

# Water Street Feasibility Study

May 15<sup>th</sup>, 2014 Public Forum  
Hallowell City Hall Auditorium



# Two Options

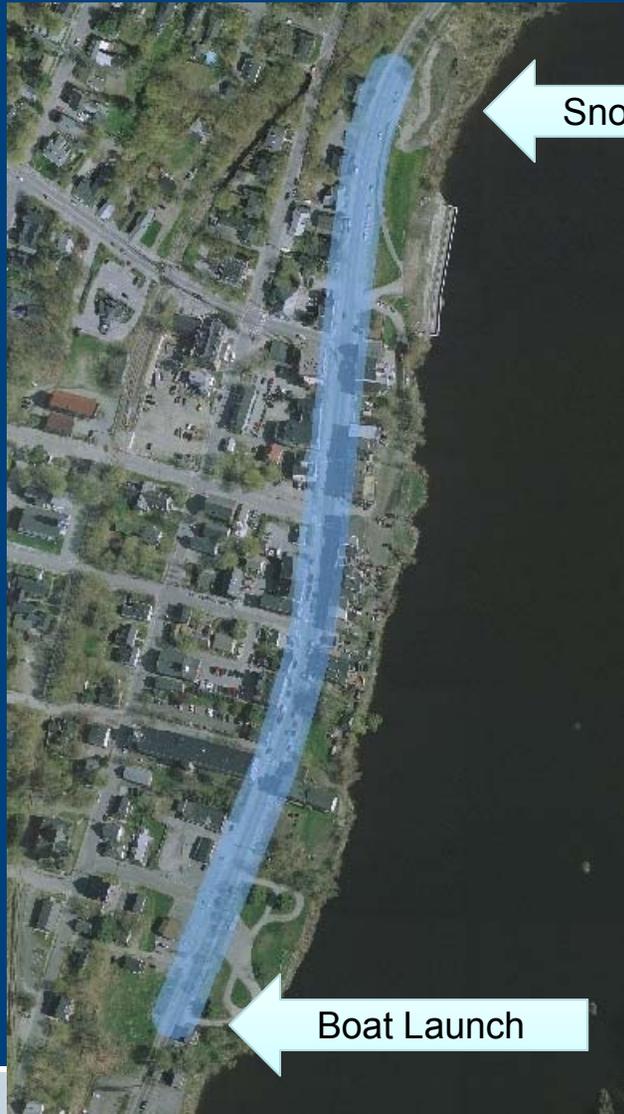
## Option 1 Status Quo

- Light Capital Paving (LCP) Approx. every 7 years
  - 4-6 expected year life
  - LCP Scheduled for 2-3 days
  - Future stormwater and water improvements necessary

## Option 2 Reconstruction

- Long-term treatment (20+ years)
- Construction funding in 2017 or later
- Includes utility improvements and potential local improvements

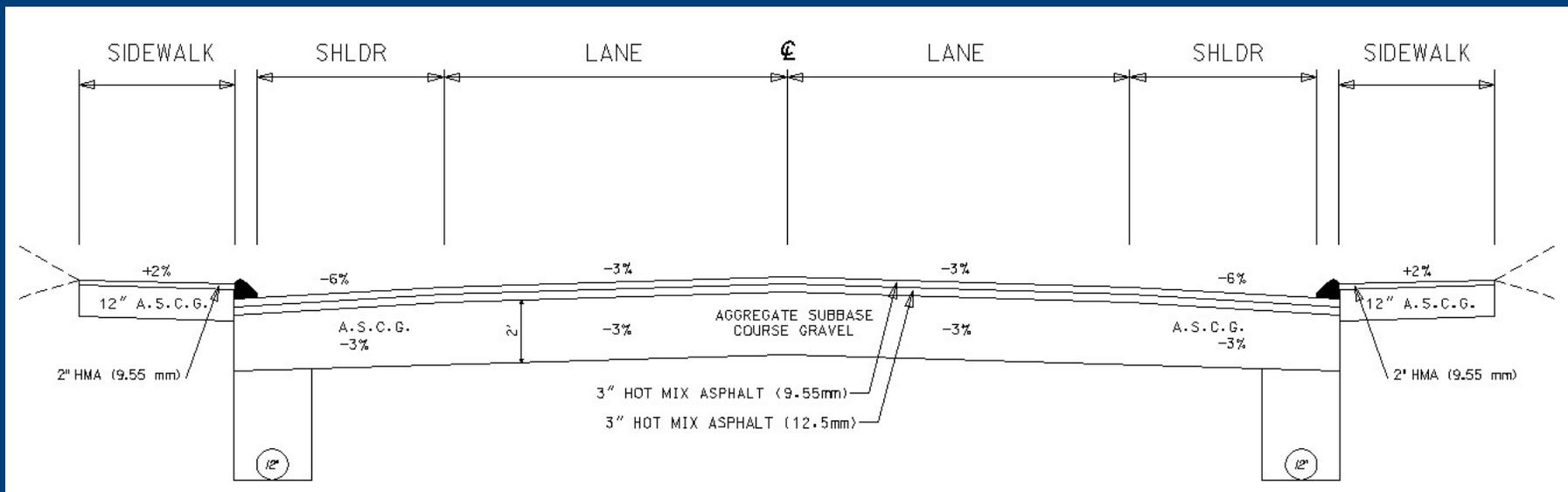
# What is the Proposed Project?



- Reconstruction of Water Street from the “Snow Dump” to the Boat Launch, a distance of about 0.4 miles.

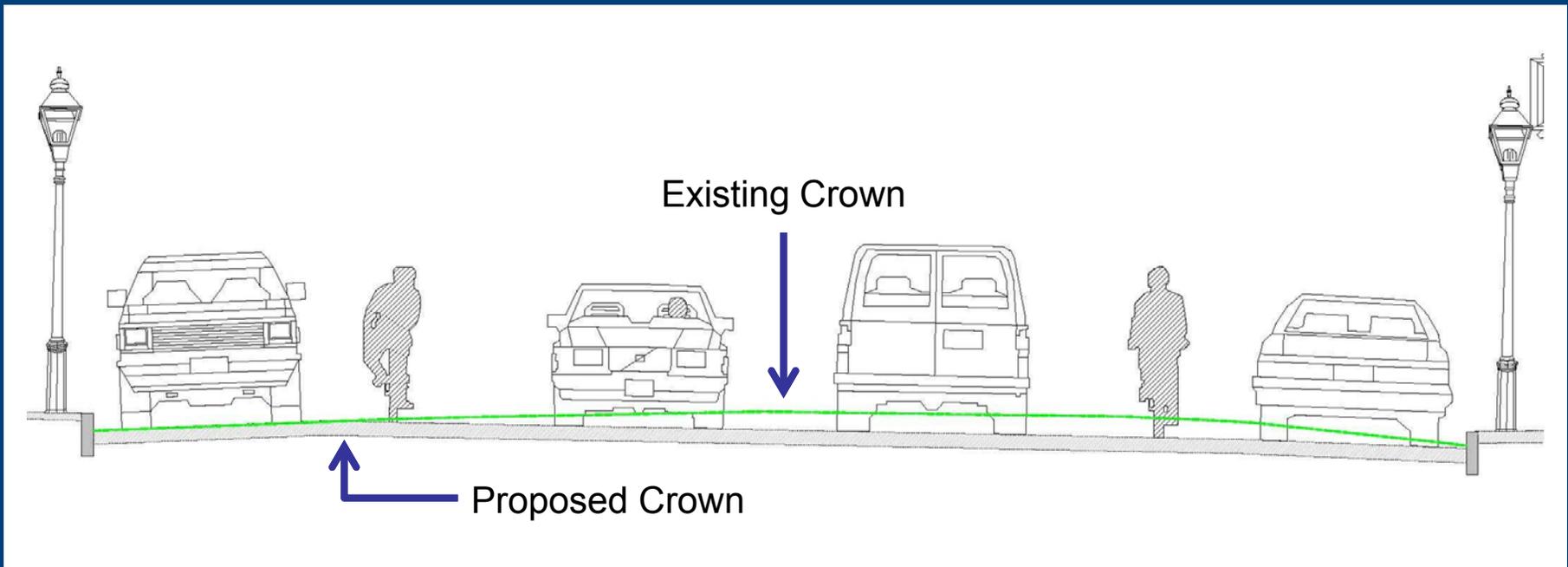
# What is Reconstruction?

- The rebuilding of an existing highway to modern design standards and ensure and adequate levels of service for travelers
- 24" new gravel, 6" of new pavement, new curb, sidewalks and drainage



# Roadway Geometry

- Problem: severe grade to northbound parking lane
  - Currently 11% or more
  - Recommended 2 to 4%
- Solution: Shift crown of Water Street to edge of southbound travel lane



# Stormwater

- Stormwater system is in generally poor condition and needs replacement
- The system has been pieced together with large granite sluiceways, corrugated metal, clay and PVC pipes
- Replacement of stormwater system would reduce likelihood of flooding during storm events



Crushed metal pipe under Water St near Temple blocked by mud and rocks

# Design Options: ADA Improvements

- Detectable curb ramps (truncated domes)



Truncated Dome with brick in Bath, ME



Truncated Dome in Washington, D.C



# Design Options: Lighting



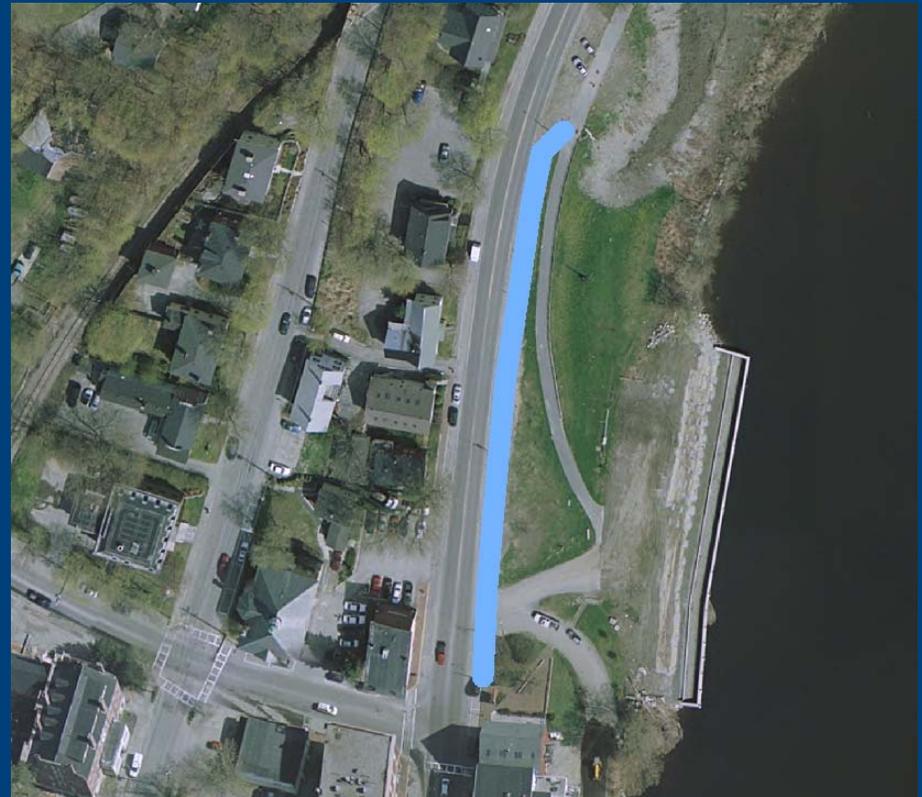
- Newburyport style cast iron post with 55-watt LED luminaire
- 22 streetlights on west side of street to match east side

# Design Options: Sidewalks

- Existing sidewalks replaced (both brick and asphalt)
- New sidewalks on riverside



New sidewalk from Lucky Garden to Boat Launch

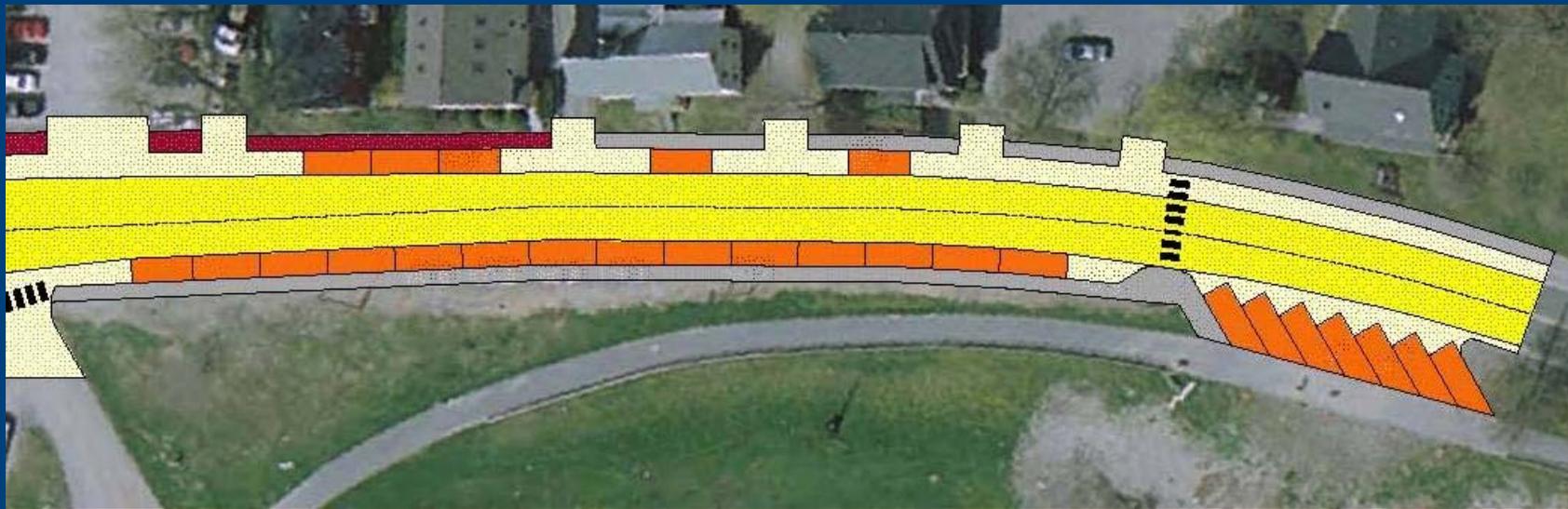


New sidewalk from Rail Trail to end of existing brick sidewalk near Front Street intersection

# Design Options: Additional On Street Parking



- New striped parallel parking near Boat Launch
- Paved parallel parking near wharf
- Paved Angled parking at “Snow Dump”



# Design Options: Bicycle and Pedestrian safety

- Proposed bump-out at new crosswalk near rail trail



New Water Street bump-out near Academy Street



Landscaped bump-out in Lincolnville

# Design Options: Bicycle and Pedestrian safety (cont.)

- 14' Shared Travel lanes with Shared Lane Markings
- Improved signage



# What a Reconstruction Process Involves

- Step 1 – Planning (current)
  - Identify problems, needs and concepts
- Step 2 – Design (18 -24 months)
  - Could begin late this year or next year if City Council approves
- Step 3 – Construction
  - **Full construction** season (5-6 months)
    - Funding won't be available until 2017 at earliest

# Aspects of Design Process



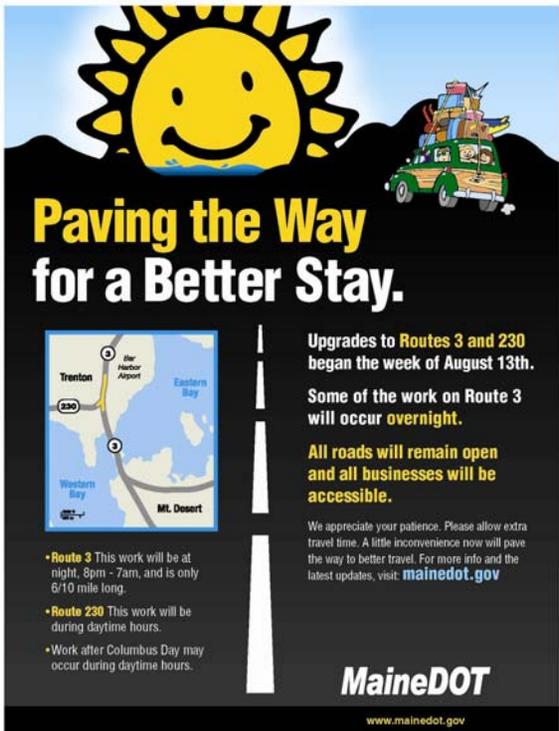
- Public Involvement
  - Series of public meetings
  - Continued regular meetings with Hallowell Highway Committee (open to public)
  - Purpose of meetings = communication & information gathering
  - Attended meetings of interest groups upon request
- Street Design
  - Develop final set of highway designs (plans) for Water Street based upon existing concepts, current design standards and community input

# Aspects of Design Process (Cont.)

- **Constructability Analysis**
  - How will a potential construction project be staged?
    - 1 block at a time?
    - 1 side of the street at a time?
    - Street/utilities first then sidewalks?
  - How will business access be maintained (at all times) during construction
  - How will pedestrian access to sidewalks be maintained?
- **Construction Schedule**
  - How long will project take?
  - What time of year? What time of day? Potential time of day/week/year restrictions?

# Aspects of Design Process (Cont.)

- Traffic management plan
  - How will vehicle and pedestrian access be maintained during construction?
  - Potential detour strategies
- Communication Strategy
  - MaineDOT Creative Services Team
  - Develop communication strategies during construction
    - Radio and print ads
    - Electronic media
    - Flyers, posters etc.



**Paving the Way  
for a Better Stay.**

Upgrades to **Routes 3 and 230** began the week of August 13th.

Some of the work on Route 3 will occur **overnight**.

**All roads will remain open and all businesses will be accessible.**

We appreciate your patience. Please allow extra travel time. A little inconvenience now will pave the way to better travel. For more info and the latest updates, visit: [mainedot.gov](http://mainedot.gov)

**MaineDOT**  
[www.mainedot.gov](http://www.mainedot.gov)

• **Route 3** This work will be at night, 8pm - 7am, and is only 6/10 mile long.

• **Route 230** This work will be during daytime hours.

• Work after Columbus Day may occur during daytime hours.

# Construction

- Reconstruction will pose a substantial disruption to Water Street
- However, MaineDOT will work with community to lessen impacts:
  - Innovative contracting
    - Cost plus time bidding
- Public information plan
- Traffic management plan

# Ogunquit, Route 1 Reconstruction



Integrity - Competence - Service



# Ogunquit, Route 1 Challenges

- High traffic volumes
- Pinch points on major highway routes
- High AM & PM traffic volumes
- Inefficient drainage facilities
- Major tourist destination
- Major Commuter route
- Sidewalk (ADA issues)
- On street Parking concerns
- Not enough off Street Parking
- Business locations
- Aging Infrastructure( Water & Sewer facilities)
- Utility conflicts