MaineDOT Virtual Public Involvement Comment Summary

Project Name: South Bristol, Route 129 Large Culvert Replacement
WIN: 024253.00
Description: This project will design and construct the replacement of an existing large culvert.

Date: 07/28/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Comment: I approve and support MaineDOT's South Bristol, ME 129 Large Culvert Replacement Project. The aspect that I love about MaineDOT's South Bristol, ME 129 Large Culvert Replacement Project is that the existing culvert on ME 129 will be replaced with one that is not deteriorating.

Date: 07/28/2021
Response Type: e-mail
Response By: Douglas Coombs
Response: Thank you for your comments.

Date: 08/02/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Comment: Thank you, nice presentation.

Address: South Bristol, ME 04568
Date: 08/08/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Comment: I do not understand the department's choice of detour route. The shortest detour is via Clarks Cove Rd, only 2.7 miles in length, and over a good quality town road... it seems highly likely that local traffic will use this detour no matter which route is posted. The proposed longer (14.5 mile) detour will require signage at the Harrington Rd and the intersection with Me. 130, both relatively distant locations from which it will be difficult to communicate exactly what traffic should detour versus proceed ahead.

Date: 08/09/2021
Response Type: e-mail
Response By: Douglas Coombs
Response:

Thank you for your comment. The MaineDOT typically uses State Routes or State Aid roads for all detours unless there are no other alternatives. Doug Coombs

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Date: 08/09/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Comment: Hi Doug--Given where I think this culvert is located, I'm wondering why Clarks Cove Rd. wasn't chosen for the detour? I believe it leaves Rt 129 above the culvert and returns to Rt 129 below construction operations and is a great deal shorter than the Herrington Rd. detour option. Thanks.

Date: 08/09/2021
Response Type: e-mail
Response By: Douglas Coombs
Response:

Thank you for your comment. The MaineDOT typically uses State Routes or State Aid roads for all detours unless there are no other alternatives. Doug Coombs

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Date: 08/12/2021
Level of Support: Not In Favor
Response Requested: Respond to me by e-mail
Comment: This is not an unnamed tributary, this is Orrs Meadowbrook, which I believe is covered under the shoreland zoning ordinance in South Bristol and the state is not exempt from the ordinance. Your map of the detour is deceiving, as there are several other options for detoured traffic. You mention nothing about the significant beaver population in the area. What happens down stream of your greater flow and what happens to the Meadowbrook if more water is drained? And your amount of traffic in July and August is low, with the population swell, not only of summer residents, but also year round residents. And removing the guardrail is just stupid. Maybe you should sit over there this time of year and see how people travel through their, it would change your mind pretty quickly.

Date: 08/20/2021
Response Type: e-mail
Response By: Douglas Coombs
Response:

Thank you for your comments and questions. Please see the Department's responses to your comments below:

Comment: T*his is not an unnamed tributary, this is Orrs Meadowbrook, which I believe is covered under the shoreland zoning ordinance in South Bristol and the state is not exempt from the ordinance.*

Response: Looking at the Town's Shoreland Zoning Map this stream extends from Orrs Meadow to Clarks Cove Pond. The stream is not named on the Town's Shoreland Zoning map and a review of the USGS maps the stream is also not named. This project is exempt from State of Maine permitting under the Natural Resources Protection Act per MRS Title 38, §480-Q Activities for which a permit is not required. The Army Corps of Engineers does have regulatory authority over impacts to waters of the U.S., therefore the MaineDOT Environmental Office will be submitting an application for a permit for this project. MaineDOT is upsizing the culvert and designed the culvert to improving fish passage. MaineDOT is only proposing to clear what is needed to allow for construction. This is allowed under Shoreland Zoning.

Comment: *Your map of the detour is deceiving, as there are several other options for detoured traffic.*

Response: The MaineDOT typically uses State Routes or State Aid roads for all detours unless there are no other alternatives". Other routes may exist but are geometrically insufficient to safely accommodate larger vehicles and are not under the jurisdiction of MaineDOT.

Comment: *You mention nothing about the significant beaver population in the area.*

Response: We have looked at the beaver dams in the area. The current structure is a 5' CMP that currently blocks passage for fish and aquatic organisms at most if not all flows. A small beaver dam is located approximately 50' upstream of the inlet. The replacement structure will improve fish and aquatic organism passage.

Comment: *What happens down stream of your greater flow and what happens to the Meadowbrook if more water is drained?*

Response: The greater culvert diameter will not guarantee a greater flow during average runoff events but will reduce the velocity of the water through and downstream of the pipe. This will help to facilitate the passage of aquatic species. A concrete box culvert is located in a backwatered portion of the stream (due to the beaver dam) approximately 125' upstream of the inlet. A large emergent/scrub-shrub marsh is present upstream of the concrete box culvert. This project will not impact that box culvert.

Comment: *And your amount of traffic in July and August is low, with the population swell, not only of summer residents, but also year round residents.*

Response: The traffic count is based the average daily count for the entire year. We are aware there is an increase during the summer.

Comment: *And removing the guardrail is just stupid. Maybe you should sit over there this time of year and see how people travel through their, it would change your mind pretty quickly.*

Response: Guardrail, itself can constitute a hazard. MaineDOT's preference is to remove guardrail where feasible by otherwise mitigating the hazard that the guardrail would protect. For this design, the slope will be flattened to acceptable federal standards to allow for the removal of the guardrail.

Doug Coombs, Sr. PM

Date: 08/25/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Comment:

We recently received a letter concerning the upcoming culvert replacement project (WIN:024253.00) on Route 129 in South Bristol. Our property that is going to be directly impacted by this project. We have a have a few questions, concerns and requests. - First, how far off the road does the state right of way extend and how far exactly on our property will this project encroach. The presentation seemed lacking in that detail. Given the height of the road above our property and the plan to remove the guardrail, it seems that in order to make a navigable slope it is going to have to extend far onto what we had considered our property, given the locations of our property markers. We would request that we get a detailed copy of the plans prior to approval of the project. - Second, our property marker located in the vicinity of the existing culvert is going to get buried under the proposed slope, are there provisions to re-establish this corner marker of our property? - Third, we noticed that it is proposed to increase the size of the culvert that crosses under Route 129. Having personally seen the existing 60" culvert running at maximum capacity (kind of impressive), our concern is that the stream will not be able handle the increase in flow over a shorter duration during a large rain event or spring high flow. Because the existing culvert is the limiting factor for high flow events, we are concerned this will cause excessive erosion and flooding to both our property and the abutting neighbors property north of us. The consideration of this design, to allow fish to cross under the road, seems odd, as the only fish that we have witnessed in the stream are invasive Long Nosed Suckers (which are native to northern Maine not coastal). The only time of year we see them are in early spring for breeding. If these fish are to be accommodated they would benefit from the existing sized culvert which maintains the stream to have sufficient flow over a longer period of time to encompass their breeding season. - Fourth, the removal of the guardrail. If a vehicle leaves the road and starts down a non-paved surface at 50+mph it essentially is out of control and has the increased potential to roll over and/or impact our raised driveway and large trees. This of which could result in both greater risk of personal injury and damage to vehicles and private property; than if a vehicle scrapes a guardrail but maintains its presence and control in the roadway on paved surfaces. This particular stretch of road is known for drivers who drive in excess of the posted speed limit. If safety is of concern please reconsider keeping the existing guardrail in place. - Lastly the culvert that runs under the end of our driveway. The toe of the proposed slope extending onto our lawn and filling in the existing drainage swale, will cause any water flowing through that culvert

to be diverted directly onto our lawn, which already has drainage issues. Could this culvert be extended under your proposed slope to the stream? We want to thank you for taking the time to read and consider our rambling thoughts on this project, and we reassure you that we are not simple crazy old people with nothing better to do than complain. We are very much willing to work with the D.O.T. to find solutions we all can live

Date: 08/25/2021
Response Type: e-mail
Response By: Doug Coombs
Response:

Thank you for reaching out and expressing your concerns. The MaineDOT's existing Right-of-Way extends approximately 60' from the existing centerline of Route 129 along your property. Generally, the proposed slope flattening will occur within this existing Right-of-Way, except near the location of the pipe, itself, where additional proposed length and associated grading will extend onto your property. Because MaineDOT will require an additional amount of easement at this location, you will be further contacted by a representative from our Property Office with detailed plans and measurements to discuss this impact and compensation. Current survey and street imagery shows bushes and shrubs growing along the existing roadside slope, down to the mowed lawn. These shrubs will be removed to construct the proposed, flatter slope, which will extend onto the mowed portion of the lawn by a few feet in some locations, and the new slope, itself, will be seeded to re-establish grass growth. Property markers affected by construction will be re-established. The proposed upsizing of the culvert is expected to reduce downstream velocity and erosion during high flow events. A greater cross-sectional area will allow water to flow more evenly, with less risk during high flow events of water achieving a depth that completely submerges the inlet of the culvert, creating head pressure and increasing velocity. Biological field surveys were conducted to note the presence and potential of aquatic organisms, and engineers have worked with the biologists to provide a proposed structure that will efficiently pass these organisms. The removal of existing guardrail is something that is carefully considered with many of MaineDOT's projects. Federal standards have been employed to provide slopes to help protect average motorists. Indeed, if excessive speed or impaired driving is a factor, these slopes may not function as properly designed, however, this is also true for guardrail, that is designed and installed to be effective of impacts at certain speeds and angles, and effectiveness is reduced for wildly errant vehicles. The slope immediately adjacent to your driveway is not expected to experience much grading alteration, as the existing roadside slope is slightly flatter here. At your driveway, the radius piece that wraps down into it will be removed. Your existing driveway culvert should not be affected. A few feet away, the flattening will begin to establish a recovery area for roadway departures, and carried through to the current end of the existing guardrail to the north. It is presently not planned to alter you driveway culvert in any manner. These were great and thoughtful questions. If we have failed to adequately answer them, or if other arise, please feel free to reach out to us.