

Topic	Stakeholder Comment	MaineDOT Response
<p>Construction, Road/Design</p>	<p>First off, great presentation by Tim. A lot of good info here. My comments: - I would support the 4-lane option with wider bike lanes. In my experience, the eastbound traffic on the Winslow side could be handled just as well with a right turn only lane and a single straight/left turn lane with an arrow. I turn left there to get to my house, and traffic is almost never an issue. And if a bike lane were there, I'd sometimes use it. - I would support municipal cost sharing for more aesthetic/historic bridge lighting. I'd also prefer a more open railing system. - Closure option 2 doesn't seem worth the savings in time. I might support option 3 if I could get more info on what the total time of closure would be. Otherwise, without a firm time limit, I'd lean toward option 1 or option 4a. - Finally, I think it's a great idea to move the WWI monument to a new, more prominent location. I am a veteran myself, and didn't even know that existed. Thanks for an outstanding presentation, and for the chance to comment.</p>	<p>Thank-you for the comment! This is good useful info. We will have a better feel for durations of closures and such at the formal public meeting in a few months.</p>
<p>Construction, Speed</p>	<p>Where will you stage machinery and materials during demo and build processes?</p>	<p>Typically its up to the Contractor where they want to stage materials. They can use property within the ROW or negotiate with adjacent property owners themselves if necessary.</p>

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Daily Commute,	<p>According to your printed ad in the paper and the construction road signs you state that the work is on "Bridge St." in Waterville. Yet there is NO Bridge St. in Waterville. The Waterville city mad shows it as "SPRING ST." And every other search engine map except google maps shows it as "SPRING ST." even the employees that work at Waterville Public Works says it is and has always been "SPRING ST." This should be changed so people will not question it. The closest "Bridge St." is in Augusta and NOT in Waterville!!!</p>	<p>I'll look into this. Thank-you for your comment.</p>
Road/Design	<p>Excellent presentation by HNTB. Major investments are being made in downtown Waterville by the City, Colby College, foundations, private developers and MaineDOT that represent a rebirth of the downtown. Accordingly, design of the Ticonic Bridge is an important-and symbolic- element in this renewal, a renewal that can grow to encompass Winslow, as well. MaineDOT and HNTB should reach for exceptional and attractive bridge design that matches the aspirations of all the partners in Waterville-Winslow community revitalization.</p>	<p><i>No response requested.</i></p>
Road/Design, Pedestrian Access	<p>I request the Wyoming Rail for visibility. It's an amazing site to see. We should show it off.</p>	<p>Agreed! The water coming over the dam is a wonderful vista. Thank-you for your input.</p>

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<p>Safety, Construction</p>	<p>The Town of Winslow has been looped in on this project from the beginning. In moving forward we have the following concerns: We are concerned that a complete closure of the bridge would significantly hamper our emergency response teams ability to respond quickly. The Fire Department is under staffed and we currently rely on Waterville and Delta Ambulance to assist with calls. If either of those agencies has to go south to the Carter Memorial Bridge or north to Fairfield to cross the river it would add up to 10 minutes to their response time. That's time a critically ill or injured person is not getting life-saving aid, or time for a structure fire to rage out of control. In addition the Ticonic bridge is the fastest route to both local hospitals and closure would mean adding time to get critical patients to the emergency room. We would request that MDOT seriously consider the single-lane closure option despite the time this would add to the project. We have concerns that all of the utilities attached to the bridge remain in service for the duration of construction. Winslow receives all of its broadband, water and telecommunications across the bridge. Loss of any of these for more than a few hours would pose a serious detriment to the health and safety of our residents. Last, we would like to have the opportunity to discuss the aesthetic design of the bridge. Rather than a simply functional passage we are interested in a gateway between Winslow and Waterville and would be interested in discussing an opportunity, in conjunction with Waterville, to make this happen.</p>	<p>Your safety concerns are understandable and I'd like to set up a meeting with Waterville and Winslow Emergency services to discuss them in more detail. We are currently working with the utility companies to plan how the moves to the new structure will happen.</p>
<p>Safety, Environmental, Road/Design</p>	<p>I approve and support MaineDOT's Ticonic Bridge Project. The aspect that I love about MaineDOT's Ticonic Bridge Project is that the existing bridge will be replaced with one that is safer and up to current design standards.</p>	<p>Thank-you very much for the comment of support for the Ticonic Bridge project!</p>
<p>Safety, Road/Design</p>	<p>Glad to provide input</p>	<p><i>No response requested.</i></p>

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Safety, Road/Design, Pedestrian Access	Ticonic Bridge provides a gateway to both historic downtown Waterville and the town of Winslow. It's important that it make a positive statement. If we can save money by closing it completely during construction, perhaps that money could be rolled into improved aesthetics and appeal? I like the Texas Classic rail. I prefer the wider bike lanes for safety purposes too.	<i>No response requested.</i>
Safety, Road/Design, Speed	I am in favor of the 5 lane plan. Currently there are many times when traffic to Winslow uses all 5 lanes. The right lane turns south. The middle lane goes up the hill. The left lane turns north, This allows good traffic flow. Cutting the east bound traffic to 2 lanes will cause bottle necks and poor traffic flow.	Some of the more promising alternatives that we are looking at have a total of 4 lanes on the bridge and flare out to maintain 3 lanes of turning movement on the Winslow end. Thank-you for your input.