

Topic	Stakeholder Comment	MaineDOT Response
<p>Detour</p>	<p>Work Identification Number 24283.00. I have reviewed the public hearing presentations and wanted to understand a few things. 1. I see that you found that the Existing Daily Traffic is currently at 1370 vehicles along this stretch of Route 32. What about during the summer months? I am SURE that the traffic on this route is at its highest during the time that this project is scheduled. Did you calculate the Average Daily Summer Traffic and take that number into consideration in regard to the project schedule and detour plans? 2. Of the 1370 vehicles, how many are trucks over ten tons in weight? These are to be detoured differently than other vehicles. What measures are in place for enforcing that the large trucks are taking the correct detour route for their size? 3. The Truck Detour Route in the presentation only shows what happens for a truck traveling north toward the project site. What happens when a truck heads south down 32 toward the site? They cannot be detoured onto Biscay Rd from that direction. If they take Turner Rd. to Biscay to get back onto 32 to keep going South, that would put a heavy burden on this secondary road. 4. Similarly, the Emergency and lightweight vehicle detour is only appropriate if you approach the project site from the south. Did you calculate the daily traffic for Turner and Biscay Rds? And what impact will the 1370+ vehicles have each day on these roads? 5. Where are detour signs or warnings of "no through traffic" to be placed? Will there be enough warning to show that they should go around to Biscay or even better, Route 130, if they want to get to Round Pond or south? 6. Why was the timeframe of July 15-Sept 30 chosen? This is a peak traffic time for this coast town of residents, summer residents and visitors. Ideally, ending the 30-day closure by July 1 or starting it after Sept 6 would be best for all. Residents and tourists alike. As a resident in the project area, my main concerns are around the detour traffic that this project will cause in the Summer of 2022. I do not doubt the need to do the work itself but I do question the timing and want to understand if anything special will be done to help the issues that will arise from diverting so much traffic from the major Route 32 onto the secondary road of Turner.</p>	<p>Route 32 would be expected to have some seasonal traffic variation. The summer increase along Route 32 would be approximately half of the average annual daily traffic. Both Biscay Road and Turner Road are State roads and can handle the summer volume of traffic. Traffic information notes 6% heavy trucks. Enforcement as required would be coordinated with the State Police. The truck detour would be the same for the south bound traffic down Route 32. Detour signage would be placed directing south bound traffic to utilize West Main Street to US Route 1 to Biscay Rd and back to Route 32. Both Biscay Road and Turner Road are State roads and can handle the volume of traffic. Detour signage will be placed as required and will be developed as part of final design. This timeframe is required because of environmental permits.</p>
<p>Environmental</p>	<p>Concern about run off into Webber Pond during construction.</p>	<p>The contractor is required to have an erosion control plan and all runoff will be monitored by the on site project resident and inspectors.</p>

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None provided	<p>Thanks and for further clarification: 1. & 4. So then the Daily traffic is really estimated at approx 2,000. You did not answer the traffic volume question for Turner and Biscay so in looking that up here: https://mainedottrafficdata.drakewell.com/publicmultinodemap.asp, I see that in Aug 2010 the numbers were 530 and 1187, respectively. How much traffic can state roads, rural minor collectors, like Biscay and Turner handle? Biscay traffic is actually close to the same as 32 right now with 32 being classified as a major collector. 5. When you think of the summer visitors, they would likely be the most confused as to what they need to do. The signage will have to be strong at the beginning of Route 32 in Waldoboro to share that there is no through traffic beyond Bremen and travelers to Bristol should find other routes. 6. Can you share copies of the environmental permits? Additionally: 7. Turner and Biscay will take a beating during this detour time. When are they scheduled for light paving next and should this be reconsidered? By my calculations, it may be scheduled for that year just before this project. (I think it's usually the year after Rt 32 is done, which is this year) Perhaps the 2022 light paving on Turner and Biscay should wait as to not impact it so much and to not encourage faster speeds on the new road. 8. Perhaps more speed limit signs will be posted as well. Diverting traffic from Route 32 with a posted speed limit of 45 mph onto the secondary road of Turner which is posted at 35 and 30 mph will likely be ignored even more than it is now. Thank you for your help in understanding your process.</p>	<p>All detours are reviewed by the Region Traffic Engineer for safety and mobility. Both Turner and Biscay Roads can handle the traffic and is the best option. The Department is adept at detouring traffic. It is necessary for many of our projects. Although, some travelers have trouble, we receive very few complaints about our short duration detours. We can, we are currently working on them. If you would like, I can send your contact information our Environmental Team Leader. She will be able to get you what you are asking for when she receives the permits from the Agencies. The Department will look into the schedule and take these suggestions under consideration. We can add some advisory speed signs. It really comes down to enforcement in these situations.</p>
Other, Environmental	<p>I'm very glad to hear that concern about fish passage is a part of this project. I also hope that the wider shoulders might be something that more of Rt 32 can have in the future for safety of cyclists. I saw the notice in the newspaper. This is the first time I've participated in a virtual public hearing. I would encourage you do continue having virtual presentations/comment even after the Covid emergency is passed. Having a flexible time to attend made my participation possible.</p>	<p><i>No response requested.</i></p>

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Other, Environmental	I approve and support MaineDOT's Bremen Large Culvert Project. The aspect that I love about MaineDOT's Bremen Large Culvert Project is that the existing culvert will be replaced with one that does not have cracking and does not prohibit fish passage.	Thank you for your comment. If you have additional comments or questions feel free to contact me.