

Lower Road Rail Corridor  
**RAIL USE ADVISORY COUNCIL MEETING**  
November 30, 2022



**MaineDOT**





# VHB Scope of Work

## 9 Month Schedule

- Task 1: Project Management & Coordination
  - Monthly coordination meetings with MaineDOT
- Task 2: Existing Conditions Inventory and Analysis
  - Summary of past planning efforts and studies
    - Merrymeeting Trail Feasibility Study (2011) →
    - Portland to Bangor Transit Propensity Study (early 2023)
    - MaineDOT Statewide Active Transportation Plan (early 2023)
  - High-level review of environmental requirements and permitting issues
    - Wetlands and floodplains
    - Conservation lands
    - Archaeological/First Nations sites
    - Threatened species



Kennebec River Rail Trail trailhead in downtown Augusta



# VHB Scope of Work

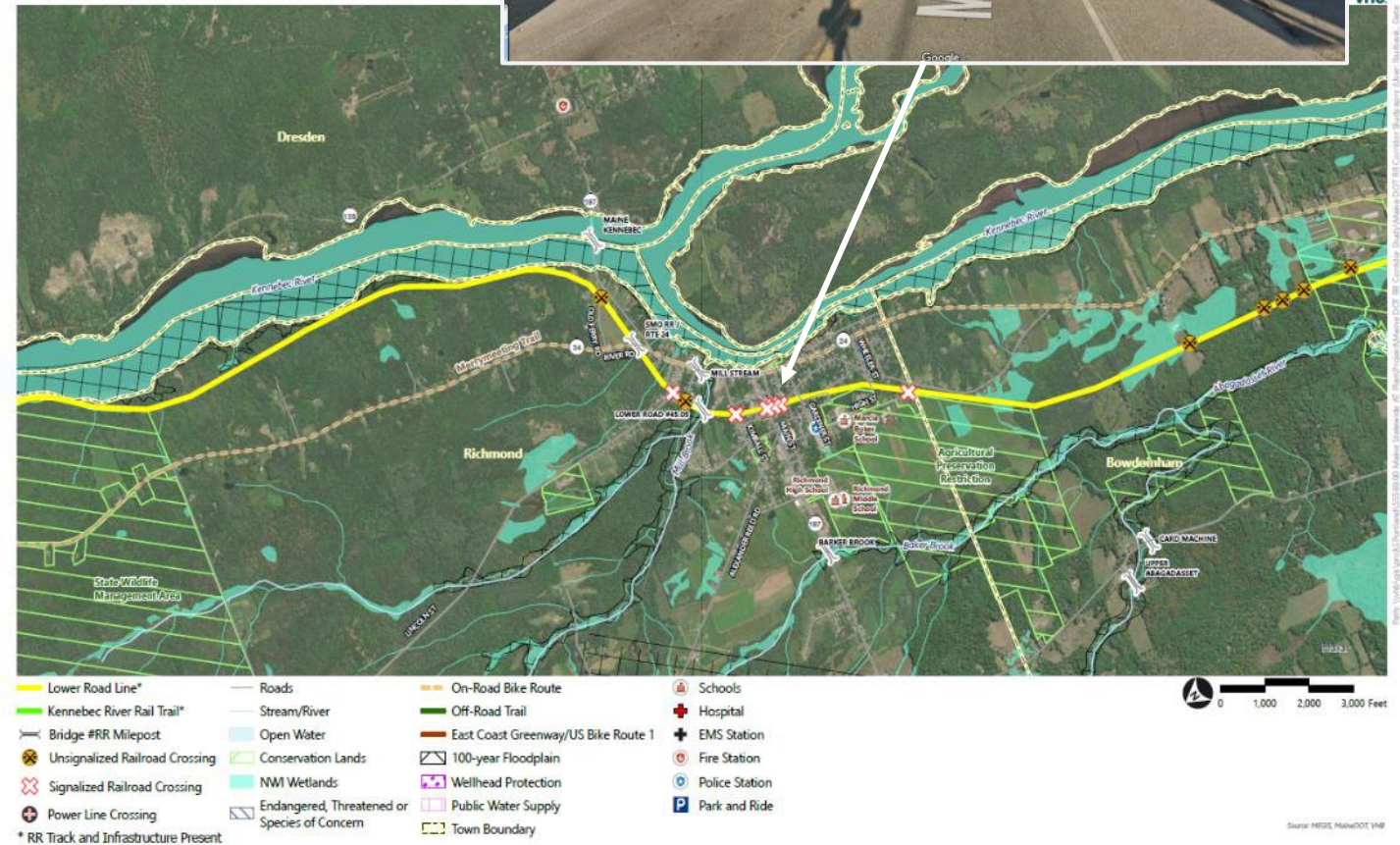
## 9 Month Schedule

- Task 2: Existing Conditions Inventory and Analysis (cont'd)
  - BASE MAPPING
    - Nearby roads and road crossings
    - Nearby Trails
    - Bridges and Embankments
    - Bodies of water and river crossings
    - Area schools, hospitals, and police/fire/EMS stations
    - Transit and Park-n-Ride areas

Rail corridor  
crossing Main St  
in Richmond

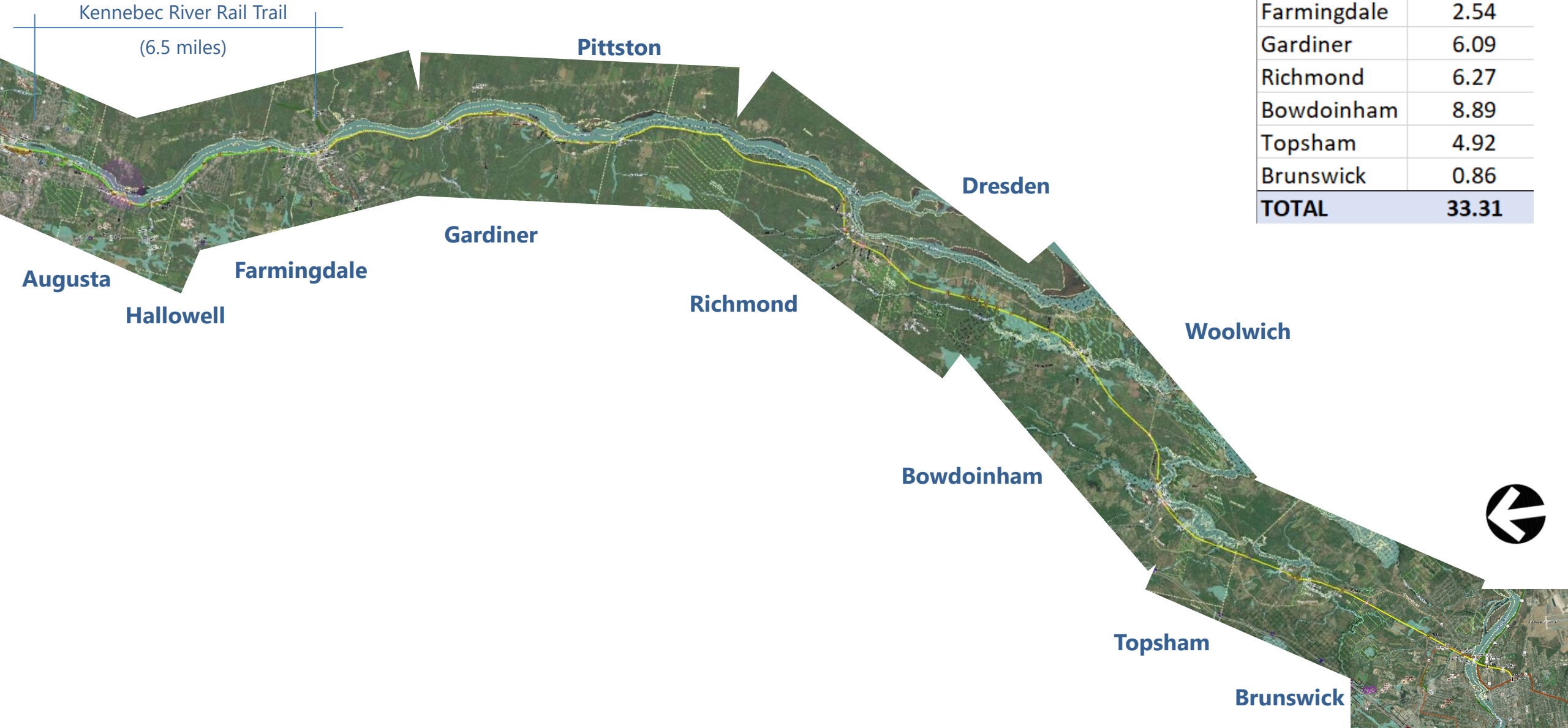


Figure 1: Lower Road Inset 4  
Maine DOT State-owned Inactive Rail Corridor Assessment | Hallowell to Brunswick, ME





# Rail Corridor Context



Town	Miles
Augusta	1.86
Hallowell	1.89
Farmingdale	2.54
Gardiner	6.09
Richmond	6.27
Bowdoinham	8.89
Topsham	4.92
Brunswick	0.86
<b>TOTAL</b>	<b>33.31</b>





# Rail Corridor Context: Brunswick





# Rail Corridor Context

## Lower Road Corridor Characteristics (for Cost Estimating)

- Road crossings
  - Signalized Crossing (20)
  - Unsignalized Crossing (39)
- Bridges/underpasses (25)
  - Max. span
  - Overall length
  - Design Type (Truss, stringer, girder, etc.)
  - Structural rating (TBD)



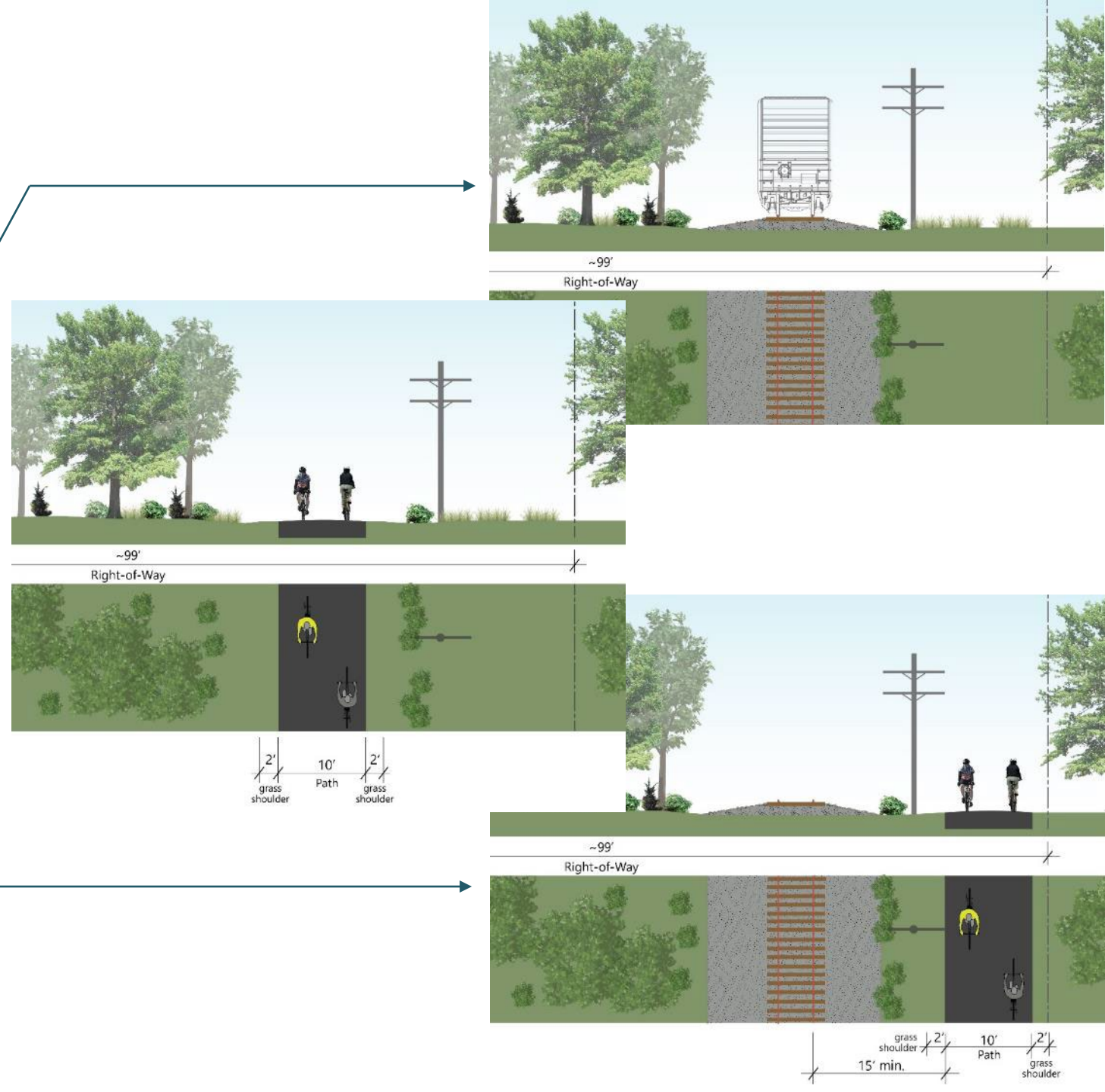
Tedford Road crossing in Topsham



Bridge adjacent to River Road in Bowdoinham

# VHB Scope of Work

- Task 3: Conceptual Cost Estimates
  - Baseline: Maintain/preserve existing corridor
  - 1: Restoration of rail service along existing corridor
    - Freight service
    - Passenger service
  - 2: Interim Trail (after removal of rail infrastructure)
  - 3: Rail with trail configuration



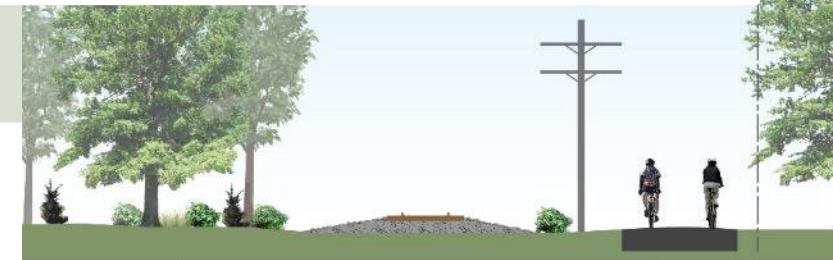


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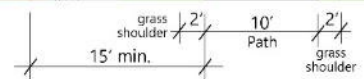
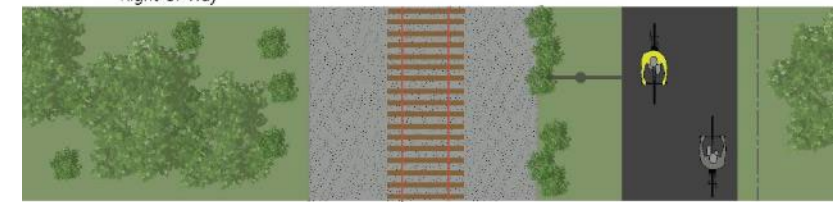
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Route 24 in Gardiner



Right-of-Way



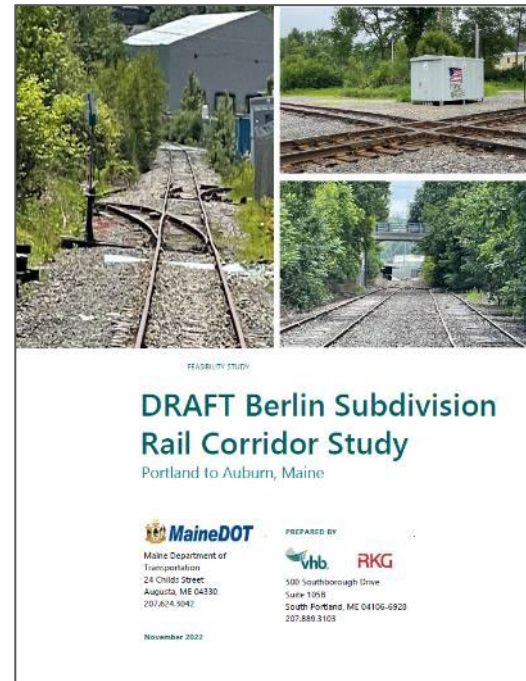


# VHB Scope of Work

- Task 4: Analysis of Economic Benefits (RKG)
  - 4A: Trail user demographics & land use character
  - 4B: Potential use of trail and analysis of economic benefits (real estate, tourism, and jobs created)
  - 4C: Economic impact of rail option
- Task 5: Project Stakeholder Meetings
  - Monthly or bi-monthly meetings w/ Rail Corridor Use Advisory Council
  - One public meeting
- Task 6: Summary Report



Kennebec River Rail Trail trailhead in downtown Augusta





# Discussion Questions

- Whether the Lower Road Rail Corridor is preserved for potential future rail use, used for interim trail use or rail with trail, how might that change the local economy and/or quality of life?
- How is the inactive rail corridor perceived in your community and what aspirations do you hear from residents and business owners?
- How would any changes to the corridor fit into a local, regional, or statewide vision for enhanced transportation, recreation, and/or economic development?