

Topic	Stakeholder Comment	MaineDOT Response
Construction	Thanks for the info.	<i>No response requested.</i>
Construction	<p>Good afternoon, I'm wondering if you can tell me what the clearance under the bridge might be if the Babcock Bridge is replaced? Will it allow boats to pass underneath? I help manage the invasive aquatic plants program for the Friends of the Cobbossee Watershed, and we help manage invasive variable-leaf milfoil in Cobbossee Stream and Horseshoe Pond. I would like to work with DOT to make sure measures will be taken to mitigate any potential spread of aquatic invasives while the crew is working on this project.</p>	<p>Thank you for participating in the online meeting for Babcock Bridge in Litchfield-West Gardiner! We are still working on the hydraulic analysis for the structure, so we don't have a determined clearance under the structure yet. This area is essentially a causeway, so anything we do to widen or raise the structure will have significant in water impacts. We're working to balance these impacts with the necessary safety improvements to the roadway, but the process hasn't been finalized yet so exact numbers are not yet available. I don't expect there to be a significant grade raise for this area, because of the resulting in-water impacts, but it's likely the opening will increase some to help with flooding concerns for the site. What i can define for sure is that we are aware of the invasive plant species present in this area, and we will have contract requirements for the contractor to follow during construction. They will need to follow all cleaning protocols defined, for all of the equipment used on site. We have used this type of language on several other projects in the area, so it is not uncommon for Contractors to see/follow. Thank you for your efforts to help control these species in the area!</p> <p>When we finish our preliminary design we'll provide more information on what sort of clearances we will be able to provide under the structure. Later this year we'll likely be providing a similar type presentation with the significantly more project specific designs for the project.</p> <p>Thank you again for reaching out, please don't hesitate to reach out to me directly if you have any additional comments/questions.</p>

Topic	Stakeholder Comment	MaineDOT Response
Construction	<p>It would be so appreciated if the bridge were to be raised so I could pass under with my boat, I've spent my whole life fishing cobbossee stream and as far as I can go is to this bridge, and have to turn around... It would be soo nice to be able to go to horseshoe, pleasant pond ect.</p>	<p>Thank you for participating in the online meeting for Babcock Bridge in Litchfield-West Gardiner! We are still working on the hydraulic analysis for the structure, so we don't have a determined clearance under the structure yet. This area is essentially a causeway, so anything we do to widen or raise the roadway will have significant in-water impacts (fill slopes in the water). We're working to balance these impacts with the necessary safety improvements to the roadway, but the process hasn't been finalized yet so exact numbers are not yet available. It's likely the waterway opening below the structure will increase to help with flooding concerns for the site, but the amount of clearance has not been determined. When the preliminary design is complete we will likely be posting another online presentation (later this year), where we'll be able to provide significantly more project specific design information, including the clearance under the structure.</p>

Topic	Stakeholder Comment	MaineDOT Response
Maintenance	I feel the bridge should be replaced due to its age and to reduce long term maintenance cost. I would be very pleased to see a new bridge with higher clearance to allow for boats to pass under it and have access to upper Cobbossee Stream.	<p>It is likely that the full replacement option will be the chosen alternative for the project. The replacement structure would be wider than the existing bridge. The minimum lane and shoulder widths for new construction is 11 ft lanes and 3 ft shoulders for this class of roadway, which at a minimum would be 4 ft wider than the existing structure. This would greatly improve safety in the area as the sight distance on the roadway would be improved, and additional pedestrian/bicycle space would be provided. The overall comfort feel for the structure will be significantly better with this option.</p> <p>We are still working on the hydraulic analysis for the structure, so we don't have a determined clearance under the structure yet. This area is essentially a causeway, so anything we do to widen or raise the roadway will have significant in-water impacts (fill slopes in the water). We're working to balance these impacts with the necessary safety improvements to the roadway (widening), but the process hasn't been finalized yet so exact numbers are not yet available. It's likely the waterway opening below the structure will increase to help with flooding concerns for the site, but the amount of clearance has not been determined. When the preliminary design is complete we will likely be posting another online presentation (later this year), where we'll be able to provide significantly more project specific design information, including the clearance under the structure.</p>
None Provided	I would prefer replacing the bridge looking to reduce flood damage, increase boating access. Increasing fishing	<i>No response requested.</i>
None Provided.	Very good presentation by Devan Eaton	<i>No response requested.</i>

Topic	Stakeholder Comment	MaineDOT Response
Safety	<p>I do not support raising the height of the bridge. I do look forward to its replacement. I'd like to see a Put-down located on both sides of the bridge so kayakers and cancers can safely transport back and forth.</p>	<p>Thank you for participating in the PIMA process for the Babcock Bridge project in Litchfield-West Gardiner! MaineDOT will be examining the hydraulic opening (waterway opening) of the structure during our preliminary design phase of this project. This roadway is essentially a causeway because the upstream side of the roadway borders the water for the entire length of the roadway curve. Due to this, anything that is done to raise or widen the roadway or anything to increase the hydraulic opening will have direct in-water impacts (fill slopes in the water). We will be working to balance these impacts while working to provide an opening that is less prone to flooding. There will likely be more clearance over the water during normal water levels with a new structure, but it's unlikely the opening will increase enough to allow boats much larger than canoes or kayaks to pass under the structure. We'll have a better idea on the size of the opening once we've completed the hydraulic analysis, and we will provide an update later this year. We will work with the municipalities, and the environmental permitting agencies about the best course of action for boat ramps in this area. The big concern for this area for would be safe access for the pedestrians using potential ramps, because of the roadway curvature and associated sight distances. We'll look into options for the site and provide updates later this year.</p> <p>Thank you again for participating in this online format, please don't hesitate to reach out to me directly if you have any more questions/comments.</p>

Topic	Stakeholder Comment	MaineDOT Response
<p>Safety</p>	<p>I am in favor of replacing the bridge. However, I am concerned if the bridge is elevated how much clearance will be under the bridge and steam? As of now boaters of any type can not pass under. Milfoil spread is a great concern if the bridge is elevated allowing any type of passage underneath. Has this been discussed?</p>	<p>Thank you for participating in the online meeting for Babcock Bridge in Litchfield-West Gardiner! We are still working on the hydraulic analysis for the structure, so we don't have a determined clearance under the structure yet. This area is essentially a causeway, so anything we do to widen or raise the structure/roadway will have significant in water impacts. We're working to balance these impacts with the necessary safety improvements to the roadway, but the process hasn't been finalized so exact numbers are not yet available. At a minimum it's likely the waterway opening will increase some to help with flooding concerns for the site, but a significant increase has not been fully vetted out.</p> <p>What I can define for sure is that we are aware of the invasive plant species present in this area, and we will have contract requirements for the contractor to follow during construction. They will need to follow all cleaning protocols defined, for all of the equipment used on site to make sure they are not spreading the invasive species. We have used this type of language on several other projects in the area, so it is not uncommon for Contractors to see/follow. We will be examining this topic more in our environmental review of the project (for post-construction impacts), and will follow all permitting agency recommendations.</p> <p>When we finish our preliminary design we'll provide more information on what sort of clearances we will be able to provide under the structure. Later this year we'll likely be providing a similar type presentation with the significantly more project specific designs for the project.</p> <p>Thank you again for reaching out, please don't hesitate to reach out to me directly if you have any additional comments/questions.</p>

Topic	Stakeholder Comment	MaineDOT Response
<p>Safety, Construcion, Street Closure</p>	<p>It would be nice if the new bridge was built higher so that a boat can pass under it. Also, if the new bridge was built upstream beside the old one, it would also help to take the dangerous curve out of the road and also the old bridge can still be used while constructing the new one. Most of that bad curve could be eliminated by moving the bridge upstream beside the old one but would require some fill to move the road over</p>	<p><i>No response requested.</i></p>
<p>Safety, Construction</p>	<p>Hmmm.. As the owners of most of the shoreline and property on the east side of the stream from the bridge up to the pipeline.. We are very interested in this project. That the bridge will remain in the same basic location is important.. I see a need for a wider bridge as a safety issue for pedestrians and fishing folks as this is a very popular spot. Another important issue that I see is the height of the bottom of the deck..the interest in this is slightly influenced by our personal interests.. We have become accustomed to having only canoe and kayak traffic coming from downstream.. no speedboats or jet ski traffic from Pleasant,Horseshoe ponds and Gardiner because they cannot pass under the bridge.. We like that.. There is one issue ,during flooding ,that debris occasionally lodges against the bridge causing the water level to be higher above the bridge with a dam-like effect. This really looks to be a matter of about 6" though I am not an engineer. We wonder also about the curve on the western side of the bridge on 126 ... I heard it mentioned as a possible straightening or just a speed reduction through this section? Look forward to hearing from you.</p>	<p><i>No response provided.</i></p>

Topic	Stakeholder Comment	MaineDOT Response
<p>Safety, Construction, Maintenance</p>	<p>1) The bridge is far to narrow with todays large and heavy truck traffic. 2) The curve on bridge approach makes the narrow bridge even more unsafe. 3) If the bridge could be raised a small amount to allow small boat traffic it would open a lot of waterway for recreational purpose. I'm thinking boats such as a maximum 12' length and 9.9 horsepower outboard. I would think raising the bridge might also lower maintenance costs due to slower deterioration and increase the life of the bridge. 4) The shoulders are far to narrow at 1' width. In addition a safe bike lane would be nice.</p>	<p>Thank you for participating in the online meeting for Babcock Bridge in Litchfield-West Gardiner!</p> <p>It is likely that the full replacement option will be the chosen alternative for the project. The replacement structure would be wider than the existing bridge. The minimum lane and shoulder widths for new construction is 11 ft lanes and 3 ft shoulders for this class of roadway, which at a minimum would be 4 ft wider than the existing structure. This would greatly improve safety in the area as the sight distance on the roadway would be improved, and additional pedestrian/bicycle space would be provided. The overall comfort feel for the structure will be significantly better with this option.</p> <p>We are still working on the hydraulic analysis for the structure, so we don't have a determined clearance under the structure yet. This area is essentially a causeway, so anything we do to widen or raise the roadway will have significant in-water impacts (fill slopes in the water). We're working to balance these impacts with the necessary safety improvements to the roadway (widening), but the process hasn't been finalized yet so exact numbers are not yet available. It's likely the waterway opening below the structure will increase to help with flooding concerns for the site, but the amount of clearance has not been determined.</p> <p>When the preliminary design is complete we will likely be posting another online presentation (later this year), where we'll be able to provide significantly more project specific design information, including the clearance under the structure.</p> <p>Thank you again for reaching out, please don't hesitate to reach out to me directly if you have any additional comments/questions.</p>

Topic	Stakeholder Comment	MaineDOT Response
<p>Safety, Construction, Right of Way</p>	<p>after hearing this presentation i would be strongly in favor of replacing this bridge but i also strongly feel the under clearance should be increased to allow at least small fishing boats to go under the bridge. As it is now anyone trying to get upstream or down stream would have to carry over the road.</p>	<p>Thank you for participating in the online meeting for Babcock Bridge in Litchfield-West Gardiner! We are still working on the hydraulic analysis for the structure, so we don't have a determined clearance under the structure yet. This area is essentially a causeway, so anything we do to widen or raise the roadway will have significant in-water impacts (fill slopes in the water). We're working to balance these impacts with the necessary safety improvements to the roadway, but the process hasn't been finalized yet so exact numbers are not yet available. It's likely the waterway opening below the structure will increase to help with flooding concerns for the site, but the amount of clearance has not been determined. When the preliminary design is complete we will likely be posting another online presentation (later this year), where we'll be able to provide significantly more project specific design information, including the clearance under the structure.</p> <p>Thank you again for reaching out, please don't hesitate to reach out to me directly if you have any additional comments/questions.</p>
<p>Safety, Construction, Street Closure</p>	<p>Hi again, I did not know that my comment that I wrote would not be saved so I could view it or show it to my wife. So if you could email my reply/comment back to me somehow I would appreciate it.</p>	<p>No response requested.</p>

Topic	Stakeholder Comment	MaineDOT Response
<p>Safety, Construction, Street Closure</p>	<p>I think a bridge replacement with road closure and a detour is the best option. It doesn't sound like my property will be affected so I'm happy about that.</p>	<p>Thank you for participating in the online meeting for Babcock Bridge in Litchfield-West Gardiner! MaineDOT is likely going to replace this structure based on the condition of the existing structure, the design analysis done up to this point, and the feedback we've received through this online meeting. The likely replacement structure will be wider than the existing structure by at least 4 ft, and provide better access through the area for pedestrians and bicycles. Maintenance of Traffic during construction is still being determined, but the feedback we're receiving is that a detour wouldn't meet much resistance from the surrounding residents. We will likely be uploading another presentation similar to this one (later this year), that will have more information on the design outcomes for the structure.</p> <p>Thank you again for reaching out. Please don't hesitate to reach out to me directly if you have any additional comments/questions.</p>
<p>Safety, Street Closure</p>	<p>The current east to west travel during the sunset hours causes dangerous conditions and line our site issues. A widening of traffic lanes would be much appreciated. Also if there is to be a closure as much notice and signs well in advance would be appreciated for regular commuters on the road.</p>	<p>No response requested.</p>