



**Maine Department of
Transportation**
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John Elias Baldacci,
Governor

David A. Cole,
Commissioner

Date: July 6, 2010
To: Phil Carey
From: Fred Michaud
Re: Town of Lubec Comprehensive Plan Review

On behalf of the Maine Department of Transportation, I reviewed the Town of Lubec July 2010 Comprehensive Plan and find it mostly accurately represented in the Self Assessment Checklist. Please feel free to contact me should you have any questions regarding this information.

- **Appropriate use of data provided by MaineDOT**

The Town of Lubec has appropriately used transportation data for comprehensive plan purposes.

- **Relation of plan's policies and implementation strategies to MaineDOT principal objectives and directives**

The Town of Lubec's 2010 Comprehensive Plan includes several policies and related strategies that, if successfully implemented, will effectively utilize transportation facilities and resources. However, it should be noted that part of the plan is factually incorrect. The following statement on Page I-2 of the Lubec Comp Plan is "Lubec has 36.4 miles of public roadway, made up of 13.3 miles of collector roads, and 33.1 miles of local roads." The whole is less than the sum of the parts. This appears to be an arithmetical error.

Table I-1

- State Aid and State Highway add up to 13.4 miles, which is inconsistent with the information contained in the two paragraphs preceding the Table.
- Same can be said for the local roads in the chart.
- Numbers need to be reworked for consistency
- They have 8 miles of SA and 30 miles of town road.

- The DOT cannot “review the formula” as it’s set in law and controlled by Legislature who ultimately controls the URIP annual “pie.”

In this reviewer’s opinion the following statement is deficient in its clarity and fails to capture the town/state relationship with respect to public ways and funding. This paragraph needs to be reconsidered and written to reflect actual situations before a finding of consistency is made.

“The town conducts its own snow plowing, salting and sanding each year for town and State-aid roads. Costs are covered from tax appropriations. The state reimburses Lubec for the majority of the actual costs to the town for the State-Aid Roads that the town is mandated to maintain. In recent year, reimbursement for costs to the community in maintaining State-Aid Roads has not kept up with rising costs. The shifts the financial burden of road maintenance for State Aid Roads onto the Town. The Town of Lubec strongly recommends that the Maine Department of Transportation review the formula under which State Aid reimbursement payments are made in order to reflect the actual cost of to the municipality.”

With respect to Road Standards that might be considered by the town for adoption, I point to the town of Gorham’s road standards for both public and private ways. The standards reflect considerable input from fire and rescue and are designed to provide safe passage for emergency vehicles. Also, roads built to private way standards are not eligible for acceptance as a town way since the standards are somewhat less than those for public ways. Additionally, private ways serving more than one residence are required to have a Town approved maintenance agreement for the private way users and the document is also recorded in the Registry of Deeds and travels with the property.

Town of Gorham SECTION V - MINIMUM STANDARDS FOR THE DESIGN AND CONSTRUCTION OF STREETS AND WAYS (see page 65) http://www.gorham-me.org/Public_Documents/GorhamME_Codes/land_ord/CHAPTER_II.pdf

http://www.gorham-me.org/Public_Documents/GorhamME_Codes/land_ord/streetdesign&classification.pdf

http://www.gorham-me.org/Public_Documents/GorhamME_Codes/land_ord/roadschematics.pdf

Concerns over the future bridge replacement for Campobello are contained in the Comp Plan, the town of Lubec should articulate its concerns in a letter to the Commissioner of Maine Department of Transportation.

- **Consistency of plan with MaineDOT programs and policies**

Pursuant to the goals, guidelines and policies of the Growth Management Act (30-A M.R.S.A. §4312 et seq.) and the Sensible Transportation Policy Act (23 M.R.S.A. §73) the 2010 Comprehensive Plan for the Town of Lubec is substantially consistent, however, because of some misrepresentation of facts this plan is considered not consistent with MaineDOT's programs and policies in carrying out the goals of these Acts. MaineDOT would be willing to meet with the town and provide them further guidance on how they can improve this plan to meet the requirements and goals of the STPA.

Please feel free to contact me at 624-3279 or Jerry Douglass at 624-3290 should you have any questions regarding this information.