

MaineDOT Virtual Public Involvement Comment Summary

Project Name: Sidney/Waterville, Route 95, Bridge Replacement Projects
PIN: Multiple
Description: On-demand preliminary public meeting for replacing multiple bridges on Interstate 95 in Waterville and Sidney.

Public Comment 1

Date: 01/30/2025
Level of Support: Not In Favor
Topics: Construction, Traffic, Road/Design
Comment: I realize bridges need to be replaced every 40-100 years or so, but I'm concerned that all of the bridges seemingly need to be replaced in Sidney. I live in the [personally identifiable information has been removed] and occasionally need to get gas or food at Big Apple on the Middle Road, which I use the Dinsmore Road bridge to get there. The detour will be inconvenience, but what happens if the Lyons Road bridge is also out... that would be a HUGE inconvenience. Please try to space out changing out these bridges as much as possible. I do see a timeline of until 2032 so that's good, I think.

Public Comment 2

Date: 01/30/2025
Level of Support: Not In Favor
Topics: Construction, Traffic, Funding/Cost, Economic Development
Comment: The timeliness of this project is simply obnoxious and should not accept this. Taxpayers do not agree with this. If you are going to do this project, you need to assure that no other projects happen around the detours. This happened in Oakland, Waterville and Winslow. You'd get detoured right into another construction project. This cannot happen. You should ensure quick detours and less off the 95 construction. The road rage and frustration that goes along with this is over the top. Let alone the long term cause and affect on local businesses. That timeline seems like a money grab from a lot of hands during an economy that does not support this spending. You have seen the proposed budget and tax increases Mills has proposed? Who's running this show?

Public Comment 3

Date: 01/31/2025

Level of Support: In Favor

Topics: Construction, Road/Design

Comment: I see that there will be either a new bridge or a project to repair the Dinsmore Rd bridge crossing 95 in Sidney. Please please please add a walking lane to this bridge. The bridge is very narrow, the visability from one end of the bridge to the other is poor, and people drive to fast. People did not walk often when that bridge was built. Times have changed. People are now out walking or bike riding daily or more often if they are dog owners I am emailing you as the public comment page is broken today. Thank you in advance for your help. [personally identifiable information has been removed]

Public Comment 4

Date: 02/02/2025

Level of Support: In Favor

Topics:

Comment: Thank you for the opportunity to comment. The specs mention a 1-3 ft shoulder on all the overpasses not leading to an interstate interchange. I would like to request that this shoulder be no less than 3' on all the overpasses. The Drummond Road is the only straight cross-town road and it is very busy with farm equipment and gravel trucks. It is also a popular road for walking, cycling, and joggers. Pedestrians have nowhere to go in the overpasses to get away from the increased traffic from nearby housing developments or speeding vehicles. Thank you for considering my request.

Maine DOT Response

Date: 02/04/2025

Response By: Gary L

Response:

Greetings,

Thank you for taking some time to look at this project. I appreciate you sharing your concerns.

We're still in the preliminary stages of planning, but the terms of the grant propose the widths for the Dinsmore, Drummond and the Town Farm Road bridges to have 11'-0" lanes and 4'-0" shoulders on each side for a curb-to-curb width of 30'-0". Lyons Road and Trafton Road will have 5'-0" shoulders on each side for a curb-to-curb width of 32'-0".

Please let me know if there are any additional questions.

Gary Libby

MaineDOT Project Manager – Bridge Program

Stakeholder Reply

Date: 02/04/2025
Response Type: e-mail
Response: Gary, Thank you for your reply.

Stakeholder Reply

Date: 02/04/2025
Response Type: e-mail
Response: And I meant to include that the lane and shoulder widths being proposed seem quite generous. Thanks!

Public Comment 5

Date: 02/05/2025
Level of Support: Leaning In Favor
Topics: Construction, Traffic
Comment: While I understand complete closure speeds up the process I am concerned for the bridges that are exits from the highway being closed completely. Lyons rd in particular has EMS there often as a waiting location, town emergency uses this as an access and it would increase response time. IFW is off this exit as well as Pike. The emergency route is also off this exit.

Public Comment 6

Date: 02/05/2025
Level of Support: Neutral
Topics:
Comment:

Comment from Email:

Good Morning, I was wondering if you would be able to shed some light on the proposed bridge work in Sidney over the next 6 years. Will the bridges be closed simultaneously? People in town are under the impression that they will all be being worked on and fully closed at the same time. From watching the presentation I got the impression that there were several options for how to manage closures on each bridge, some of which did include full closure. Thank you for your time,

MaineDOT Response:

Good afternoon, Thank you for taking some time to look at this project and giving me some feedback. This is a really good question. The federal grant application is to replace the bridges at the four overpass locations in Sidney and the Trafton Road in Waterville. There are certain terms that must be followed during construction. All of the bridges will not be closed at the same time. The construction schedule is designed to ensure the greatest community mobility possible while construction is underway. To be efficient with the bridge bundle construction schedule, multiple bridges will be under construction at the same time; however, when one bridge is being replaced, the bridges to the north and south of that bridge will remain open to serve as detour routes. Hopefully, this information will help. Thank you, Gary Libby Project Manager ~ Bridge Program Mobile ~ (207) 592-3845

Public Comment 7

Date: 02/17/2025

Level of Support: In Favor

Topics: Construction, Traffic, Road/Design, Economic Development

Comment: Trafton Properties is deeply interested in the proposed project to replace the Trafton Road Bridge over I-95. We were a major financial contributor to the construction of the interchange, the completion of the Environmental Assessment, the successful award of EDA funding for the project and the conveyance of ROW needed to complete the interchange. Going forward we would like the Department to prioritize the Trafton Road Bridge in relation to the other five projects being bundled by the Department. It is one of two bridges in the bundle that is part of an I-95 interchange and it is first in traffic volume. These facts should reflect higher priority. In addition, we have submitted to the Department previously the work of the Gorrill-Palmer engineering firm which documented the hazards to trucking due to the existing narrow width of the bridge. Let us know if you are not in possession of their report. The curb to curb width is 24' compared to the Lyons Road Bridge at 26'. This is another factor that should be reflected in setting priorities. The tenants of Trafton Properties, as well as prospective tenants, that rely heavily on truck transport express concern for the narrow width of the Trafton Road Bridge. In addition to prioritizing the Trafton Road Bridge, we would like the Department to maintain use of the existing bridge while the new bridge is under construction for as long as feasible. When the

interchange was designed, the Department gave consideration to a replacement bridge being located to the south of the existing bridge. If that is still the Department's intent, please be aware that Trafton Properties is willing to work with the Department favorably if any additional right-of-way is needed. We are also willing to provide laydown and marshalling areas as needed to complete this project. Finally, we ask that the Department build a bridge of sufficient width to accommodate existing and forecasted truck traffic. If feasible, we would ask the Department to implement a bridge design so that the width could be expanded in the future if demand warranted. The City of Waterville and the Town of Sidney work in partnership with Trafton Properties supporting the economic development of the over 900 acres surrounding the Trafton Road interchange owned by Trafton Properties. Growth will come to this interchange as economic development efforts continue. The new bridge should be built to complement these efforts.

Maine DOT Response

Date: 02/20/2025

Response By: Gary L

Response:

Good day,

Thank you for your input on this project. We are still in the preliminary phase of design and will take this information into consideration as we move forward.

The order which the bridges are constructed will be up to the Contractor as part of the Design-Build process. This will allow some flexibility to complete the project in an efficient manner. The Grant agreement states that the ramps will remain open during construction to minimize the impacts to motorists and the local businesses.

The Grant agreement requires all of the bridges to be designed with a minimum of 11'-0" travel lanes and 4'-0" shoulders for a curb-to-curb width of 30'-0". Since the Trafton and Lyons Road bridges are located at interstate interchanges, these bridges will have 11'-0" travel lanes and 5'-0" shoulders on either side for a curb-to-curb width of 32'-0".

Please let me know if you have any additional questions or comments.

Best regards,

Gary Libby

Project Manager - MaineDOT Bridge Program

Public Comment 8

Date: 02/19/2025

Level of Support: Leaning In Favor

Topics:

Comment: My question is financial. While the money is coming from a federal grant, we have seen many programs and even those with contracts signed not being honored due to federal cutbacks/canceling of programs. Does Maine DOT have the funds already in hand to pay for project?

Maine DOT Response

Date: 02/20/2025

Response By: Gary L

Response:

Good day,

Thank you for taking a look at this project.

MaineDOT was chosen through the Federal Grant selection process for preliminary design of this project, and State and Federal funding is already in hand. Construction funding has not been issued yet since the Federal government has suspended grants until they can be evaluated and determine how to move forward.

Please let me know if you have any additional questions.

Best Regards,

Gary Libby

Project Manager - MaineDOT Bridge Program