

**STATE GOAL**

*To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.*

**INTRODUCTION**

Streets affect the value of property, the economy of the Town, and the overall safety and convenience of Brownville's residents, who depend on a well-maintained road system. Only through adequate roads and control of traffic flow can the community be assured of economical, efficient, and safe circulation patterns.

**ROAD TYPES*****Arterials***

Arterials are characterized by high-volume roadways, which provide linkage between major cities and towns and developed areas, capable of attracting travel over long distances. Basically, they provide service to interstate and intercounty travel demand. The arterial system typically provides for high travel speeds and the longest trip movements. The degree of access control on an arterial may range from full control (freeways) to entrance control on, for example, an urban arterial through a densely developed commercial area.

***Principal Arterials***

These are highways in rural and urban areas that provide access between an arterial and an airport, public transportation facility or other intermodal transportation facility. These roads are owned and maintained by the State.

***Collectors***

Collector routes are characterized by a roughly even distribution of their access and mobility functions. These routes gather traffic from local and private roads and deliver it to the arterial system. Traffic volumes and speeds will typically be lower than those of arterials. These roads are usually town or state funded, mainly because of their limited access and purpose. These roads are maintained by the state. Voters in some cases pass a road construction referendum. Both the State and Federal government will usually match the amount voters approve, or give a percentage, usually in the form of a grant. In either case, Brownville residents pay their fair share for maintenance to state-owned roads.

Rural Collectors generally serve travel of primarily intracounty rather than statewide importance and travel distances are shorter than arterial routes.

1. **Major Collector Roads (regional):** (a) Serve county seats not on arterial routes, larger towns not directly served by higher systems (b) link nearby larger towns, or cities, or with route of higher classifications (c) serve more important intracounty travel corridors which could connect consolidated schools, shipping points, important agricultural areas, etc.
2. **Minor Collector Roads (local):** Spaced consistent with population density to accommodate local roads within reasonable distance of collector roads. Provide service to smaller communities. Link locally important traffic generators with the arterial system.

### *Local Roads and Streets*

All public roads and streets not classified as arterials or collectors have a local classification. Local roads and streets are characterized by many points of direct access to adjacent properties and have a relatively minor role in accommodating mobility. Speeds and traffic volumes are usually low. These roads are within the town and the town maintains them. These roads usually carry only local traffic and serve only the abutting properties. Depending on the owner of a particular road, these roads are maintained by either the town, a land developer or road association.

The Brownville Town Manager acts as the Road Commissioner for the Town. The town relies on the road commissioner to determine which roads need immediate attention and which ones can wait.

### *Private Roads*

Private roads include subdivision roads. In some cases, because of the new Enhanced 911 system, private roads include some driveways. A driveway will have a name if it accesses more than one residential structure, to lessen the confusion for emergency personnel. Whatever the case may be, private roads receive their maintenance from a source other than the town or the state.

## **ROAD INVENTORY**

An inventory of Brownville's roads is shown in Table 1. The roads are divided into four categories of road function: arterial, collector, local and private. The table also indicates ownership, maintenance responsibility, surfacing, and overall condition for Brownville's approximately 39 miles of road. The Town is financially responsible to maintain approximately 24 miles of road. Map F-1 depicts Brownville's transportation system. Maps F-2 and F-3 show local roads in Brownville and the Brownville Junction area.

Table 1

<b>TOWN OF BROWNVILLE ROADWAY INVENTORY</b>						
Name of Roadway	Collector	Local	Private	Owned/ Maintained By T - Town P - Private S - State C - County	Surfacing  P - Paved G - Gravel	Overall Condition  G - Good F - Fair P - Poor
		Approximate Length in Miles				
Airport Road		0.30		T	G	G
Barberri Rd		0.28		T	G	G
Beech Ridge Rd			0.30	P	P	F
Buckley`s Corner Rd		0.27		T	P	G
Burgoine Road			0.20	P/T	G	F
Center St		0.42		T	P	G
Charlottes Rd		0.17		T	G	G
Church St		3.37		T/S	P	G
Circle Dr		0.14		T	P	G
Cove End Rd			0.60	P	P	G
Davis St (Route 11)	2.75			T/S	P	G
Fisher Av		0.28		T	P	G
Forest Av		0.13		P	P	G
Front St		1.41		T	P/G	G
Gerrish Av		0.14		T	P	G
Gill Rd		0.15		T	P	G
Henderson St		0.31		T	P	G
High St		0.68		T/S	P	G
Hill St		0.06		T	P	G
Hunter Av		0.77		T	P	G
Jaquith Pond Rd		1.00	0.29	T&P/T&P	G	F
Jones Blvd			0.09	P	G	F
Katahdin Iron Works Rd		0.04		T	P	F
Kineo Av		0.16		T	P	G
Kirby Rd		0.12		T	P	G
Knights Landing Rd		0.14		T	P	G
Lake Ave		0.21		T	P	G
Lake View Rd		2.16		T	P	G
Lincoln Av		0.12		T	P	G
Main Rd (Route 11)	7.74			S	P	G
Meulendyke Ave		0.21		T	P	G
North St		0.29		T	P	G
Page St		0.42		T	P	G
<b>TOWN OF BROWNVILLE ROADWAY INVENTORY</b>						

(cont.)						
Name of Roadway	Collector	Local	Private	Owned/ Maintained By	Surfacing	Overall Condition
Length in Miles						
Pine St		0.12		T	P	G
Pleasant St		0.81		T	P	G
Quarry Av		0.56		T/P/C	P/G/G	G/P/P
Railroad Av		0.46		T	P	G
Richard St		0.07		T	P	F
Rips Rd		0.28		T	G	G
Ross Rd		0.34		T	G	G
Russell Rd		0.66		T	G	G
Ryder Av		0.27		T	P	G
Schoodic Lake Rd		2.18		T/S	P	G
Shore Rd			0.42	P	G	F
Smith Rd			1.70	P	G	F
Spencer Rd		0.60		T	G	G
Spring St		0.26		T	P	G
Stachfield Ridge Rd		0.33		T/S	P	G
Stickney Hill Rd		2.59		T/S	P	G
Treatment Plant Rd		0.25		T/T	G	G
Twelve Mile Rd			0.81	P	G	G
Van Horne Av		0.51		T	P/G	F
Whitten St		0.03		P/T	G	G
Windy Hill Rd		0.10		T	P	G

Source: *Maine Office of Geographic Information Systems  
Local records and opinions*

Within the Town are 10.49 miles of State-owned roads in overall good condition; 24.17 miles of Town-owned roads in overall good condition; and 4.4 miles of privately owned roads in overall fair condition. It is also estimated that in addition to the above, there is approximately 16 miles of commonly used logging and/or forestry roads.

### **TRAFFIC VOLUME AND PATTERN**

Many factors influence traffic count results. When traffic volumes are counted over long periods of time, the annual average daily traffic volume (AADT) can be determined. The AADT is the total annual traffic volume divided by the number of days in the year. These average daily figures do not reflect peak daily traffic volume. Traffic counts are meant to help understand the overall patterns of vehicular movements. Table 2 shows AADT for locations within Brownville. Brownville's traffic volumes and patterns are a result of its geographic location.

Table 2

<b>TOWN OF BROWNVILLE TRAFFIC COUNTS</b>					
STA	Road	Location Reference	Type	Group	1999 AADT
00101		Elm Court N/O SR 11 (Davis St)	C	II	1490
00407		Van Horne Ave W/O SR 11 (Front St)	C	II	380
01101		Front St N/O Main St	C	II	730
01107		Main St W/O Front St	C	II	1250
00103	0011X	SR 11 (Davis St) E/O Elm Court	C	I	1680
00107	0011X	SR 11 (Front St) W/O Elm Court	C	I	2510
00205	011X	SR 11 (Front St) .10 MI S/O Page St	C	I	2490
00602	011X	SR 11 (Davis St) NE/O Fisher Ave @ CUL	C	I	1480
31900	011X	SR 11 BR#3355	C	II	1270
32301	011X	SR 11 N/O OR 367	C	II	1240
32306	011X	SR 11 SW/O IR 367	C	II	1370
32002	0011X	SR 11 NE/O IR 2009@T05 R09 NWP TL	C	II + III	830
32305	00367	IR 367 S/O SR 11	C	II	300
34405	00367	IR 367 S/O IR 376	C	II	600
34403	00376	IR 367 (Schoodic Lake Rd) E/O IR 367	S	III	460
32001	02009	IR 209 N/O SR 11	C	II	250

Source: *Maine Department of Transportation AADT Maps  
2000 Maine Transportation Count Book*

**Location Abbreviations**

SR = STATE ROUTE	IR = INTERMEDIATE ROUTE	TL= TOWN LINE	BR = BRIDGE
N/O = NORTH OF	NE/O = NORTHEAST OF	NW/O = NORTHWEST OF	E/O = EAST OF
S/O = SOUTH OF	SE/O = SOUTHEAST OF	SW/O = SOUTHWEST OF	W/O = WEST OF

**Type Abbreviations**

C COVERAGE COUNT  
S SPECIAL COUNT

**Group Abbreviations**

I--URBAN GROUP II--ARTERIAL GROUP III--RECREATIONAL GROUP

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**

The Regional Transportation Advisory Committee (RTAC) process created by MDOT, facilitates public participation during the formulation of transportation policy. RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative forms of transportation, as well as members of the general public. The purpose of the RTAC is to provide early and effective input into MDOT’s plans and programs. The RTAC process is an effort to de-centralize transportation planning and give the general public an opportunity to help shape transportation policy and the decision making process.

The RTACs, in collaboration with MDOT and Regional Planning Commissions, develop regional advisory reports for each RTAC Region. The Town of Brownville is part of RTAC-Region 3, which encompasses Penobscot and Piscataquis County. The advisory report outlines each RTAC’s objectives, goals, and strategies for improving transportation systems in their respective regions and the state. The RTACs meet regularly and advise the MDOT on a number of issues including advisory reports and helping with the prioritization of major collector and arterial improvement needs in the region as outlined in the Department’s Six Year Plan updated every two years. The Biennial Transportation Improvement Program, the Department’s capital

budget selects projects from the Six Year Plan to fund. The best way for Brownville to make priorities known is to communicate with the Department, particularly when the Department solicits municipalities for transpiration projects that should be considered for future funding.

### **HIGH CRASH LOCATIONS**

The Maine Department of Transportation (MDOT) rates accidents according to a Critical Rate Factor (CRF), which corresponds to the number of times the actual accident rate exceeds the expected accident rate. Generally, a CRF of 1.0 or more indicates a higher than usual number of accidents at that specific intersection or stretch of road. According to the MDOT, during a two-year study period from January 1996 to December 1998, Brownville had a total of 27 reported accidents, with the highest number occurring in the month of March. Two intersections in Brownville have a CRF of more than 1.0. The first is the intersection of High Street and Rips Road with a CRF of 2.55 and the second is the intersection of Front Street and Henderson Street with a CRF of 1.67. In addition, there are two stretches of road that also have a CRF of more than 1.0. Main Road (low node: 06039; high node: 06996) has a CRF reported of 2.45 and Davis Street (low node: 06047; high node: 06048) has a CRF reported of 1.61. The majority of accidents that occur in Brownville are vehicles hitting animals (deer and moose) that run into the roadway. The second leading cause of accidents in Brownville is running off the road, most likely due to inclement weather conditions.

The Maine DOT identifies a high crash location as a location that exhibits a Critical Rate Factor (CRF) equal to or greater than 1.0 and has experienced at least 8 crashes in the most recent complete 3-year period. Using information provided by the Maine DOT in 2000, Brownville does not have any high crash locations.

Although not considered high crash locations, there are other areas of roadway in the Town that are of local concern. The majority of vehicle accidents that occur on these stretches of road involve animals. Some believe that feeding animals contributes to the number of accidents that occur. Speeding is another factor contributing to how dangerous these roads are. Some of the stretches of road mentioned include the intersections of Front Street and Railroad Avenue, Church Street and Route 11, Railroad Avenue and Route 11. Additional stretches of road that are of concern to residents include Main Road near the elementary school, the Treatment Plant Road and Schoodic Lake Road. In 2001, the Chief of Police reported making 354 traffic stops and attending 16 traffic accidents, he further indicates in the Town's 2001 Annual report that "speeding continues to be a problem."

## **TRAFFIC CONTROL DEVICES**

The only traffic control device found in Brownville is Railroad Crossing Lights, which belong to the Railroad. The devices appear to be functioning properly.

## **BRIDGE INVENTORY**

The Maine Department of Transportation indicates that there are five bridges in Brownville owned and maintained by the State, and one owned and maintained by the Railroad. Table 3 describes the bridges and their sufficiency ratings. A sufficiency rating refers to a bridge's structural (piers, deck, abutments, rails, etc.) and functional (serviceability, width, etc.) sufficiency or its likelihood of needing capital improvements (other than paint or wearing) for at least ten years. The Town of Brownville has identified an additional bridge, named the Town Line Bridge located on Pleasant Street. The bridge appears to be in good condition.

Table 3

<b>TOWN OF BROWNVILLE BRIDGE INVENTORY</b>				
<b>Bridge Name</b>	<b>Bridge Number</b>	<b>Owned and Maintained By</b>	<b>Year Built</b>	<b>Sufficiency Rating</b>
Brownville Bridge	0923	MDOT	1980	93.8
Brownville Junction Bridge	3222	MDOT	1935	30.0
Railroad Avenue Bridge	0967	Railroad	1956	--
Stevens Bridge	3589	MDOT	1969	82.3
Town Line Bridge	--	Town	1940	Good
Walker Bridge	3355	MDOT	1957	66.2
Whetstone Bridge	3588	MDOT	1961	63.5

Source: Maine Department of Transportation  
Town Line Bridge Information - Local opinion

Local opinion indicates that inappropriate signage and poor sight distance create safety hazards on the narrow bridges. In addition, the Railroad Avenue Bridge and the Brownville Junction Bridge are in severe need of paint. Furthermore, based on the DOT's sufficiency rating, the Brownville Junction Bridge is in poor structural condition and should be repaired. Several local concerns about the bridge include how narrow the bridge is since it is used primarily by large trucks, the poor sight distance from all angles, and the expansion crack on the approach is a bit too wide. Consideration should be given to painting the bridge, improving sidewalks by widening, and improving to a two lane bridge to increase the sight distance on the bridge. The Town is also concerned about the paint, sidewalks and sight distance on the Railroad Bridge. These concerns shall be communicated to Eastern Maine Railroad. The Town will communicate concerns regarding state owned bridges to MDOT. Structural concerns will be discussed with engineers and planners from MDOT's Bridge Management Section.

**RAILROAD FACILITIES**

Brownville Junction was the result of railroads. The Katahdin Iron Works had a railroad that ran from the Iron Works above Brownville to Bangor. The Canadian-Pacific Railroad later came through the Town, making it a busier place. With all these railroads, the only entrance to the Town is under the railroad bridge by the Pleasant River. When the Katahdin Iron Works died away, the rails from Bangor were connected to the Bangor and Aroostook Railroad (B&A). These are still used today. A few years ago the Canadian-Pacific Rail dissolved itself and was bought up by the owners of the Bangor and Aroostook Railroad. The B&A System includes Bangor & Aroostook Railroad, along with the Canadian American Railroad Co., Quebec Southern Railway Co., Northern Vermont Railroad Co., Newport and Richford Railroad Co.

In October 2001, Bangor and Aroostook Railroad was involuntarily placed in Chapter 11 Bankruptcy protection. In October of 2002, the bankruptcy court approved a deal in which Rail World, Inc. proposed to purchase 835 miles of tracks, facilities and real estate from the B&A System for \$50 million.

Rail World is forming a new company, called Montreal, Maine and Atlantic Railway, and plans to revitalize a system that has been losing millions of dollars in revenue in the last few years. B&A System is not the only rail line Rail World is buying. In September 2002, Rail World, Inc. announced that it concluded an agreement to buy two Canadian Pacific Railway lines, linking the B&A System with two lines in northern Vermont.

The Town will work with the railroad to ensure safety of residents, natural resources, railroad equipment and employees. Some of the items that should be discussed include keeping appropriate fencing around the rail yard to keep people out, obtaining a second access for emergencies, acquiring appropriate equipment and training to handle emergencies, and access/egress for recreational vehicles. The Town of Brownville has been awarded a Homeland Security Grant, in which the monies could be used to address some of these issues. Maps F-4 and F-5 show the rail systems in the Town of Brownville.

**AIRPORT FACILITIES**

The Town of Brownville has one privately owned airport, the Webber Jones “International” Airport. The Airport’s hangar holds three to four single engine airplanes and does not provide commercial service. The Airport is located off of Route 11 between the Village and Airport Road. The airstrip is in poor condition.

**SIDEWALKS/PEDESTRIAN FACILITIES**

The Town of Brownville has approximately 2.3 miles of sidewalks. The sidewalks are generally in fair to poor condition. The Town plans to coordinate a volunteer committee to make recommendations to the Board of Selectmen for a sidewalk rehabilitation project.

## **ACCESS MANAGEMENT**

Access management is important for all roads – especially as relates to safety and potential drainage impacts of poorly located and built access points, whether they be, in DOT terms, driveways (up to 50 trips per day) or entrances (more than 50 trips per day) and public and private roads. Maine DOT’s access management standards/rules apply to the 10+ miles of collector roads in Brownville (Davis and Maine Road – or Route 11). The purpose of those rules is to protect public safety and protect the public investment by managing drainage. Access onto Route 11 requires a permit from DOT Division 3 Offices in Bangor.

To maintain and improve traffic flows, the future Land Use Ordinance will include access management performance standards in accordance with MDOT access management rules. Development proposals within those districts which necessitate frontage, driveways and/or entrances along the corridors will require a MDOT permit in accordance with MDOT Access Management Administrative Rules.

## **CORRIDOR PLANNING**

The purpose of corridor planning is to supply a regional approach for corridor management. Corridor planning is necessary for the continued efficient movement of traffic. Corridor planning is directly related not only to mobility, but also to economic activity and regional mitigation efforts that are necessary for the vitality of the area. It is important for neighboring communities to recognize the importance of corridor planning and to work together to create a regional access management master plan.

## **POLICY AND IMPLEMENTATION PLAN**

In order to plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development the Town of Brownville has developed the following policies and implementation strategies:

- 1. Policy:** The Town of Brownville shall develop a strategy to ensure Town roadways, bridges, and sidewalks are constructed and maintained properly.

### **Implementation Strategies**

Under direction of the Town Manager, the Public Works Department shall prepare a sidewalk inventory with condition ratings.

The Board of Selectmen, in coordination with the Road Commissioner (Town Manager) shall implement a capital improvement plan to finance and outline long-term priorities for roadway and sidewalk construction and maintenance.

The Planning Board shall develop, adopt and incorporate new road construction standards in the local subdivision ordinance and future land use ordinance.

The Planning Board shall evaluate the current set-backs and develop and adopt new standards to prohibit building on the Town’s road right of way to assist the Public Works Department in roadway and sidewalk maintenance.

**Responsibility:** Planning Board, Board of Selectmen, Town Manager

**Time Frame:** within two to five years

**2. Policy:** The Town of Brownville shall encourage the appropriate authorities to maintain and improve the State Route 11 corridor from Milo through Brownville to Millinocket to the highest feasible extent.

**Implementation Strategies**

The Road Commissioner (Town Manager) shall stay informed of the activities of the Regional Transportation Advisory Committee and attend meetings regularly to ensure local issues are communicated.

The Board of Selectmen, with the assistance of the Road Commissioner, will respond to DOT scheduled requests for information regarding improvement needs and/or priorities.

**Responsibility:** Road Commissioner, Town Manager

**Time Frame:** within two years

**3. Policy:** The Town of Brownville shall seek to reduce safety hazards affecting the community in regards to state and local roadways and bridges.

**Implementation Strategies**

The Board of Selectmen shall send a formal request to MDOT asking that appropriate signage be maintained on all MDOT bridges to ensure passenger safety, in addition the Board of Selectmen will communicate aesthetic needs for all bridges, specifically the Railroad Avenue Bridge and Brownville Junction Bridge for painting, to the MDOT..

The Board of Selectmen will contact DOT’s Bridge Management Section to communicate concerns and strategies for improving the structural condition of the Brownville Junction Bridge.

The local Police Department shall continue to enforce all traffic laws on roadways and bridges.

To maintain and improve traffic flows, the future Land Use Ordinance will include access management performance standards in accordance with MDOT access management rules. Development proposals within those districts which necessitate frontage, driveways and/or entrances along the corridors will require a MDOT permit in accordance with MDOT Access Management Administrative Rules.

The Planning Board shall include access management performance standards in accordance with MDOT access management rules for driveways and entrances in the future land use ordinance.

**Responsibility:** Board of Selectmen, Planning Board, Police Chief, Road Commissioner

**Time Frame:** on-going

**4. Policy:** The Town shall implement and maintain a filing system identifying the location of all underground utilities.

**Implementation Strategies**

The Board of Selectmen shall require all projects completed in the Town have as-built plans developed and submitted to the Town office.

The Town Manager shall maintain a record of all as-built plans in the Town Office and make the plans available to the public.

The Town Manager will communicate with DIG SAFE to track the location of underground utilities.

**Responsibility:** Board of Selectmen, Town Manager

**Time Frame:** on-going

**5. Policy:** The Town will work with the railroad to ensure safety of residents, natural resources, railroad equipment and employees.

**Implementation Strategies**

The Board of Selectmen shall create a “Rail Services Committee” to meet with the Railroad on an annual basis to address concerns related to railroad activities in Brownville. Focus of discussion will include: keeping appropriate fencing around the rail yard to keep people out; obtaining a second access for emergencies; acquiring appropriate equipment and training to handle emergencies; and access/egress for vehicles.

**Responsibility:** Board of Selectmen

**Time Frame:** within two years