Skowhegan Bridge Feasibility Study

Public Meeting

September 10, 2019

MaineDOT

TOWN OF SKOWHEGAN STATE OF MAINE

Skowhegan Maine

TY·LIN INTERNATIONAL

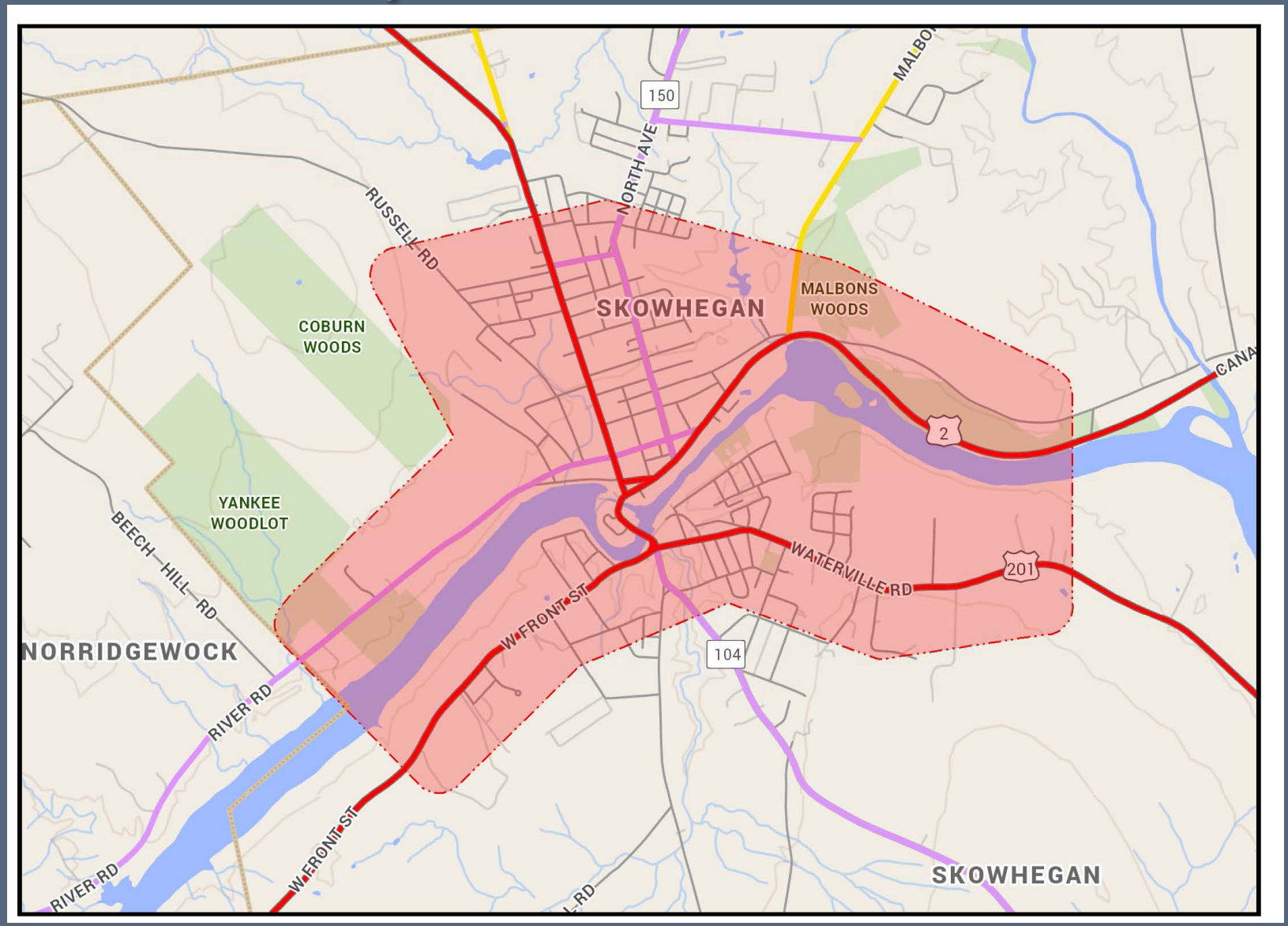
Study Schedule

Task	Completion
Public Meeting #1	9/10/2019
Town Bridge Committee Meeting	October 2019
Investigate Alignment Alternatives	12/15/2019
Investigate Structural Alternatives	1/15/2020
Conceptual Estimates	2/15/2020
Hydraulics Analysis	2/15/2020
Town Bridge Committee Meeting	February
Public Meeting #2	2/27/2020
Planning and Estimating for Preferred Alternative	3/15/2020
Develop Draft Report	4/1/2020
Town Bridge Committee Meeting	April 2020
Develop Final Report	5/8/2020
Public Meeting #3	5/28/2020

Today's Agenda

7:00	Opening
7:10	Study Area/Scope of Work/Existing Conditions
7:25	Purpose and Need Statement
7:35	Public Feedback
8:20	Closing Comments
8:30	Adjourn

Study Area


150
NORTH AVE
RUSSELL RD
SKOWHEGAN
MALBONS WOODS
COBURN WOODS
YANKEE WOODLOT
2
BEECH HILL RD
NORRIDGEWOCK
RIVER RD
W FRONT ST
WATERVILLE RD
201
104
SKOWHEGAN

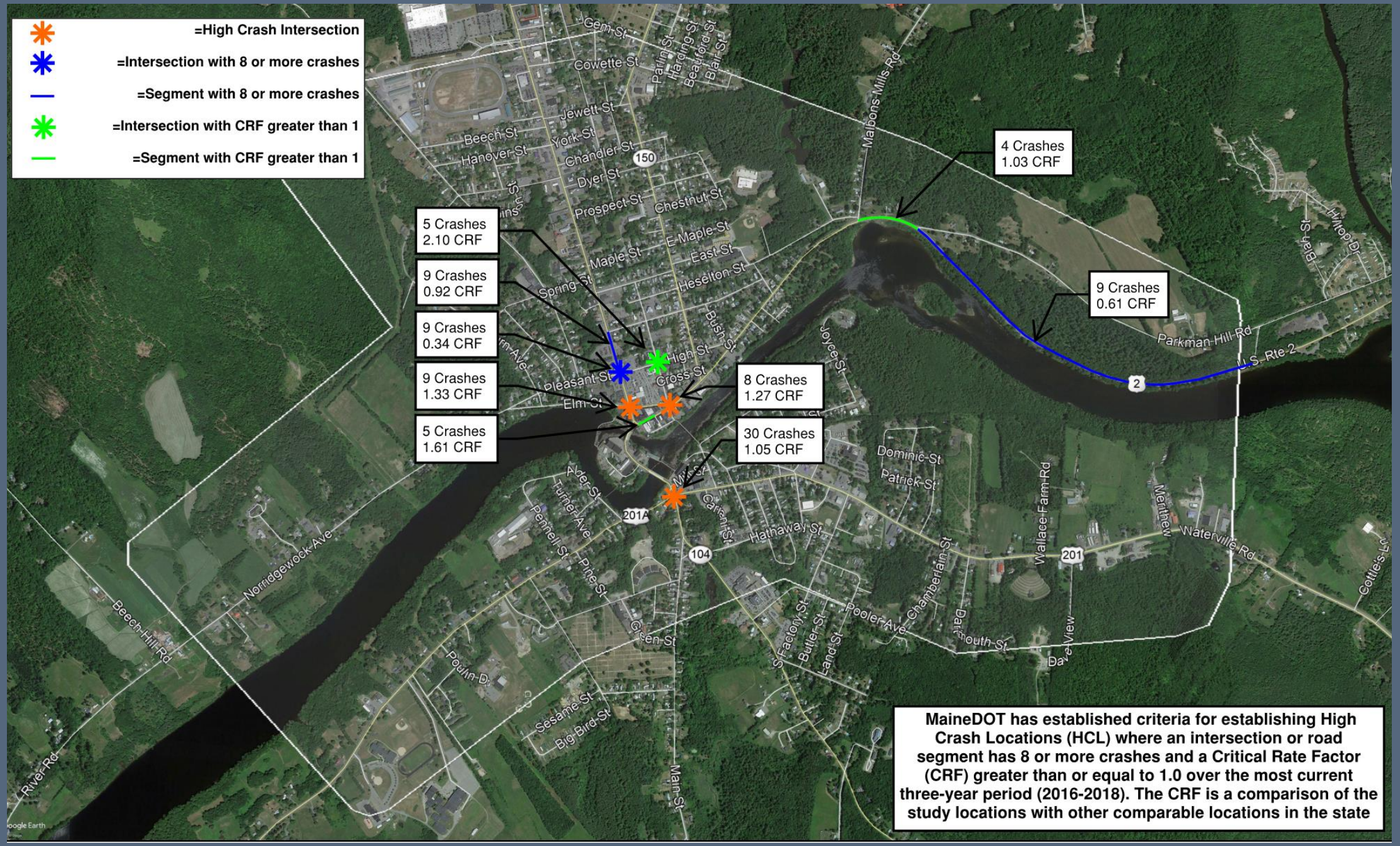
Scope of Work

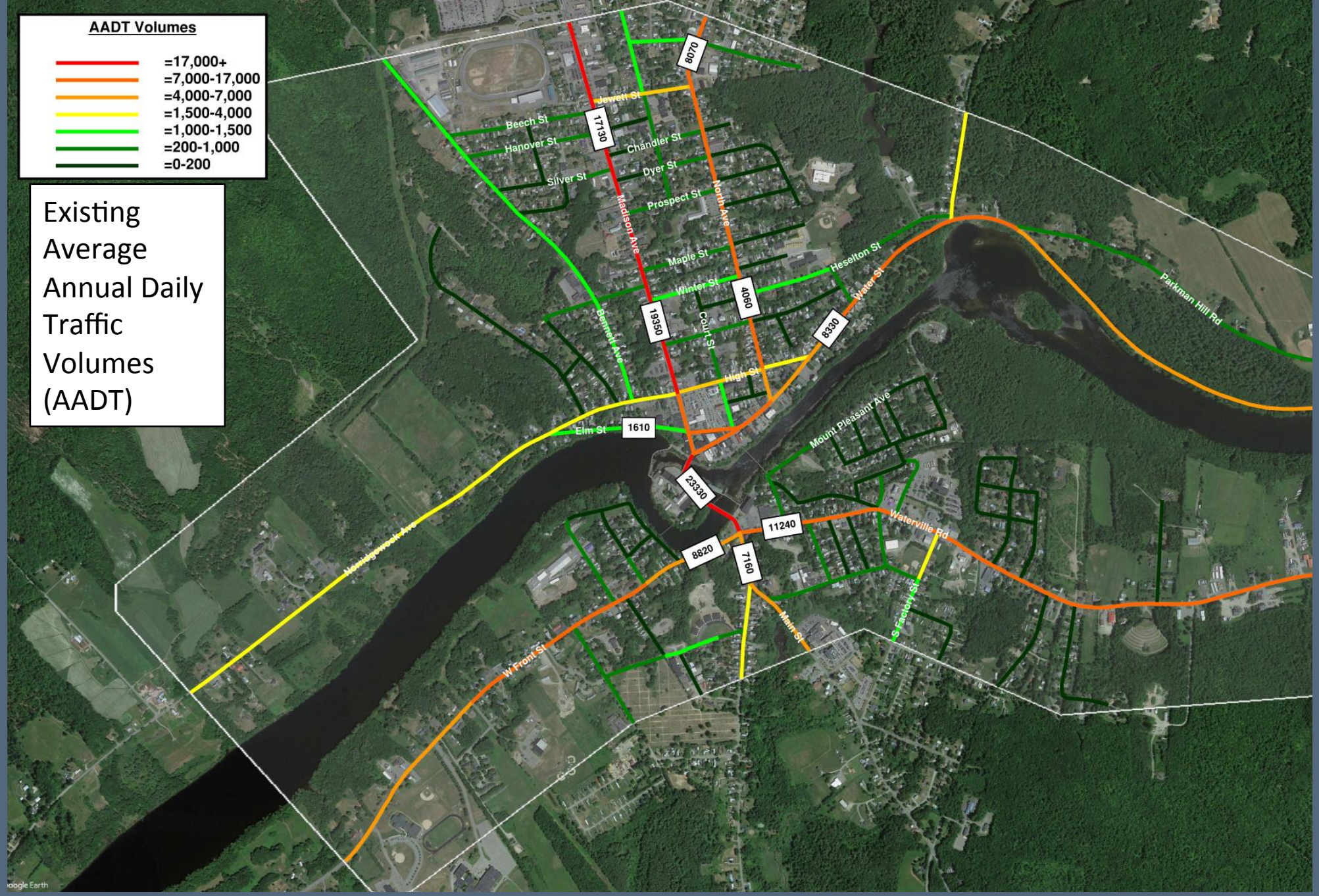
- TASK 1: PROJECT KICK-OFF
- TASK 2: REVIEW AVAILABLE DATA
- TASK 3: COLLECT ADDITIONAL DATA
- TASK 4: ASSESSMENT OF CURRENT CONDITIONS (TRANSPORTATION AND ENVIRONMENTAL)
- TASK 5: ASSESSMENT OF FUTURE SCENARIOS
  - 2045 FUTURE VOLUMES
  - NO-BUILD ALTERNATIVE
  - BRIDGE CROSSING ALTERNATIVES
- TASK 6: DEVELOP PRELIMINARY RECOMMENDATIONS
- TASK 7: PUBLIC AND AGENCY FEEDBACK
- TASK 8: FINAL REPORT

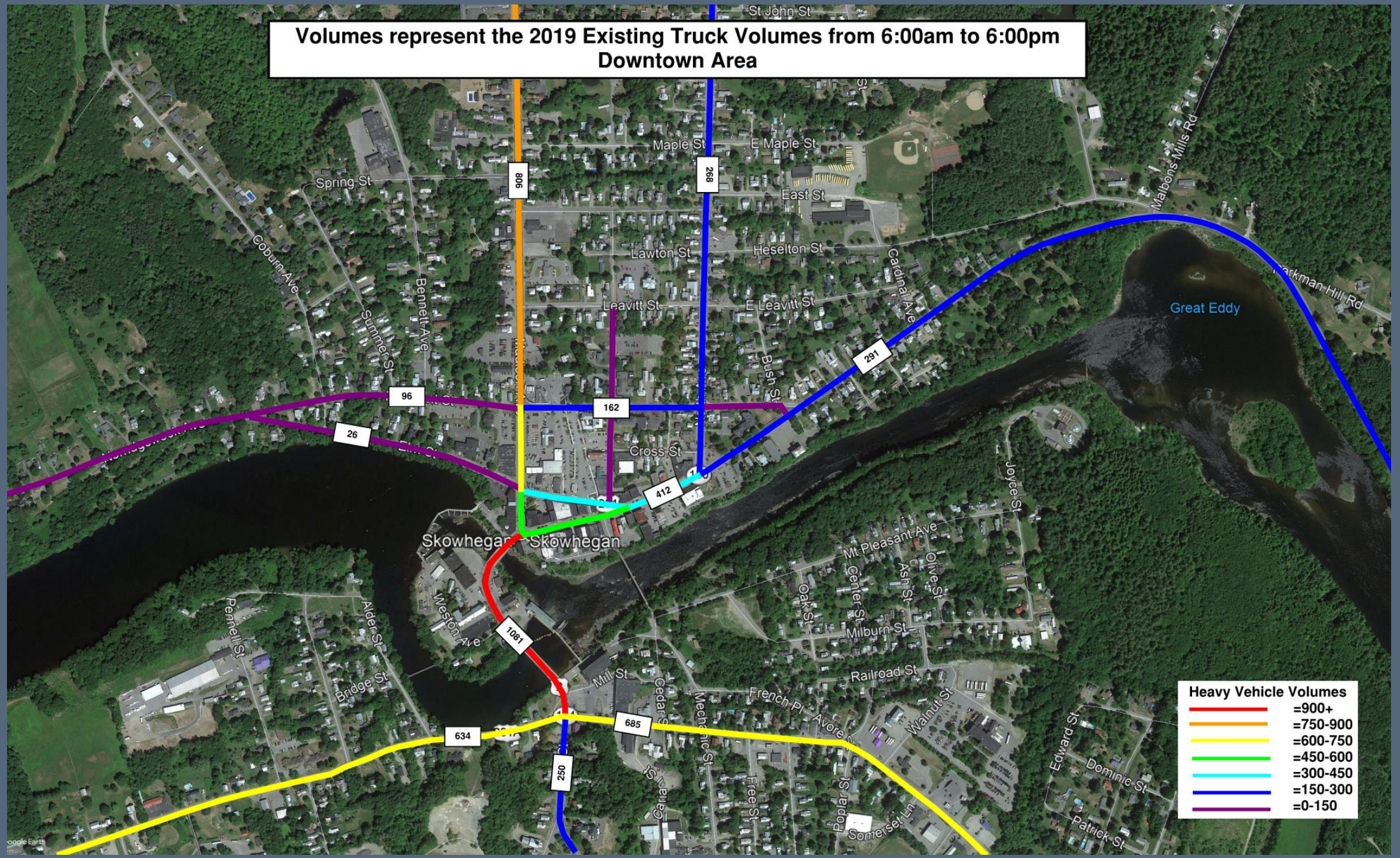
How will we evaluate alternatives

- Transportation Measures
- Land Use Measures
- Environmental Resources
- Cost and Funding Measures
- Public Feedback

Existing Transportation Conditions


=High Crash Intersection
=Intersection with 8 or more crashes
=Segment with 8 or more crashes
=Intersection with CRF greater than 1
=Segment with CRF greater than 1
5 Crashes 2.10 CRF
9 Crashes 0.92 CRF
9 Crashes 0.34 CRF
9 Crashes 1.33 CRF
5 Crashes 1.61 CRF
8 Crashes 1.27 CRF
30 Crashes 1.05 CRF
4 Crashes 1.03 CRF
9 Crashes 0.61 CRF
MaineDOT has established criteria for establishing High Crash Locations (HCL) where an intersection or road segment has 8 or more crashes and a Critical Rate Factor (CRF) greater than or equal to 1.0 over the most current three-year period (2016-2018). The CRF is a comparison of the study locations with other comparable locations in the state


AADT Volumes
=17,000+
=7,000-17,000
=4,000-7,000
=1,500-4,000
=1,000-1,500
=200-1,000
=0-200
Existing Average Annual Daily Traffic Volumes (AADT)
8070
17130
19350
4060
8330
1610
23330
11240
8820
7160
Jewett St
Beech St
Hanover St
Silver St
Chandler St
Dyer St
Prospect St
Madison Ave
North Ave
Maple St
Winter St
Heselton St
Water St
Parkman Hill Rd
Bennett Ave
Court St
High St
Elm St
Mount Pleasant Ave
Waterville Rd
Main St
S Factory St
W Front St
Hemingway Ave



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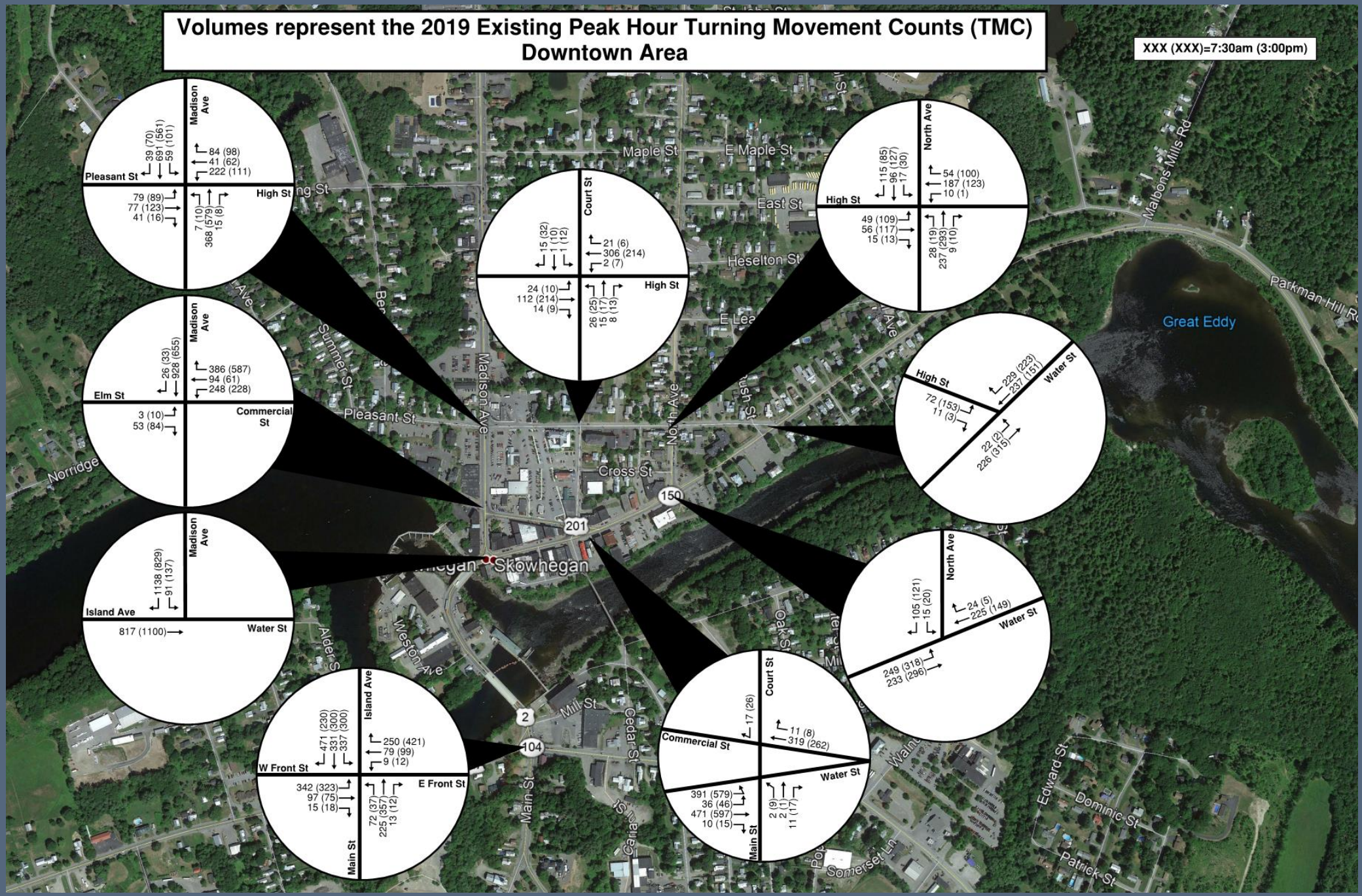
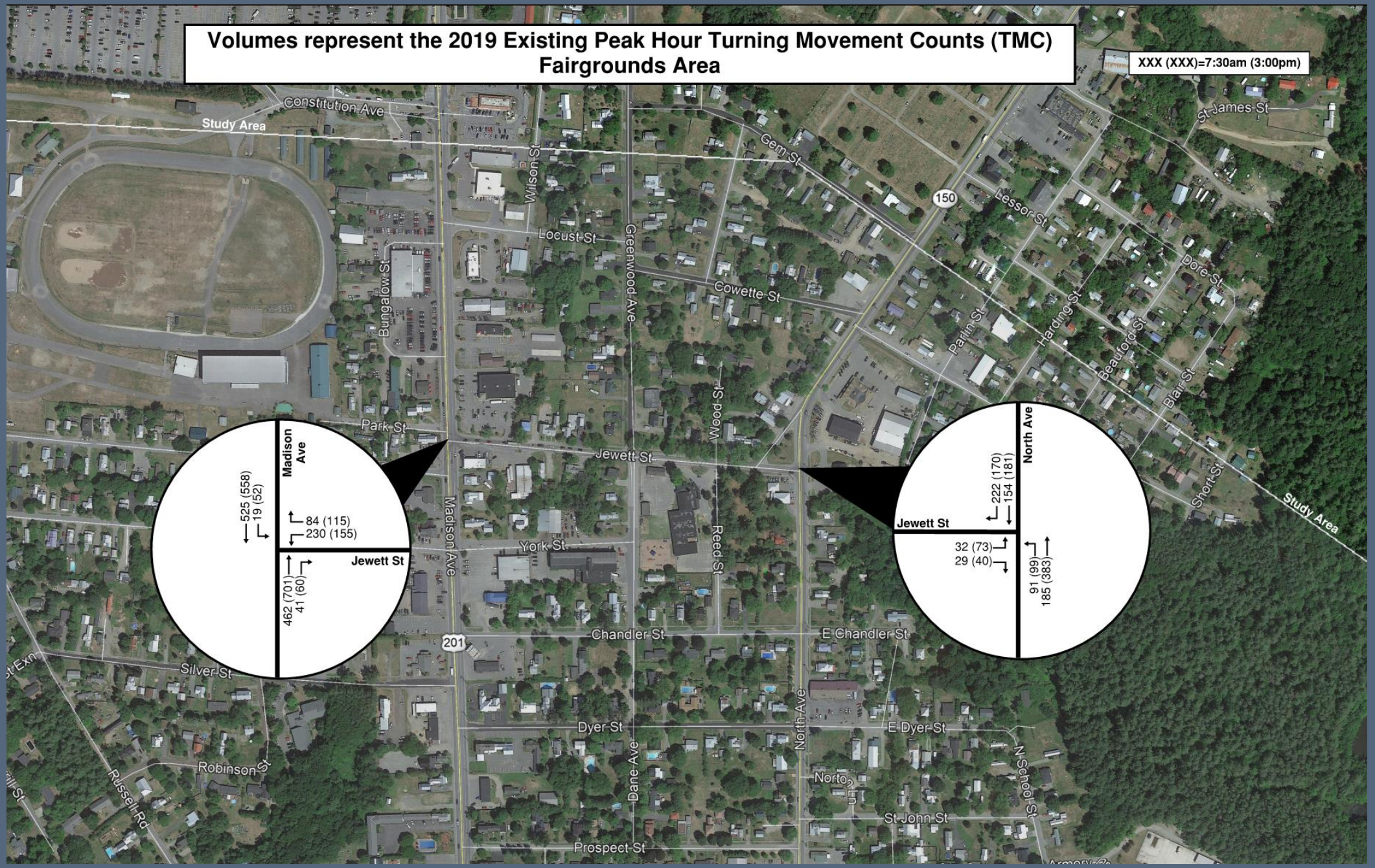
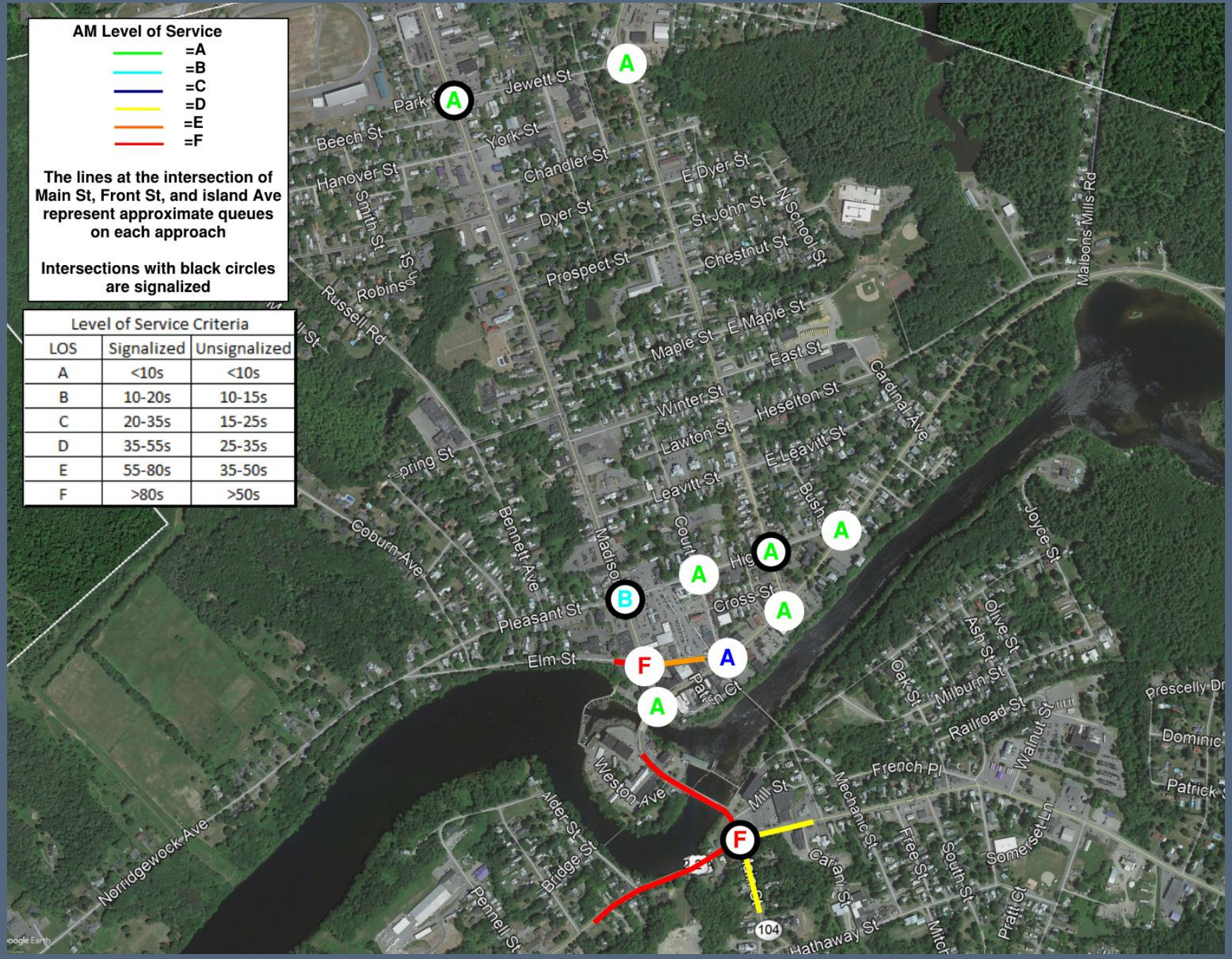
Volumes represent the 2019 Existing Peak Hour Turning Movement Counts (TMC)
Downtown Area

XXX (XXX)=7:30am (3:00pm)




Volumes represent the 2019 Existing Peak Hour Turning Movement Counts (TMC)
Fairgrounds Area
XXX (XXX)=7:30am (3:00pm)
Study Area
Constitution Ave
Wilson St
Gem St
St James St
Locust St
Greenwood Ave
Cowette St
Lessor St
150
Bungalow St
Parlin St
Harding St
Beauford St
Dore St
Blair St
Park St
Wood St
Jewett St
Short St
Study Area
Madison Ave
525 (558)
19 (52)
84 (115)
230 (155)
Jewett St
462 (701)
41 (60)
Madison Ave
York St
Reed St
North Ave
222 (170)
154 (181)
Jewett St
32 (73)
29 (40)
91 (99)
185 (383)
Chandler St
E Chandler St
201
Silver St
Dyer St
E Dyer St
North Ave
Robinson St
Russell Rd
Dane Ave
Norton Ln
N School St
St John St
Prospect St



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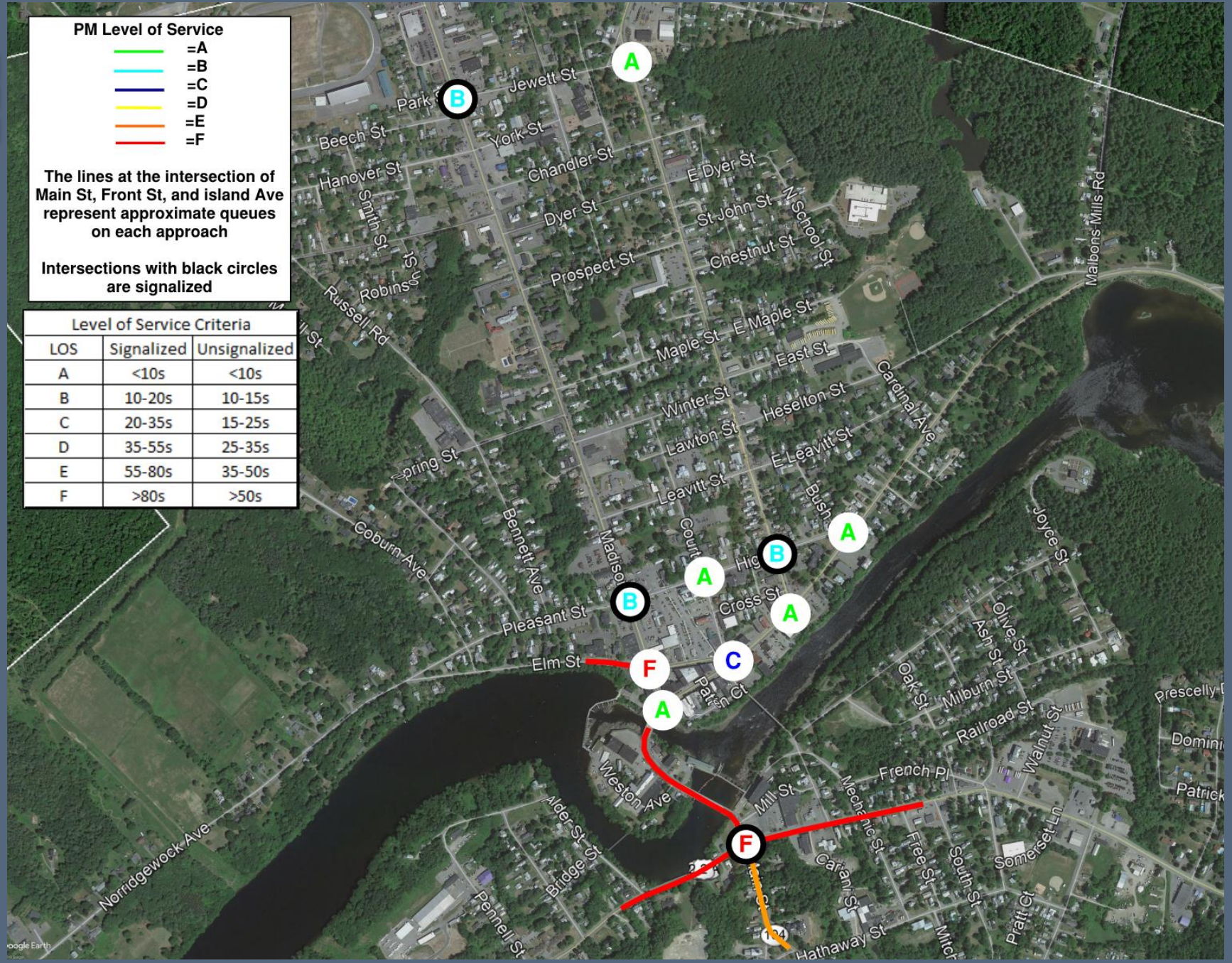

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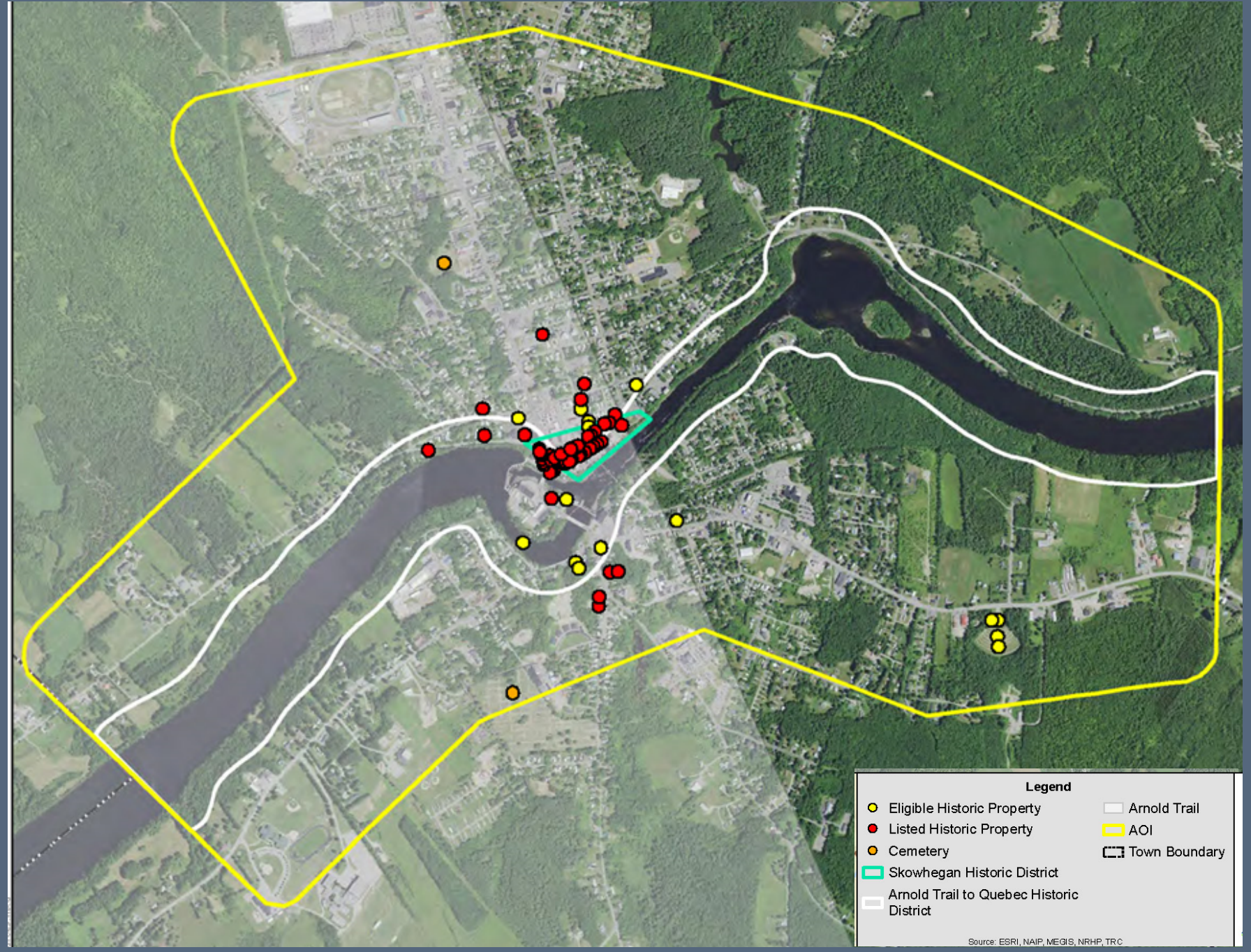
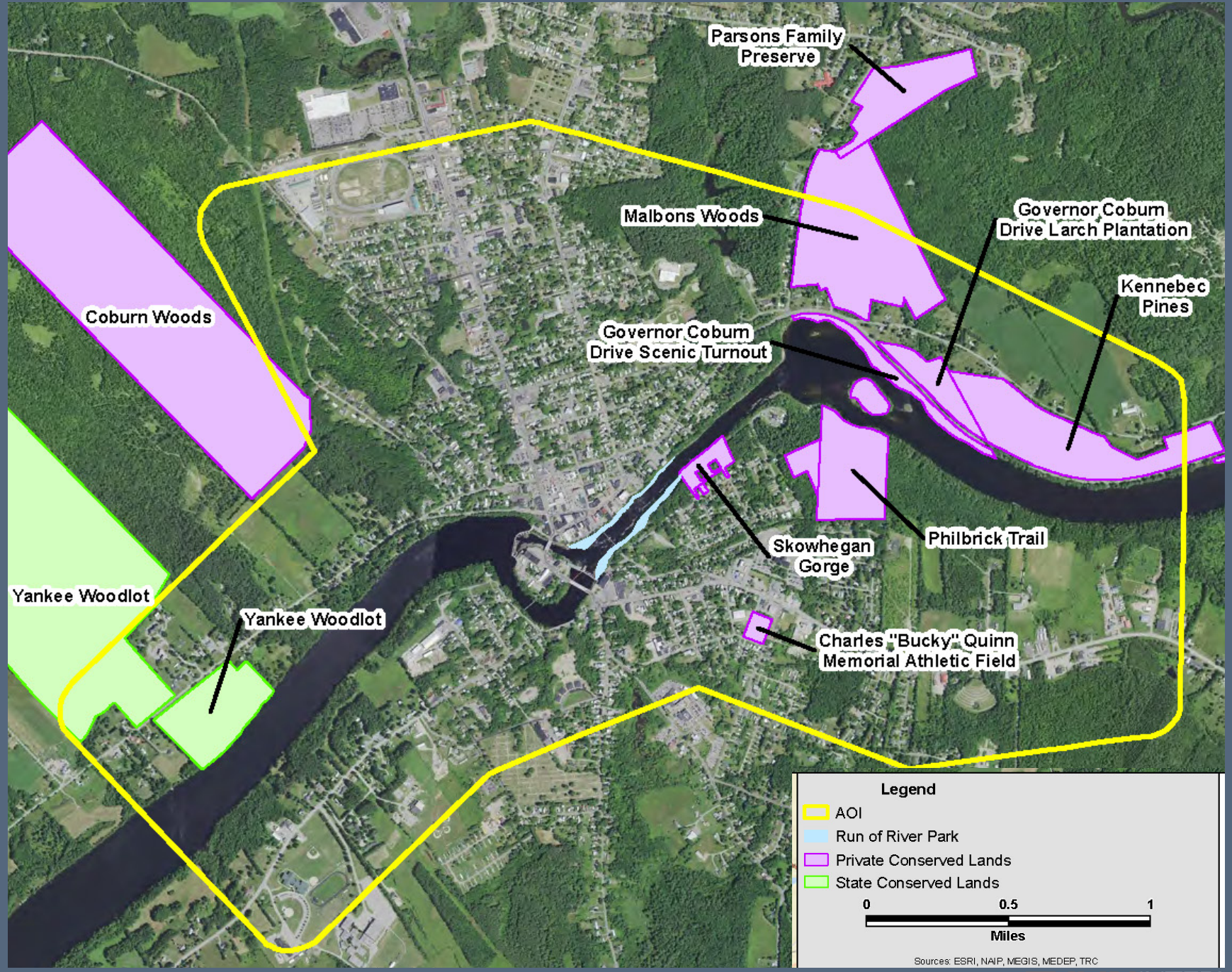
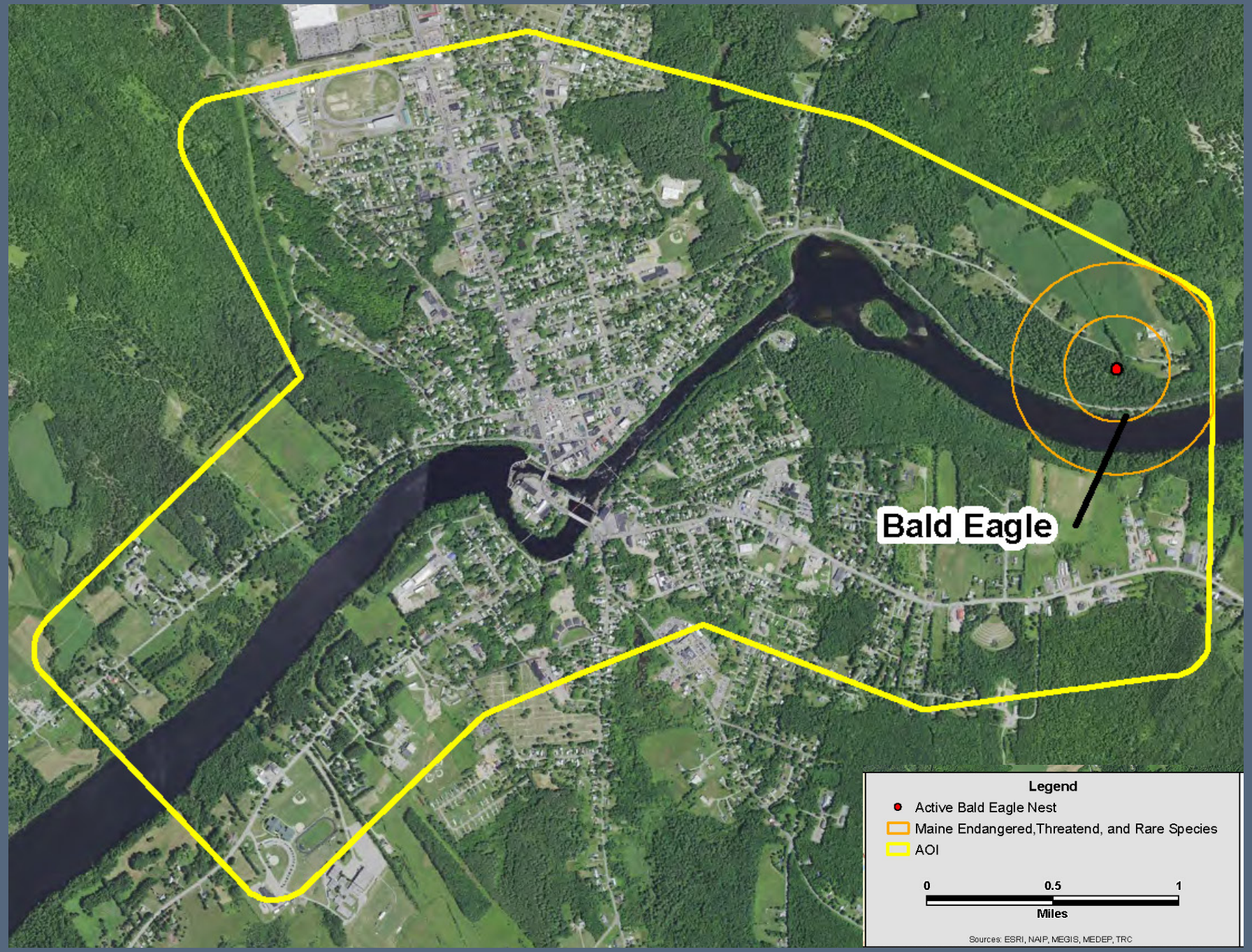
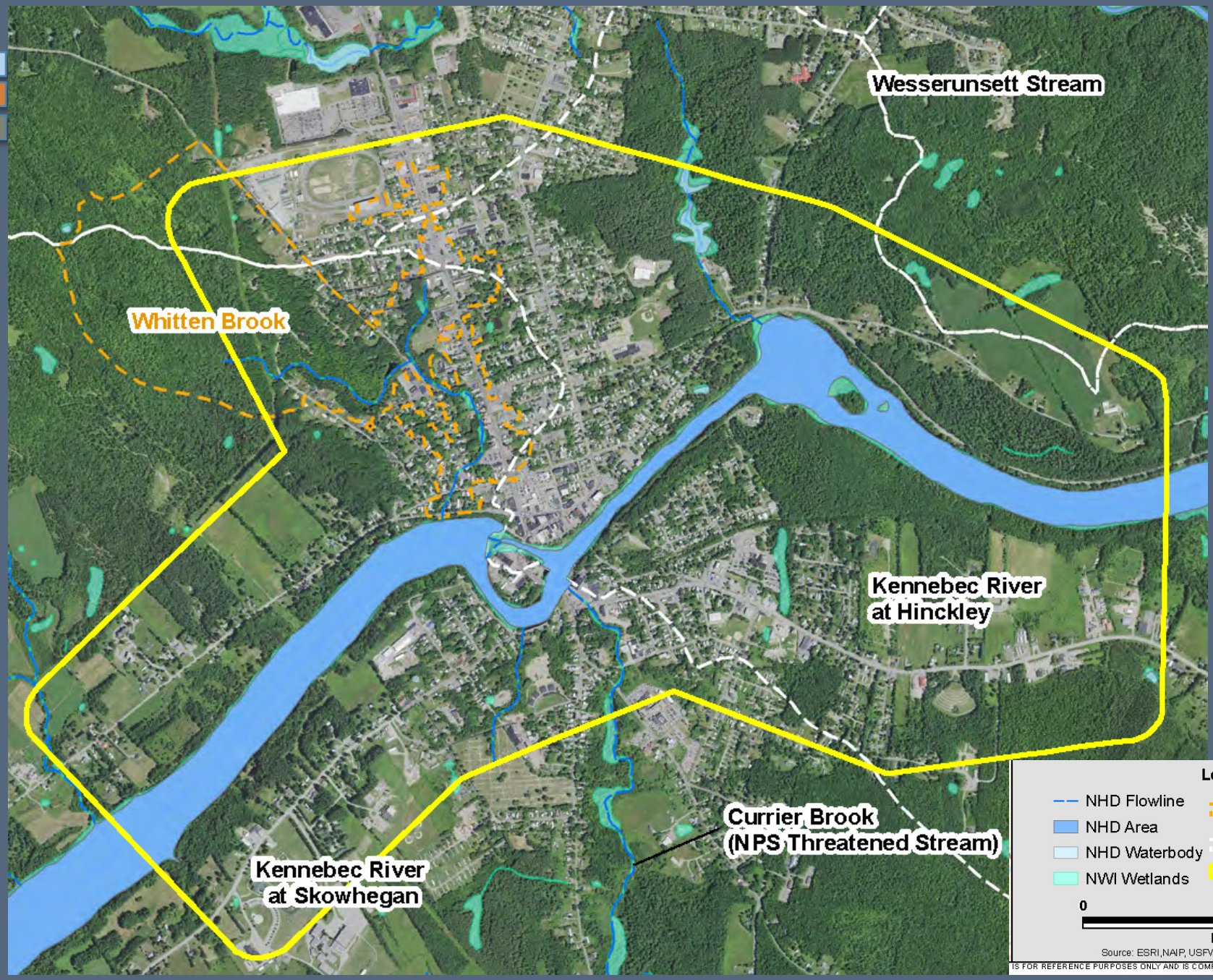
Existing Environmental Conditions


Legend
Eligible Historic Property
Listed Historic Property
Cemetery
Skowhegan Historic District
Arnold Trail to Quebec Historic District
Arnold Trail
AOI
Town Boundary
Source: ESRI, NAIP, MEGIS, NRHP, TRC


Parsons Family Preserve
Malbons Woods
Governor Coburn Drive Larch Plantation
Kennebec Pines
Coburn Woods
Governor Coburn Drive Scenic Turnout
Philbrick Trail
Skowhegan Gorge
Yankee Woodlot
Yankee Woodlot
Charles "Bucky" Quinn Memorial Athletic Field
Legend
AOI
Run of River Park
Private Conserved Lands
State Conserved Lands
0
0.5
1
Miles
Sources: ESRI, NAIP, MEGIS, MEDEP, TRC


Bald Eagle
Legend
Active Bald Eagle Nest
Maine Endangered,Threatend, and Rare Species
AOI
0
0.5
1
Miles
Sources: ESRI, NAIP, MEGIS, MEDEP, TRC


Wesserunsett Stream
Whitten Brook
Kennebec River
at Hinckley
Currier Brook
(NPS Threatened Stream)
Kennebec River
at Skowhegan
Legend
NHD Flowline
NHD Area
NHD Waterbody
NWI Wetlands
Urban Impared
Streams Watersheds
HUC 12 Watersheds
AOI
0
0.5
1
Miles
Source: ESRI,NAIP, USFWS, USGS, MEGIS, MEDEP, TRC
IS FOR REFERENCE PURPOSES ONLY AND IS COMPILED FROM BEST AVAILABLE DATA SOURCES. TRC ASSUME

Study Purpose and Need

The purpose of the proposed action is to provide a transportation system that will connect Routes 2 and 201 across the Kennebec River in Skowhegan and support improved regional mobility for people and freight. The preferred alternative will most effectively mitigate safety and congestion issues in the downtown area while having the least projected impact to local commerce. The proposed action will also improve the resiliency and redundancy of the regional system and enhance regional safety. It will be supported by reasonably available local, state, and federal funding.

Questions for Public Input

1. What are your most significant concerns that you think a new bridge could address?

In other words: what would be the advantages of a new bridge?

2. What concerns might a new bridge create?

In other words: what would be the disadvantages of a new bridge?

3. What are your ideas for solutions to these concerns?

If a new bridge were to be built, where do you think it should it be located, including constraints and opportunities with each location idea?

If you don't think a new bridge should be built, what are your other ideas for solutions to these concerns?

Additional Comments welcome between now and October 15, 2019

SkowheganBridge.com

Thank You!