

MEETING NOTICE

The Wiscasset Board of Selectmen, Board of Assessors & Overseers of the Poor will meet Tuesday, January 4, 2011 at 7 pm in the Municipal Meeting Room.

AGENDA

1. 7:00 p.m. Call the meeting to Order.
2. Pledge of Allegiance to the Flag of the United States of America.
3. Approval of Treasurer's Warrant: December 28th, 2010 and January 4th, 2011.
4. Approval of Minutes: December 21st, 2010.
5. Special Presentations or Awards:

Gerry Audibert regarding Route One Wiscasset.

Motion: The Board of Selectmen endorse the recommendation of the Transportation Committee regarding the Midcoast Bypass Task Force.

6. Committee Appointments:

Motion: None.

7. Public Comment on Non-Agenda Items:
At each regular Selectmen meeting, there will be time devoted to any resident, taxpayer, or, in the case of an organization, an authorized representative of a resident or taxpayer, of the Town of Wiscasset to address the Selectmen regarding any item that is not on the agenda for that meeting. Comments will be limited to five minutes per person. There will be a 30-minute maximum for this section.

8. Department Head or Committee Chair Report:

Motion: None.

9. Unfinished Business:

Motion: None.

10. New Business:

A. Appoint Christine Wolfe as registrar, effective January 1, 2011 through January 1, 2013.

Motion: The Board of Selectmen appoint Christine Wolfe as Registrar of Voters for the Municipality of Wiscasset, effective January 1, 2011 through January 1, 2013.

B. Town of Wiscasset Health Insurance Eligibility Requirements.

Motion: The Board of Selectmen adopt the attached Health Insurance Eligibility Requirements, effective January 1, 2011.

11. Town Manager's Report:
 - A. Job Description Update.
 - B. Discuss non-profit organizations' requests for funding.
 - C. General Update.
12. Other Board Business:
13. Adjournment.

Future Meetings, Workshops and Events.

Jan 5	Dept Head Mtg 8am
Jan 5	Airport Com at Airport 6pm
Jan 6	Selectmen budgetary goal workshop 6pm
Jan 10	ORC 5pm
Jan 10	Planning 7pm
Jan 11	Ordinance Committee Workshop 7pm
Jan 12	Lobster Foundation Meeting 6pm
Jan 13	Waterfront Com 6:30 pm
Jan 13	Dept. of Motor Vehicle 9am to 3:30pm
Jan 17	CLOSED
Jan 18	Selectmen Mtg 7pm
Jan 19	Dept. Head workshop 8am
Jan 20	Waterfront Taskforce Public Hearing 6pm
Jan 24	ORC 5pm
Jan 24	Planning 7pm
Jan 26	Conservation Com 6pm

Laurie Smith

From: Audibert, Gerry <Gerry.Audibert@maine.gov>
Sent: Tuesday, December 21, 2010 8:35 AM
To: townmanager@wiscasset.org
Subject: Wiscasset Bypass
Attachments: taskforce fact sheet 2010 12 03 Attachment.pdf, BGEPA Rationale.doc

Hi Laurie - Per our conversation yesterday, attached for your and Selectmen's information are materials we recently provided to the Midcoast Bypass Task Force. If you have any questions or want to discuss anything, I am in the office until 11:30. You can reach me by cell phone after that today.

Please note for the year 2030, we estimate the economic impacts of not constructing the bypass as follows:

Total Year 2030 Economic Impacts Caused by Congestion & Safety if Bypass is not Constructed:
Passenger Vehicles: \$7,000,000 annually at projected 2030 traffic volumes
Commerce (Truck Traffic): \$5,000,000 annually at projected 2030 traffic volumes
Safety Impact = \$600,000/Year
Total Impact from congestion and safety in 2030 = \$12.6 Million/Year

<<taskforce fact sheet 2010 12 03 Attachment.pdf>> <<BGEPA Rationale.doc>>

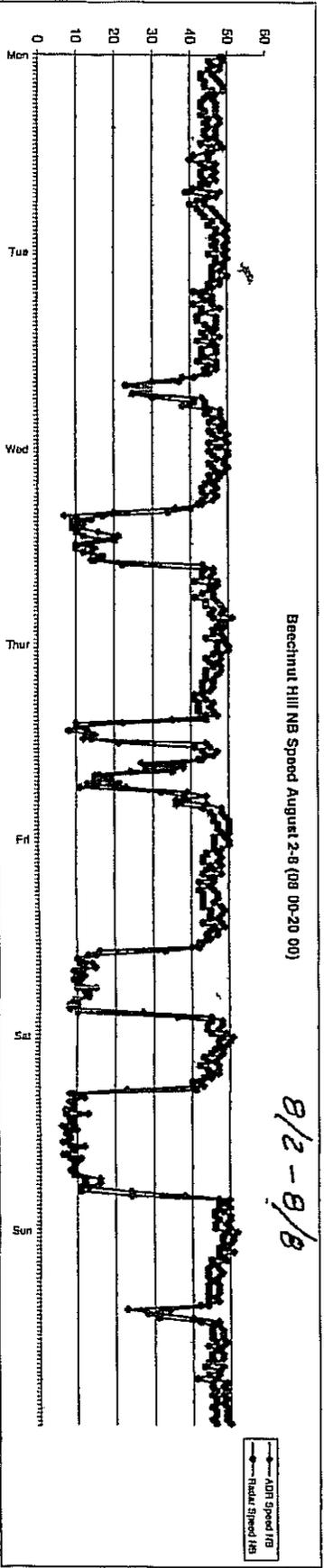
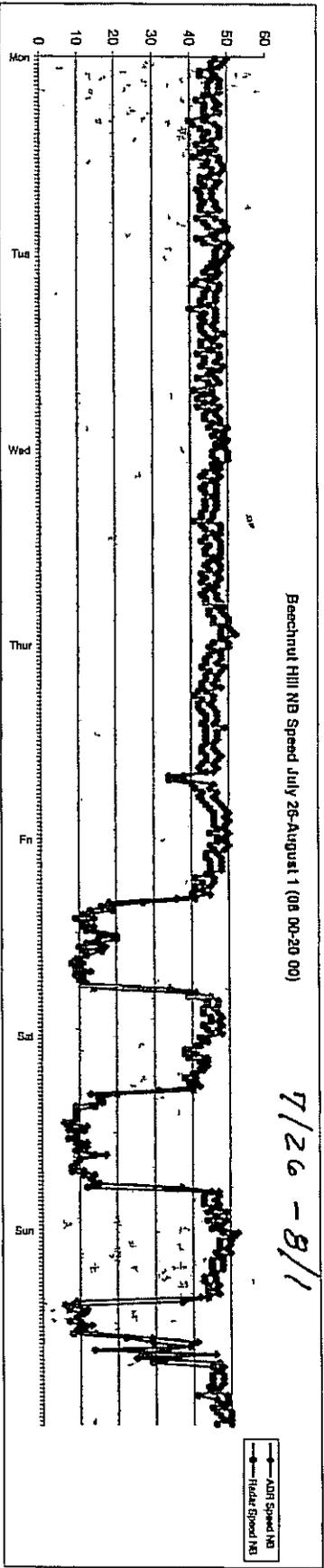
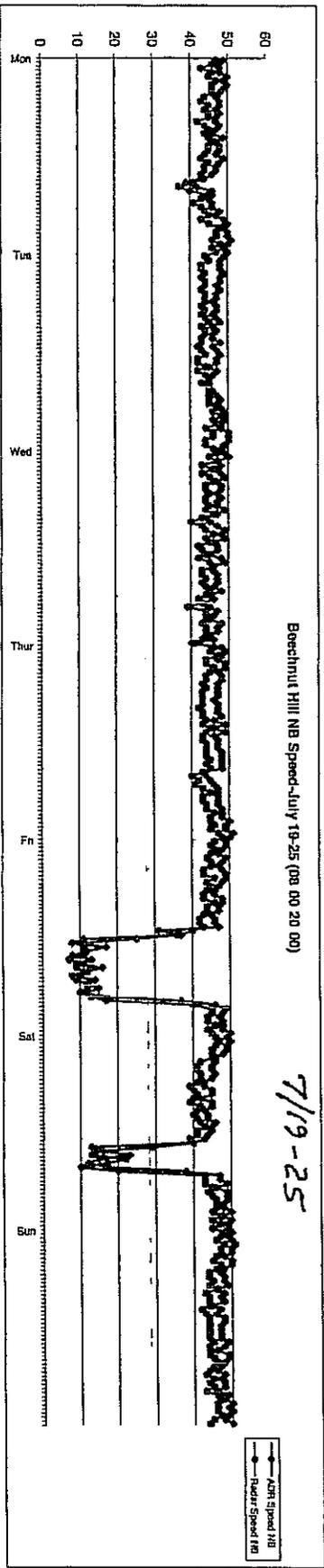
Gerry Audibert, PE
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Maine Department of Transportation
16 State House Station
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Wiscasset US Route 1 Northbound Traffic Speeds & Volumes

Source: Permanent Traffic Counter (located immediately north of Wiscasset Ford)



Wiscasset Route 1 Corridor Study
Summary of Non-Bypass Improvements Considered
December 15, 2010

Following is a summary of the non-bypass improvements considered as part of the Wiscasset Route 1 Corridor Study. Some were a MaineDOT initiative and others were as proposed by the Midcoast Bypass Task Force and through comments received on the October 2007 Draft Environmental Impact Statement. Pages follow further defining some of the initiatives that were undertaken and in an update of “Interim Measures” presented to the Midcoast Bypass Task Force in 2008.

Travel Demand Management (TDM)

TDM consists of strategies to reduce demand for travel during periods of peak traffic flow through an area. The baseline future estimated traffic volume was reduced 8% to account for the impact of TDM strategies and actions. Actions considered either by MaineDOT or from the DEIS comments received have included:

1. Install web cams or traffic counters to inform travelers of congestion periods – implemented (100 hours per year of delay currently (summers of 2009 and 2010) occurs in northbound travel, where delay as defined as speeds under 25 MPH as measured at US Route 1 at Birch Point Road in Wiscasset. Similarly, about 100 hours of delay was measured in the southbound direction on US Route 1 at Route 27 in Edgecomb.
2. Create sensor-based traffic information system – web cams web site and 5-1-1 traveler information system linked
3. Place Variable Message Signs along I-295 – installed at I-295 MP 27, linked to web cams
4. Eliminate “Coastal Route 1” signs – deemed to have minimal traffic impact, create issues with other communities
5. Install Alternate Route Signs on I-295 for points east – under consideration
6. Develop and improve transit services – AMTRAK extension to Brunswick under way, to be coordinated with the existing Rockland Branch Maine Eastern passenger rail service.
7. Reduce or eliminate access to some side streets – would severely impact local traffic and/or businesses
8. Provide Van Pools and Park and Ride Lots – MaineDOT has offered to work with groups to develop park and ride lots and possible GoMaine where warranted

Transportation System Management (TSM)

TSM consists of low impact roadway and intersection improvements and operational strategies designed to improve traffic flow through an area such as signal timing improvements. Actions considered either by MaineDOT or from the DEIS comments received included:

1. Reroute trucks in the summer – no viable route available that would not be longer, results in negative impact to commerce

2. Traffic Officer – conducted by Town through 1988, MaineDOT offered to test with focus on managing pedestrians
3. Convert perpendicular on-street parking to angled parking – tested and retained
4. Install Median Island & Turning Lanes – both tested, turn lanes retained.
5. One-Way Traffic on Side streets – tested on Middle and Water Streets (little to no improvement to traffic flow)
6. Consolidate Crosswalks – One of two crosswalks at Water Street permanently removed
7. Install Traffic Signals to manage vehicular and pedestrian traffic – tested at Middle and Water Streets with one-way streets (little to no improvement to traffic flow)
8. Install Pedestrian Overpass or Tunnel – considered but dismissed (low usage expected, ADA concerns, major change in historic aspects resulting in a negative effect (disallowed if alternatives exist)
9. Relocate the post office annex – considered infeasible and potentially negative impact to downtown
10. Create off-street parking – Railroad Avenue plan developed by Wiscasset
11. Modify speed zones to smooth transitions – deemed appropriate for conditions as is
12. Incorporate Access Management – MaineDOT will assist any community in establishing access management on urban and non-State highways
13. Install traffic signals to move traffic and pedestrians more efficiently (tested with little to no improvement in traffic flow)
14. Improve several intersections – Rte. 27 at Rte. 1 in Wiscasset funded for construction in 2011, Rte. 27 at Rte. 1 in Edgecomb part of the “No-Build” alternative

Other

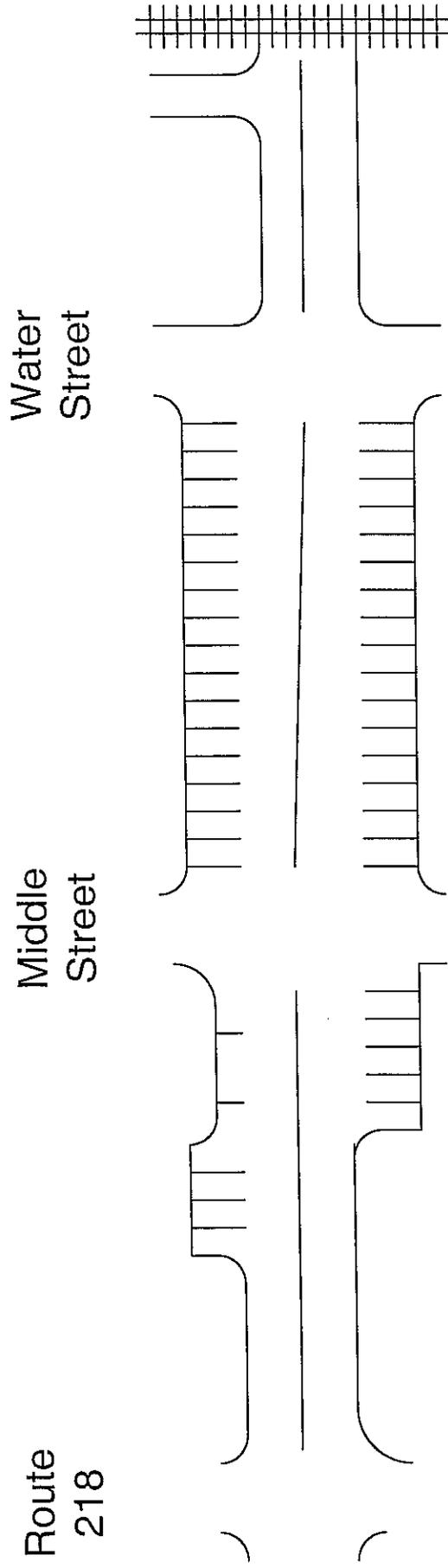
1. Widen Route 1 – conflicts with the downtown aspects and results in an “adverse effect” on historic Wiscasset Village
2. Extend Washington Street or other alternate routes – pushes the congestion to local streets, has adverse effects to historic properties
3. Construct Bypass Tunnel – considered infeasible due to high cost, impacts to historic properties
4. Provide alternate plans at segmented levels of investment – not conducive to solving the long-term congestion problem, interim investments could be later found to be contraindicative for the final solution(s)

Wiscasset Route 1 Corridor Study

Non-Bypass Initiatives

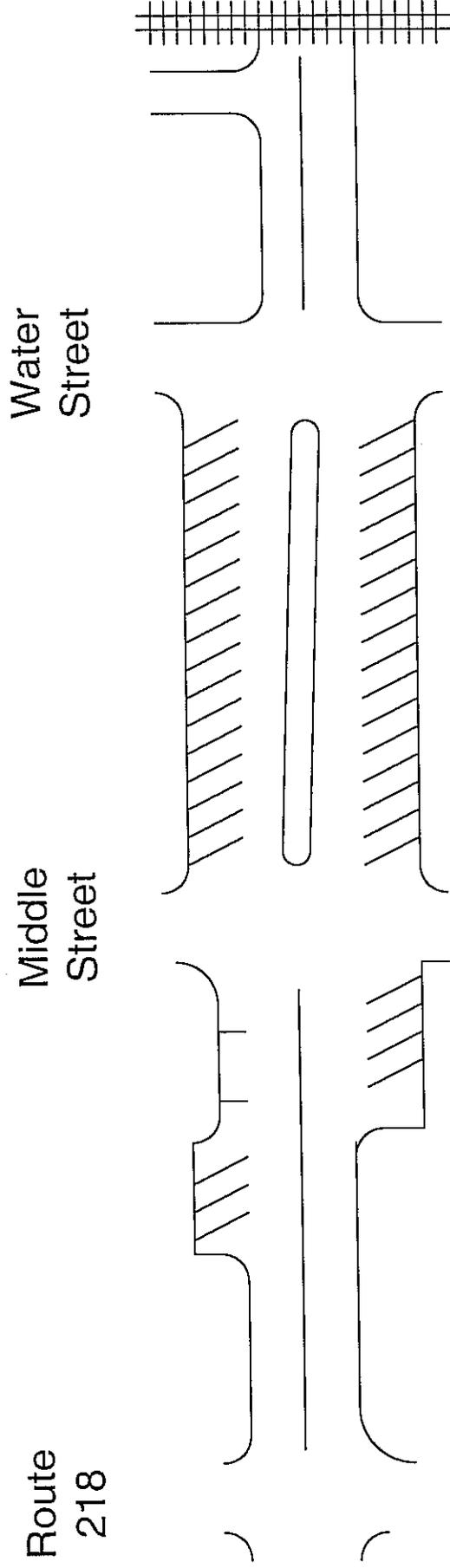
December 15, 2010

Actions Taken: Main Street – Before 2000



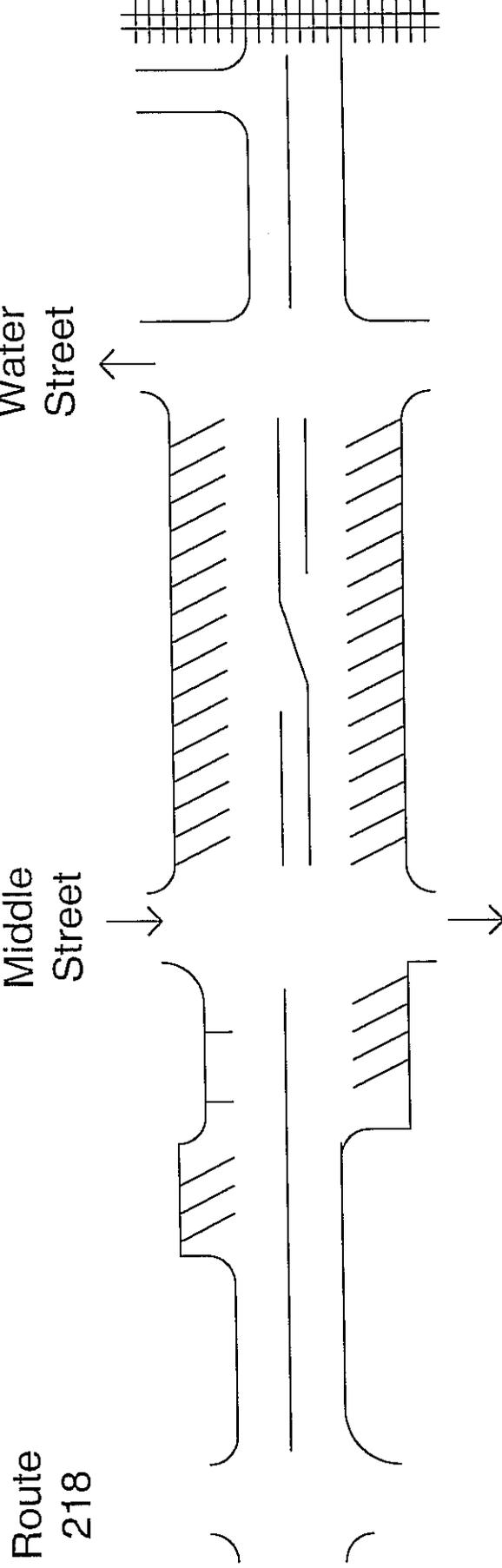
Changes: Summer traffic officer discontinued after 1998

Actions Taken: Main Street – 2000



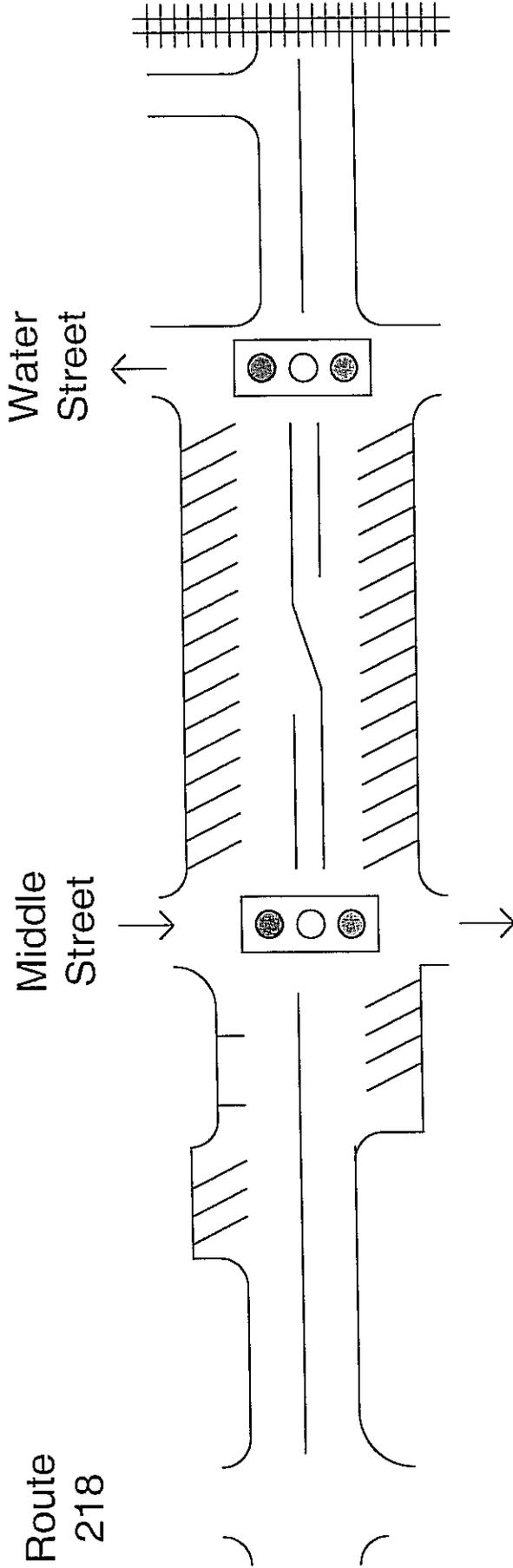
- Changes:
- Perpendicular parking converted to angle parking
 - Median island constructed
 - NB left turn to Water St prohibited
 - SB left turn to Middle St prohibited

Actions Taken Main Street – June 2001



- Changes:
- Median traffic island replaced by left turn lanes
 - One-way traffic implemented on Middle and Water Streets
 - Former left turn prohibitions removed
 - Long crosswalk at Water Street removed

Actions Taken: Main Street – July 2001



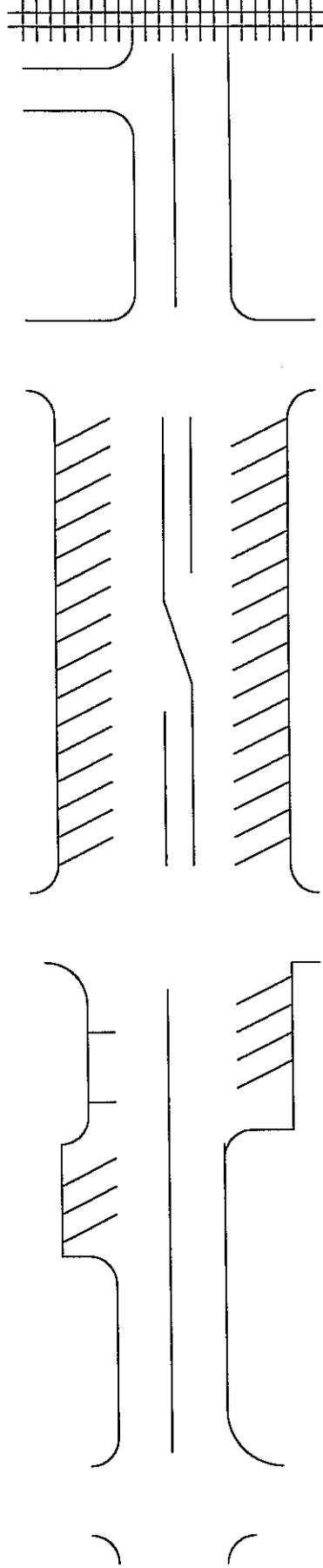
Changes: Traffic signals installed at Middle and Water Streets

Actions Taken: Main Street – After 2001

Route
218

Middle
Street

Water
Street

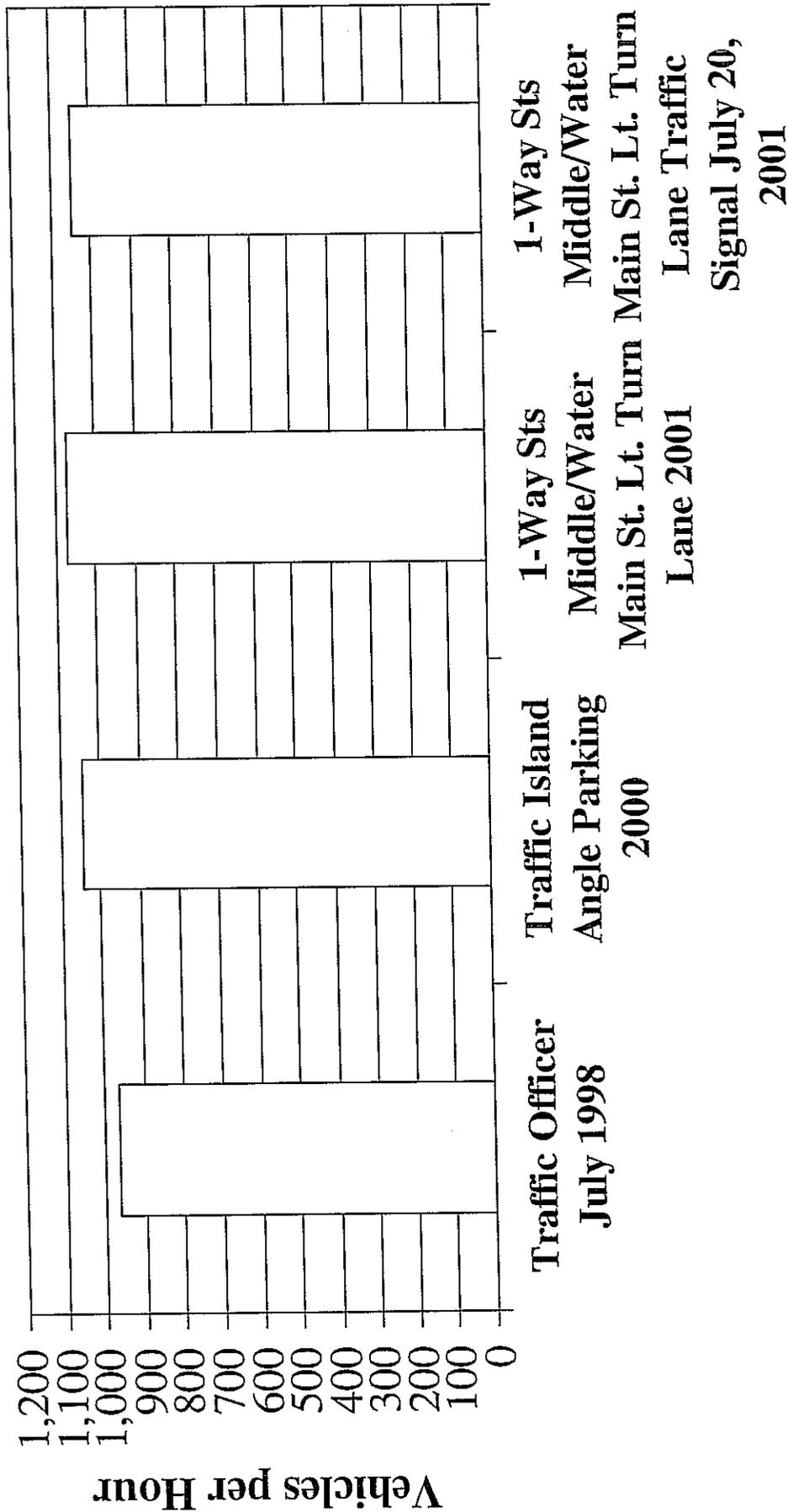


Changes:

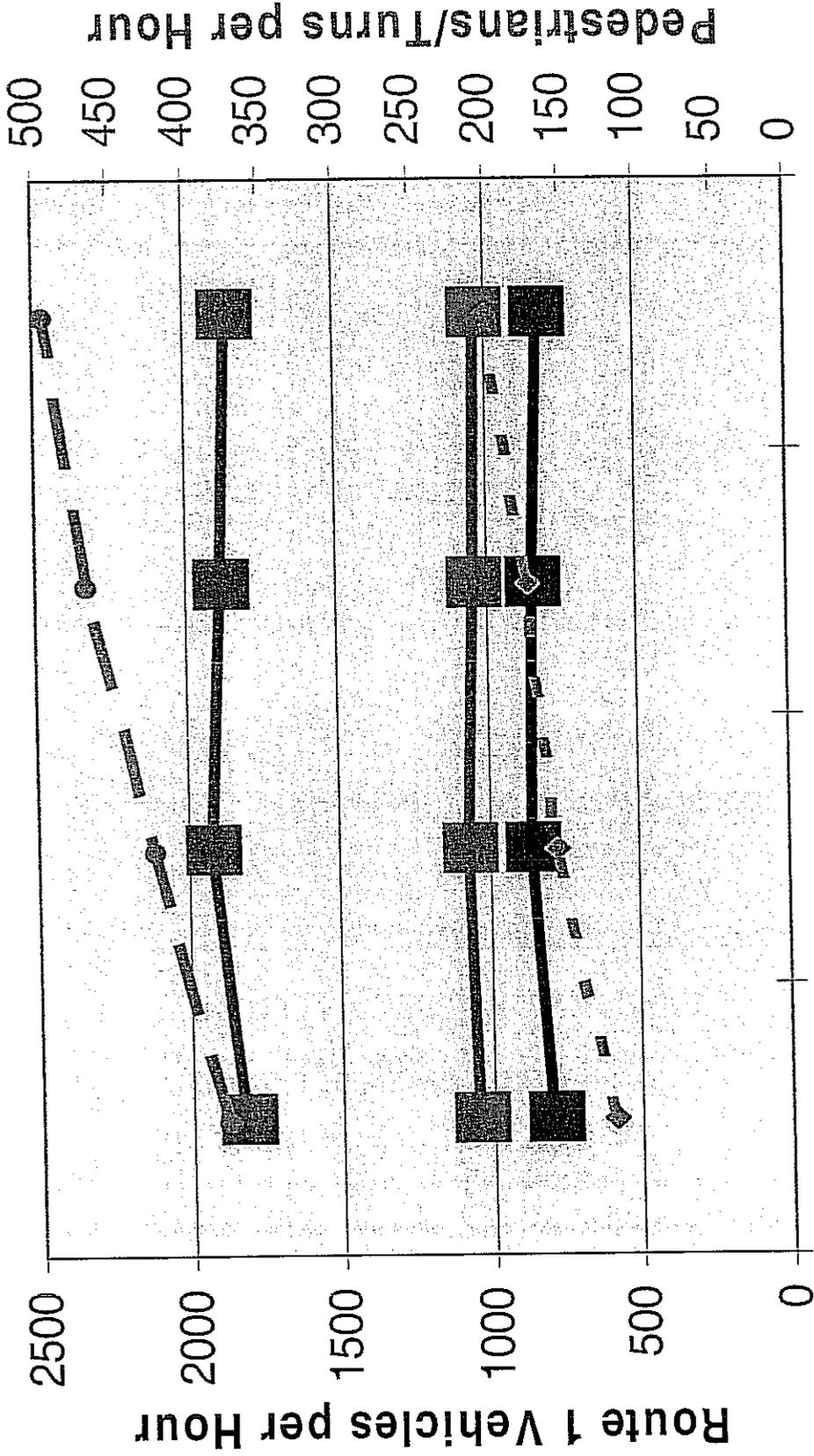
Traffic signals removed

One-way streets restored to two-way traffic

Performance Evaluation of Actions Taken



Downtown Activity and Route 1 Capacity



- Northbound Capacity
- Southbound Capacity
- Combined Capacity
- - -○- - Crossing Pedestrians
- - -□- - Turning Vehicles

Handout for April 24, 2008 Midcoast Bypass Task Force Meeting

Downtown Village Traffic Management Comments & Initial MaineDOT Responses

NOTE: Items in green font indicate approaches that MaineDOT believes may warrant further evaluation and discussion.

DEIS Comments Received (Similar Comments Combined)	MaineDOT Initial Response
Pedestrian Control	
1 Build pedestrian underpasses or overpasses on Main Street.	(1) Previous test shows minimal congestion reduction; expense of making handicapped accessible may offset limited benefit (2) Need to assess historic preservation concerns (overpass not acceptable).
2 Install pedestrian traffic signals so that people will cross in groups.	(1) Traffic signals could be somewhat effective in reducing vehicle-ped conflicts; data shows minimal congestion reduction in previous test (2) Need to assess historic preservation concerns.
3 Relocate and/or consolidate the crosswalks.	One crosswalk was eliminated in 2001; discuss benefits.
4 Provide a Post Office Summer Annex on Federal Street to minimize pedestrian and traffic conflicts.	(1) GSA approval required (2) Two locations would result in confusion as to which location to go to (3) Increased left turns if one new location (4) No mail deliveries - all locals go to Post Office
5 Reintroduce a crossing guard.	Crossing Guard was least effective at improving traffic capacity; review data
6 Depress Rte. 1 from Post Office to railroad and create parking / pedestrian plaza above.	(1) Technical issues (potential ledge with buildings nearby, sidestreet connections, etc.) (2) Significant traffic disruption during construction (3) Historic preservation concerns.
Parking Control	
1 Restrict parking on Main St. to parallel on one or both sides to create green strip in center.	(1) Businesses unlikely to accept this approach as parking spaces would be lost; need feedback.
2 Create extra parking off Route 1 in Wiscasset, with or without shuttle service, and/or elimination of on-street parking.	(1) There are no known lots available in the Village area (2) Limited parking is available at the Wiscasset Town Landing
3 Have Wiscasset require a certain number of parking spaces in order for a business to be permitted.	This is a Local Zoning Ordinance issue; need feedback.
Through Traffic Control	
1 Install web cams or traffic counters at either end of the congested area in Wiscasset - at NAPA and the junction of Rte. 27. This will allow people to change their travel plans if necessary.	(1) Technologically feasible (2) Traffic counters would not provide traffic queue information (3) Established a regional work group to identify business issues and other concerns (4) Estimated installation cost = \$10,000/camera (no tie-in to VMS), M&O costs \$500/camera (5) Operations plan needed.
2 Create a sensor-based traffic information system for posting on 5-1-1, E5-1-1, information center kiosks, etc. See following websites: (www.gcmtravel.com/gcm/maps_chicago.jsp and www.georgia-navigator.com/maps/georgia and www.511southflorida.com	(1) Technologically feasible (2) Establish a regional work group to identify business issues and other concerns (3) Annual cost estimated at \$1,000 per mile of covered area.
3 Place variable message signs (VMS) along I-295 south of Wiscasset, at Belfast and at Rockland to direct traffic to Rtes. 3 and 17. The VMS should be activated when there is more than a 5-minute wait in Wiscasset.	(1) Technologically feasible (2) Establish a regional work group to identify business issues and concerns (e.g., message provided, etc.) (3) Initial cost estimated at \$50,000/VMS, annual operational cost estimated at \$2,500 (4) Operations Plan needed.
4 Eliminate all "Coastal Route 1" signs on Turnpike and I-295	Not considered feasible - unacceptable to Midcoast businesses.
5 Install alternate route signs at the Kittery Toll Booth, Exits 44 and 52 on the Turnpike and at Exit 28 on I-295. Signs should indicate "Camden, Rockland and Points East - Use Rte. 295 to Rtes. 3 and 17; Woolwich, Wiscasset, Boothbay and Damariscotta-Newcastle - Use Rte. 1"	(1) Providing a brief meaningful message difficult (2) Static messages may be ignored due to longer travel distances involved (3) Establish a regional work group to identify business issues and other concerns
6 Revise speed zones to provide smoother transition from higher speeds, prominently post signs and enforce speed limits	(1) Speed Zones have been reviewed and reduced from 45 to 35 on the Wiscasset side of Davey Bridge. (2) MaineDOT cannot enforce traffic laws (3) Transitioning speed zones will not reduce congestion, as it cannot increase the number of vehicles that can move through the Village.

Downtown Village Traffic Management Comments & Initial MaineDOT Responses

NOTE: Items in green font indicate approaches that MaineDOT believes may warrant further evaluation and discussion.

DEIS Comments Received (Similar Comments Combined)		MaineDOT Initial Response
7	Develop or improve intercity bus, passenger rail and other public transportation	(1) MaineDOT works closely with transit companies and is working on passenger rail expansion as part of their long-term plan (dependent on capital and ongoing operational funding). (2) Bus and rail services have been expanding.
8	Relocate businesses and / or the Post Office	Relocating businesses and / or Post Office is not considered feasible.
9	Install traffic signals to help traffic move more smoothly and to help pedestrians crossing the road.	Traffic signals were tested and found to manage pedestrian crossing activity, but will not address congestion. See pedestrian traffic signals under Pedestrian Control.
10	Interchanges at Rte. 27 and /or 218 to reduce traffic into Town	Full and partial interchange options are being considered.
11	Widen, elevate or depress Rte. 1	(1) Widening would require significant parking and other changes that would likely be opposed by Wiscasset Village businesses. Need feedback. (2) Maine Historic Preservation Commission (MHPC) has voiced strong opposition to changing the character of the Historic Village area.
12	Construct a Bath-like viaduct	(1) This is not considered a viable option (2) MHPC has voiced strong opposition to changing the character of the Historic Village.
13	Improve High Crash Locations (Rte. 1 at Lee and Bradford Sts., Rte. 1 at Gardiner Road, Rte. 1 from Railroad Street to the Edgcomb Town Line, Rte. 1 at Eddy Road, Rte. 1 at Boothbay Road).	(1) Reviews of all High Crash Locations (HCLs) along Rte. 1 within the Study Area will be evaluated once a final decision is made on the bypass, as a bypass itself would affect these. (2) A Benefit-to-Cost ratio will be assessed. (3) Boothbay Road is addressed in all of the Alternatives under consideration.
14	Block off Federal St. on both ends (at Route 1) during the summer.	This is not considered a viable option as it would severely restrict local traffic movements.
15	Prohibit left turns onto Middle and Water Sts. for NB traffic and left turns onto Middle and Water St. for SB traffic.	Most of this was done during the 2000-2001 field trials; discuss
16	Re-route trucks during the summer	There are no practical existing alternatives to routing trucks away from Rte. 1 in Wiscasset Village.
Local Traffic Controls		
1	Extend Washington St. to the waterfront with a connector to the Davey Bridge - add rotary at junction of Rte. 27. Make traffic 1-way northbound.	(1) This would push traffic through residential areas (2) There would still be congestion at the waterfront with left-turning traffic NB onto Rte. 1. (3) MHPC has voiced strong opposition to changing the character of the Historic Village.
2	Look at creating alternate route: Mountain Rd. to the Bradford Rd., to Rumerill Road, to Willow Lane to Churchill St. across Rte. 27 and down Hooper St., left onto Rte. 218 north, right into Sheepscot and follow to Rte. 1 in Newcastle.	(1) This would result in pushing traffic through residential areas (2) These roads are not built to the necessary design standards. (3) Task Force should provide feedback
3	Provide Park and Ride lots with carpools and vanpools and educate the public about ride sharing	(1) No known vacant lots available in Village; discuss (2) Requires municipal support; discuss (3) Limited parking available at Wiscasset Town Landing (4) MaineDOT has a rideshare education program.
4	Collaborate with businesses to provide carpool and vanpool incentives, allow working from home when possible	Requires municipal support; discuss
5	Create proposals for alternate plans to solve the problem using the same amount of money - plans for \$10, \$20, \$30 and \$40 million.	(1) MaineDOT is working with the affected communities to identify interim solutions
6	Implement Rte. 1 Midcoast Study and Gateway-1 recommendations.	In process; MaineDOT intends to implement pertinent recommendations that relate to the Purpose and Need of the Wiscasset Bypass Study and the broader needs of the region.
7	Incorporate Access Management.	Requires municipalities to incorporate appropriate zoning and other ordinances; discuss.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

December 3, 2010

Members of the Mid-coast Bypass Task Force

Subject: Recent Developments in the Wiscasset Route 1 Corridor Study

Dear Task Force Member:

As you know, the path toward a solution to the traffic congestion in the Wiscasset-Edgecomb area has been a long and challenging one. The Mid-Coast Bypass Task Force has made important contributions to the progress we have made. The Task Force provided MaineDOT and FHWA with advice on substantive comments regarding the Draft Environmental Impact Statement (DEIS), on bypass access in Wiscasset, and on a preferred bypass route. All of this helped shape the final alternatives presented to the US Army Corps of Engineers for their consideration as the Least Environmentally Damaging Practicable Alternative (LEDPA). Although the Corps determined alternative N8c to be the LEDPA over alternative N2a, the decision marked a milestone in the process and opened the door for completion of the Final EIS and the Record of Decision.

Progress has been made toward the FEIS, but new environmental information requires MaineDOT, FHWA, and the Corps to revisit some decisions made in the last year. During the summer of 2010, shortly after the Corps had determined the LEDPA, the US Fish & Wildlife Service (USF&WS) confirmed a bald eagle's nest on Davis Island, within the proposed alignment of N8c.

Since becoming aware of this discovery, MaineDOT has been engaged in fact-finding and consultation with FHWA, USF&WS, and the Corps to fully understand the ramifications of the existence of this eagle nest. The newly discovered nest is protected by the Bald and Golden Eagle Protection Act of 1940. Under this federal law, a permit from USF&WS would be needed to remove a nest, even if it is not in use. Before a permit could be issued for the Davis Island nest, a determination must first be made that no practicable bypass alternatives are available to avoid the nest. As the above agencies consider that the other DEIS alternatives are practicable, a permit application to remove the nest for alternative N8c would not be successful.

Because of this new-found information, MaineDOT is seeking advice from the members of the Task Force on whether to proceed with the decisionmaking necessary to build a bypass. Going forward would require MaineDOT to obtain a new LEDPA determination from the Corps. The



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LEDPA would likely come from one of the N2 alternatives brought forward in the DEIS. The process timeline would be extended, but a new LEDPA determination, the FEIS, and the Record of Decision could all be achieved in 2011. On the other hand, stopping the process would mean that a bypass route would not be chosen, and that years would pass before a new study would revisit the bypass issue.

The question of a Wiscasset bypass has been a long-standing issue at the local, regional, and state levels. Much effort has been invested to reach this point in the decisionmaking process, but more work must be done, and funding to make a bypass a reality is not yet in hand. MaineDOT would appreciate your input at this critical juncture in the Wiscasset Route 1 Corridor Study to help us determine if local, regional and statewide support exist to complete the study and proceed toward future design and construction. I look forward to meeting with you on December 15 to discuss this important matter. Carol Morris will be sending each of you a meeting notice once we have located an appropriate location to hold the meeting. We expect the meeting will be held in the early evening.

Sincerely yours,



Kat Beaudoin
Chief of Planning
Bureau of Transportation Systems Planning

cc: Cheryl Martin, FHWA
Jay Clement, ACOE
Wende Mahaney, USF&WS

Wiscasset Route 1 Corridor Study
Synopsis of Past Efforts & Projected Additional Work
December 3, 2010

MaineDOT seeks Guidance on whether to proceed with the Wiscasset Route 1 Corridor Study:

- Army Corps of Engineers issued a LEDPA permit in May 2010 for one of three remaining bypass options – namely, the long bridge option (N8c).
- The LEDPA is one of the final steps in a decades-long process that completes the EIS and secures a Record of Decision (ROD) from FHWA that would allow the MaineDOT to begin securing and protecting the Right-Of-Way corridor for eventual construction.
- MaineDOT immediately issued a press release informing property owners on all but this option that their property was no longer in consideration for acquisition as part of the future transportation corridor.
- In June 2010, MaineDOT was alerted that an eagle's nest may exist in the approved alignment; MaineDOT immediately confirmed the existence of the undocumented nest and began working with ACOE and USF&WS to ascertain permitting options in view of the finding.
 - This included looking at ways to adjust alignment to avoid impacts to the eagle's nest
 - A preliminary guidance meeting among the parties was held in late September; that guidance led to more analysis during October
- On November 1, MaineDOT, FHWA, ACOE and USF&WS meet to review considerations.
 - SF&WS confirmed the eagle nest is protected by federal law and MaineDOT does not meet any of the criteria that would allow it to remove the nest;
 - ACOE indicated it will need to re-issue the LEDPA on a previously-dismissed alternative from the DEIS and encouraged MaineDOT to submit any documentation it considers would be beneficial to guide the selection and issuance of a new LEDPA.
- Including the necessary public outreach, additional work required will be in the range of \$65,000
- An additional 6 months is estimated to conduct outreach, prepare and submit revised documentation to ACOE and receive a revised ACOE decision.

Implications:

- Since the early summer LEDPA Determination press release, when the cloud of uncertainty was lifted, it is very likely that some “no longer affected” land owners have made economic decisions - this redirection will be unwelcomed news.

Recommendations:

- Hold a Midcoast Bypass Task Force Meeting on the evening of December 15, 2010. The public is welcome to attend and observe. The agenda will be to review the current status and to obtain Task Force input as to the desire to continue the study, followed by a 30-minute period for limited public comment. A 30-day written comment period will follow for anyone to submit further comments.
- Following the 30-day public comment period, MaineDOT will seek from the new administration guidance on whether to proceed with the Wiscasset Route 1 Corridor Study.

Wiscasset Route 1 Corridor Study

History

- o 1958: Wiscasset Master Plan identified Route 1 congestion and need for a bypass
- o 1972: MaineDOT preliminary engineering and environmental report on bypass options
- o 1979: MaineDOT re-examining northerly routes; halted for Route 1 bridge replacement
- o 1984: Davey Bridge completed
- o 1991: MaineDOT planned study suspended upon enactment of STPA
- o 1993: MaineDOT report noted low-cost measures (Bath to Belfast) would have low impact
- o 1997: MaineDOT report per STPA, building on the 1993 report; bypass in recommendations
- o 1998: MaineDOT began an Environmental Assessment for bypass alternatives
- o 2002: FHWA determined an Environmental Impact Statement was required
- o Oct. 2007: Draft Environmental Impact Statement released for comments
- o Dec. 2007: End DEIS comment period
- o Jan. – Dec. 2008: Discuss significant comments with the Midcoast Bypass Task Force
- o Dec. 2008: Phase II Alternatives Analysis submitted to US Army Corps of Engineers (ACOE)
- o Mar. 2009: ACOE letter of request for further information on Phase II submittal
- o Jun 2009: Responses to DEIS Substantive Comments submitted by Gannett-Fleming
- o Sep. 2009: MaineDOT Supplement to Phase II Alternatives submitted to ACOE
- o May 2010: Least Environmentally Damaging Practicable Alternative (LEDPA) issued for N8c
- o Jun. 2010: Eagle nest discovered along the N8c alignment on Davis Island
- o Jun. – Nov. 2010: MaineDOT fact-finding and discussions with regulatory agencies
- o Oct. 2010: MaineDOT considers deviations of N8c to avoid the eagle nest; none look suitable
- o Nov. 2010: Agencies advise DEIS alternatives be reconsidered (including N2a, N2f, and N2h)

Expenditures to date in developing environmental documents

- o \$2,535,000 programmed (PIN 7991.00, beginning with \$500,000 in 1998-99 BTIP)
- o \$24,406 remaining

New Work Required - Reassess alternatives N2h and N2f-2 in view of new N8c constraints

- o Revise alignments: N8c Variances completed; Revise N2h alignment to behind the historic railroad bridge at Clark Point, Revise other DEIS alternatives based on new information
- o Impacts Analysis of N8c variances and potentially revised DEIS alternatives
- o ACOE Meetings, Revised Phase II Submittal, LEDPA Reassessment & Determination
- o Complete FEIS
- o Public Involvement throughout (6 months estimated)

Projected Costs and Timelines for new work

- o Estimated Costs: Gannett-Fleming = \$45,000; Carol Morris = \$4,000; MaineDOT = \$15,000; Total estimated cost = \$64,000
- o Timeline: 6 months from authorization to proceed

Projected Bypass Cost = \$85 - \$100 Million (includes engineering, right-of-way and construction)

Economic Impacts to Highway Users (if Study is Dropped and Bypass not pursued)

- o MaineDOT repays FHWA for its investment to date (\$2.535M)
- o Current congestion (speeds under 25 mph)
 - Rte. 1 NB at Birch Point Road: 110 Hrs/Summer (2009 and 2010 data)
 - Route 1 SB at Route 27 Edgecomb: 90 Hrs/Summer (2009 only – data gaps in 2010)
- o Future economic impacts
 - Passenger Vehicles: \$7,000,000 annually at projected 2030 traffic volumes
 - Commerce (Truck Traffic): \$5,000,000 annually at projected 2030 traffic volumes
 - Safety Impact = \$600,000/Year
 - Total Impact from congestion in 2030 = \$12.6 Million/Year

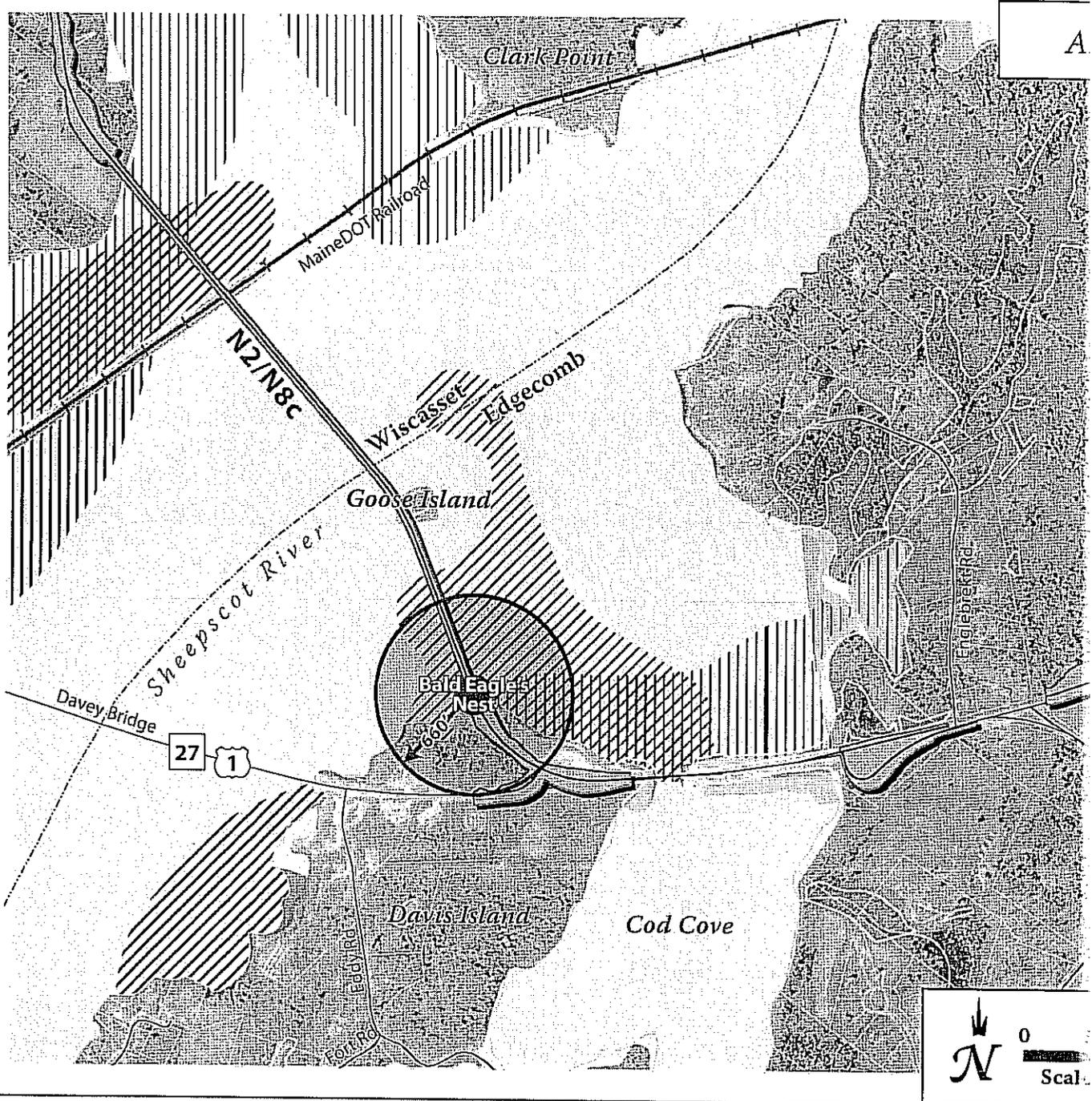
Although the Bald Eagle has recovered such that it no longer is protected under the Endangered Species Act, it remains protected from take under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). The BGEPA prohibits take, possession, transport or sale (among other actions) of live or dead eagles and their parts, nests, or eggs unless authorized by permit. Permits established under the BGEPA Final Rule authorize the removal or relocation of eagle nests only under very limited circumstances. Permits can be issued for the removal of nests where 1) necessary to alleviate a safety hazard to people or eagles, 2) necessary to ensure public health or safety, 3) the nest prevents the use of a pre-existing human-engineered structure, or 4) the activity, or mitigation for the activity, will, with reasonable certainty, provide a net-benefit to eagles. Only nests that are not being used by breeding bald eagles may be taken except in the case of safety emergencies.

Permits for nest removal can not be issued unless the applicant has done everything practicable to avoid or minimize the impact to eagles. In the case of the proposed Wiscasset Bypass there are a number of alternatives that would leave the eagle's nest intact and result in little to no disturbance of the eagles. In this case, MEDOT can not apply for a permit to legally remove or relocate the eagle's nest because take of the nest can be practicably avoided. In addition, MEDOT is required to assess the other available options to determine whether they are viable alternatives for this project before any future permit application can be reviewed.

Source:

Sarah Nystrom
Northern States Bald and Golden Eagle Coordinator
U.S. Fish and Wildlife Service - Northeast Region
300 Westgate Center Drive
Hadley, MA 01035
(413) 253 - 8592
(413) 253 - 8482 (fax)

N2/N8c - Bald Eagle's Nest, Davis Island



A

N
0
Scale

Decem

CERTIFICATE OF APPOINTMENT
(Title 30, M.R.S.A. 2253)

10 A.

MUNICIPALITY OF WISCASSET

To CHRISTINE WOLFE of Dresden, in the County of Lincoln, and
State of Maine: There being a vacancy in the position of REGISTRAR OF
VOTERS, the Selectmen of the Municipality of Wiscasset do, in accordance
with the provisions of the laws of the State of Maine, hereby appoint you as an
REGISTRAR OF VOTERS within and for the Municipality of Wiscasset, such
appointment to be effective January 1, 2011 through January 1, 2013.

Given under our hand this ___ day of _____, 201__.

STATE OF MAINE
COUNTY OF LINCOLN, ss

_____, 20__.

Personally appeared the above named CHRISTINE WOLFE who has been duly
appointed by the Selectmen as a REGISTRAR OF VOTERS in said Municipality, and
took oath necessary to qualify him to discharge said duties for the term specified above
according to law.

Before me,

Municipal Clerk

Town of Wiscasset Health Insurance Eligibility Requirements

The Town of Wiscasset has determined that the following criteria will determine eligibility to enroll in the Maine Municipal Health Trust program:

DEFINITION OF ELIGIBILITY

An individual must meet certain requirements in order to be eligible for coverage under the Town of Wiscasset Health Trust plans. The Maine Municipal Employees Health Trust and Town of Wiscasset's eligibility requirements are as stated below:

1. Employees who are hired on a full or part time basis and work an average of 20 hours per week on a year round basis are eligible for coverage.
2. Elected officials, whose term is of at least one year's duration, regardless of the work schedule, may be eligible for coverage.
3. Appointed officials, whose term is of at least one year's duration, provided they work an average of at least 20 hours per week, are eligible for coverage.

Eligibility for the program does not equate to the employer covering or sharing in the cost of employee health insurance. Eligibility only allows an employee to join the program at their own cost unless otherwise covered by the Personnel Policy or Union Contract. Employees cost share be covered in advance of payment to the Health Trust.

11 B.

Town of Wiscasset
Community Organization Fund Request
Fiscal Year 2011-2012

1. Is your funding request earmarked for a specific program? Y ___ N ___

a. If yes, which one(s)?

2. Define the needs and services this program will be addressing?

3. In the last year:

- a. What number of people did your program serve? _____
- b. How many of those were Wiscasset residents? _____

In the last three years:

- a. What number of people did your program serve? _____
- b. How many of those were Wiscasset residents? _____

4. What is the total program budget? _____

- a. How much is spent on administration? _____
- b. How much is spent on actual program cost? _____
- c. Describe a unit and the cost per unit: _____

5. Will your request from the Town of Wiscasset be used as seed to attract other state or federal money? Y ___ N ___

6. What are your other sources of funding?

7. Please provide the kind of information that you would want to see if you were the decision maker.

8. Attach a copy of your most recent financial statements.