Skowhegan Bridge Feasibility Study

Public Meeting

June 25, 2020

MaineDOT

TOWN OF SKOWHEGAN STATE OF MAINE

Skowhegan Maine

TY·LIN INTERNATIONAL

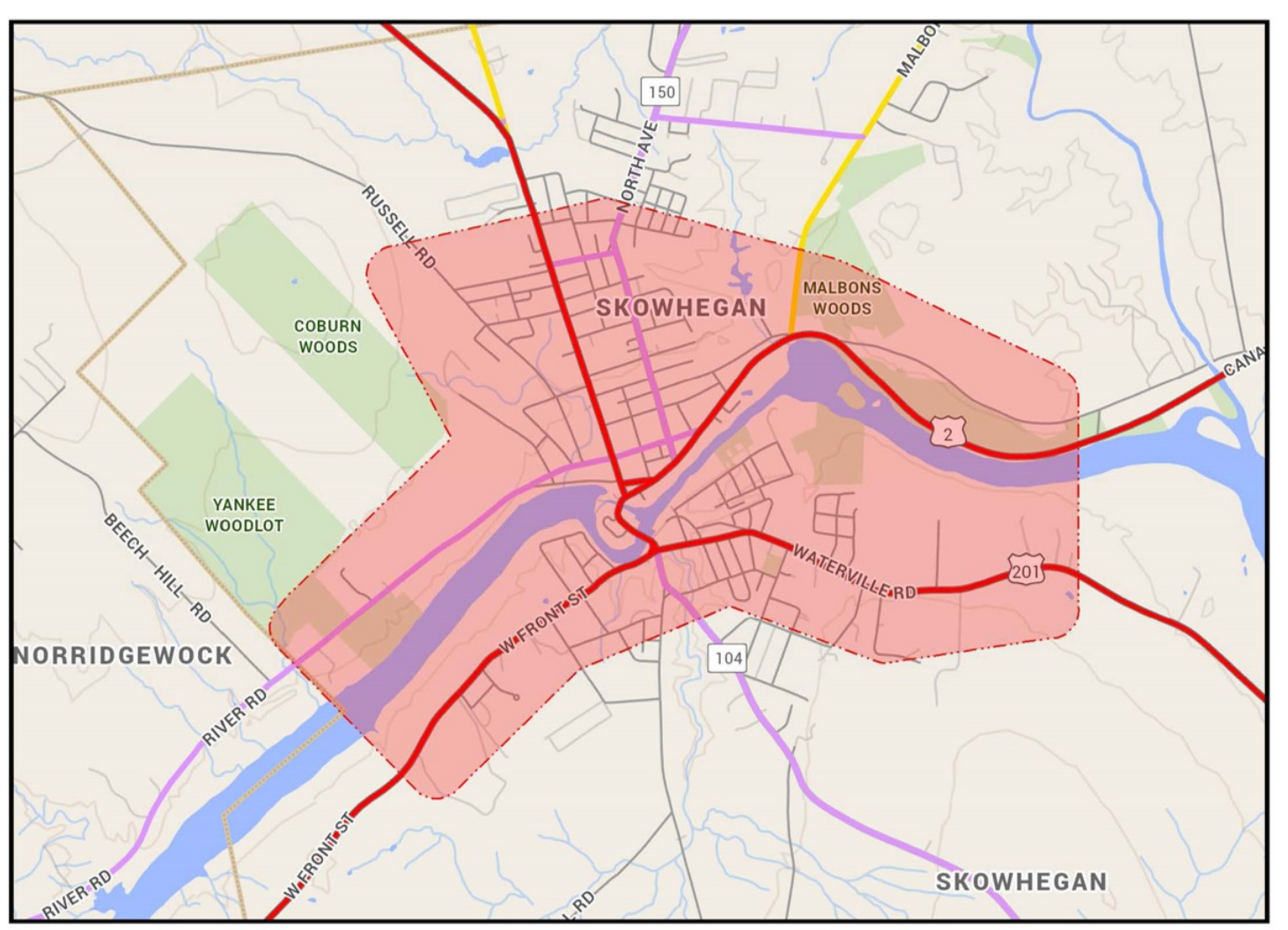
Meeting Agenda

- Opening and Introductions
- Purpose and Need
- Previous Public Input
- Existing Transportation Conditions Update
- Explanation of Alternatives
- Public Input
- Adjourn

Study Team

Christine Almand	Town of Skowhegan
Gregory Dore	Town of Skowhegan
Joel Greenwood	Town of Skowhegan
Nate Howard	MaineDOT (Planning)
Martin Rooney	MaineDOT (Planning)
Ed Hanscom	MaineDOT (Planning)
Jason Stetson	MaineDOT
Kristen Chamberlain	MaineDOT
Haley Jaramillo	MaineDOT
Mark Hume	MaineDOT
Tom Errico	T.Y. Lin International
Shawn Davis	T.Y. Lin International
Craig Freshley	Good Group Decisions
Kevin Hooper	Kevin Hooper Associates
Dana Valleau	TRC
Jessica Murray	TRC

Study Area


150
NORTH AVE
RUSSELL RD
SKOWHEGAN
MALBONS
WOODS
COBURN
WOODS
YANKEE
WOODLOT
2
BEECH HILL RD
WATERVILLE RD
201
W FRONT ST
NORRIDGEWOCK
104
RIVER RD
W FRONT ST
SKOWHEGAN

Study Purpose and Need

The purpose of the proposed action is to provide a transportation system that will connect Routes 2 and 201 across the Kennebec River in Skowhegan and support improved regional mobility for people and freight.

The preferred alternative will most effectively mitigate safety and congestion issues in the downtown area while having the least projected impact to local commerce.

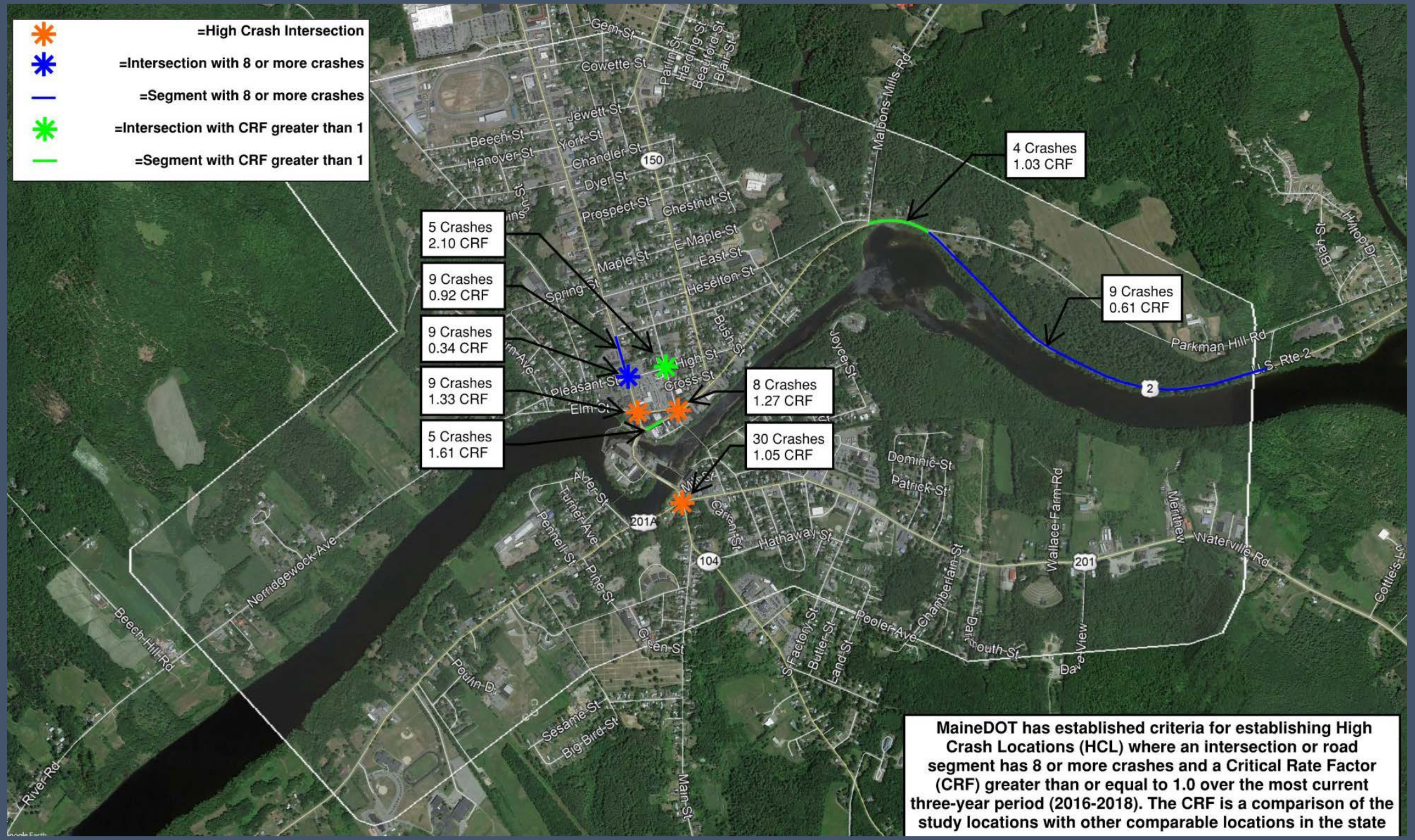
The proposed action will also improve the resiliency and redundancy of the regional system and enhance regional safety.

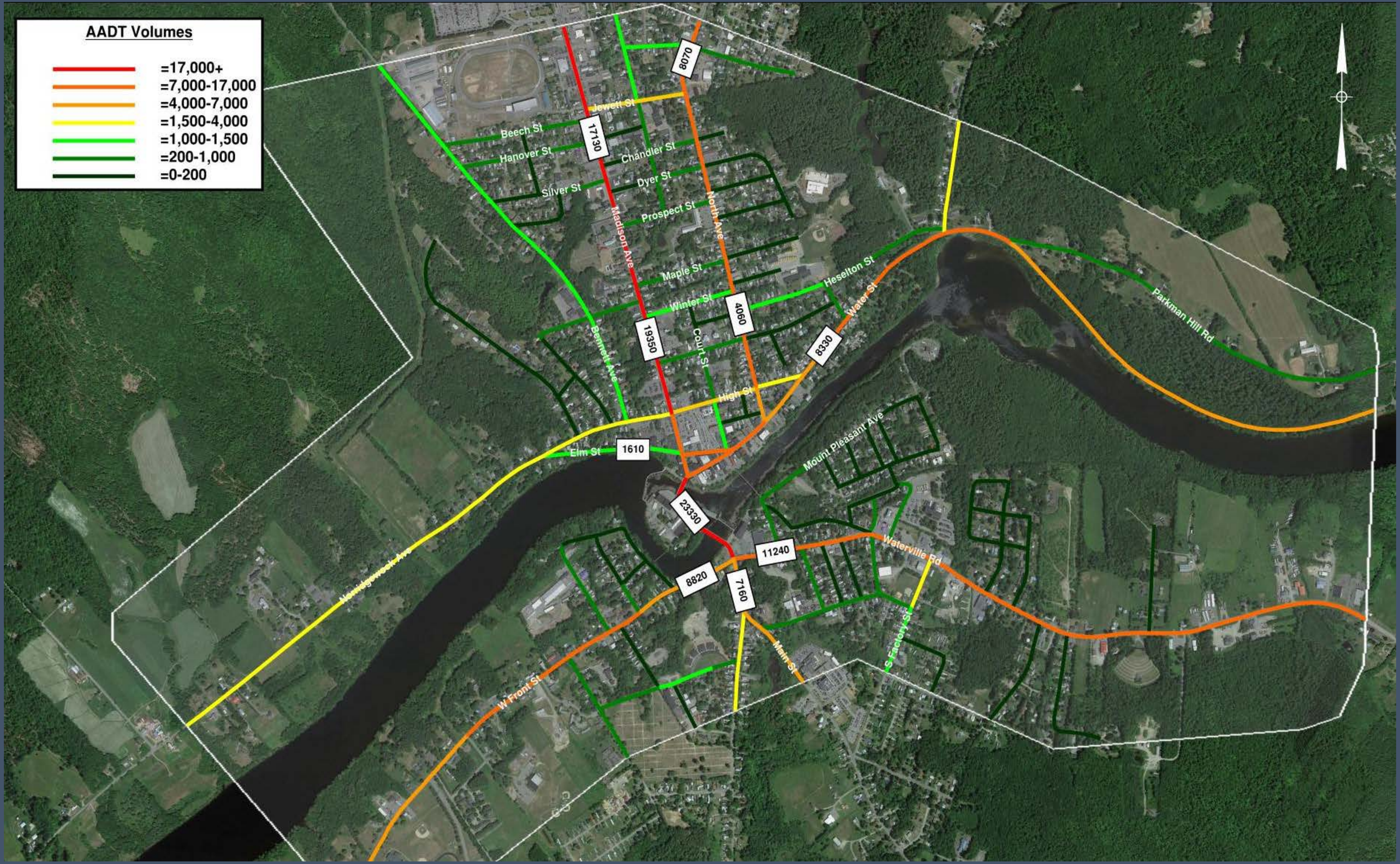
It will be supported by reasonably available local, state, and federal funding.

What we heard at the first public meeting

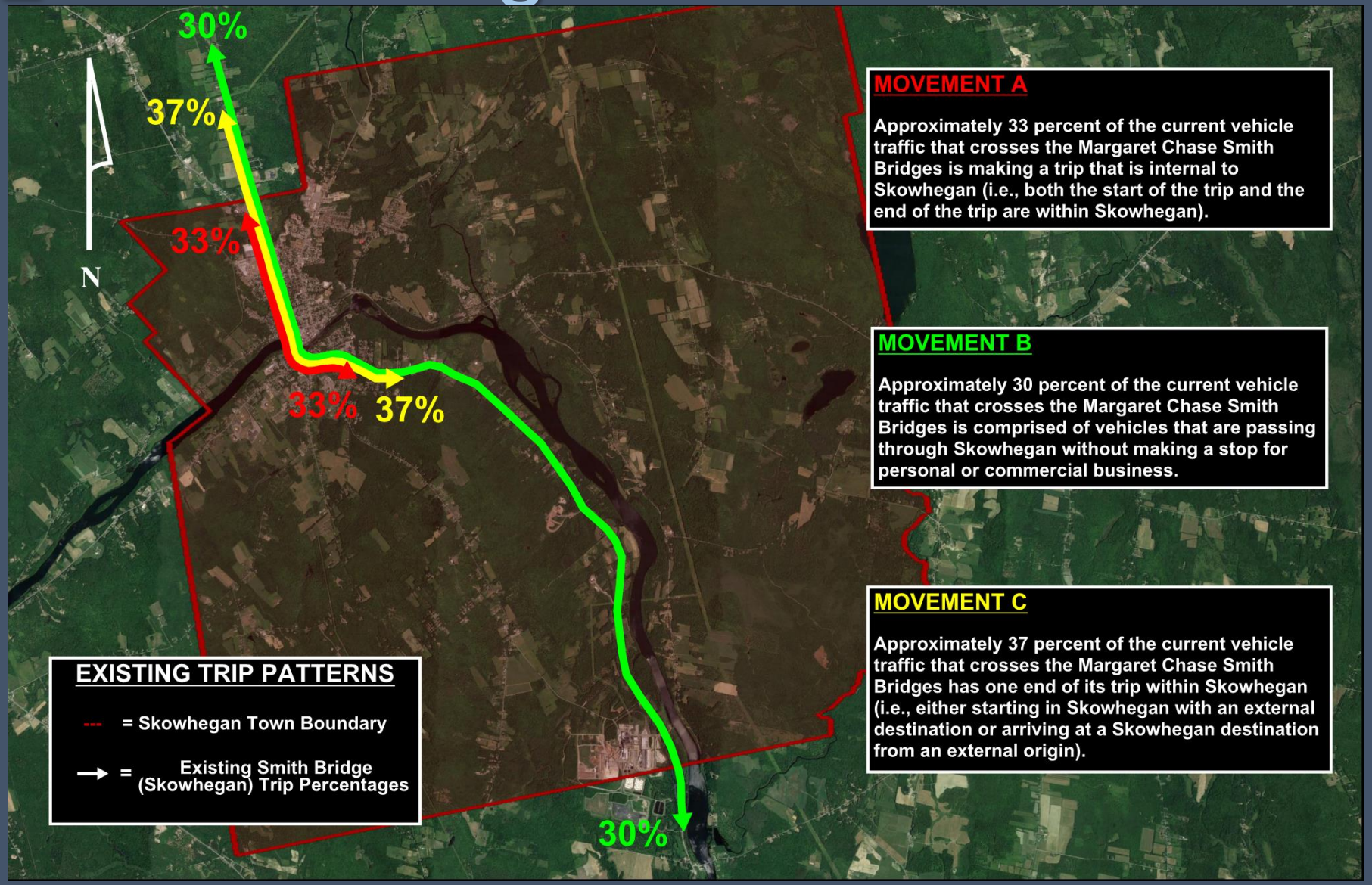
- Key concerns that could be addressed
  - Better Safety
    - Chance of spills from trucks
    - Pedestrian safety
    - Better emergency response
  - Better Mobility
    - Increased redundancy (another way across the river if a bridge is blocked)
    - Reduce traffic congestion
    - Improve downtown traffic flow
  - Fewer trucks
    - More attractive downtown experience
- Concerns that could be created
  - New bridge might not have the intended effect
  - Impact on local roads and intersections
  - Property taken off the tax rolls
  - Impact on trail designs

Existing Transportation Conditions Update


=High Crash Intersection
=Intersection with 8 or more crashes
=Segment with 8 or more crashes
=Intersection with CRF greater than 1
=Segment with CRF greater than 1
5 Crashes
2.10 CRF
9 Crashes
0.92 CRF
9 Crashes
0.34 CRF
9 Crashes
1.33 CRF
5 Crashes
1.61 CRF
8 Crashes
1.27 CRF
30 Crashes
1.05 CRF
4 Crashes
1.03 CRF
9 Crashes
0.61 CRF
MaineDOT has established criteria for establishing High Crash Locations (HCL) where an intersection or road segment has 8 or more crashes and a Critical Rate Factor (CRF) greater than or equal to 1.0 over the most current three-year period (2016-2018). The CRF is a comparison of the study locations with other comparable locations in the state


AADT Volumes
=17,000+
=7,000-17,000
=4,000-7,000
=1,500-4,000
=1,000-1,500
=200-1,000
=0-200
8070
Jewett St
Beech St
17130
Hanover St
Chandler St
Silver St
Dyer St
Prospect St
Madison Ave
North Ave
Maple St
Heselton St
Winter St
4060
Water St
19350
Court St
8330
Parkman Hill Rd
Bennett Ave
High St
Mount Pleasant Ave
Elm St
1610
23330
11240
Waterville Rd
8820
7160
Norridgewock Ave
S Factory St
Main St
W Front St

Current Bridge Traffic Patterns



MOVEMENT A

Approximately 33 percent of the current vehicle traffic that crosses the Margaret Chase Smith Bridges is making a trip that is internal to Skowhegan (i.e., both the start of the trip and the end of the trip are within Skowhegan).

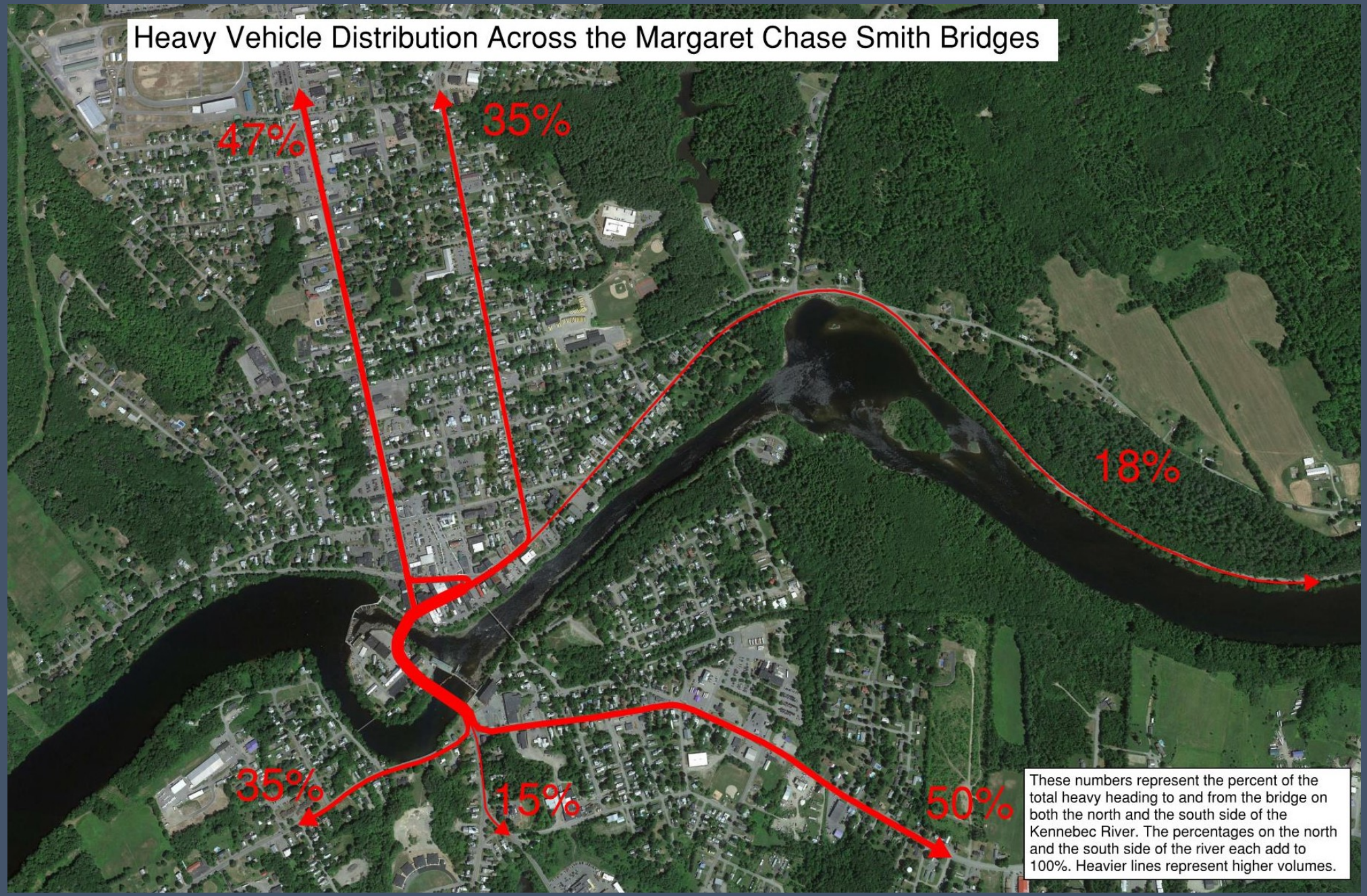
MOVEMENT B

Approximately 30 percent of the current vehicle traffic that crosses the Margaret Chase Smith Bridges is comprised of vehicles that are passing through Skowhegan without making a stop for personal or commercial business.

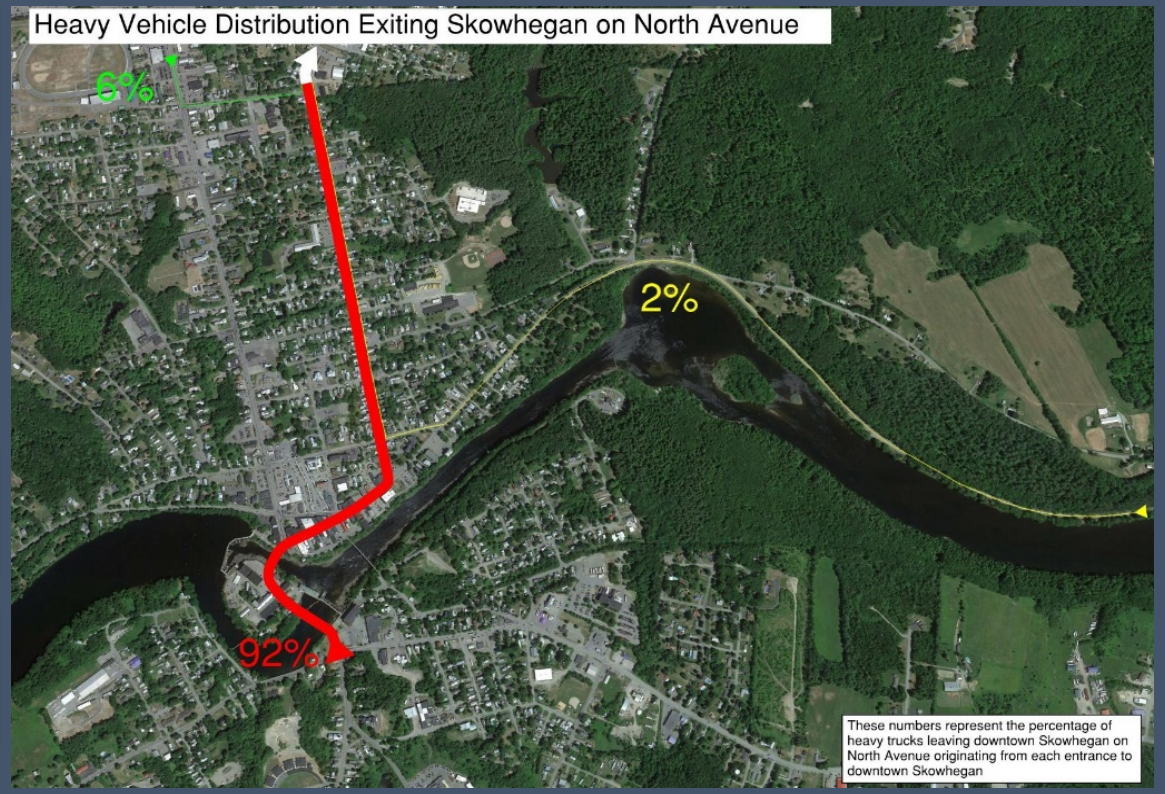
MOVEMENT C

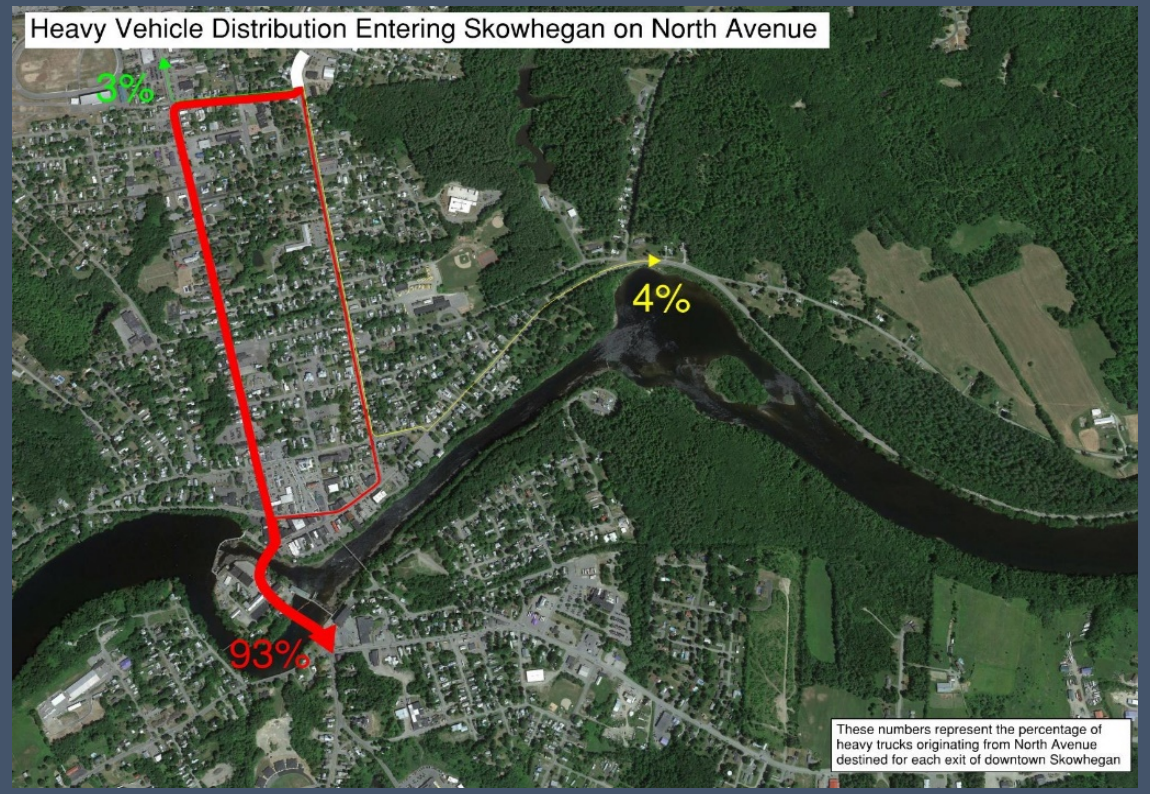
Approximately 37 percent of the current vehicle traffic that crosses the Margaret Chase Smith Bridges has one end of its trip within Skowhegan (i.e., either starting in Skowhegan with an external destination or arriving at a Skowhegan destination from an external origin).

Heavy Vehicle Distribution Across the Margaret Chase Smith Bridges

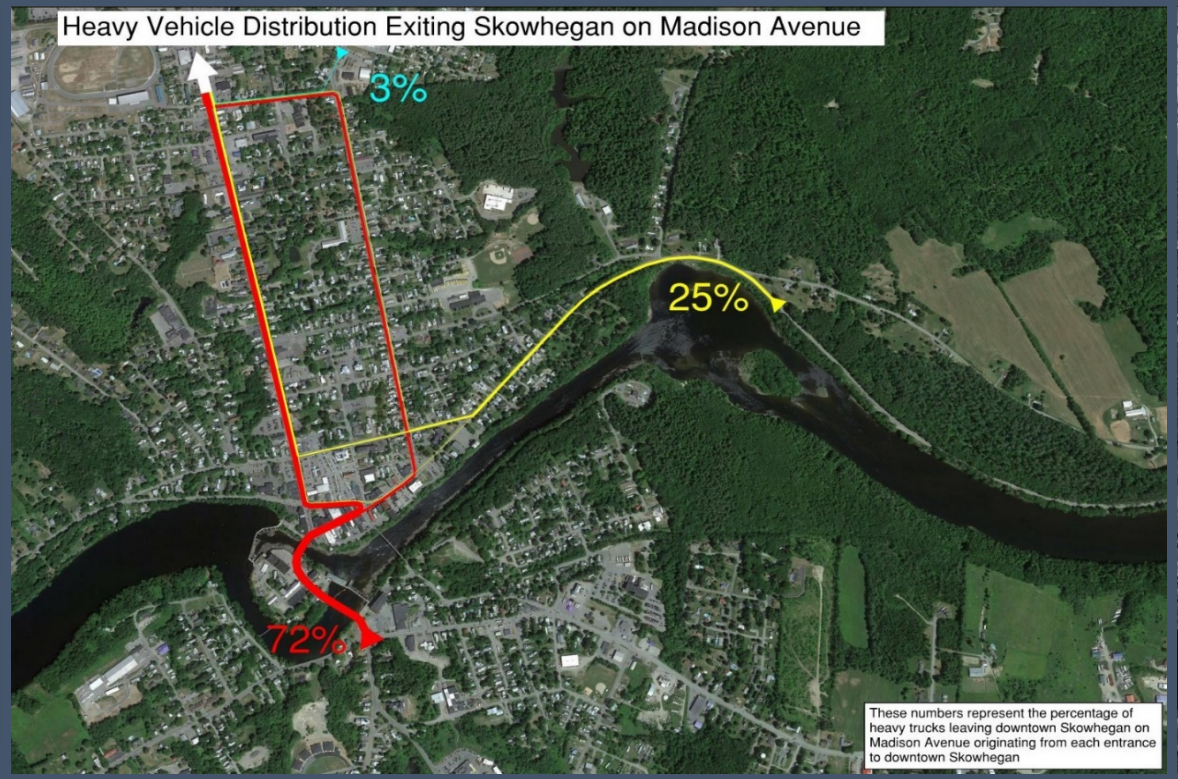


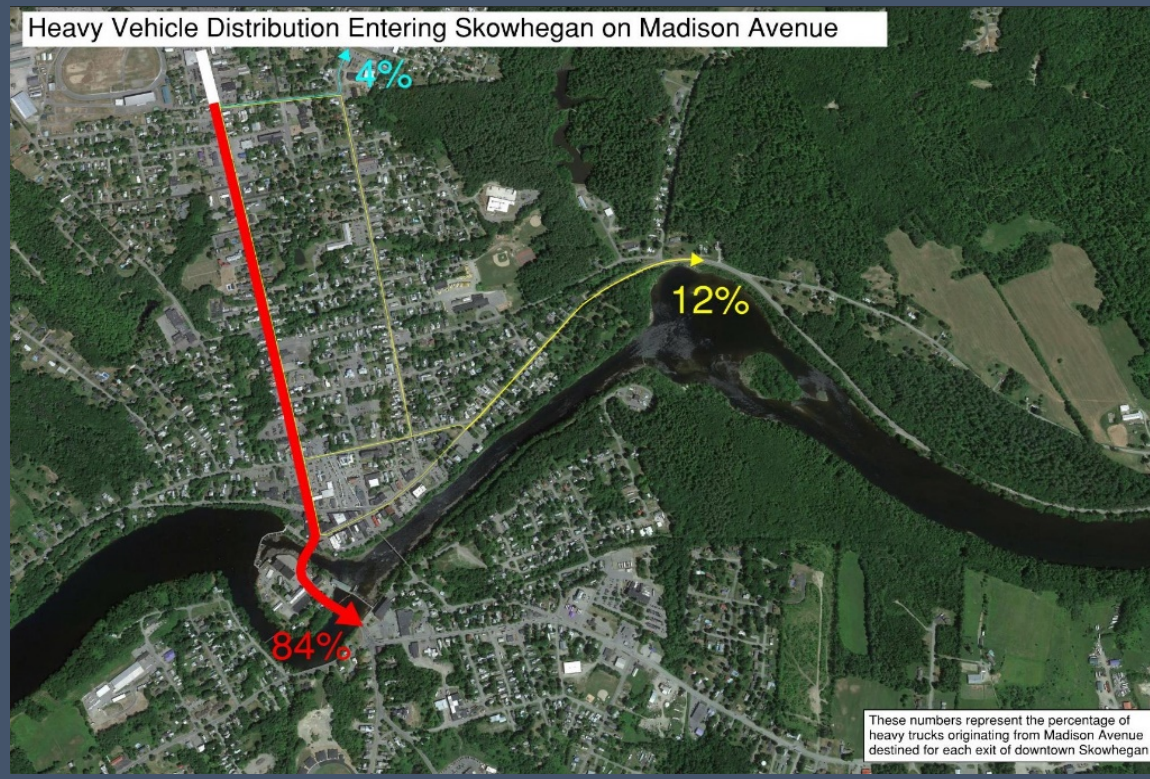
Heavy Vehicle Distribution on North Ave.



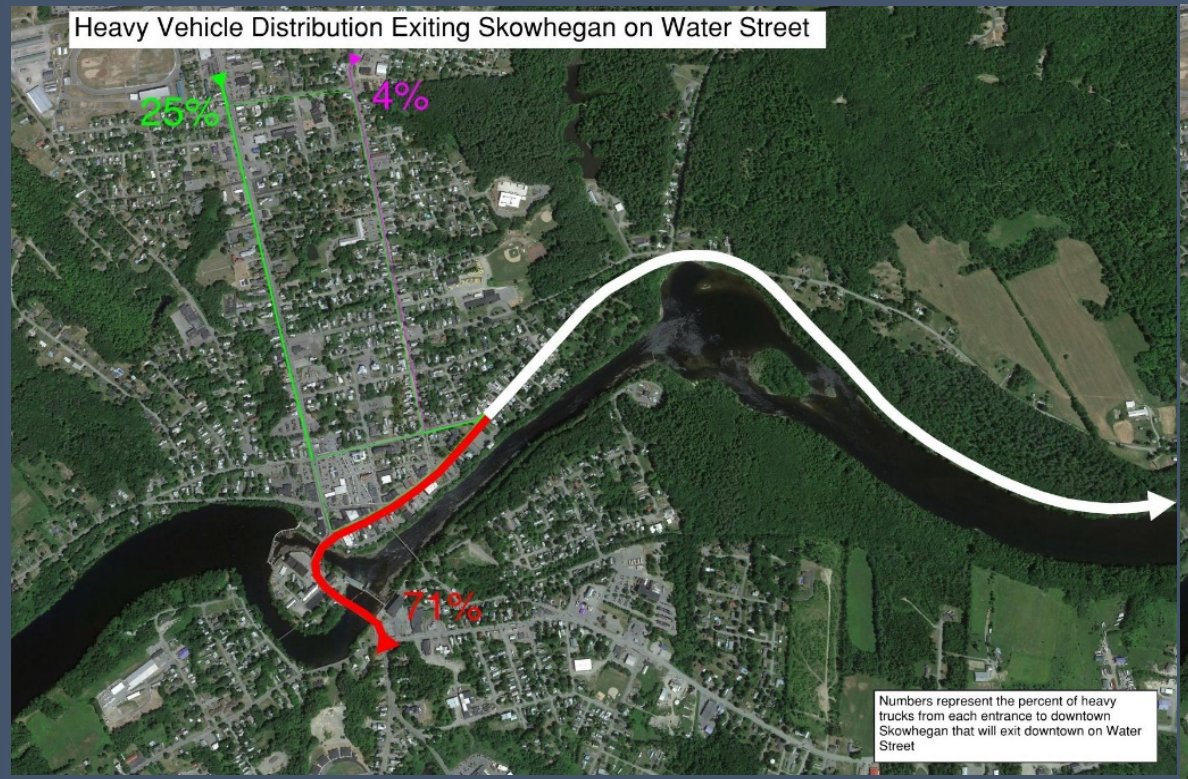


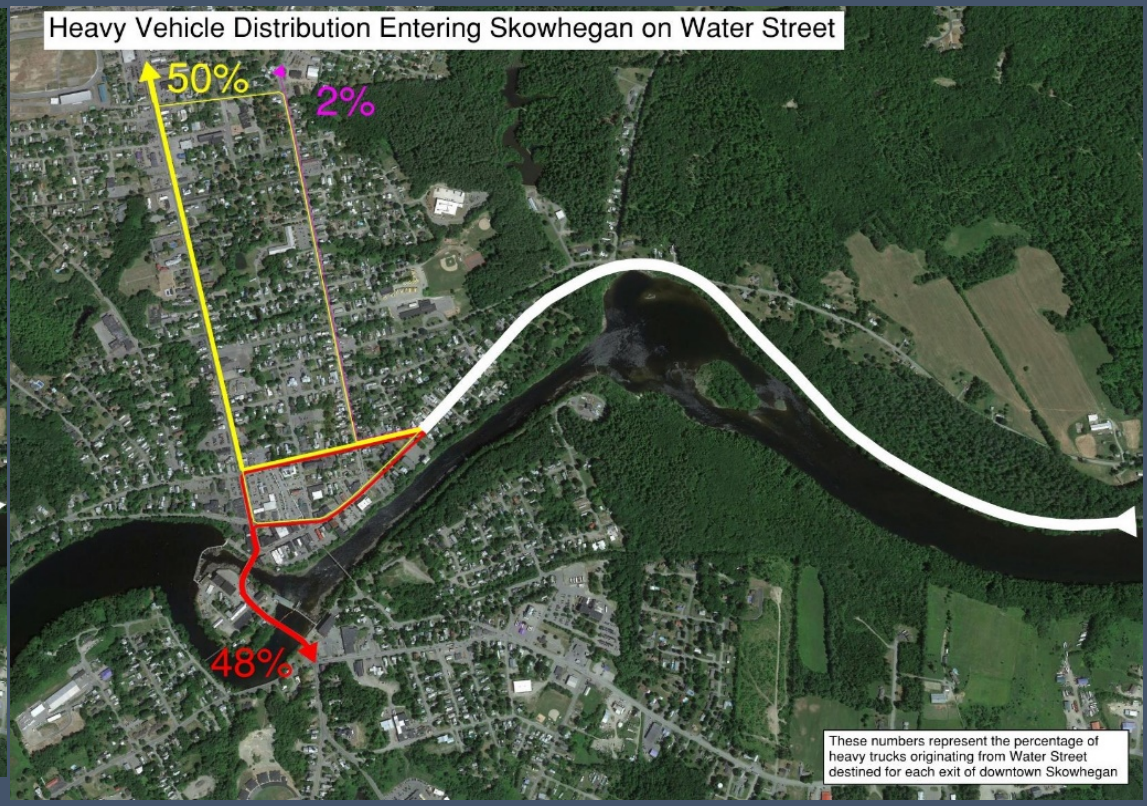
Heavy Vehicle Distribution on Madison Ave.





Heavy Vehicle Distribution on Water St.





Alternatives Being Considered

Year 2045 No-Build: No changes to the existing roadway system except for programmed improvements noted below:

- Installation of a Traffic Signal at Madison Ave./Elm St.
- Adding a right-turn lane on W. Front St. at Main St.

Alternative 1 - Year 2045 Transportation System Management (TSM) Improvements: roadway improvements that mitigate existing mobility and safety deficiencies.

Alternative 2 – Year 2045 Transportation Demand Management (TDM)

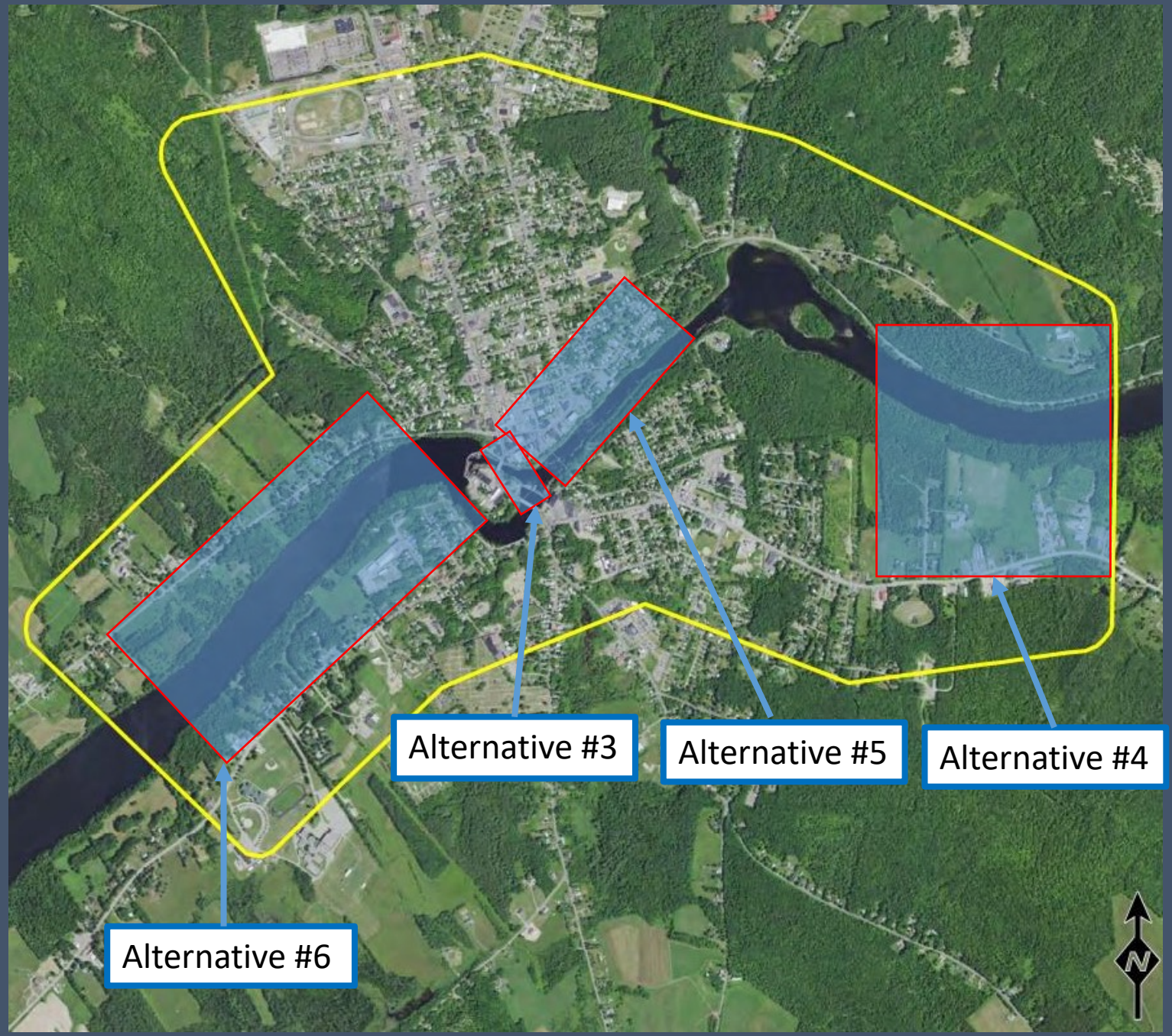
Alternative 3 – Upgrade Existing Crossing: Widen the existing Island Avenue Bridges.

Alternatives Being Considered

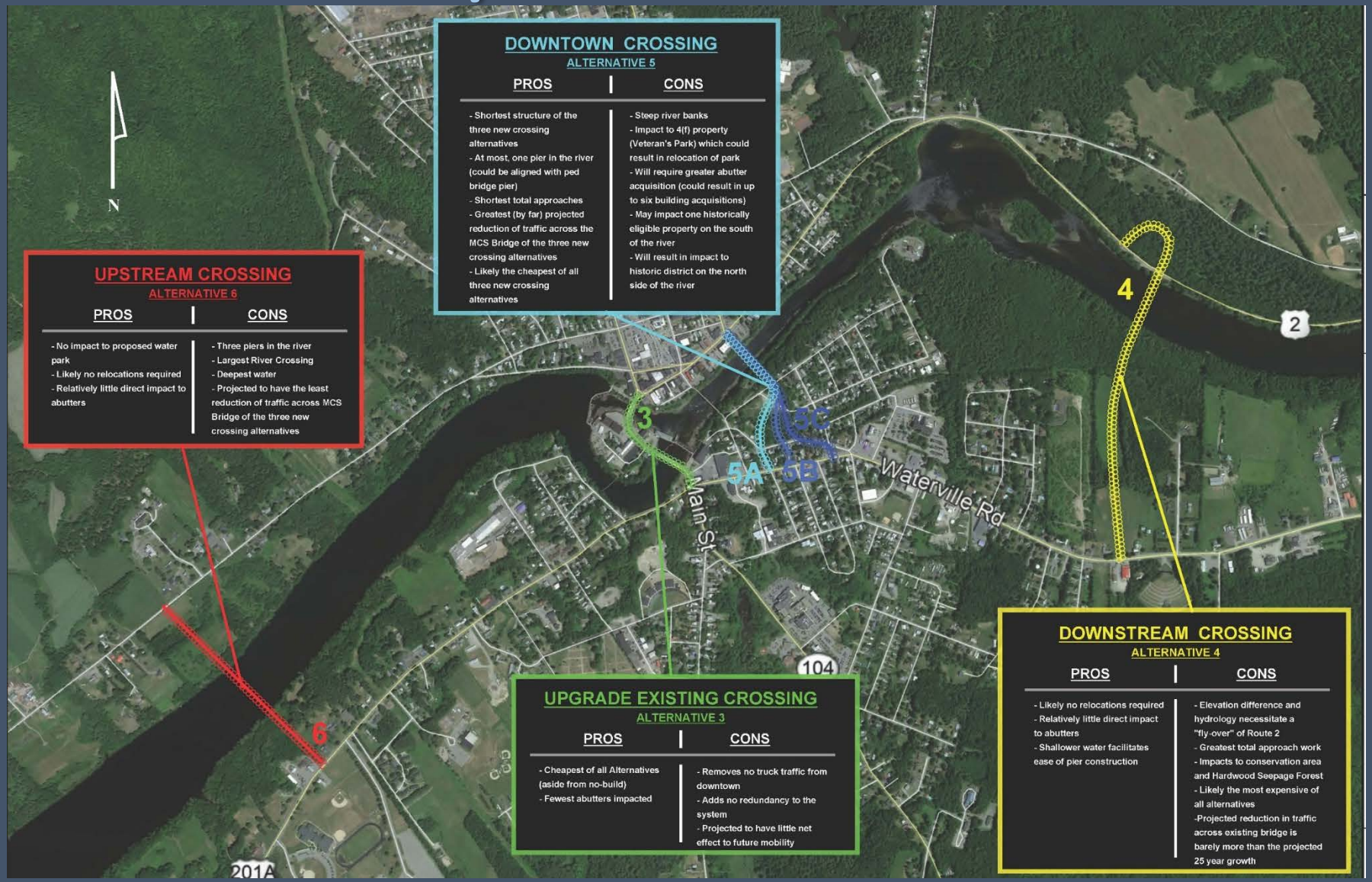
Alternative 4 - New Downstream Crossing: Provide a new river crossing with roadway connections between Route 201 and Route 2 approximately 1 mile south of downtown Skowhegan.

Alternative 5 - New Downtown Crossing: Provide a new river crossing with roadway connections in the immediate downtown area downstream of the existing Island Avenue Bridges.

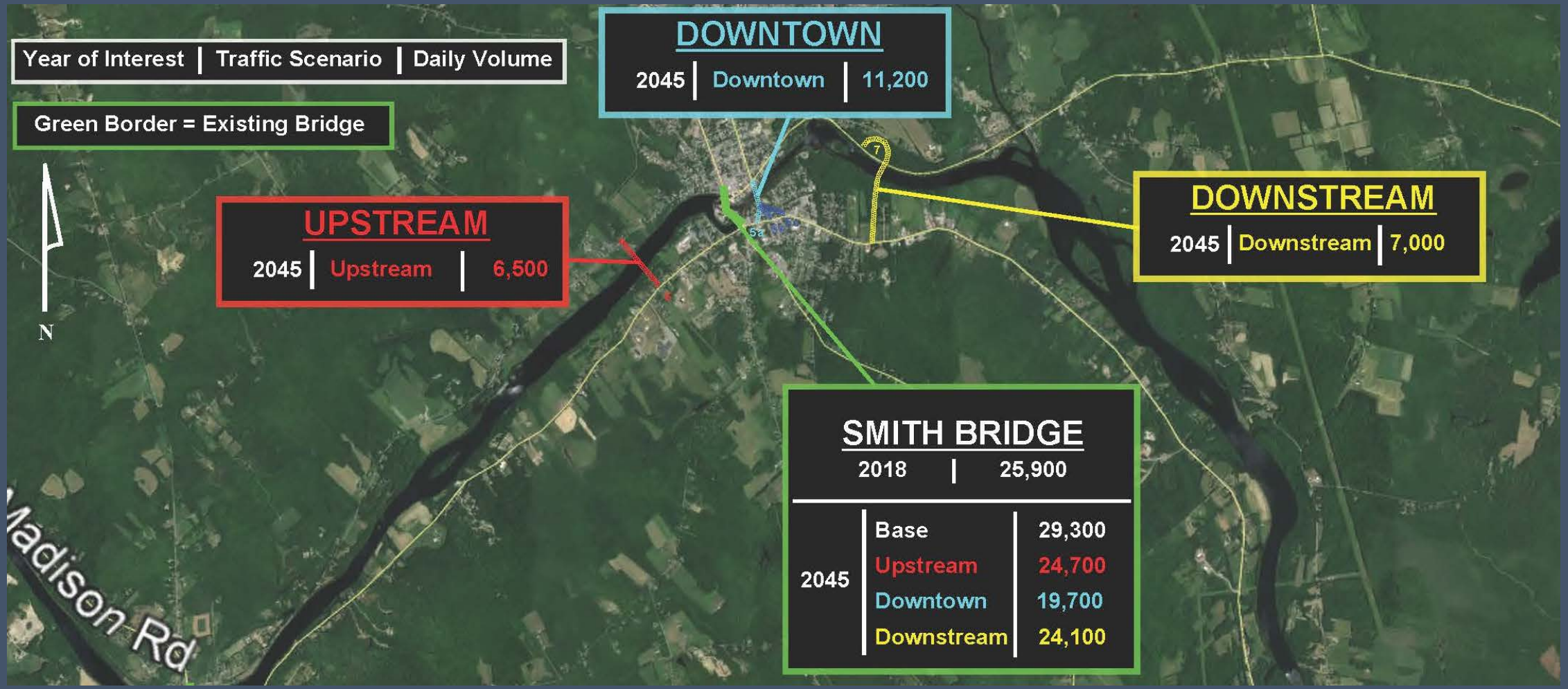
Alternative 6 - New Upstream Crossing: Provide a new river crossing with roadway connections upstream of the existing Island Avenue Bridges.


Alternative #3
Alternative #5
Alternative #4
Alternative #6
N

Preliminary Evaluation



Preliminary Future Traffic Volumes



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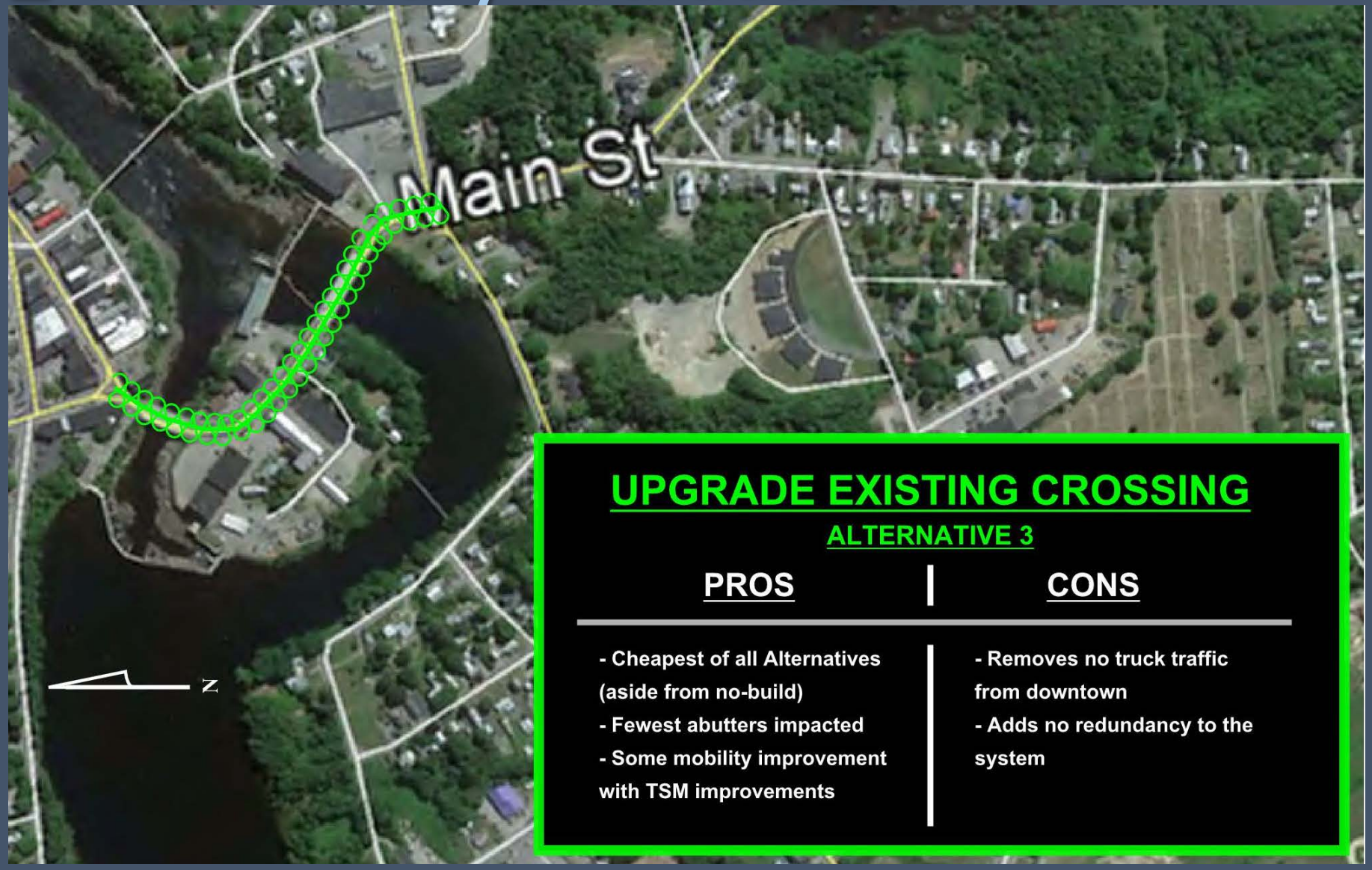
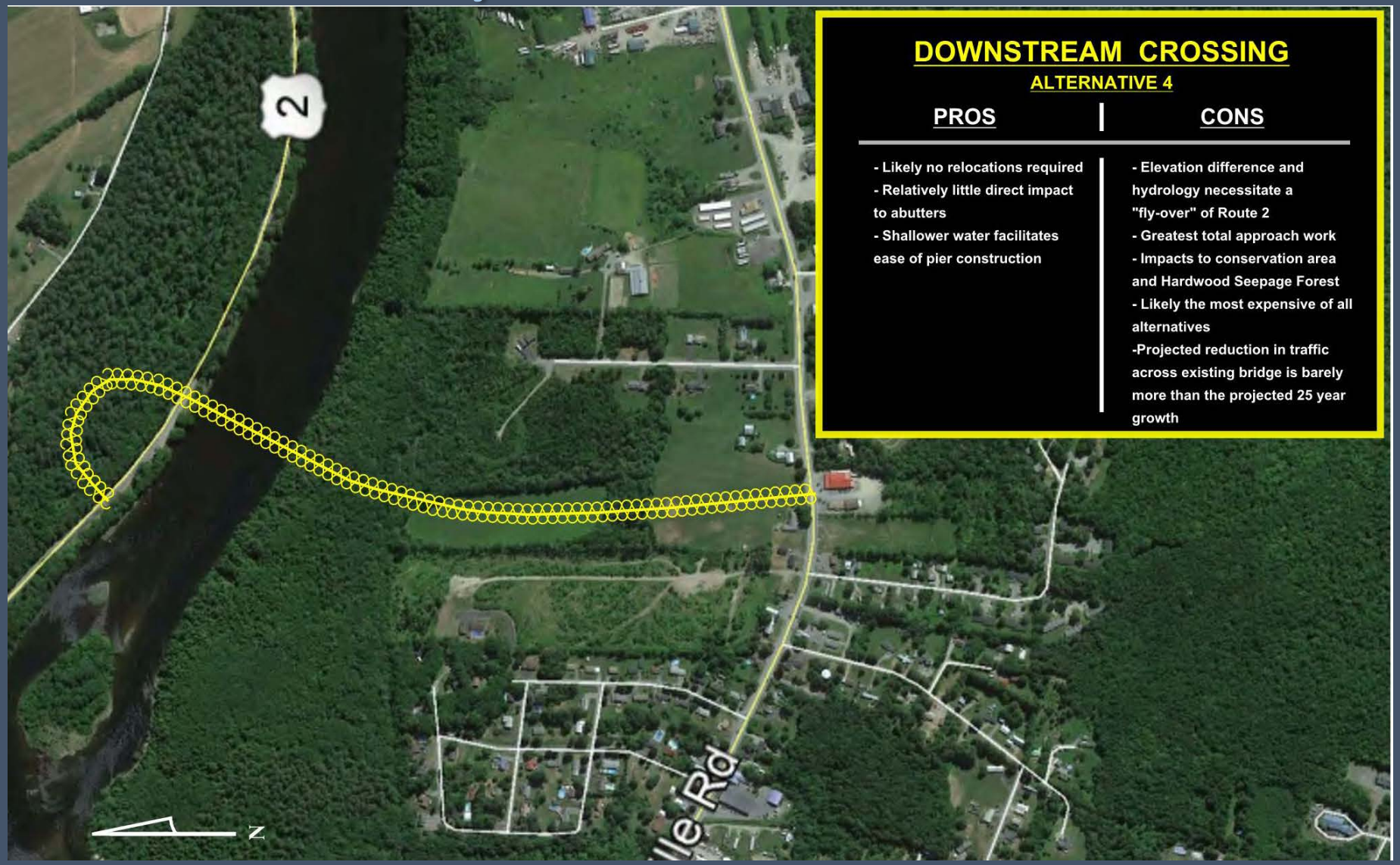


Preliminary Evaluation

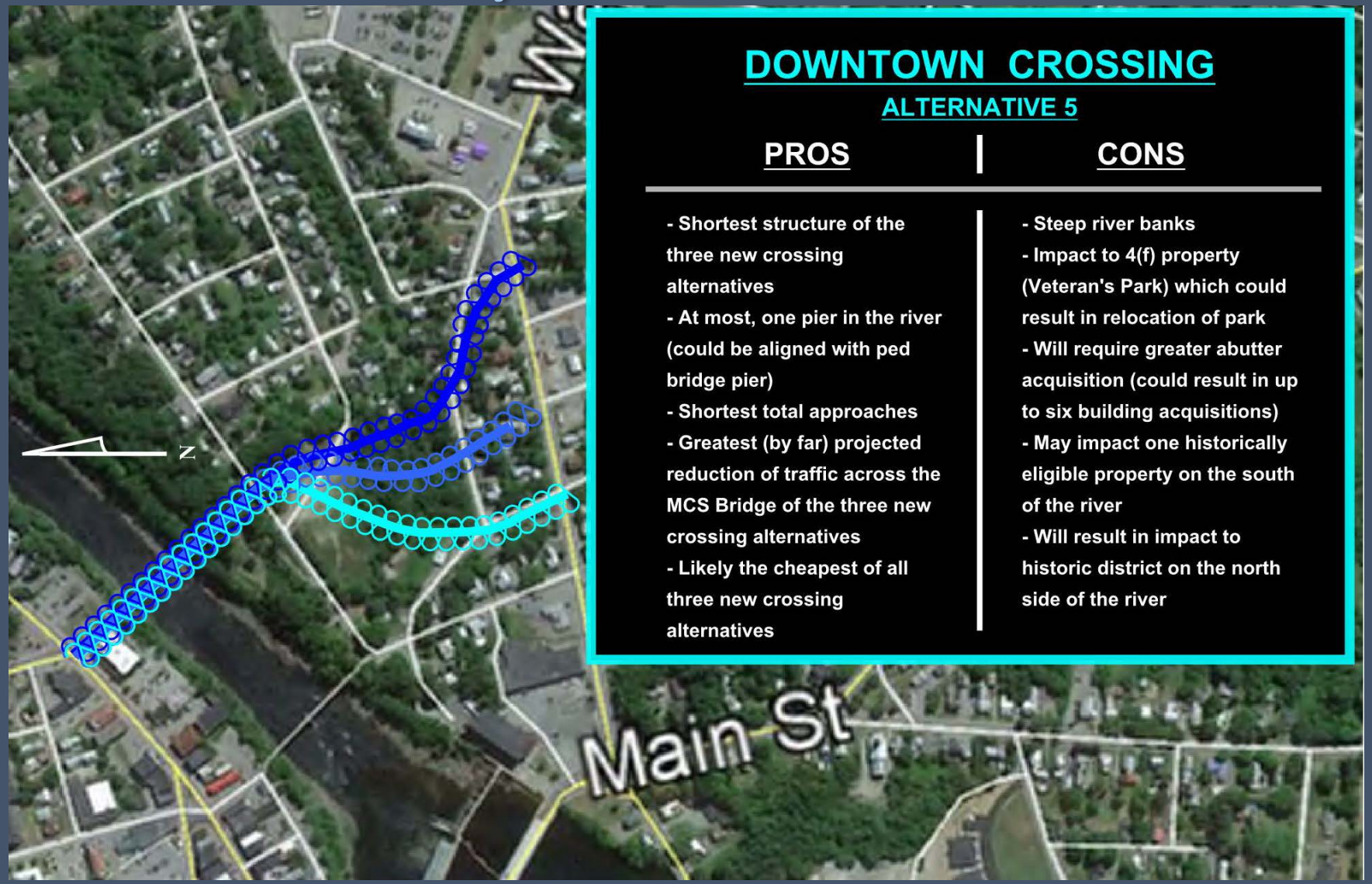


DOWNSTREAM CROSSING

ALTERNATIVE 4

PROS	CONS
- Likely no relocations required - Relatively little direct impact to abutters - Shallower water facilitates ease of pier construction	- Elevation difference and hydrology necessitate a "fly-over" of Route 2 - Greatest total approach work - Impacts to conservation area and Hardwood Seepage Forest - Likely the most expensive of all alternatives -Projected reduction in traffic across existing bridge is barely more than the projected 25 year growth

Preliminary Evaluation



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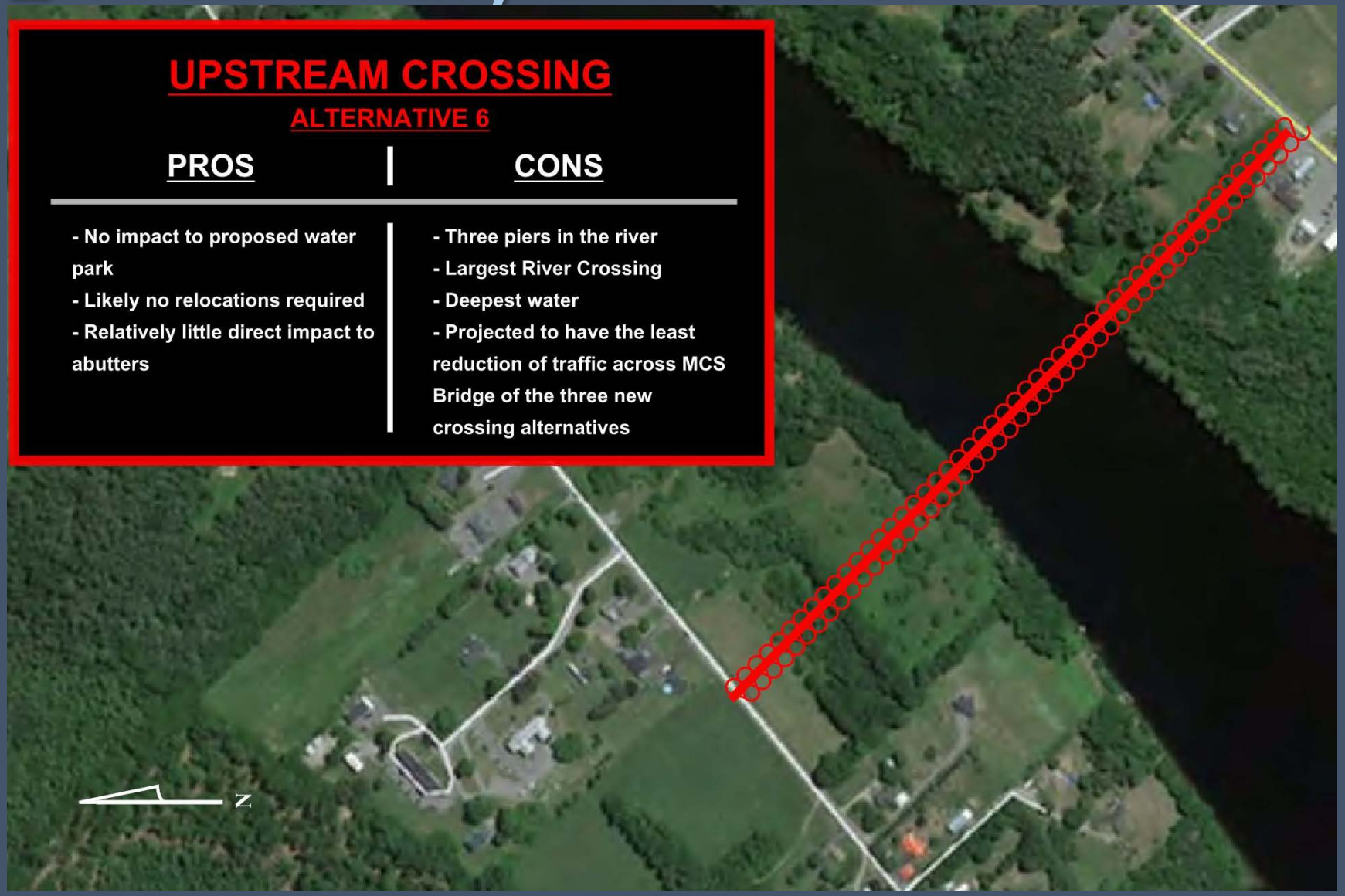

Public Input

1. Which of the alternatives do you prefer, and why?
2. Rank the following in terms of importance to you?
    - Safety
    - Congestion
    - Reducing trucks through downtown
    - Environmental impact
    - Cost and funding
    - River crossing redundancy
    - Property impact
3. Any other advice or input?

Schedule /Next Steps

Town Bridge Committee Meeting #2	May 13, 2020
Public Meeting #2	Jun 25, 2020
Planning and Estimating for Feasible Alternatives	July
Develop Draft Report	July
Study Team Meeting #5	July/August
Town Bridge Committee Meeting #3	August
Submit Draft Final Report	October
Public Meeting #3	October
Town Board of Selectmen to make recommendation to MaineDOT	TBD