

Blackwoods Byway



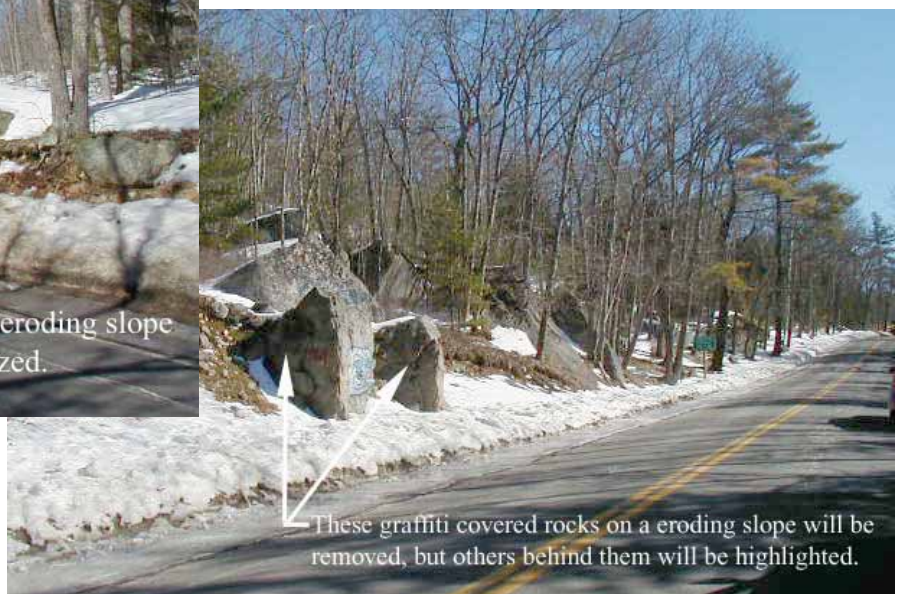
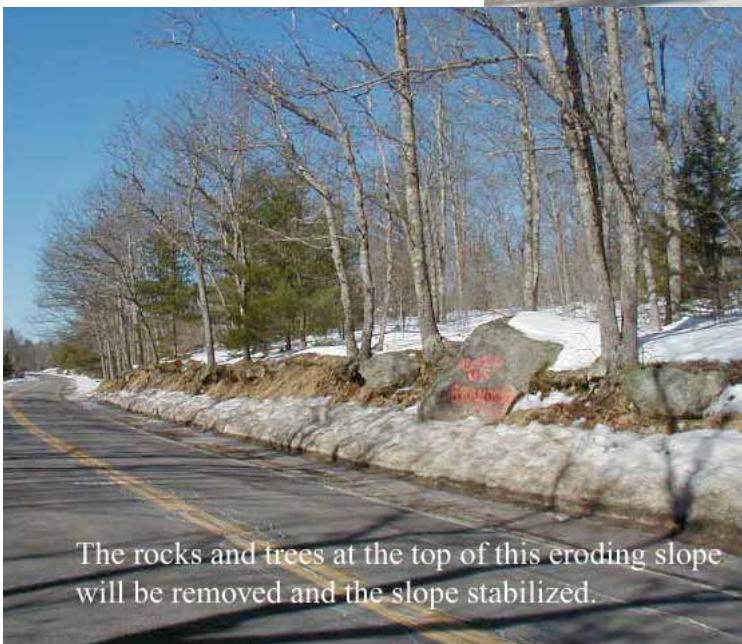
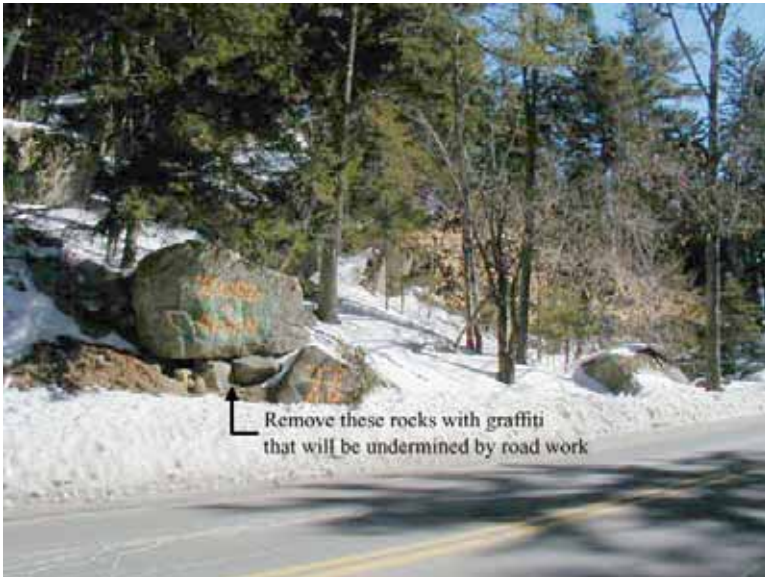
Prepared by Larry Johannesman, ASLA
MaineDOT Landscape Architect and Blackwoods Byway Committee Member

This short report was prepared to communicate the scope of work and some minor impacts to vegetation in the byway corridor planned for 2007 and future construction projects to lay new pavement, add shoulders, improve drainage and upgrade safety standards along State Route 182. It is also intended that this report inform the Scenic Byway Committee, local residents and community groups about the construction project in advance and give them the opportunity to communicate with the MaineDOT regarding any comments, concerns or questions they may have. MaineDOT contacts for the project are listed at the end of the report.

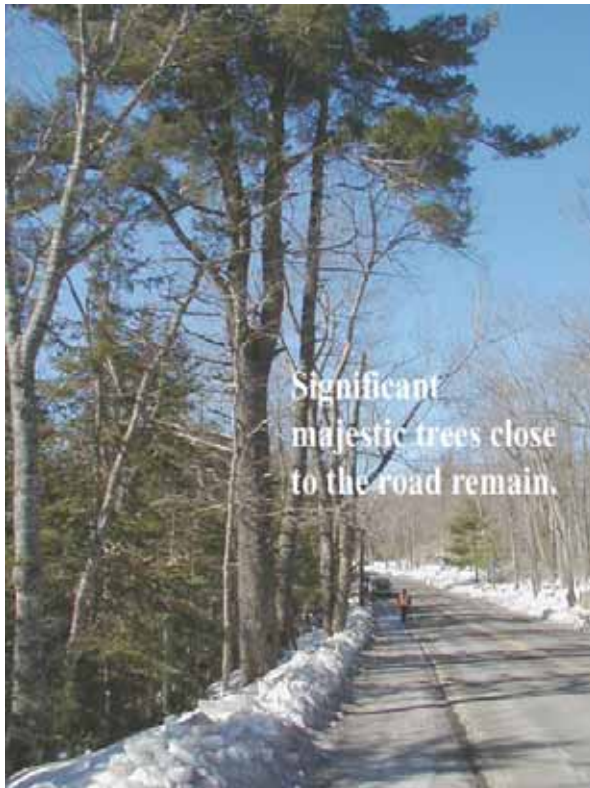
The following points provide an overview of the proposed roadside work.

1. All tree removal and branch pruning will be done inside of the State Right of Way.
2. The proposed road improvements help to fulfill the vision for the byway and meet some of the objectives stated in the goals of the **Blackwoods Byway Corridor Management Plan**. (See the section after the photographs below)
3. See the labeled photographs below for examples of the sites and type of work to be done.
4. Fixed objects such as boulders and trees within 10'-0" of the white line or paved edge of shoulders are considered hazardous to traveling vehicles and are slated to be removed. These trees and rocks are scattered over the length of the project so there will be no significant impact to the natural and scenic character of the roadway. In many cases these natural objects are not of great size or significant character.
5. Removal of trees close to the road will make snowplowing and winter travel safer for all.
6. Boulders near the edge of the road or on banks that are not stable will be removed. Other boulders encroaching on the paved road may be split so portions of them can be removed.
7. Trees on eroding slopes with exposed roots are more likely to fall in the roadway especially after construction and will be removed. Eroding slopes will be stabilized by seeding.
8. A variety of significant and large trees along the edge **will not** be removed.
9. Tree removal and branch pruning will be done in a few areas to improve sight distances for safer travel. MaineDOT crews will do the work in such a manner to preserve or replicate the existing natural character. A MaineDOT landscape architect will be assisting the crews in achieving this.
10. Drainage improvements & slope stabilization for road maintenance and water quality protection.
11. New guard is proposed for along Fox Pond and a few other areas.
12. Hazardous dead and dieing trees close to the road will also be removed.

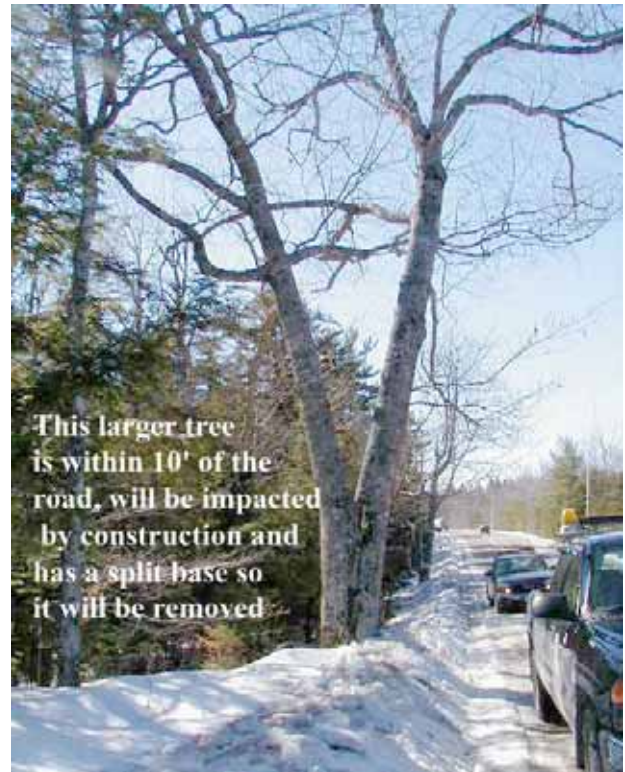
The following photographs illustrate the typical improvements



This unique rock group is too close to the travel way and is full of graffiti. Plans call for the rocks to be removed and the eroding slope stabilized. Are the rocks significant in some way and should another plan be considered?



Significant majestic trees close to the road remain.



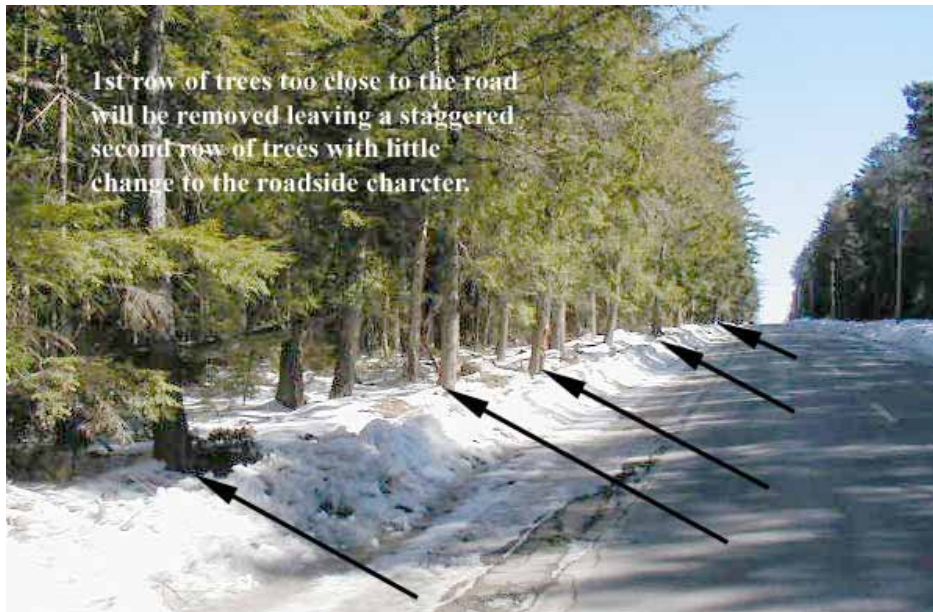
This larger tree is within 10' of the road, will be impacted by construction and has a split base so it will be removed



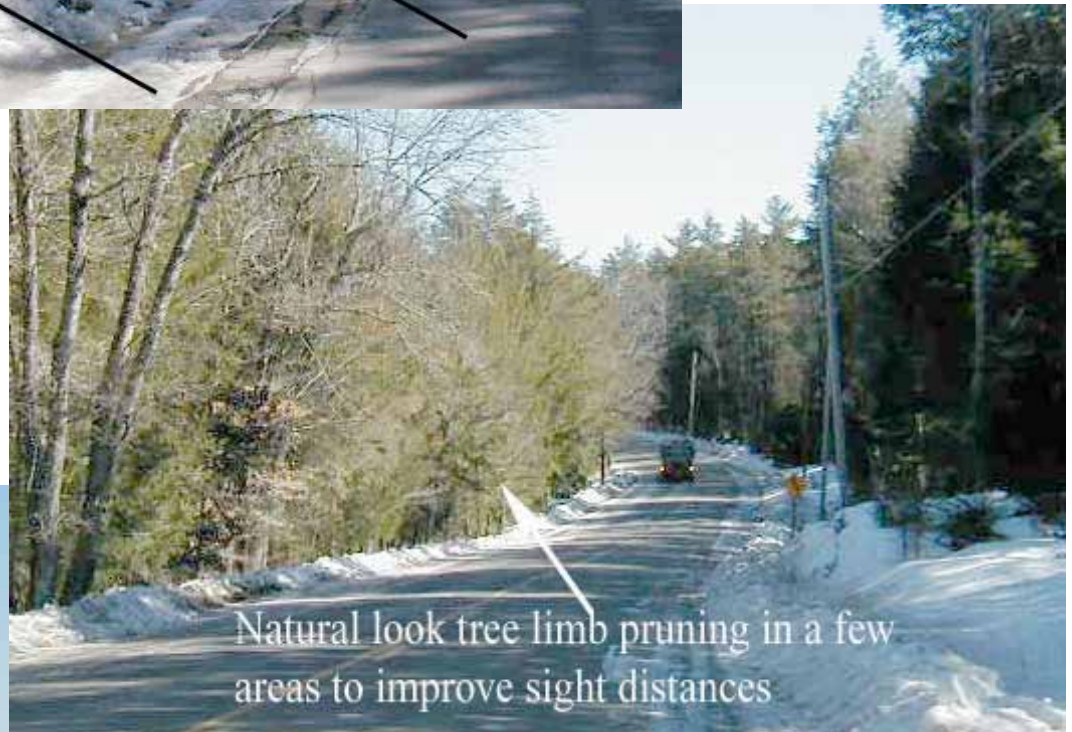
Trees within 10' of road edge removed but trees set back remain maintain the character.



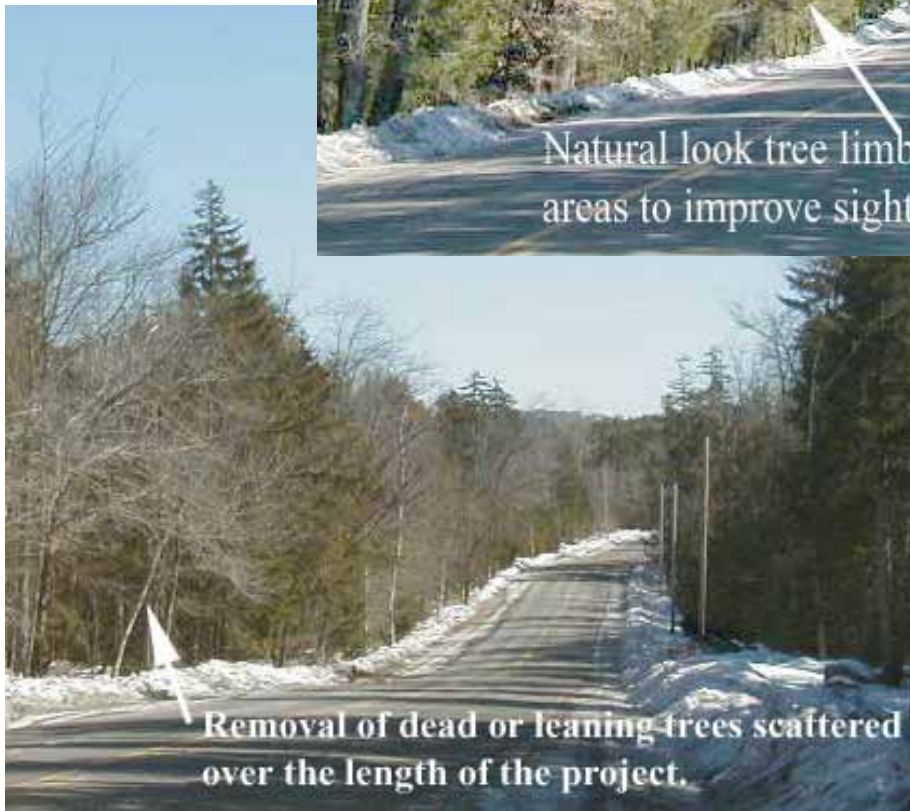
Several hazard trees close to the road and at the top of eroding slopes will be removed



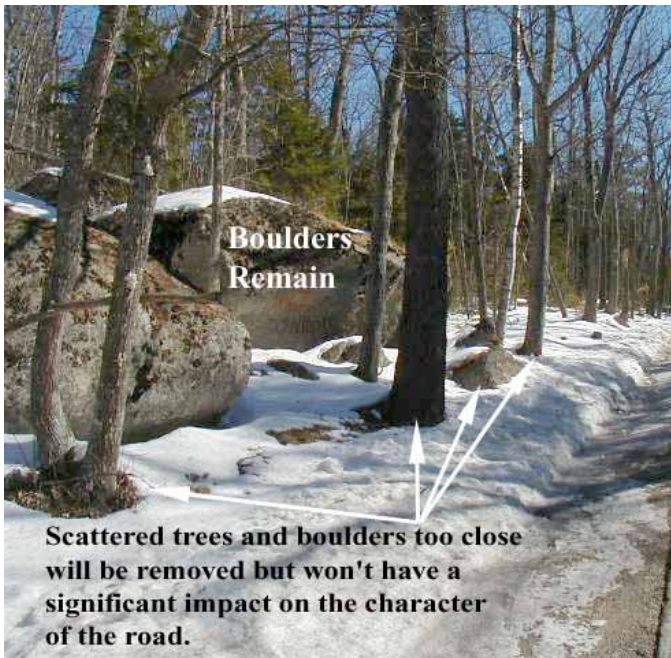
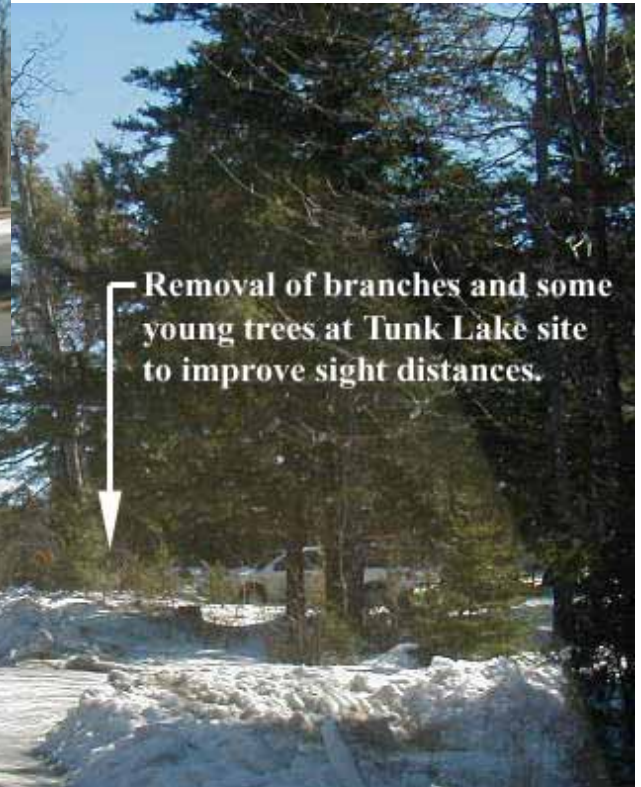
1st row of trees too close to the road will be removed leaving a staggered second row of trees with little change to the roadside character.

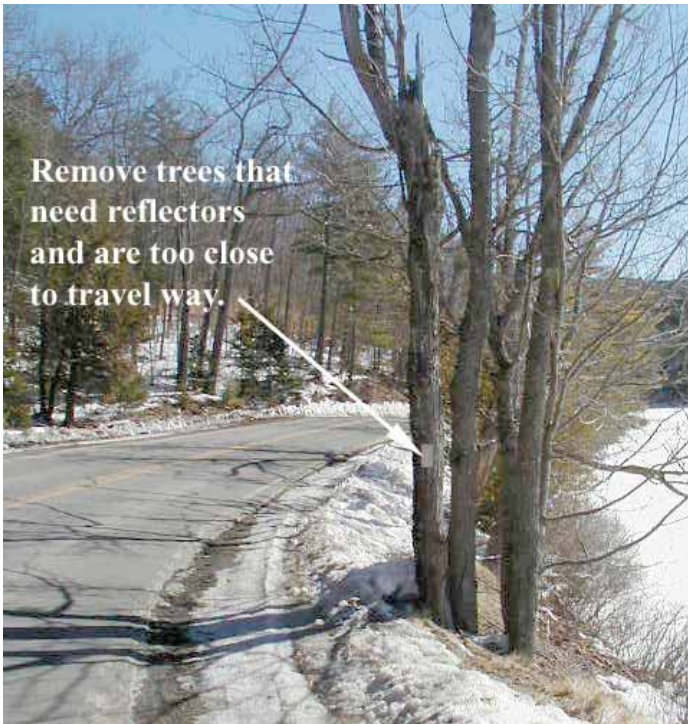


Natural look tree limb pruning in a few areas to improve sight distances

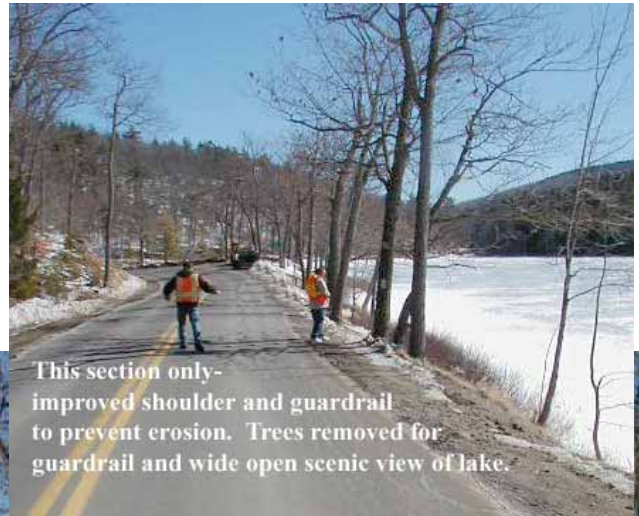


Removal of dead or leaning trees scattered over the length of the project.





Remove trees that need reflectors and are too close to travel way.



This section only-improved shoulder and guardrail to prevent erosion. Trees removed for guardrail and wide open scenic view of lake.



Fox Pond

Trees next to road removed for guardrail.

Remaining trees in this area removed for open scenic view of the lake.

Trees next to road removed for guardrail.



In some places rock hazards to close to the road will not be removed but drilled and split to reduce the hazard and allow space for road improvements or for guardrail.



These trees not removed

Remove this tree close to the road for new guardrail.

Below are excerpts from the Blackwoods Byway Corridor Management Plan
Aspects of the project that address the plan's goals and objectives are underlined below.

Vision..... *We endeavor to preserve this corridor for our children and to maintain our close connection to nature. We also endeavor to maintain and improve the byway so that all can travel safely year-round.*

Goals and Objectives from the Corridor Management Plan

Goal 1: Protect the natural, historic and scenic resources that make this byway unique

Objectives

Maintain a clean and natural environment along the byway that is free of litter and graffiti.

- ♦ **MaineDOT Proposal:** Remove some large boulders close to the road that have graffiti on them but are also safety hazards

Preserve water quality of the natural lakes and streams.

- ♦ **MaineDOT Proposal:** Improving drainage to reduce erosion and sedimentation problems

Goal 2: Maintain a safe and efficient transportation corridor connecting Cherryfield and Franklin

Objectives

Identify options to correct locations with high crash rates and high crash potential and pass that information to MaineDOT.

- ♦ **MaineDOT Proposal:** Remove fixed object hazards close to the road, improved sight distances, addition of shoulders and guardrail.

Increase site distance along the byway with vegetation management and context-sensitive design.

- ♦ **MaineDOT Proposal:** Working with a landscape architect on selective cutting of trees and branches to preserve natural character.

Improve safety for entrance and egress at access points to scenic vistas and recreational locations such as Catherine Mountain, Tunk Lake, Fox Pond, Long Pond and Spring River Lake.

- ♦ **MaineDOT Proposal:** Small tree and branch removal improving sight distances at entrance to Tunk Lake and along fox pond

Promote context-sensitive shoulder paving along Route 182 when road segments are reconstructed.

- ♦ **MaineDOT Proposal:** Narrow shoulders are being added and existing narrow shoulders improved for a safer roadway

Goal 3: Promote the local economy through diversified economic activities, including forestry, farming, manufacturing, retail and tourism

Objectives

Make improvements to Route 182 to preserve transportation speeds.

- ♦ **MaineDOT Proposal:** New road surface and shoulders in some areas, guard rail and drainage improvements

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