

City of Hallowell Highway Committee

Revised Report
of the
Public Meeting
on
Possible Reconstruction of Water Street

Thursday Evening, May 15, 2014, 6pm to 8pm, City Hall



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Context

The Maine Department of Transportation (MaineDOT) is nearing completion of a study of Water Street which explores various options for roadway improvements. The proposed improvements include reconstruction, improvement of underground utilities, and the addition of above-ground enhancements such as lights and sidewalks. The Department is willing to move forward with engineering/design of a project, *if* the City of Hallowell supports reconstruction.

The Hallowell Highway Committee is seeking input about reconstructing Water Street. Construction on a project might not take place for some time—perhaps several years—until funding becomes available. A reconstruction project would create a substantial disruption to traffic and activity on Water Street. It would be expected to continue through a full construction season (early Spring through late Fall), however there would be significant long-term benefits.

At its June 9th meeting, the City Council will be asked to decide whether the City supports taking the project into the design phase.

About the Meeting

One purpose of this public meeting is for residents and businesses of Hallowell to understand the implications of reconstructing Water Street, should it occur: why do it, what it might look like when completed, what to expect in terms of disruptions, and how disruptions might be minimized.

Another equally important purpose of the meeting is for the public to voice support and/or concerns regarding Water Street reconstruction. This will help the City Council make a well-informed decision on June 9th. In addition to asking questions and making comments at the meeting, residents and businesses will also be encouraged to submit comments in writing.

So that the meeting is fully inclusive, productive, and efficient, it will be professionally facilitated by Craig Freshley of Good Group Decisions, based in Brunswick, Maine. In addition to planning and running the meeting, Good Group Decisions will also prepare a complete report of the meeting which will be available to the public.

Handouts Provided

Meeting attendees were provided with the following:

- Meeting Agenda
- Water Street Feasibility Study Fact Sheet
- Packet of drawings prepared by the DOT showing proposed Water Street cross sections
- Input Form

Attendance

- 86 members of the public
- Presenters
 - Alan Stearns, Chair, Hallowell City Council's Highway Committee
 - Bradford P. Foley, Program Manager, Project Development, Highway Program, MaineDOT
 - Nathan Howard, Bureau of Planning, Scoping Division, MaineDOT
 - Herb Thomson, Director, Bureau Planning, MaineDOT
- Facilitators
 - Craig Freshley, Good Group Decisions
 - Sarah Lake, Good Group Decisions

Objectives

- For residents to understand the present concerns and what reconstruction might look like.
- For residents to give their opinions so the City Council can make an informed decision at their June 9 Council Meeting. DOT has said that this will be a local decision. The purpose of this meeting is not to make decisions, but to provide the opportunity for residents to give input.
- For MaineDOT and City officials to answer questions and address concerns. We will not be able to answer every question tonight. There is a lot that is still unknown. The project has not been designed or funded yet. The goal is not to answer every question and address every concern. The goal is to learn enough to decide if we want to take a next step.
- For the city of Hallowell and MaineDOT to build a positive relationship. If the decision is made to take the next step, that next step will be easier with trust and good relations. Mutual respect will make for a smoother design process.

Ground Rules

Craig reviewed the Ground Rules: principles to keep in mind in order to have a good, inclusive, and efficient meeting.

- Let Craig call on people and be recognized before speaking
- The first time you speak, say your name
- Everyone gets one question or comment before anyone gets two
- Craig might interrupt with paraphrasing, summaries or themes

- Listen with respect
- Assume best intentions
- Neutral facilitation and report

Agenda

5:50 **Arrive and Settle**

6:00 **Opening**

Alan Stearns, Chair of the Hallowell City Council's Highway Committee, will open the meeting and welcome everyone, along with Committee members Councilor Lisa Harvey-McPherson and Councilor Phil Lindley. Craig Freshley, facilitator, will explain the agenda and a few ground rules to ensure an inclusive, efficient, and productive meeting.

6:10 **Why We Are Considering This**

Michael Starn, City Manager, will explain why reconstruction of Water Street is being considered and the City's vision for Water Street. Explanations will be included of potential improvements to below-ground utilities. Mr. Starn will explain the risks of not addressing the roadway and utility needs, and the potential benefits of a *planned* project to address those needs.

6:20 **What A Reconstruction Project Would Do**

Nathan Howard of the MaineDOT Bureau of Planning will outline the scope of a potential project, what Water Street might look like after reconstruction, and potential costs.

6:30 **What the Reconstruction Process Involves**

Mr. Howard will explain the time line for a reconstruction project, potential construction impacts, and how those impacts might be addressed. He will describe what recent reconstruction projects have been like in similar Maine Citys, how the design phase typically works for such projects, and how the public will be invited to participate. There will be opportunity for questions and clarifications.

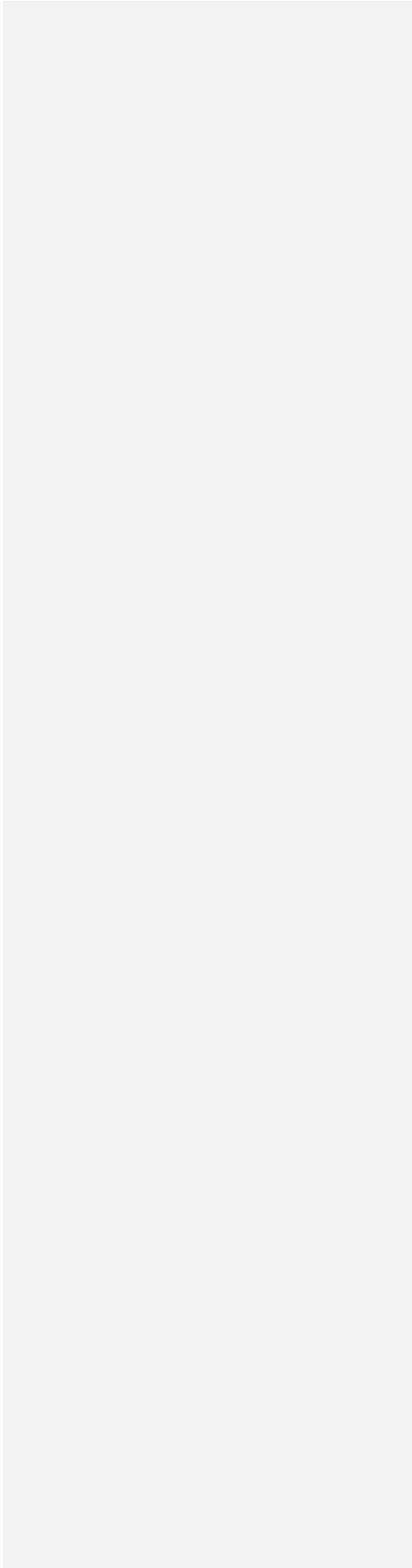
6:50 **Public Comments**

This is an opportunity for any member of the public to ask additional questions or make any kind of comment about the proposed reconstruction of Water Street.

7:50 **Wrap Up**

We will hear final words from MaineDOT and City Staff. Alan Stearns will offer closing remarks and adjourn the meeting.

8:00 **Adjourn**



Opening

Alan Stearns, Chair of the City Council's Highway Committee, opened the meeting, welcoming meeting attendees and reminding the group of upcoming meetings and elections.

- Reminded attendees that this was a meeting of the City of Hallowell Highway Committee, not MaineDOT
- Welcomed meeting attendees who were also part of city government, Councilors Phil Lindley , Lisa Harvey-McPherson, Bob Stubbs, Mark Sullivan, Lynn Irish, and Mayor Mark Walker
- Announced June 9 Council Meeting: meeting for the regular session. The council may vote on this issue if there is consensus on a path forward. Also, there will be difficult decisions made about the budget.
 - Tax rates and school
- Announced Election Day on June 10. On the ballot:
 - The school budget
 - A school bond issue
 - The public meeting on the school budget should be energetic and controversial.
 - The elementary school will have the biggest class in history next year.
- Charlotte Warren is on the primary ballot, June 10, and the general election ballot running for the state House.

Craig Freshley then spoke, reminding the group that he was there as a neutral facilitator.

- The meeting has two purposes,
 - First: to gain an understanding of what the reconstruction of Water Street might look like.
 - Second: to give your opinions.
- He reminded the group that whether or how they go about the reconstruction of Water Street is a local decision.
 - The DOT has been doing a study to imagine what reconstruction might look like, but they need local approval to go ahead with any plans.
 - Tonight is exploratory.
 - There will be time to ask questions, but we probably will not get to every one of them
 - The project has not yet been designed or financed
 - The DOT has experience with similar projects in similar places.

Craig then reviewed the Ground Rules for the meeting: principles to keep in mind in order to have a good, inclusive, and efficient meeting.

Why We Are Considering This

Michael Starn, City Manager, explained why the reconstruction of Water Street is being considered:

- Crown in the road on Water Street has been a discussed problem for many years.
 - Got in touch with DOT and asked what their plans were, which led to city meetings where we talked about designs and feasibility
 - City Managers envision projects, the City Councils decide on them.
- Street lighting situation: there had been street lights on the east side, but when he first got here there, only have been three or four lights working – it looks a lot better now than it did.
- The impetus for the discussion of Water Street: the crown is very obvious. In early discussions there were concerns that the City would have to raise sidewalks, but MaineDOT said they can do a gradual crown and not change the elevation of sidewalks – which is much easier to do.
- A lot about this project is hard to visualize, because so much of the project will be under the ground
- Sidewalks have problems:
 - Sinkholes
 - Water draining off roofs onto the sidewalks can freeze
 - This creates a dangerous situation - when people fall on bricks, bad things happen.
 - Vision of tying roof drainage into the storm water system
- Crosswalks: crown slopes on the east side
 - The lighting on the east side helps, and lighting on the west side would be helpful too.
 - There are a number of other things that can be done to make crosswalks more pedestrian friendly – the visioning process would address this.
- Infrastructure – largely invisible:
 - Drainage, which is very important, is controlled by what is underneath.
 - We need to have a storm water system that drains well
 - We have ageing water, sewer and storm water systems. Back when those systems were installed, metal and clay were the standard materials. Metal corrodes, clay erodes; infrastructure using plastic is the modern standard.

- We need to look at what we can see and what we can not see. This is not a quick fix, it is a solution for the future. This is the time to make a long-term investment in the community.

What a Reconstruction Project Would Do

Nathan Howard, Bureau of Planning, Scoping Division, MaineDOT, explained the reconstruction project with a Power Point presentation, summarized below.

Water Street Feasibility Study

- We have two options
 - Option 1: light capital paving (LCP) the “status quo option”
 - A maintenance treatment – on about a 7 year basis, expected life of 4-6 years
 - Two years ago this was done starting at the boat launch going south. Outside of this study it’s been scheduled to start in early June, from Augusta down to the boat launch.
 - Concern: improvements to storm water and drinking water systems would not be made.
 - The Water District has indicated that under-street water main is turn of the century and will need to be addressed
 - Option 2: Longer term project (20+)
 - Construction funding will not be available until 2017 or later, so this is at least a few years out if the community opts to go this route – improvements could include water, sewer and storm drains.
- Proposed project:
 - “Snow Dump” to boat launch
 - “Reconstruction” is rebuilding existing highway to modern standards – excavating out existing highway and rebuilding to make safe for all users
 - 24 inches of new gravel – we had drill rigs out doing borings – found a variety of material under Water Street, wood and bricks, but not much gravel
 - 6” of new pavement, sidewalks etc.
- Details of reconstruction:
 - City asked us to reconstruct the road, fix the crown etc. When we started, we talked about double curbs like Farmington – but after talking with the city, came up with a simpler way, leaving sidewalk and curb where they are.
 - In the 1930’s there was a rail line down the middle of the street that was just pulled out, leaving a hump. Subsequent paving has made it higher – solution, shift crown to the high side.
 - Crown is 11% or greater in some areas, want 2-4%.
 - Storm water
 - Hired a firm to put a remote controlled camera into storm drains to get a look.
 - Generally in poor condition
 - Found a variety of material, including original granite sluiceways, clay pipes, some corrugated pipes, some plastic. As

- Attend other stakeholder meeting upon request
- Street design –
 - We know how we can fix the crown, just a matter of what the lanes are
 - Constructability Analysis
 - How are you going to do this? One block at a time? One side of the street at a time? Street and utilities first then sidewalks?
 - How will business access be maintained?
 - Pedestrian access?
- Construction Schedule
 - How long will this take?
 - Could you do night work?
- Traffic Management Plan
 - Vehicle access
 - Potential detour
- Communication Strategy
 - MaineDOT Creative Services Team – will develop communication strategy during construction - posters, maybe radio ads etc.
- Construction will pose an impact to Water Street
 - Continued coordination with the Highway Committee
 - Innovative contracting
 - Can do cost + time contracting, bidding not just cost but also time, so you do not have to just take the lowest bid, you can also consider the time it would take as well
 - Can add penalties and bonuses for completion time
 - Public information plan
 - Traffic management plan
 - Construction phasing – how we can do this the quickest?
 - Off-street temporary parking – City is investigating ways to mitigate for the loss of on street parking during construction.
- Reminder – moving forward is a local decision.

Comment [HN1]: Did I say this last part at the public meeting? Not sure what this means?

Public Questions and Comments

How much would the LCP (light capital paving) schedule change if we go forward?

- A: The reconstruction project is 4-6 years out, the average LCP is scheduled every 4-6 years, so not much.

The construction phase would allow them to open the street and work on the infrastructure.

What are the options for detouring traffic?

- A: Have been discussing leaving one lane open on Water Street and detouring the other lane onto Second Street – but that could change. There might be other alternatives.

Craig encouraged DOT to talk about other options they have considered.

- We could detour both lanes on to Second Street, but that is a lot of traffic to put up there, and there are issues with turning radius. It is premature to discuss.

How long is the infrastructure supposed to last? If it is replaced how long would it last, and is it possible to do the crown without the infrastructure?

- A: To get rid of crown in some places you are cutting down 11 inches, in some places 14 inches. You are cutting off a lot of pavement, and you could be down to nothing underneath, you will be right on top of wet soil. Anything you build on that will not last, so to fix that you also have to do gravel

Craig encouraged DOT to speak more about the storm water system, asking how far down it was and how long a replacement system might last.

- Can't say for sure, but the existing system is in bad shape

If you just replaced the water main – is that a big project?

- A: Have water main all the way though here –it's not feasible financially without the reconstruction project

I have been to many meetings about this project, and at every meeting the project gets bigger – seem to have added 4 or 5 blocks to the project. There were 3 options at the last meeting I attended, and some options had dollar amounts attached to them. How did the project get so big?

Craig summarized the question – she was concerned about the cost of the project, the scope of the project, and what happened to the third option that was under discussion.

- A: We have had so many meetings looking at so many options. The committee decided that ultimately this reconstruction was the only option. There was a rehabilitation option that we thought would have almost as much impact with dramatically less benefit. The other thing is the geographic scope of this project– at the beginning it was out to 2 miles in the study area. The DOT helped to get it down to where it is now. We are presenting an oversimplified version of what we think is the best option. We decided that a full rebuild of downCity would be the best option.

Have you considered that the cause of crown could be erosion given that this is a flood plane? I have never heard about the train track before. If it is erosion, preventing that in the future is a big issue.

- A: We have not thought of the crown in terms of erosion – we would like to hear more. In general we think it was caused by the removal of the rail line in the 30’s and subsequent paving.

Who would be responsible for any damaged caused because of reconstruction?

- A: Generally that is the responsibility of the contractor

Craig asked, “If something like that happened – who would they call?”

- We would have a full time resident on this project, and a trailer where that person would be – in cases like this they do a before and after survey, so that if something comes up they have a record.

Tourists won’t travel here during construction. I know that the DOT has offered mitigation, for example doing it other than peak season, or doing work in a 24-hour cycle to share the burden. One of my concerns is Old Hallowell Day –it helps us get through winter – could you not do work for 2 weeks before Old Hallowell Day so people will want to come see us?

- A: On other projects we have talked to the community and put work restrictions for contractors into the bid specs.
 - And I only suggested the week before because people form travel habits
 - We talked about the LCP that is scheduled in June, the project manager is scheduling it before Old Hallowell Days.

I see this as a big opportunity –it is an event and maybe this is how we should treat it - create a Rebuilding Hallowell campaign.

- A: Bath did something similar with their “Detour to Bath” campaign during work on the Bath viaduct when it was closed.
- The DOT recognizes that this isn’t their normal construction project. Much of that kind of publicity campaign though falls to the responsibility of the city. We in the city government have the budget, staffing, and energy to talk about parking alternatives. We have had informal discussions with Old Hallowell Day committees about possibilities. It will take everyone pulling together. The DOT has been clear about what they will do and won’t do.

I have heard a great deal about parking – we have heard nothing about the economic impact on businesses. Also, environmental impact - I have heard nothing about dust, dirt, and grime and how it will impact every store. Who will be accountable for cost of cleaning?

- A: I will invite the DOT to speak if they have anything to add. From the Council perspective, this will not be fun. We know this will be the year from hell, that is why everyone is here tonight. We know that this is one of the toughest decisions. We

can study this forever, we can try to mitigate everything, but we are at the point when we either do it, or we say it's too big and leave it to the future.

- I'm asking that it simply be considered, the impact of the dirt.
 - We do mitigate for dirt and dust when working. We're doing a project right now on Western Ave in front of car dealerships – a lot of concern about dust. We are working with the contractor to mitigate.

How far along on the project have you gone? Do you have ideas of what this will cost us? It would be nice to have a handle on the tax bill.

- A: The big decision is go or no go, there is another table of local cost impacts. In June the goal is to make the go or no go decision. After that, the decisions to install street lamps or extend the sidewalks are discretionary decisions that can come at a later date. The city will pay nothing for the basic meat and potatoes of projects, including replacement of existing sidewalks as is – the state will cover that. Because we are a historic district, the state will do it to historic standards. The cost to the city is the additional sidewalks, in which case the federal government will cover 80%, and we will cover 20% of the costs. As for other issues, the water district investment decision is real money. If the water district replaces the main they have to decide how to cover that. The sewer district has done capitol planning; the preliminary reports say that the impact would be minimal. Rate payer water impacts would be real, but the much cheaper way to do that work is to do it when the road is open anyway.
- A: The city is taking steps to create tax increment financing – setting aside some property tax money to be used for downtown projects. It doesn't affect over-all tax rate, just directs money to downtown projects.

One of the charms of downtown is its funkiness and decay – I would like to see that charm persist. Could there be consideration, for example, for reusing curbing that already exists?

I have a resale shop and a tenant. I don't want to lose a year of income, my husband has a business, my tenant has a business next door. Very concerned about impact on business. I do appreciate the bicycle sign to keep bicycles off the sidewalk. I am very concerned about the bike lane; see it as very unrealistic – very narrow- parked cars opening their door at the wrong moment very dangerous. Not optimistic about parking.

Unfair to put full burden of reconstruction on local businesses on Water Street – can we postpone?

If we go through this plan we are looking at not only at a huge expense but also losing the good part of the season – how many businesses will go out of business because of this?

Craig recognized loss of business as the leading concern of the group.

My daughter lives a block from Washington Ave. in Portland - there was a major reconstruction project there 2 summers ago. It was truly a summer from hell because they worked all night – if anyone on the council is thinking about night work, please see a community going through it so you can see what it is like. Huge trucks, noise from dumping, piles of dirt, it is like the trucks are driving through your apartment. I am concerned not just about the people who live on Water Street, but the next block up too.

I have a vision of a newspaper headline in 2017 about Hallowell's Big Dig – how confident is the DOT that this can be completed in a single season?

- A: It depends on the restrictions we put on the contract – we can't promise that we can do it in one season until we see the restrictions.

Can we truly wait on the infrastructure? What is the cost if it breaks without the upkeep? If we are going to level off the street, why not do the infrastructure?

Detouring on Second Street - 40 years ago they were going to tear down all the buildings, people said no, it is a historic district and protections came in. At the time there was a lot of discussion about the interstate and the cost to commuters from Augusta to Gardiner– has there been any discussion about lifting tolls to encourage trucks to take the interstate during reconstruction?

- A: The Turnpike is in business to make money – during the Farmingdale projects we couldn't do it with them, we thought it was a simple idea, but the logistics of that with the turnpike were difficult.

I wanted to say that I support full reconstruction because it don't seem like we have any other option – the work needs to get done. Our friends in Augusta and Gardiner have invested a lot in their downCitys, if we don't invest in ours we run the risk of falling behind.

I'd like to say that I believe we should do full reconstruction, because otherwise you'll have one year when the roads are ripped up to deal with the water, and the next year for the sewers. It is vital those storm drains are fixed. I remember when one under Water Street collapsed – the hole was big enough to swallow a Volkswagen. The problem was not fixed cheaply or easily.

I support the whole project. My only concern is that it be done as quickly as possible. Do it around the clock. I'd rather do without sleep than without income.

Craig encouraged comments from anyone who had not yet made one.

When we rebuilt the inside of the building, we installed ADA ramps. To bring sidewalks up to ADA standards is not a small thing for someone in a wheelchair. His building is the only one people in wheelchairs can even get into. Would like to see the City be more accessible to those in wheelchairs. We can find ways to navigate this issue together as opposed to separately.

Is this our only shot to get federal funding?

- A: Federal funding is continuous. This is not a one-time shot, but you have to get in line for it. We don't have funding for this project at this time. There is no certainty for federal funding in 2017. But if you want to do this project we would want to get going.

Craig asked, if the city decided not to go forward, how long would they have to wait to get back in line for federal funding?

- A: We don't want to have to re-do this work in four years; you are going to have to convince us that something has changed.

If you gave merchants a serious break in the summer, July and August – what would the construction schedule look like, even if you had to come back next spring? Or, how much would the time shorten if you worked 24 hours a day?

- A: The more restriction, the longer this would take. In Maine the construction season starts now and runs maybe to October if we are lucky. Think about the contractor also, you stop them for 2 weeks, what are they going to do in that time?
 - Aren't they doing that in Bath?
 - It may be a very different type of project – I'm not familiar with it.

Craig summarized that these are things you would like the DOT to consider, the different time frames and impacts of closing down in July and August or working around the clock.

Every business has a different month when they do most of their business month – I'd rather just get it all done.

Question for the city council: All that money that businesses donate to the church and baseball and charities, all that money goes away when those businesses lose business. During reconstruction, we won't have extra money to give to the church or to baseball or to the larger community. How committed are we? If we say yes in June are we on the hook?

- A: If we want to do this then let's do it, then go ahead. This is a leap of courage in either direction. There is fine print. The DOT does expect a contract between the city and the state if we decide to go ahead. They don't want to spend money creating a design, and then have us say "nay". This is a good faith commitment from the City before they spend money on the design. If we want to do this, we will need to be working on these issues for several years. It is a million consecutive decisions to make.

Deteriorating infrastructure is not something you can wish away - this gives us the opportunity to control the entire process, with experts at hand to help us. My business will also be affected during reconstruction. The alternatives don't seem good.

Regarding handicap access – my building has a 3 or 4 inch lip at the door – does this process include raising the sidewalk to the entrance of the building?

- A: The ADA requirements do not require us to make changes to allow access into the buildings.
 - But could we do that?
 - Yes, but it is a cost to the business. We would work with you on that.

A lot of business folk here talking about business from the perspective of stores, but the parking planning and coordination can not be underestimated for people with employees coming in from the south. The DOT should talk to about transportation passes for employees or trucks; there are just a lot of costs to consider. Second, supporting "the whole project" what we are talking about is still open to opinions – the scope of the "whole project" is not yet defined.

Regarding businesses becoming wheelchair accessible, on the west side sidewalk every building is not at the sidewalk level. Could a redesign of the sidewalk on the west side take that into account? Bring the sidewalk to the level of the businesses?

We are fully committed to supporting full reconstruction. Someone has got to do it, either us or the next generation. We are interested in improving pedestrian safety, bike racks, working on making the downtown more friendly. We are going to work with businesses

during reconstruction, volunteer to sweep up streets or whatever else needs to be done. I don't have a business downtown but I love the businesses downtown.

Keep traffic flowing – when people stop coming through they stop doing so a few weeks before construction and it can be months before they come back. Is a temporary bridge a possibility? Can we get a feasibility study on that before the meeting in June?

Wrap Up

Mayor Mark Walker spoke to the group.

This is probably the most important decision Hallowell has made in many years.

- We have led in becoming a historic district.
- We also have to mitigate the impact of reconstruction on businesses.
 - Creative ideas to get people coming to Hallowell during reconstruction, for example, sponsoring a cup to get boats down to the landing.
 - “Slate Rising “ when Slates burned Hallowell pulled together.
 - Hallowell is a can-do city

Craig let the group know that it was now 8:00 and time for the meeting to end. He reminded the group that there were input forms available and encouraged them to leave comments.

Alan Stearns thanked everyone for attending, adding, “I know that some of you have closed your businesses for the evening to be here. Thank you very much for being here.”

Appendix



Water Street Feasibility Study

What is the status Water Street Feasibility Study?

At the request of the City of Hallowell, MaineDOT and the City have worked collaboratively to develop two options for improving Water Street from Front Street to the boat launch. The study will be finalized in the next few months following the upcoming public meeting on May 15th, 2014.

What are the 2 Options currently being considered?

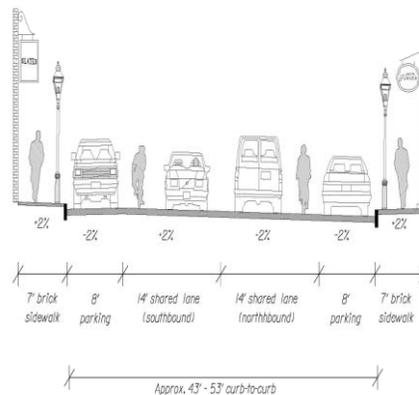
At the upcoming public meeting, the City will be looking for your input on two options for improving Water Street in the downtown.

Option #1 – Light Capital Paving (LCP). Light Capital Paving, also known as a maintenance surface treatment, is typically the application of a 5/8" overlay, used as a holding action on unbuilt roads. The section of Water Street from the Augusta Town Line to the boat launch is scheduled for LCP this summer. Without significant improvement to subbase (roadbed) and drainage system, Water Street will require this treatment approximately every 7 years.

This treatment will improve pavement condition over the short term, but will not improve the crown of the road or improve drainage. This option does not include replacement of the water main under Water Street, sidewalks or lighting improvements.

Option #2 – Reconstruction. This option includes removal of existing pavement, 24" of new gravel, 6" of new pavement and replacement of the stormwater system. This treatment will improve the crown of the road and pavement condition over the long term. This option includes a number of local amenities including new brick sidewalks and pedestrian lighting improvements, replacement of the aging water main and potential improvements to the sewer system. Reconstruction improves the slope of Water Street to safely accommodate on-street parking.

PROPOSED WATER ST. CROSS SECTION (OPTION #2)



What are the next steps?

If the Hallowell City Council passes a resolution supporting Option 2, MaineDOT will begin the Preliminary Engineering (PE or design) stage for a future highway project, subject to available funding. The PE stage would take approximately 18 months and would include additional public meetings. MaineDOT's support of the design process is not a guarantee of future funding for construction.

How do I obtain additional information?

For more information and to follow this project's progress, please visit <http://www.hallowell.govoffice.com/>

Or contact:

| | |
|---|---|
| Michael Starn Hallowell City Manager 207.623.4021 citymanager@hallowellmaine.org | Nathan Howard MaineDOT Project Manager 207.624.3310 Nathan.howard@maine.gov |
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