

Topic	Stakeholder Comment	MaineDOT Response
Bridge Rail	Prefer Steel rail, also would like to note that your comments about the steel rail (3 bar) is curb top... on the upstream side not downstream and the 4 bar is on the downstream, sidewalk side.	Thanks for letting me know about the mix up in the labels. You are correct the 4 bar rail is on the side with the sidewalk which is on the downstream side. The curb mounted 3 bar rail will be on the upstream or westerly side.
Bridge Rail	Concrete	No response requested.
Bridge Rail	Is a rail system like the Route2/4 bridge in Farmington an option? The steel rail option in your presentation looks cheesy.	The rail on the Route 2/4 bridge in Farmington over the Sandy River is aluminum not steel.
Bridge Rail	Concrete for the rail	No response requested.
Bridge Rail	We prefer the steel rail for better visibility. Great presentation. Thank you!	No response requested.
Bridge Rail	I think option 2 is more suitable for a small town area.	No response requested.
Bridge Rail	Concrete	Thanks for your comment on your preference for using the concrete bridge rail for the proposed project. Most of the comments received so far about the bridge rail are asking for the concrete rail.
Bridge Rail	steel	No response requested.
Bridge Rail	steel	No response requested.
Bridge Rail, Construction, Historical	I definitely prefer the CONCRETE rail type. I request the preserving of my little apple tree on the corner. I am assuming that a bucket loader could lift it from its present site and place it in a different location not more than 20 or 30 yards from where it is now. It has to be removed in any case, so why not save it instead of trashing it? Could you put a sign for trucks coming east on route 156, asking them to avoid use of engine brakes. (No jakes brakes, please!) Regarding excavated boulders and pieces of granite: i consider them my property. They could be placed along the western tree line of that corner lot affected by the new construction	Thank you for the comment on your preference for the bridge rail type. Most of the comments MaineDOT has received about the bridge rail type prefer concrete. MaineDOT does not install or maintain signs in regards to Jake brakes or engine brakes. The town or municipality can put up signs about Jake brakes if a local ordinance is approved in regards to Jake brakes. The following weblink provides information about Jake brakes and MaineDOT's position on this issue. Link: https://www.maine.gov/mdot/mlrc/technical/trafficissues/#main_r_tabs3 Property related issues that you raised with regards to apple tree, boulders and granite blocks needs to be discussed with MaineDOT's property office personnel. The senior property officer for the Bridge Program is Rickey McKenna. Rickey's contact information is as follows: Rickey McKenna, MaineDOT -Senior Property Officer 207-446-6207 cell Rickey.McKenna@maine.gov I will share this email with Rickey McKenna. I strongly suggest that you contact Rickey McKenna directly with your concerns.
Bridge Rail, Construction, Safety	Concrete rail. I own a property on Webber rd. and would like a visual on how close your preferred plan (option C or #3) will put the road/bridge to my house.	Per your request, attached is a graphic with some dimensions showing how close the proposed work is to your home. The proposed work is inside the existing right of way limits. if you have any additional question, please let me know.
Bridge Rail, Construction, Safety	Metal rail would make more sense and be easier to repair if it were to be damaged. My husband and I travel this road alot and think that it's a great thing to replace the existing bridge as it should be a bit wider and the intersection of 41 and 156 is horrible if there is a lot of bridge traffic as people block 156 if they have to wait for traffic	No response requested.
Bridge Rail, Construction, Safety	Bridge rail type cement preferred. Also, working with DOT to keep existing cutouts on the Crowwell/Philbrick corner lots and add adequate off-road parking for the mail truck and postal patrons.	Thanks for your comment on your choice for bridge rail type. Most people seem to like the concrete rail. Attached is the latest set of approach plans that show a parking area in front of the post office with a 40' by 10' parking space. I will be checking with Philip Hutchins to get clarification on his recent email about the entrance requirements for lot 33. Once I have Mr. Hutchins feedback, I anticipate revising the approach plans for the project. I will keep you informed of what I find out.

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Bridge Rail, Construction, Safety	<p>The post office truck is 35 feet long and needs to pull into the lot 15 feet before stopping in the correct position. This truck then needs to pull away with running over sidewalk or backing up. The truck is 15 feet wide. A 40 x 10 feet parking spot is not adequate. Should be without reining over sidewalks and the truck is 36x16. Is 40 by 10 in addition to what is there now? The truck is 36 feet long and 15 feet wide and has already pulled into lot 32 by 15 feet before it stops. Lot 32 is only 35 feet in length. The truck uses 21ft on lot 33 to park and stop to deliver mail. I sent you photos of it parking over the top of sidewalks because there is not enough space for it currently. This should be an opportunity to correct parking problems in the area. The lots currently have 42.5 feet with cutouts and frontage on both lots. The reason it needs a minimum of 70 feet is because it will need to cut its tires to pull out of the sidewalk and an estimate of 20 more feet to do this and allow for snow removal is not unreasonable and should address the problem. Also remember that it snows and the snow needs to be plowed out of the area. Moreover postal patrons need to park there as well. I like the idea of lowered sidewalks and postal patrons do as well because this is the way they have been parking for years and it works. This has been happening in spite of there already is some existing raised side walks. This is why we need more space not less. If the 40 by 10 is in addition to what we already have that would be great. if it's not your not offering us anything that we don't already have. Actually you are taking away 2 and a half feet' and causing the mail truck to park partially in the road or on top of raised sidewalks that cannot be cleared by us in the winter. This will also force postal patrons to park further out into the road in the winter. There is a high maintenance requirement for sidewalks and parking near post offices. We are in support of safety and are asking you not to hinder it.</p>	<p>MaineDOT is working with Tamara Morgan, post master, to confirm the dimensions of the postal delivery truck. MaineDOT will use these dimensions to model the turning movements for the postal delivery truck in and out of the proposed parking space. This approach will either confirm a 40' long by 10' parking space is adequate or the parking space needs to be revised. If needed MaineDOT will increase the size of the parking space based on the modeling results. MaineDOT plans do a have section of raised sidewalk in front of the post office to provide a safe location for pedestrians. I have attached the latest plans for the project dated 8-24-2020. I have also attached a graphic that labels the features in front of the post office based on the 8-24-2020 plans.</p>
Bridge Rail, Construction, Safety	<p>Why are you thinking that raised sidewalks that postal patrons cannot climb onto and that we cannot clear snow from makes this a safer situation? Iced ramps would be worse. Again, I see no attachment. Can you please e-mail the latest plans? See other response on correction of postal truck dimensions and space requirements. Thanks</p>	<p>No response requested.</p>
Bridge Rail, Construction, Traffic	<p>The planning and engineering for the project appear generally well considered. (The Property Owner), who wish to rebuild The Falls Store on its former site, have questions regarding future access to their property.</p>	<p>I will be discussing access issues for the corner lot (#33) in Farmington at an MaineDOT meeting on 8/13/2020. I will be following up after that meeting.</p>
Bridge Rail, Historical	<p>concrete</p>	<p>No response requested.</p>
Bridge Rail, Historical, Safety	<p>concrete</p>	<p>No response requested.</p>
Bridge Rail, Safety	<p>Glad to see it is being rebuilt, I travel over it weekly coming down 156 from N. Chesterville and can't believe how busy it has become in that area. I shudder every time I cross it. It is currently too narrow and the intersection between 156 and 41 is dangerous. I prefer the steel or metal railings.</p>	<p>No response requested.</p>
Bridge Rail, Safety	<p>Please make the bridge design as safe for bicycles as possible. In other words, a generous "breakdown lane" or bike lane, so that we can cross safely, and a smooth entry and exit. Many of us ride bikes around here and this bridge is always a bit of a hazard and you compete with vehicles to cross it. Thank you.</p> <p>I refer the concrete railing--looks more distinguished.</p>	<p>No response requested.</p>
Bridge Rail, Safety, Traffic	<p>The concrete rail system would better fit in to the historic neighborhood. 2nd comment regarding traffic safety. I have concerns as a commuter traveling from Mount Vernon to Farmington daily that the traffic pattern that has been chosen would cause more accidents at this intersection particularly coming from North to South coming across the bridge having to wait backing up traffic heading South bound to make the turn onto route 41.</p>	<p>Thanks for your comment about the bridge rail. I will talk with my design team about your safety concerns about the change in the traffic pattern at the south end of the proposed bridge. I will check if additional warning signs can be added to warn the public about the traffic pattern change.</p>
Construction	<p>What is the plan for traffic to cross the river during the construction of the new bridge? I think the steel railing would be the better choice as it would be easy to maintain.</p>	<p>No response requested.</p>

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Construction, Safety	what kind of traffic control is at the intersections? Are APS planned?	All the intersections for the proposed project have stop signs (non signalized). Accessible Pedestrian Signals (APS) will not be used. Accessible Pedestrian Signals (APS) are only used at signalized intersections.
Construction, Safety, Traffic	This bridge project choice C is putting the pedestrians at risk by removing the stop signs on the Chesterville side of the bridge allowing traffic to speed up and moving the crosswalk to Philbrick street. There is poor visibility and a fence makes it even harder to be seen by vehicles approaching at a faster speed. The crosswalk will need to be placed as close to Croswell as possible where Philbrick intersects to address this issue. Also on Philbrick the plan never took into account that a store and upstairs apartment existed and that the parking lot and driveway are still being utilized for safe off road parking on Philbrick street. This was never drafted into the original plans and going forward needs to be addressed because of its continued potential use for that purpose. Any plan that eliminates off road parking on Croswell and Philbrick streets is not a safer plan for the community. The plan to skirt around the corner of Philbrick street and Croswell with 6 inch high sidewalks is not a good plan for Postal patrons who will be forced to park further into the road or across the street, This is not to mention that a 36 by 15 foot truck needs to make deliveries to the Post Office daily and has to drive up so its back door faces the front door of the Post Office and needs at least 65 feet to get in and out safely off Philbrick street driving towards the bridge This postal truck is not allowed to back up and will park in the street if it has to but that would create a safety problem. I would suggest that all current driveways and cutout spaces be drafted into the revised plans and only lowered sidewalks be installed with the exception of a relocated stop sign with a raised portion of 3 feet wide and 6 feet long and 6 inches in height on the corner of Philbrick and Croswell streets.	Please see the attached files for my response. I have also attached the latest plan for your information. These plans are not yet final.
Construction, Safety, Traffic	As I said yesterday, I was mistaken about the dimensions of the postal truck. The actual dimensions are 37 and 1/2 feet long with tailgate down and 8 and 1/2 feet wide. The truck still will take up to 15 feet in width to park without any snowbanks because the mailbox is 30 inches out in front of the post office.	I will send you the attached files in an email. The files may be too large to be sent using the virtual public meeting system.
Historical	What are they doing with The (ministers old house)?	The parsonage or minister' house on the West side of Crosswell Road (station 8+50 left) will remain. The parsonage building is not impacted by the project. The Parsonage is considered a historic property, as it is a contributing resource to the National Register-eligible Farmington Falls Historic District.
Safety, Traffic	Can't wait for this to happen. Been needed for a long time.	No response requested.
Safety, Traffic	Glad to see this project getting done.	No response requested.