

MaineDOT Virtual Public Involvement Comment Summary

Project Name: Buckfield, Hall Bridge
WIN: 21876.00
Description: This is a bridge replacement project on Route 117 over the Nezinscot River in Buckfield, Maine.

Date: 08/02/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Comment: i live at *(address removed)*. That's at the corner of *(road removed)* and *(road removed)*. Just wanted to know if my land is going to be affected by this project

Date: 08/20/2021
Response Type: e-mail
Response By: Mark Parlin
Response: No, your land will not be impacted.

Date: 08/02/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Comment: I approve and support MaineDOT's Buckfield Hall Bridge Project. The aspect that I love about MaineDOT's Buckfield Hall Bridge Project is that the existing Buckfield Hall Bridge on ME 117 will be replaced with one that is safer and up to current design standards.

Date: 08/20/2021
Response Type: e-mail
Response By: Mark Parlin
Response: Thank-you very much for your support and your comment!

Date: 08/03/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Comment: Has there been any discussion on implementing a crossing for snowmobiles ?

Date: 08/20/2021
Response Type: e-mail
Response By: Mark Parlin
Response: The standard width for this class of roadway with this level of traffic would be 11 foot lanes with 3 foot shoulders. The local snowmobile and atv traffic was part of our decision to go with a wider deck having 11 foot lanes and 5 foot shoulders.

Date: 08/21/2021
Response Type: e-mail
Response By: Member of the Public
Response: Thank You for your Response it answers my Question.

Date: 08/05/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Comment: Due to the high volume of truck traffic on rye 117, would it make sense to detour trucks via Roundabout rd and North Hill rd?

Date: 08/20/2021
Response Type: e-mail
Response By: Mark Parlin
Response:
Route 117 in this area has about 2,300 AADT with 12% Trucks. We use this method of one lane of alternating traffic up to around 11,000 AADT. This method should be fine from a capacity standpoint. North Hill Road is a narrow town way. It's not designed to handle high truck traffic. Route 117 is a State Route with more width, thicker pavement and subbase gravel.

Date: 08/14/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Comment: *(blank comment submitted)*

Date: 08/20/2021
Response Type: e-mail
Response By: Mark Parlin
Response: Sorry, I didn't receive your comment on the Buckfield Hall Bridge project.

Date: 08/20/2021
Response Type: e-mail
Response By: Member of the Public
Response: I wanted to see if there was any discussion or thoughts on a wide side walk on the upstream side of the proposed bridge for pedestrians and a lot of snowmobile traffic in the winter?

Date: 08/20/2021
Response Type: e-mail
Response By: Mark Parlin
Response:

We don't build a sidewalk for pedestrians unless 1. There was already an existing sidewalk on the bridge and there is a sidewalk on the approaches coming up to the bridge, 2. The town plans to build sidewalks coming up to the bridge within the next 3 years or 3. If there are significant destinations on both sides of the bridge and enough pedestrian traffic to warrant building a sidewalk. None of these apply in this situation.

If the bridge is part of an ITS trail with significant snowmobile or ATV traffic with trail heads on both ends sometimes an argument can be made for a special purpose snowmobile or ATV type lane or "sidewalk" type addition. That isn't the case here. Adding these recreational lanes are very expensive and often have special purpose funding.

Also, there is a vernal pool on the northwest corner of the bridge with a rare species of fairy shrimp that we will already be paying \$14,000 in mitigation for because the roadway side slopes are encroaching on it. It's unlikely we would be allowed to build anything wider without completely re-aligning the roadway and significantly lengthening the project. That would be unrealistically expensive.

Date: 08/15/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Comment: much needed project very narrow dangerous bridge now,The canoe path isnt something that is a worthwhile expenditure Our town has other things to be concerned with.If people want to get to the river they can if they want to now. The town of Buckfield should be lobbying for a safety project on Rt. 140 from the Jct of Rt.117 to the Jct of the Jordan road over what is called the whales Back very dangerous dros with no gaurdrail and students walking on the road in that very dangerous section of highway.I believe by MDOT standards that section should have gaurdrail,It did have cable gaurdrail back many years ago but the crews were instructed to bury it rather than repair it.Maybe some of the new"infrastructure" money could be put to good use there.

Date: 08/20/2021

Response Type: e-mail

Response By: Mark Parlin

Response: Thank-you for your input regarding the Hall Bridge project. I'll forward your roadway safety concerns to Region 3 Engineer Mark Hume and Region 3 Traffic Engineer Tim Soucie.

Date: 08/22/2021

Response Type: e-mail

Response By: Member of the Public

Response: Thanks Tim Mark and I spoke many times about it when I worked in the region as supt. he offered some assistance,This area needs attention as there has been at least 2 accidents in the last year and luckily (or not so lucky) the trees kept the vehicle from going over the large drop,in these cases houses have been built just below.Scary thought a bus load of students could go off there.Well anyway thanks for the response.Maybe with the influx of money from the feds the project may stand a chance. Thanks