involved to replace and extend this crossing to accommodate pedestrian traffic at the same time.
 4. Nate Moulton, primary DOT contact, not available when I contacted him, but I expect to confirm the details, such as the crossing and possible limited grading extending into the state owned right-of-way, with him next week.
 5. We considered and evaluated the non-linear (chicane) alignment and found that there is a relatively narrow band of space between the existing edge of pavement (11’ – 15’) and the existing right-of-way line. The width of the trail and the traffic barrier is a minimum of 8’. Based on these narrow tolerances, we don’t believe the non-linear alignment is practical on this portion of Harbor Trail. It is an idea certainly worth exploring in other portions of the trail, however.
 6. We looked into the possibility of a raised “boardwalk” style path along this portion of the trail. The total length of the trail (with the exception of the railroad crossing) is approximately 660 linear feet. Assuming a 5’ wide boardwalk, the square footage is approximately 3,300 square feet. We obtained budgetary pricing for boardwalk decking and found it to be roughly \$15-20/sq. ft. Extending this cost out, we find that the trail decking could be upwards of \$49,500 – 66,000. This cost alone exceeds the grant funding by a fair margin. We believe that the project can be accomplished with far less expense by utilizing an at-grade solution such as the preferred stone dust surface.
- T Fowler then summarized the plan
 1. The plan has the following features:
 - 700 linear feet of 5’ wide stone dust trail from Snow St to the driveway to Rockland Marine
 - Granite blocks providing traffic barrier between the road and the trail
 - At John Holden’s request, we included an alternate of iron posts and chain between granite blocks to act as a further traffic barrier
 - A curved spur about 45’ long of 5’ wide stone dust trail from Mechanic Street to the Sail Power & Steam Museum driveway
 - One at grade crossing of the existing railroad tracks. We understand the crossing portion will be constructed by MERR, with the remaining portions by the City
 - Minor drainage improvements at Pacific Street and the Rockland Marine driveway. These improvements total 3 catch basins and roughly 120 linear feet of piping.

- A painted crosswalk across the Rockland Marine driveway from the end of this portion of Harbor Trail to the existing shoulder at the end of Atlantic Street

Committee comments and questions included option of doing a raised portion of trail or drainage area below Pacific Street. After some discussion this was not favored. The Committee also discussed and asked for consideration of using plantings at the east end of the project instead of a fence to separate the trail from the railroad bed (steep slope). Plantings suggested included Sweet Fern, English Ivy, and Creeping Jenny. Landmark will consider this and include as possible alternate.

J Holden noted that he will review with T Fowler cost details and finalize a budget and bid package for RFP. J Holden noted that he will have to go to Council to seek additional funds as the project grant proposal, limited by grant funds and the revision of the trail (extending the entire length along Mechanic from Snow Park Drive) is more costly than the HT Plan estimates used in the proposal. J Holden will work with T Fowler to finalize plans, budget, etc. and prepare for RFP. J Holden may go to Council in December to request more funds. Project would be bid in January or February with construction next season.

J Holden reported that the revised easement for the Sharp property, as approved by the Committee, including the curved portion at the Snow Marine Drive end, will go to Council in December.

The Chair then turned the Committee to consideration of the priority of historic markers. The minutes of September included initial proposed priority:

1. Site #2
2. Site #5
3. Site #7
4. Site #8
5. Site #14

Each member present was asked to give their top 5 priority sites for the HT historic markers. J Holden will tabulate these and share at the next meeting recommended priorities based on input.

D Felton and J Wright then reported on a site visit they made along the trail (see attached notes). In summary, D Felton suggested that there also be signs the show “what exists” in addition to historic markers. Further, he suggested “loops” be created and maps prepared that encouraged walkers into and out of neighborhoods of the City.

V Slawson urged that any and all HT maps be included on a web site, linked to the cities.

Topics for upcoming meetings (Nov or Dec) will be:

- Fundraising, capital campaign, or financing plan for HT going forward (Nov)
- Revisit any details or priority listing of historic markers & input on draft HT Map prepared by RMSI

Meeting adjourned.