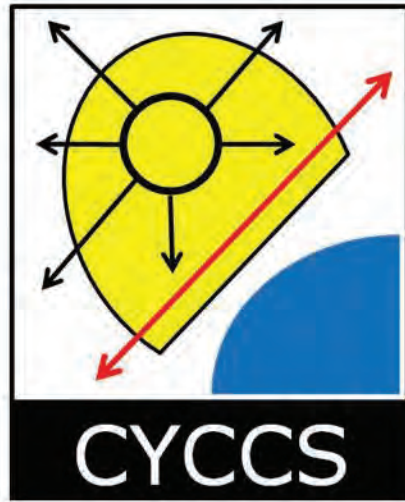


ADDENDUM



- City of Sanford Substantive Comments to the Central York County Connections Study
- Comment from the CYCC Final Draft Report – Route 224 Alternative
- SMPDC Comments on the CYCCS
- MaineDOT Responses to Public Comments Received for the Draft Final Report
- Summary of Report Recommendations, Priorities, Applicable MaineDOT Projects & MaineDOT Comments
- MaineDOT Recently-Funded Projects in the CYCCS Area

City of Sanford
Substantive Comments to the:
Central York County Connections Study

Mr. Gerry Audibert, P.E.
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Mr. Audibert,

Please accept the following document as substantive comments compiled by the City of Sanford by Administration and as reviewed, revised, and authorized by the Sanford City Council on November 12, 2014. Pursuant to the review of the Draft Final Study Report of the Central York County Connections Study, the City of Sanford finds the following:

The City's comments are organized to correspond to each Section of the Final Draft.

Executive Summary:

1. The study is guided by a Purpose and Need Statement, which articulates that the study is to identify transportation and related land use strategies that enhance economic development opportunities and preserve and improve the regional transportation system.

Although recognition was granted early in the Study that the connections between I-95 and the Spaulding Turnpike via Route 202 were ruled as outside the scope, subsequent funding was directed to Southern Maine Regional Planning commission to develop the Route 202 Corridor Report. The City finds that the importance of the Route 202 corridor as an east-west connector from I-95 to the Spaulding Turnpike is of utmost importance on the grounds of:

- It would alleviate pressure on the I-95 corridor in York
- It would provide an alternate route across the Piscataqua River
- It would enhance strategic interstate movements
- It would address the volume of heavy truck traffic already using this corridor for daily operations

Elements of the SMRPC Report should be incorporated into the CYCCS as referenced in Section 7 Recommendations with special emphasis placed on:

- Improve communications between the communities of Rochester, Lebanon and Sanford – perhaps by convening as a Route 202 corridor committee for future meetings
- All three communities, to the extent possible, should work with MaineDOT to plan for the eventual need to maintain Route 202 to the appropriate Customer Service Level.
- Consider developing a Corridor Management Plan with MaineDOT
- Consider conducting a future build-out analysis to determine potential future effects of growth on the Route 202 corridor

2. The City requests that a stronger emphasis on the impacts to economic development be emphasized as opposed to focusing solely upon current needs assessments. Certain noted aspects

of recommended improvements were not scored for potential cost to benefit ratios. Many of these items should remain under review for future potential.

3. The City of Sanford strongly supports the listed Recommendations on ES-3 of:

- Passing Lanes (Lyman – Arundel Segment)
- Passing Lanes (Alfred – Lyman Segment)
- Improve Route 111/202 intersection at Route 4/202 (Alfred)
- · Rehabilitate and Improve Route 202 between June St and River St (Sanford)
- · Improve Route 202 & River St intersection (Sanford)
- · Improve Route 202 & Route 109 intersection (Sanford)
- · Corridor-wide Signage Improvements

4. ES-4 lists “Other Potential Long-Term Actions” demonstrating merit that are not fully or clearly justified based on existing or projected conditions.....

- Reconstruct Route 202 near Goodall Hospital (Sanford)

The City strongly disagrees with this low priority and requests, as it will in later Sections, that this reconstruction be raised for consideration due to:

- Sight impediments at the entrance to a Hospital and Emergency Department
- Failed road base, shoulders, and drainage
- Topography impedes traffic
- Safety

5. ES-4 lists “Other Potential Long-Term Actions” demonstrating merit that are not fully or clearly justified based on existing or projected conditions.....

- Paved Shoulder Improvements on Route 11A (Sanford)

The City strongly supports this improvement, as it will in later Sections, to improve and preserve the road segment as well as improve bicycle and pedestrian safety on a noted recreational corridor.

Table ES 1-1: Summary of Highway Recommendations

1. **H-9: Rehabilitate Route 202 (June St and River St)** – The City notes that the benefit-to-cost ratio analysis was not determined for this critical section of Route 202 and states that it should be measured. It is further noted that unless this Section of Route 202 is improved, all other improvements along the Corridor to the east or west will be diminished by the poor mobility of this Section. This Section should also take into consideration the issues at entrance to Goodall Hospital as listed in the City’s comments under ES-4.

2. **H-10: Improve Route 202 & River Street Intersection** – The City notes this is listed as a Medium Priority and strongly requests that it be elevated to a High Priority and a time frame of 1-2 years. It is yet another Section that until improved will detract from other improvements made to the east or west of the Route 202 corridor. The City has also made significant investments into this intersection as follows:

- City acquired the former sight impediment of the Corner Building and has removed the Building at a costs of not less than \$250,175

- There are additional opportunities currently available to acquire other adjacent tracks of vacant land at this intersection to allow for listed improvements such as a left turning lane onto River Street

3. H-11: Improve Route 202 & Route 109 Intersection – The State recently made improvements to the south side of Route 202 at this intersection with new pavement to the NH Line, yet did not perform improvements within the Intersection. The City did, however, upgrade the traffic light control system from loop detection to camera detection at an expense of \$18,000. The City agrees that it is a High Priority especially given the number and weight of trucks using this intersection. The City recognizes that this intersection should be part of the overall traffic light improvements for the Route 109 corridor through Sanford, currently under development within MDOT. The City will later note the importance of improving the Route 109 traffic lights to improve the mobility of the Route 109 and cross traffic patterns for Route 202 as significant to the regional mobility within and across York County.

4. H-16: Traffic Signal Upgrades – Route 109 in Sanford – the City strongly supports this assessment and requests that this be raised to a High Priority within the 1-2 year term. The current system of traffic lights is not coordinated/connected and mobility is lost as a result. The City believes that MDOT already has this objective under study and plans improvements within 1-2 years.

The City further notes that the State has approved the construction of Sanford's New High School that will have both Route 109 and Route 4 entrance points. The results of the Traffic Movement Study for this New High School at Route 109 and Old Mill Road should be reviewed, accounted for in the pending traffic light improvements, as should turning lane realignments. The City notes that there is sufficient width along many sections of the Route 109 corridor that would/could provide for the addition of turning lanes to further enhance future traffic light improvements. Such improvements are illustrated by the 2014 improvement for a center turning lane in Sanford on Route 109 from Emery Street to Berwick Road.

5. H-17: Monitor and Improve School St/Gavel Road Intersection – City notes the benefit-to-cost ratio has not been assessed and requests that it be assessed. The City recognizes this intersection on Route 4 as a hazardous intersection. The Intersection was not recognized in Phase III of the Study as a high crash location. Communications with MDOT and further assessment now finds that it is a high crash location and should therefore be assessed under the new criteria. The City has discussed frequently the need to improve the intersection and not be reliant upon the current set of experimental traffic signals that if not functioning will result in loss of property and or life. The City as a Traffic Impact Ordinance and has collected dedicated funds to address this intersection. The City will request a future MPI Project for this intersection and will further invest matching resources towards a cooperative solution for the current sight impediments of this major intersection.

The City further believes that due to the future construction of a New High School having access off Route 4, the priority of this intersection is further elevated.

City recognizes that MDOT currently has this intersection under design and may address in the near term within 1-2 years.

6. H-19: Paved Shoulders on Route 224 – The City supports this improvement as a medium/high priority. The City recently completed an MPI Project with the State to reconstruct

and pave this Section of Route 224. Paved shoulders would improve the mobility, preserve the investments recently made in the travel lanes, and greatly enhance the bicycling and pedestrian opportunities along this cross town route. The City has made significant trails connectivity improvements to Route 224 and also desire to construct sidewalk connectivity for the Carl Lamb elementary school that currently lacks sidewalk connectivity to the adjacent residential neighborhoods. The City installed concrete curbing on Route 224 to the School this past year in preparation for future sidewalk installation.

7. H20 & 21: Paved Shoulders for Routes 35 & 99 – The City supports the paving of these shoulders for the same reasons as listed under H-19.

8. H22 :Eliminate “Y” Intersections – The City notes the ability to participate in such an improvement at Route 4 and Jagger Mill. The City has collected Traffic Impact Fees and may use these funds to participate with MDOT to better align this Intersection and to provide for a left turning lane for south bound traffic. The New High School will also have an egress point at this intersection with Route 4 that should be coordinated in design and timing of operations as possible.

9. ES-6 Land Use and Access Management – The City supports the implementation of Land Use Management along the Route 202 Corridor to both preserve current mobility and to improve future mobility. The City would support the implementation of a Corridor Management Plan and would actively participate in a Regional Planning Commission to develop the Corridor Wide Plan and would further commit to implementing the strategies within Sanford’s Comprehensive Plan and Land Use Codes. The City already has adopted elements of the State Highway Access Management and has incorporate many of the strategies listed, but again notes its willingness to participate in a Corridor Management Plan.

10. ES-7 Facilities and Access to Transit: - The City recognizes the following key points for this Section:

- The City continues to recognize the need for public transportation and facilities within Sanford and the Region. The need to continue to view the public transit operation as a Region/County is essential for the economy of scale needed for a transit system. There will continue to be a collective need for a transit provider and should continue as it is the continuum of funding and services that allows for a system. The Study should emphasize the need for stronger support of the combined regional transit system.
- The City agrees to the need to create park n ride facilities. The City requests MDOT assistance to leverage the construction in the near term (1-2 years) of a facility off High Street and Heritage Drive in Sanford’s Downtown. The City has and will be expending local dollars and Brownfield funds towards the creation of this facility. This location is central to Sanford’s highest population densities, is adjacent to YCCA transportation facilities, and coincides with the City’s development strategies.
- The City has obtained a Federal Grant to study connectivity with the Sanford Regional Seacoast Airport and desires to incorporate that connectivity Study with the CYCCS to improve upon regional transit options. Opportunities to expand the Zoom system to connect with the Wells Transportation Center, Amtrak, and a future commercial bus

operation are desired. Details and the ability to combine these two Studies should be noted and coordinated.

- There is currently no coordinated routes/connections for bus routes for the Tri-City region of Sanford/Biddeford/Saco. The Study should further emphasize the need for such connectivity as listed on ES-9. The Study should also list the need to connect regionally with the greater Portland Transit Authority which would open options to commercial carrier routes.
- The State must consider the restoration of the Bonus Transit Funds as necessary for the support of the Tri-City transportation network. Absent this future support, the current system of bus transportation is highly at risk in York County. The newly derived system of delivering these prior funds has not proven to be beneficial to the continued bus operations in Sanford or elsewhere in York County. The City will be addressing this with its Legislators if not corrected.

Chapter 3: Highways

1. The City concurs that the feasibility of permitting and constructing new corridors and lane miles is low. The City concurs that it is more feasible to construct transportation improvements within the existing rights of way that will produce greater near term economic benefits than improvements not made due to time and complexities in permitting new corridors or to muster sufficient funds to build new lane miles.

2. The City recognizes a remaining impediment to the mobility of Route 109 through Wells, the High Pine area, that should be evaluated to increased speed as reconstruction of this section of corridor has design speeds of greater than 35 mph, 8 foot shoulders and 12 foot travel lanes, few curb cuts, and no pedestrian sidewalks. The warrants do not support the reduction to 35 mph in this zone.

3. Table 3-8, page 2-23, High Crash Locations (HCL) Segments

S-s7 Gerrish Drive to Old Mill Rd – new School intersection will impact

- New High School intersection will align with Old Mill
- Need to move from Shopping Center entrance to Old Mill
- City will commit to providing back access to businesses on School Site side right in right out at this location with the goal of restricting excessive access to Route 109

Table 3-9 HCL Intersections

- a. S-si1, S-si2, S-si3 Brook, Riverside Ave, 202 – City recognizes these are all due to sight distances, lack of traffic lighting, and needed intersection improvements
 - City recognizes sight impediments and design as the contributing factors

- b. S-si5 109/Roberts – City notes as major cross town route taking pressure off 109 and connecting to 202 Lebanon Road - need to retime lights to allow for traffic to enter/exit Roberts - stacking capacity at 109/Washington insufficient to accommodate peak flows – left turn off Roberts onto Route 109 Main Street nearly impossible during peak hours
Retiming of Light at Washington and 109 to allow left hand turn access
Cross walk has had several accidents
*City to add Pedestrian Signs in Cross walk during summer season

S-si6 109/Old Mill – The City is to construct a New School Intersection that needs to be coordinated. Insufficient stacking capacity to light at Marden's Shopping Complex prevents egress in or out of Old Mill and will be further exacerbated with increased traffic at this location.

- Movement of Marden's Traffic light to Old Mill Location (essential)
- Addition of second lane south bound for 5 lane capacity both directions

*S-si7 Rt 4/School Street – The City conducted a recent review of this location with MDOT and now notes that is a High Crash Location and requests it be so updated, assessed, and considered as a High Priority for improvements within 1-2 years.

S-si8Rt4/Jagger Mill - City has identified as needing improvements, has been collecting funds via Traffic Impact Fee Ordinance and proposes to participate via an MPI Project – See comments H22 Y Intersections.

Regional Highway Expansion

1. The City notes that the scope of the Study did not analyze Route 202 corridor west of Sanford to New Hampshire Turnpike - a Bill was introduced in the Legislature but was tabled – SMRPC was allocated funding to Study the improvements for 202 west of Sanford to improve east-west connectivity. The findings of this Report should be included as an addendum to this Study.
2. The City supports Regional corridor strategy B-1 Upgrade of Rte 111 & 202 between Sanford and Biddeford as having a high benefit-to-cost ratio of 1.4. The City further recognizes the increased economic and commerce opportunities as well as the ability for workers to commute along this corridor. The City further notes that most improvements can be made within the existing right of way, does not significantly increase future lane miles and maintenance costs, and has the highest regional benefit analysis of any others within the Study.
3. The City requests further consideration of Option B-4 Southern Sanford Bypass as a Regional Corridor as opposed to a Local Strategy. The City finds that the creation of the southern Sanford Bypass would:
 - Reduce non-destination traffic trips within Sanford's Downtown producing:
 - Improved pedestrian and bicycle safety
 - Reduced wear within the Urban Compact Zone

- Improve mobility for destination within Sanford resulting in increased economic activity
- Potential to improve travel times and safety for non-destination traffic needing to get through/around the City
- City requests that Figure 3-34 be upgraded to rate the Economic Benefit of the Southern Sanford Bypass option
- Figure 3-35 lists Option B-4 as a benefit-to-cost ratio of 1.3, a viable candidate for further consideration

Comments on Table 3-11 page 3-42

The City lists the following observations or recognitions:

- **H-8 202/4** low priority as functions well currently, capacity is only issue - speaks to the need to bypass segments of traffic or provide options not currently available to move off the 202 corridor to final destinations
- **H-9 Rehabilitate Rt 202 June to River** - Highest Priority - should have been assessed - must address hill at Goodall entrance
 1. Pg 3-59 Benefit not assessed, Assumed to be positive
 2. Gateway improvements
 3. Street scaping and pedestrian improvements
 4. Underground utilities and or relocation
 5. City to propose as MPI project
 6. Again and Again - Does not address site impediment of Hill at Goodall entrance and Road Condition
- **H-10 - Rt 202 at River and Cottage** – City reiterates its request to elevate to High, City has invested over \$250,000 in sight impediment by acquiring and removing Building - need to raise to a high priority - other land available to address widening to allow for turning lanes onto River Street - - Rated Medium should be High - Again in Table 3-12 H-10 and Page 3-61, 62
 - i. Estimate of \$870,000 for improvements including Acquisition
 1. City has both Acquired and Demolished - should be viewed as an MPI contribution to Project and or matching funds of greater than 50%
 2. Realignment of left turning lane would provide significant traffic flow benefit and greatly enhance safety
 3. Coordinate as part of improvements from Goodall Hill to Intersection with Rt 202
- **H-11 202/109** City has already invested in Camera Control system - City supports as High Priority - pg 3-63-64
- **H-16 Traffic Signal Upgrades on Rt 109 thru Sanford** - High Priority to improve capacity/flow of traffic and improve side road access - timing and control system for lights along entire corridor
 - i. See pg 3-73

- ii. Requires system engineering on 9 lights along corridor - check with Steve Landry MDOT for actions/progress
 - iii. See Table 3-14 for recommendations on Lights - some are partially implemented with new traffic controllers/camera systems Oak Street and 202
- **H-17 School St/Rt 4** - not assessed – City notes now rated a High Crash location controlled by a faulty experimental signal - new development and heavy trucks for solid waste management are pending – City reiterates to raise to High Priority and Assess
 - See pg 3-77
 - Will be impacted by proposed Sewer Compost Operations using as access point
 - Reduction of vertical curve is essential
 - Widening to include left turning lanes both north and south
 - Improvements of detection system loops - or camera to improve reliability/safety
 - Remove drive way as Rt 4 R/W is 100 ft wide and could be changed to eliminate the site impediment and lower grade of Hill
 - **H-19 Paved Shoulders Rt 224** – City supports as it will preserve recent MPI investments in road system - Supports Sanford's bicycle and trails connectivity
 - Pg 3-82
 - Support 11 ft lanes with 4 ft shoulders, Cost \$310,000 Benefit ratio of 2.3 (very high)
 - Include pedestrian access to Carl Lamb School starting at River St to Railroad Avenue
 - Pgs 3-87-88 Figure 3-59 for diagram
 - **H-21 - Paved Shoulders Rt 99** – City supports the preservation of road way system, increased safety with shoulders - will provide for bicycle connections to Eastern Trail in Kennebunk not currently available to Sanford Residents
 - See pg 3-84
 - 11 ft +4 ft Cost \$2.22 M benefit ratio of 1.1
 - **Pg 3-67 Reconstruct 202 near Goodall -**
 - Traffic is slowed only due to the severe condition of the roadway in this Section
 - Property is available for the widening
 - Must be incorporated as part of needed Rt 202 improvements within Compact Zone
 - **Local Grid Recommendations in Sanford Pgs 3-90-93**
 - Options 1 & 2 are within New High School Property and need to be redirected/assessed

- Option 3 - not viewed as viable or necessary
- Option 4 River Street - need to improve as parallel access road to alleviate traffic on 109 between Springvale and downtown Sanford

Chapter 4: Land Use and Access Management

- a. Compare Study recommendations to Sanford's current/future Zoning Ordinances
- b. Shared or Cooperative Corridor Management Plans between Communities to include Corridor Zoning
- c. Incorporate Access Management Strategies - communicate to MDOT
- d. Sanford Land Use Pgs 4-30-35
 - i. Study recognizes Sanford's implemented and active access management work
 - ii. Improvements:
 1. Encourage Rideshare
 2. Subdivision interconnections for Street Grid
 3. Restrict turning movements on approaches to major intersections
 - iii. Need to send updated Zoning Maps to incorporate into Final Study
 - iv. Table 4-6

From: llburnett@sanfordmaine.org
To: [Audibert, Gerry](#)
Subject: Comment from the CYCC Final Draft Report
Date: Tuesday, November 04, 2014 11:08:09 AM

Comments: A safer, while still cost effective alternative to paving the shoulders of Route 224 would be to improve the railbed from Pleasant Street/Railroad Ave in Springvale to Ridley Road and Shaw's Ridge, a distance of a little more than one mile. This project was the subject of an unsuccessful 2012 Quality Communities grant application. At the time, the total cost of the project was estimated at \$450,000, a cost figure midway between the two cost options outlined in the study for shoulder paving. Improving the railbed for cycling would provide an entirely separate route to Route 224 with no car hazards. Furthermore, the cost could be substantially reduced if the City of Sanford is successful in obtaining the services of the Maine National Guard 133 Engineers Battalion to bring the railbed up to condition where it could be paved.

E-Mail: llburnett@sanfordmaine.org

Name: lee burnett

Date: 11/04/2014

SMPDC Comments on the CYCCS

November 5, 2014

Page 1-3:

- Under the Steering Committee, SMRPC is listed under Tom and Myranda's name and the Advisory Committee, Southern Maine Regional Planning Commission under Chris's name.

Page 2-1:

- On the right hand side of the page, it starts with "70 percent of York County's jobs are filled by County." Is there a missing word after the second County?

Page 2-5:

- It looks like the bottom of the map was cut off.

Page 3-43:

- The report refers to the 2012-13 Biennial Capital Work Plan, but should be updated to reference the 2014,15,16 Work Plan
- The westbound passing lane project listed as WIN# 019007.00 should be 019107.00

Page 3-44:

- The first project listed in the text on the right is also in the 2014-16 Work Plan, so not sure if it should be instead listed on the previous page

Page 3-49:

- There is another reference to the older 2013-13 Work Plan

Page 3-51:

- This project has already been completed, so should either be removed or a note added that the rumble strips on Route 111 have already been installed

Page 3-53 and 3-54:

- SMPDC does not agree with this recommendation, and instead believes that this U-Turn be removed. The Route 111 Corridor Committee worked with MaineDOT and the Town

of Lyman at the time of the Route 35/Route 111 intersection improvement project to make sure a raised median was installed at this location for safety reasons. To encourage a very unsafe traffic movement for very few motorists is not consistent with the Corridor Committee's or MaineDOT's previous work, and should not be allowed at this location.

Page 3-58 – adding additional through lanes to Route 111 at the intersection

- We are not sure that this recommendation is worth the additional green time for turning traffic and/or north-south travel. We are assuming that the additional lanes would not extend very far from the intersection. If that is the case, the resulting merge areas would cause additional problems and delays that would outweigh the benefits.

Page 3-61:

- This is an old picture of this intersection; this building has been torn down.

Page 3-70:

- The text in the "Description" in the green box refers to westbound, but should probably refer to eastbound turns and eastbound lane under the overpass

Page 3-73:

- This project is in the MaineDOT project system, so a note should be added to mention that update.

Page 3-76:

- This intersection has a MaineDOT project for improving site distance, so not sure if this page should be updated to reflect this.

Page 3-78:

- I think that there are rumble stripes along Route 4 in Berwick and South Berwick.

Page 3-89

- The sentence, "Develop additional local roadways... there is () at the end of the sentence.

Page 3-82, H-19:

- Recommend adding the possibility of a slip lane at the Shaw Road intersection to allow for vehicles to go around left turning vehicles from 224 onto Shaw Road

Page 5-2, Table 5-1:

- The WAVE service is not Fixed Route as noted. It also travels between Sanford and Biddeford, in addition to the Sanford to Wells route
- The footnote "*" for the WAVE should also be removed that refers the "*" under the Table.
- The "Fixed-Route" should be removed from the YCCAC Bus and Van Program. It is a demand-response service.
- The Provider for the ZOOM is listed as YCCAC – it should be the ShuttleBus
- The Maine Turnpike Authority (MTA) is listed for 3 of the ShuttleBus routes which they provide no funding for. They should only be listed for the ZOOM service.
- The ZOOM provides 10 round trips per day, not 5 as listed
- Under the Tri-City/Local Service, there are a lot more trips than the 6 per day listed. Should probably read "Hourly service between 7am and 8pm"
- UNE service has many more trips per day than is listed in the Frequency column

Page 5-4:

- Left column at the bottom – The "Shoreline Explorer" should read "Shoreline Trolley"
- The "operated by the Ogunquit Trolley Company" should be moved to just after "The Ogunquit Trolley" to make it clear who operates that route
- Right column, first paragraph. "connecting Wells to York" should be replaced with "which travels along coastal Route 1A between Short and Long Sands Beaches in the Town of York"
- Zoom Turnpike Express bullet refers to 5 round trips – there are 10 round trips per day
- Two references to "Intercity Shuttle" should be changed to "Intercity Service"

Page 5-5:

- "Tri-City Shuttle" should be changed to "Tri-City Service"

Page 5-13:

- Second paragraph in the right column. "Shoreline Explorer" should be changed to "Shoreline Trolley". The Shoreline Trolley is one route of many in the Shoreline Explorer system.

Page 5-16:

- Right column, first bullet under Recommendations. The reference to the Sanford Transportation Center should probably be deleted or changed. The funding is no longer

available for this project. It could be changed to something that refers to a future project of some sort. It is also mentioned on Page 5-19

Page 5-19:

- Left column under the ShuttleBus bullet there is a reference to ZOOM customers staying in Portland later than 5pm. The last run of the ZOOM leaving Portland and heading to Saco & Biddeford is 6:06 p.m.

Central York County Connections Study

MaineDOT Responses to Public Comments Received for the Draft Final Report

MaineDOT released the Draft Final Report of the Central York County Connections Study for public review and comments on October 6, 2014. The public comment period closed on November 14, 2014. Three entities submitted comments, which are attached. MaineDOT's responses follow.

Also, at the request of the City of Sanford, MaineDOT met with the Assistant City Manager and Director of Public Works on September 6, 2015 to discuss the City's priorities and also the proposed scope of work for an upcoming project along Route 202 in Sanford. The scope for that project continues to be developed.

Before reviewing the specific comments received and MaineDOT responses to them, it is important for the reader to place the Study recommendations into perspective with overall regional and statewide transportation infrastructure needs, available funding and the resulting disparity between identifying needs and obtaining the funding to meet those needs.

MaineDOT's Mission is to "responsibly provide our customers the safest and most reliable transportation system possible, given available resources". The MaineDOT Work Plan for Calendar Years 2016-2017-2018 further notes:

"The needs of the transportation system in Maine, as in all other states, continue to outpace available federal and state resources. Our state's large land area, and relatively low population and high number of state-jurisdiction highway miles all contribute to the extent of this challenge for Maine. This can be measured against capital goals established by the Maine Legislature in 2011 to promote maintaining the state's highway system at an adequate level. The highway related goals include:

- By 2022, improve all Priority 1 and Priority 2 highways so that their safety, condition and serviceability customer service level is *Fair* or better.
- By 2027, improve all Priority 3 highways so that their safety, condition and serviceability customer service level is *Fair* or better.
- By 2017, implement a pavement program for all Priority 4 corridors that maintains their ride-quality customer service level at *Fair* or better.
- Continue the Light Capital Paving program on a 7-year cycle for Priority 5 highways."

These goals were developed to address just the basic needs of the existing system. For example, the reader can surmise from the fourth goal above that for about 4,200 miles, approximately half of all state-jurisdiction highway miles, the department currently has no plans for improvement other than Light Capital Paving to protect the road and provide customers with acceptable rideability.”

As further noted in the MaineDOT Work Plan for Calendar Years 2016-2017-2018,

“Again this year, and even with the funding assumptions in this *Work Plan*, (which include new bonding and bonding that has yet to be proposed or approved), the department’s highway and bridge programs will experience a shortfall, now estimated at approximately \$68 million per year.

In summary – the need for sustainable, predictable capital funding will continue to be the major transportation policy challenge facing the nation and our state for the foreseeable future.”

MaineDOT strives to address the state’s highest priorities, within available funding, and MaineDOT will continue to work with the Study communities to achieve this goal.

Following are MaineDOT’s responses to the comments to the Draft Final Plan that were received. The original comments are attached at the end of this document.

Comments received from Lee Burnett, Sanford Maine

The comment suggests providing a separate trail along the railroad rather than paving shoulders along Route 224. However, MaineDOT is required to provide paved shoulders on all roads having an Annualized Average Daily Traffic (AADT) volume of at least 4,000 vehicles per day. Paved shoulders provide safety for all users, including pedestrians and motorists. Providing a separate trail would therefore not preclude the need for paved shoulders along Route 224.

Comments received from the Southern Maine Regional Planning Commission

Pg. 1-3: Myranda McGowan and Chris MacClinchey should have been listed as members of the SMRPC Advisory Committee. The Southern Maine Regional Planning Commission is now known as the Southern Maine Planning and Development Commission.

Page 2-1: The statement correctly reads “...70 percent of York County’s jobs are filled by County residents.”

Page 2-5: The map appears to be okay as shown.

Page 3-43: The projects listed were correct for the MaineDOT FY12-13 Work Plan. MaineDOT has programmed over \$73.6 million in the region, exclusive of rail, airport and transit funding since the MaineDOT FY12-13 Work Plan was published. Of this amount, \$48.7 has been for highway, safety and bicycle-pedestrian projects, and \$24.9 has been programmed for bridge replacements and bridge rehabilitation projects. The total investment cost required to complete all of these projects is currently estimated at \$77.7 million. The projects and their status are listed in the attached “**MaineDOT Recently-Funded Projects in the CYCCS Area**” document. The Draft Final Report reference to WIN 019007.00 should have read 19107.00.

Page 3-44: Please refer to the “**MaineDOT Recently-Funded Projects in the CYCCS Area**” document for a complete listing of all projects funded since the 2012-2013 Work Plan.

Page 3-49: The reference to the MaineDOT Biennial Capital Work Plan (FY 2012-2013) should be revised to include the MaineDOT Work Plan for Calendar Years 2014-2015-2016, Calendar Years 2015-2016-2017 and Calendar Years 2016-2017-2018.

Page 3-51: Centerline rumble strips were installed in 2013 along Route 111 in Arundel, Lyman and Alfred.

Pages 3-53 and 3-54: MaineDOT agrees that the existing U-Turn located on Rte. 111 east of Rte. 35 in Lyman is unusual but it is not inappropriate. MaineDOT would be interested in eliminating the U-Turn if the Town of Lyman can establish a rear access road to the affected businesses.

Page 3-58 – adding additional through lanes to Route 111 at the intersection: Before any recommendation to provide additional lanes on Rte. 111 at its intersection with Rte. 4 could be seriously considered the overall impacts to traffic delay and safety would have to be evaluated and considered. Merge lengths would have to meet standards to ensure safe and efficient traffic movements as well.

Page 3-61: The photo shown is out of date. The City of Sanford purchased the property and has torn the building down in anticipation of modifying the intersection. The intersection may be included in MaineDOT WIN 22642.00. Another option could be to fund this project under MaineDOT’s Municipal Partnership Initiative (MPI) project, which utilizes a minimum 50% local share.

Page 3-70: The description for H-13 should be revised to read eastbound in both locations (Exit 19 and Route 109).

Page 3-73: MaineDOT has funded a project (WIN 22678.00) for operational and safety improvements along Route 109. The scope of work includes replacing all of the hardware (traffic signals, controllers and cabinets), including modifying the intersections to meet

ADA standards that will likely require some sidewalk improvements. The project is currently funded for design and right-of-way only in 2016-2017. If construction funding is authorized, it would occur in 2018. The design work (“Preliminary Engineering”) will include public meetings.

Page 3-76: Project WIN 19001.00 (improvements to the intersection of School Street, Gavel Road and Route 4) was funded at \$21,000 in anticipation of minor clearance of obstructions along the road embankments. However, a detailed site assessment revealed the proper scope of work would be to reduce the vertical crest grade of the road at an estimated cost of \$220,000. MaineDOT is evaluating other options with the City of Sanford.

Page 3-78: MaineDOT has installed centerline rumble strips along Route 4 in Berwick and South Berwick.

Page 3-89: Under “Develop Local Street Grid in Biddeford and Arundel”, 3rd line, delete “()”

Page 3-82, H-19: Pave Shoulders on Route 224: SMPDC recommends adding the possibility of a slip lane at the Shaw Road intersection to allow Route 224 straight-through traffic to continue past left-turning vehicles from Route 224 onto Shaw Road. There may be some right-of-way issues in order to achieve this, as there is a house at the intersection that would likely be impacted. There is no funding in place to fund this work at this time.

Page 5-2, Table 5-1:

- The WAVE service is not Fixed Route. It also travels between Sanford and Biddeford in addition to the Sanford to Wells route.
- Under WAVE Type of Service “Reservation-only Van*”, remove the “*” footnote reference
- Under YCCAC Type of Service, delete “Fixed Route” and in its place add “Demand-Response”
- Change the Provider for Zoom Turnpike Express from YCCAC to ShuttleBus.
- Delete the listing of MTA as a Provider from Tri-City / Local Service and UNE Shuttle.
- Change the Frequency for Zoom Turnpike Express from 5 to 10 Round Trips, Weekdays.
- Change the Frequency for Tri-City / Local Service to Hourly Between 7 AM and 8 PM.
- Change the Frequency to September to May: UNE to hourly service Monday through Friday 7:45 AM to 9:30 PM, weekends 11:00 AM to 11:30 PM.

MaineDOT Correction: Change FIXED ROUTE to FLEX ROUTE in all instances in Table 5-1 AND in Chapter 5. YCCAC only offers FLEX Route services. ZOOM is a commuter service and Shuttlebus is Intercity Service.

Page 5-4:

- Next to last paragraph in left column – change “Shoreline Explorer” to “Shoreline Trolley”.
- Revise last paragraph in left column to read “The Ogunquit Trolley, operated by the York Trolley Company, operates in Ogunquit, connecting to the Shoreline Trolley (operated by the Ogunquit Trolley Company) and the York Trolley.”
- Right column, 1st non-indented paragraph: Revise the paragraph to read “Other connecting shuttles outside of the study area are the Intown Trolley in Kennebunkport and Kennebunk (primarily a sightseeing service) and the York Trolley, which travels along coastal Route 1A between Short and Long Sands Beaches in the Town of York.”
- Right column, Zoom Turnpike Express paragraph, second sentence – change from “Five” to “Ten” round trips per day.
- Right column, last paragraph – change “Intercity Shuttle” to “Intercity Service” in the title and in the second sentence.

Page 5-5: Revise the first line: Change “Tri-city Shuttle’ to “Tri-City Service”.

Page 5-13: Revise the right column, second paragraph, eighth line: Change “Shoreline Explorer” to “Shoreline Trolley”.

Page 5-16: Revise the right column, first bullet to read “Create the Sanford Transportation Center: This would provide a centralized location for transit services to, from and within Sanford, and could also serve as a centralized location to distribute information about transit and other transportation modes.”

Page 5-19: Revise the left column, next to last paragraph, last line to read: ... “the last ZOOM run leaving Portland and heading to Saco and Biddeford at 6:06 PM.

MaineDOT Correction: Remove all references to the Sanford Transportation Center on Pages 5-12, 5-13, 5-16, 5-17 and 5-19, as the project is not moving forward at this time.

Comments received from the City of Sanford

Executive Summary

1. The City notes that elements of the SMRPC Report on Route 202 should be incorporated into the CYCCS. Because the SMRPC work was done outside of the CYCCS consultant effort, the recommendations provided by SMRPC are provided in Appendix I (Route 202 Corridor Report).

The City of Sanford emphasizes the following recommendations from that Report:

- Improve communications between the communities of Rochester, NH and Lebanon and Sanford, ME, perhaps by convening as a Route 202 Corridor Committee.
- All three communities should work with MaineDOT to maintain an appropriate Route 202 Customer Service Level for the region.
- Consider developing a Corridor Management Plan with MaineDOT.
- Consider conducting a future build-out analysis to determine the potential future effects of growth along the Route 202 corridor.

MaineDOT and the Southern Maine Planning and Development Commission continue to work with southern Maine communities in establishing meaningful corridor planning and projects.

2. The City requests a stronger emphasis on the impacts to economic development as opposed to focusing solely on current needs. MaineDOT's Mission is to "responsibly provide our customers the safest and most reliable transportation system possible, given available resources". The purpose of the Study was to identify financially feasible transportation infrastructure improvements based on current and projected needs. Future traffic projections were developed and used to identify the future needs. If a future specific economic opportunity were to occur that would require transportation infrastructure improvements, MaineDOT would work with the City to attempt to address that need. Benefit-to-cost analyses were not conducted where data was not readily available from which to measure the benefits. Future improvements deemed to be of a high priority may be requested by the City for consideration by MaineDOT in its future capital improvement plans.
3. The City notes its strong support of the recommendations from page ES-3 listed below. MaineDOT will work with the City of Sanford to address the City's highest priorities, within available funding:
 - Passing lanes (Lyman-Arundel segment) – Note: This is a current MaineDOT project (WIN 19107.00).
 - Passing lanes (Alfred-Lyman segment) – Note: This is a current MaineDOT project (WIN 20248.00)
 - Improve the intersection of Route 111/202 at Route 4/202 (Sanford Road at Jordan Spring Road).
 - Rehabilitate and improve Route 202 between June Street and River Street in Sanford. MaineDOT has programmed WIN 22642.00, which currently extends north 0.35 miles from Lafayette Street. The project begin and points, scope of work and cost sharing are being discussed with the City of Sanford, with the expectation that the project will begin at the Urban Compact Line and extend through River Street. The WIN is currently funded for engineering work only, with construction anticipated in 2019.
 - Improve intersection of Route 202 and River Street in Sanford (City has purchased and torn a building down). MaineDOT may include the intersection in WIN 22642.00, as noted in the previous paragraph.

- Improve the intersection of Route 202 and Route 109 (Main Street at Lebanon Street) in Sanford. MaineDOT completed in 2011 a project to improve pedestrian crossings and provide traffic calming along Route 202 from Lebanon Street to Front Street.
 - Corridor-wide signage improvements. Sign deficiencies should be brought to the attention of the MaineDOT Region 1 Traffic Engineer at (207) 885-7000.
4. Page ES-4, last series of bullets (Other Potential Long-Term Actions) – The City of Sanford strongly disagrees with the low priority given to reconstructing Route 202 near Goodall Hospital because (1) sight impediments at the main entrance and the emergency entrance, (2) failed road base, shoulders and drainage, (3) topography impedes traffic and (4) safety. As noted above, MaineDOT is working with the City of Sanford to address this issue as part of a larger Route 202 project under MaineDOT WIN 22642.00.
 5. Page ES-4, last series of bullets (Other Potential Long-Term Actions) – The City of Sanford strongly supports providing paved shoulders on Route 11A in Sanford to improve bicycle and pedestrian safety on a noted recreational corridor. MaineDOT will work with the City to address this need when it conducts its next pavement preservation or other capital improvement project on Route 11A in this area.

Table ES 1-1: Summary of Highway Recommendations

1. **H-9: Rehabilitate Route 202 (June St and River St)** - The City asks for a benefit-cost analysis and noted all other improvements to the east and west of this section of Route 202 will be diminished by the poor mobility of this section, and issues with the Goodall Hospital entrance. MaineDOT intends to address this portion of Route 202 with the City of Sanford under WIN 22642.00.
2. **H-10: Improve Route 202 & River Street Intersection** – The City requests elevating this from a medium to a high priority with a time frame of 1-2 years, citing other improvements will be diminished until this improvement is made. The City further notes it has made a significant investment by purchasing a corner lot and removing the building at a cost of \$250,175, and that opportunities exist to acquire adjacent vacant land for listed improvements such as a left turn lane onto River Street. This intersection will likely be included under MaineDOT WIN 22642.00, which is currently under development.
3. **H-11: Improve Route 202 & Route 109 Intersection** – The City of Sanford notes recent improvements were made by MaineDOT from this intersection to the New Hampshire border and that the City has upgraded this intersection’s traffic signal detection equipment from loop detectors to cameras at a cost of \$18,000. The City further notes it and MaineDOT are now working together on signal improvements along the Route 109 corridor through Sanford. The City agrees with its high priority rating, particularly given the number of trucks going through the intersection and the importance of improving mobility of Route 109 and cross-traffic patterns for Route 202 as being significant to regional mobility. MaineDOT project WIN 22678.00

provides preliminary funding to replace traffic signals along the Route 109 corridor with construction anticipated in 2018 as follows:

- a. Phase 1: Replace traffic signals along Route 109 at Emery Street, Washington Street and Lebanon/Winter Street, Route 11A at Route 224 and Route 4 at Cottage Street
 - b. Phase 2: Funded for 50% design of Route 109 at Wal*Mart, Jagger Mill Road, Shaw's, Westview Road, Marden's, Route 4 at Route 224 and Route 224 at River Street.
4. **H-16: Traffic Signal Upgrades, Route 109 in Sanford** – The City requests this be raised to a high priority within a 1-2 year timeframe, citing the need for coordinated traffic signals and mobility improvements. The City also requests that MaineDOT should review and incorporate the results of the Traffic Movement Study for a new high school at the intersection of Route 109 and Old Mill Road, including turn lanes. The City further notes sufficient right of way exists to allow for turning lanes along Route 109. The City concludes by saying that construction for the new high school, which will have entrances both on Route 109 and on Route 4 has been approved by the State. MaineDOT will continue to work with the City and its consultants to address potential future transportation infrastructure improvements needed by the new High School. MaineDOT has funded a project (WIN 22678.00) for operational and safety improvements along Route 109. The scope of work includes replacing all of the hardware (traffic signals, controllers and cabinets), including modifying the intersections to meet ADA standards that will likely require some sidewalk improvements. The project is currently funded for design and right-of-way only. If construction funding is authorized, it would occur in 2018.
 5. **H-17: Monitor and Improve School Street/Gavel Road Intersection** – MaineDOT has programmed \$21,000 under WIN 19001.00 and will continue to work with the City to develop an appropriate scope of work within the available funding.
 6. **H-19: Paved Shoulders on Route 224** – The City notes it recently completed a Municipal Partnership Initiative (MPI) project with MaineDOT to reconstruct and pave a portion of Route 224 and notes paved shoulders would enhance bicycling and pedestrian access along this cross-town route. The City further notes it has made trails connectivity improvements to Route 224 and installed concrete curbing in preparation of sidewalks to connect to the Carl Lamb Elementary School. MaineDOT has approved the City's request for future funding assistance for a sidewalk at this location contingent upon City approval to provide the Local Match funding required for the project.
 7. **H20 & H-21: Paved Shoulders on Routes 35 and 99** – MaineDOT will work with the City to address this need when it conducts its next pavement preservation or other capital improvement project on Route 11A in this area.
 8. **H-22: Eliminate "Y" Intersections** – MaineDOT acknowledges the City has collected Traffic Impact Fees that may be used to better align the intersection of Route 4 and Jagger Mill, including a left-turn lane for southbound traffic and that the new high school will have an egress at this intersection. MaineDOT will discuss with the City the possibility of including this work under WIN 22678.00. Conversely, given that the City has collected fees for this purpose, the project may qualify for a Municipal Partnership Agreement using a minimum 50% local cost share.

9. **Page ES-6, Land Use and Access Management** – The City should discuss the possibility of conducting a Route 202 Corridor Management Plan with the Town of Lebanon and the Southern Maine Regional Planning and Development Commission for potential funding consideration by MaineDOT.
10. **Page ES-7, Public Transportation and Travel Demand Management, Facilities and Access to Transit** – MaineDOT acknowledges the City’s desire for MaineDOT and transit providers to address the items listed below and suggests the City of Sanford contact the MaineDOT Bureau of Planning for specific assistance:
 - Emphasize the need for stronger support of the combined regional transit system.
 - Work with the City to assist in leveraging a park and ride facility in the vicinity of High Street and Heritage Drive.
 - Coordinate the transit recommendations of this Study with those of a separate study regarding connectivity with the Sanford Regional Seacoast Airport. Potential opportunities cited by the City include expanding the Zoom system to connect with the Wells Transportation Center, Amtrak and a future commercial bus operation.
 - Emphasize coordinated routes/connections for bus routes in the Sanford-Biddeford-Saco Tri-City region and with the Greater Portland Transit Authority.
 - Consider restoration of the Bonus Transit Funds program. The City notes bus operation in York County is at risk absent this future support.

Chapter 3: Highways

1. The City concurs with the Study conclusion that it is more feasible to permit and construct within existing rights of way than on new alignments.
2. The City requests the posted speed limit of 35 MPH in the High Pine area of Route 109 be increased based on the recent reconstruction project that yielded wider travel lanes and shoulders. In order for this request to be considered the City should contact the Regional Traffic Engineer at (207) 885-7000 with a formal written request for a speed study. MaineDOT will review the request and will adjust the posted speed limit if warranted.
3. **Table 3-8, 2-23, High Crash Locations (HCL) Segments**
 - S-s7 Gerrish Drive to Old Mill Road – the City notes the new High School will impact the intersection as noted below. The MaineDOT Traffic Movement Permit has been issued without provisions for any changes to the school and shopping center entrances.
 - The new High School intersection will align with Old Mill
 - The City requests moving the shopping entrance to Old Mill
 - The City is committed to providing back access to businesses on the school site side (right-in and right-out only) with the goal of restricting access to Route 109.
 - Table 3-9 HCL Intersections, page 3-24:

- S-si1 through S-si3 (Route 202 at Brooke Street, Route 202 at Riverside Drive and Route 202 at Route 109): The City notes these are all due to lack of sight distances, lighting and design issues.
- S-si5 (Route 109 at Roberts Street): The City notes this is a major cross-town route taking pressure off Route 109 and connecting to Route 202. The City requests adjusting the Route 109/Washington Street traffic signal timing to allow left-turns. The City also notes the crosswalk has experienced several collisions and that the City will add pedestrian signs in the crosswalk during summers. MaineDOT WIN 22678.00 will likely address the traffic signal issues at this intersection.
- S-si6 (Route 109 at Old Mill Road): The City notes it will construct a new High School intersection that should be coordinated and notes insufficient staking at the traffic signal located at Marden’s Shopping Complex that impedes to and from Old Mill. The City requests relocating the traffic signal to Old Mill and adding a second southbound lane to provide continuous 5-lane capacity. MaineDOT WIN 22678.00 will address multiple traffic signals along Route 109.
- S-si7 (Route 4 at School Street): The City asks MaineDOT to now consider this location to be a High Crash Location. Note that the definition of a High Crash Location is at least 8 crashes in a 3-year period. MaineDOT notes 7 crashes occurred at the intersection from 2012 through 2014. Of these, there were 3 possible injuries reported. MaineDOT has funded a project (WIN 19001.00) to clear sight obstructions, but it is now believed a much larger project would be required to improve sight distances. MaineDOT will continue to work with the City of Sanford to define the scope of work within available resources.
- S-si8 (Route 4 at Jagger Mill Road): The City notes it will propose to participate in a MaineDOT Municipal Partnership Initiative project and use Traffic Impact Fees it has collected to fund the local share. MaineDOT notes the scope of work and a budget would first need to be developed but that a first step could be to conduct a speed study after the school entrance and turning lanes are constructed.

MaineDOT Comment: MaineDOT routinely analyzes HCLs annually and programs funding for those that have the highest Benefit-to-Cost Ratios within available funding.

Regional Highway Expansion

1. The City requests the findings of the Route 202 corridor study conducted by SMRPC (now SMPDC) should be included as an addendum to this Study. MaineDOT notes the Route 202 report is included in the Report as Appendix I – SMRPC Rte. 202 Evaluation.
2. The City notes its support of Regional Corridor Strategy B-1 (Upgrade Route 111/202 between Sanford and Biddeford). The City further notes most of the improvements can be made within the existing right of way, does not significantly increase future lane miles or maintenance costs and yields the highest regional benefit of all others considered. MaineDOT

has undertaken several passing lane projects along the corridor with several other capital improvements currently programmed. Refer to the attached **MaineDOT Recently-Funded Projects in the CYCCS Area** listing.

3. The City requests further consideration of Strategy B-4 (new 2-lane roadway connecting Route 202 west of Sanford, Route 109 in the southern part of Sanford and Route 4 near the Alfred/Sanford town line) and notes several benefits the bypass would provide. MaineDOT notes that that a major environmental study would be needed to identify candidate road alignments. Even with a Benefit-to-Cost ratio of 1.3 the pre-design cost estimate of \$26 million makes moving this effort forward very unlikely.

Table 3-11, Page 3- 42: The City notes the following observations and comments:

- **H-8 (Improve intersection of Route 111/202 and Route 4/202):** The City notes capacity as pointing to the need to bypass segments of traffic or other options to move traffic off Route 202. The current Customer Service Levels for Highway Condition, Service and Safety are all at level C or better. MaineDOT does not have current plans for a project at this location.
- **H-9 (Rehabilitate Route 202 June Street to River Street):** The City notes this is their highest priority. MaineDOT notes this is a high-cost project with significant historical, utility and right-of way issues but is currently working with the City to define scope of work, cost and cost sharing opportunities under WIN 22642.00 to improve the Route 202 corridor from the Sanford Compact Line through the River Street intersection.
- **H-10 (Improve the intersection of Route 202 and River Street):** The City has invested over \$250,000 to acquire and remove a sight-obstructing building and asks this to be raised to a high priority, perhaps as an MPI project. The City further requests this work be done as part of the Goodall Hospital work. As noted under H-9, MaineDOT is working with the City to develop the scope of work for the Route 202 corridor, including its intersection with River Street.
- **H-11 (Improve intersection of Route 202 and Route 109):** The City supports this is a high priority and notes it has invested in camera control for the traffic signal. MaineDOT will add this location as a candidate project for future funding.
- **H-16 (Route 109 traffic signal upgrade):** The City supports this as a high priority effort and requests an improved timing and control system for the nine traffic signals along this corridor, and further refers to the recommendations noted in Table 3-14 on page 3-74, some of which have already been completed. MaineDOT WIN 22678.00 provides partial funding for preliminary engineering to replace traffic signals at the intersections of Route 109 (Main Street) at (1) Wal*Mart, (2) Jagger Mill Road, (3) Sanford Shopping Center, (4) Westview Drive, (5) Burger King, (6) Emery Street, and (7) Washington Street; intersections of Route 202 (Winter Street) at (1) Cottage Street, (2) Riverside Avenue and (3) Cottage street at Grammar Road and Shaws Ridge Drive. The project is currently funded for preliminary engineering. If construction funding can be obtained, MaineDOT expects the project will be constructed in 2018.

- **H-17 (Improve the intersection of School Street and Gavel Road):** The City notes the existing traffic control system is faulty but MaineDOT believes the system is operating properly. As intended, the system is inactive until a vehicle approaches a stop sign. At that time both vehicle icons flash to indicate the system is operating properly and to obtain the vehicle operator's attention. After a few seconds the icons stop flashing if there is no traffic approaching in either direction. If one or more of the vehicle icons continue to flash, a vehicle is approaching. The icons may continue to flash after oncoming traffic has passed the intersection if the vehicle was speeding, but the stopped vehicle should not proceed until both lights stop flashing. MaineDOT has funded WIN 19001.00 to remove sight obstructions and will continue to work with the City of Sanford to identify a realistic, cost-effective scope of work.
- **H-19 (Pave shoulders on Route 224):** The City supports 11-foot lanes with 4-foot shoulders and further supports providing pedestrian access from River street to Railroad Avenue to access the Carl Lamb School. MaineDOT will work with the City when resurfacing Route 224 next occurs in this area.
- **H-21 (Pave shoulders on Route 109):** The City also supports this recommendation. MaineDOT will work with the City when resurfacing Route 109 next occurs in this area.
- **Page 3-67, Reconstruct Route 202 near Goodall Hospital:** The City again states its support and notes property is available for widening the road. AS noted under H-9, MaineDOT is currently working with the City to define the scope of work, cost and any cost sharing opportunities under WIN 22642.00 to improve the Route 202 corridor from the Sanford Compact Line through the River Street intersection.

Recommended Local Jurisdiction Led Actions, Page 3-90 to 3-93, Develop Local Street Grid in Sanford

The City notes items 1 and 2 listed below are within the new High School property and need to be reassessed. MaineDOT will review the recommendations with the City when the City obtains funding for the new school. The recommendations proposed by the City are:

1. New road linking Jagger Mill Road to Route 109 at Old Mill Road, possibly extending to School Street.
2. New road linking Route 109/Old Mill Road to School Street and possibly High Street (access to Route 4).
3. The City notes item 3 (Other new streets parallel to Route 109) is not viable or necessary. This is a local issue only and does not require MaineDOT involvement.
4. The City notes that item 4 (Emphasize River Street for access to Route 202 eastbound and eastern areas of the town) should include improving River Road to serve as a parallel access road to alleviate traffic on Route 109 between Springvale and downtown Sanford. River Street is currently classified as a Major/Urban Collector Road with a Highway Corridor Priority 4 ranking. Its Customer Service Level ratings are: Condition, C; Service, B; and Safety, A. MaineDOT has no projects programmed or planned for River Street at this time.

Chapter 4: Land Use and Access Management

- a. The Report notes that Sanford utilizes multiple access management approaches and is actively using them to manage the impact of development and redevelopment on arterial highway corridors. An analysis of Sanford's Land Use and Access Management is made in Table 4-6 on pages 4-31 and 4-32. Zoning maps are also provided on pages 4-33 through 4-35 for the Route 109, Route 111/202 and Route 4 corridors. It is recommended that the City of Sanford and other CYCCS member communities continue to refer to the tables to identify and consider modifying their respective current ordinances and also when future ordinances are proposed.
- b. The Report encourages the development of multi-community Cooperative Corridor Management Plans to include Corridor Zoning. MaineDOT supports these efforts.
- c. The City recommends incorporating Access Management Strategies and communicating them to MaineDOT. MaineDOT supports these efforts.
- d. The City provides the following comments regarding Sanford Land Use on pages 4-30 through 4-35:
 - i. The City notes that the Study recognizes Sanford's implemented and active access management work.
 - ii. The City cites desired improvements including:
 1. Encouraging ride sharing
 2. Providing interconnections within and between subdivisions to create street grids
 3. Restricting turning movements on approaches to major intersections
 - iii. The City notes it will send updated Zoning Maps for incorporation into the Final Report. MaineDOT will include the updated Zoning Maps if they are provided by the City.
 - iv. The City references Table 4-6, which provides a matrix of Sanford's Land Use and Access Management Applicability to desired practices.

Central York County Connections Study - Final Report
Summary of Report Recommendations, Priorities, Applicable MaineDOT Projects & MaineDOT Comments

Study Recommendation					Sanford Priority	MaineDOT Project WIN	MaineDOT Comments
ID	Town	Description	B/C Ratio	Priority			
H-1	Biddeford	Rte. 111 Traffic Signal Upgrades (Adaptive Signals)	N.A.		Strong		Potential Project
H-2	Biddeford	Rte. 111 Lane Choice Sign Upgrades	N.A.	High	Strong		Potential Maintenance Project
H-3	Lyman-Arundel	Rte. 111 Passing Lanes	1.2-1.5	High	Strong	19107.00	Fully Funded
H-4	Alfred-Lyman	Rte. 111 Passing Lanes	1.0-1.2	High	Strong	20248.00	1 of 2 Passing Lanes Fully Funded
H-5	Multiple	Rte. 111 Rumble Strips (Built)	N.A.	High		N.A.	Completed
H-6	Lyman	Improve Rte. 111 U-Turn	N.A.	High			No/Few Recent Crashes
H-7	Lyman	Rte. 111/Kennebunk Pond Rd/Day Rd. Intersection	16.2	High		22501.00	Fully Funded
H-8	Sanford	Rte. 111/202 at Rte. 4/202 Intersection	N.A.	Low	Low		No/Few Recent Crashes
H-9	Sanford	Rehab. Rte. 202 (June St. to River St.),	N.A.	Medium	Highest	???	Potential to integrate with WIN 22642.00
H-10	Sanford	Rte. 202 at River St (City Bought/Tore Bldg. Down)	1	Low	High	???	Potential to integrate with WIN 22642.00
H-11	Sanford	Rte. 202 at Rte. 109	3.2	Low	High		Low on Funding Priority List, Consider as Potential Future Candidate Project
H-12	Multiple	Sign Improvements	N.A.	High	Strong		Potential Maintenance Project
H-13	Wells	Widen Exit 19 Off-Ramp at Rte. 9 Intersection	1.6	Medium			New MaineDOT-Maine Turnpike Authority-Town of Wells Study
H-14	Wells	Signal Upgrade, Rte. 109 @ Exit 19	N.A.	Medium			New MaineDOT-Maine Turnpike Authority-Town of Wells Study
H-15	Wells	Rte. 109/Rte. 9 Intersection	4.8	Medium		20203.00	Project Completed
H-16	Sanford	Rte. 109 Signal Upgrades	N.A.	High	High	22678.00	Funded for Preliminary Engineering Only; Potential \$1.0 M Construction Cost
H-17	Sanford	School St./Gavel Rd. Intersection	N.A.	High	High	19001.00	PE Funded, No/Few Recent Crashes; Develop Scope of Work with Sanford
H-18	Kennebunk	New Rte. 99-Rte. 35 Connector Road	1.8	Low			New Highway - Funding Very Unlikely
H-19	Sanford	Widen & Pave Shoulders along Rte. 224	1.4-2.3	High	Med-High		Recent MPI; Consider Paving Shoulders in Next Project
H-20	Kennebunk & Lyman	Widen & Pave Shoulders along Rte. 235	1.4	Low	Med-High		Consider Paving Shoulders in Next Project
H-21	Sanford & Kennebunk	Widen & Pave Shoulders along Rte. 99	0.6-1.1	Medium	Support		Consider Paving Shoulders in Next Project
H-22	Multiple	Eliminate Wye Intersections	N.A.	Low	Support		No/Few Recent Crashes
H-23	Multiple	Bicycle-Pedestrian Improvements	N.A.	Medium			Conduct Study to Identify Needs
"Other"	Sanford	Pave Rte. 11A Shoulders	N.A.				Consider Paving Shoulders in Next Project
"Other"	Sanford	Widen & Reconstruct Rte. 202 by Goodall Hospital	N.A.		High	22642.00	Funded for Preliminary Engineering Only; Develop Scope of Work with Sanford
"Other"	Multiple	Address High Crash Locations	N.A.		High		HCLs are Reviewed Annually
B-1	Sanford to Biddeford	Upgrade Rte. 111/202	1.4		Support		Passing Lanes Being Constructed
B-4	Sanford	New Southern Bypass Road	1.3		Support		New Highway - Funding Very Unlikely

MaineDOT Recently-Funded Projects in the CYCCS Area

Excludes Airport, Transit and Rail Projects

Work Type LCP = Light Capital Paving; HPP= Highway Preservation Paving

Town	WIN	Type	Scope	Construction Schedule	Status
Alfred	20952.00	LCP	Kennebunk Rd. from Rte. 111 to Rte. 202/4)	2014	Completed
	20279.00	HPP	Rte. 202 from 0.08 miles north of Oak St. to Rte. 5 (Alfred, Lyman & Waterboro)	2016	Completed
	21823.00	Safety	Replace large culvert on Rte. 202 at the Alfred-Sanford Town Line	2017-2018	
Arundel	17239.00	Safety	Alfred Rd. - Install right-turn lane at Hill Rd.	2016	Completed
	19002.00	Safety	Improve intersection of Rte. 111 at New Road & Old Alfred Rd.	2017-2018	
	19107.00	Safety	Rte. 11 - Passing Lane form Old Alfred Rd. westerly 0.58 miles	2017-2018	
	20249.00	Hwy. Recon	Engineering only for Rte. 111 from Rte. 35 east to Thompson Rd.	2018	
	18996.00	Bridge	Rehabilitate RR Crossing Bridge over B&M Railroad on Rte. 1	2017-2018	
	20468.00	Bridge	Replace Bartlett Bridge at the Kennebunk-Arundel Town Line	2016-2018	
	24002.00	LCP	Rte. 35 from Kimball Lane to 0.02 miles north of the Arundel Town Line		Inactive
Biddeford	19391.00	Bridge	Pedestrian Bridge at Factory Island	2014	Completed
	20291.10	Hwy. Recon	Main St. from Rte. 1 to Railroad Ave. (PACTS-sponsored)	2016-2017	
	20284.00	HPP	Rte. 111 from 0.05 miles north of Pomerleau St. west to 0.3 miles north of Z Rd.; 0.55 miles EB	2015	
	18494.00	HPP	West St. from Bernard Ave. southeasterly 0.45 mile (PACTS-sponsored)	2014	Completed
	18495.00	HPP	South St. from Mount Pleasant St. to Village Lane (PACTS-sponsored)	2014	Completed
	20288.00	HPP	Adams St. from Main St. to South St. (PACTS-sponsored)	2015	Completed
	20292.00	HPP	Main St. from Alfred St. to Elm St. (PACTS-sponsored)	2015-2016	
	20302.00	HPP	West St. from Elm St. to Bernard Ave. (PACTS-sponsored)	2014	Completed
	20306.00	HPP	Jefferson St. from South St. to Alfred St. (PACTS-sponsored)	2015	Completed
	22531.00	HPP	Precourt St. from Elm St. northerly 0.85 miles (PACTS-sponsored)	2017	
	18574.00	Safety	Main St. at Water & Hill Sts. & Pepperill Mill Campus entrance (PACTS-sponsored)	2017	
	18635.00	Paving	Hill St. from Falls St. to Rte. 9 (PACTS-sponsored)	2017	
	20232.33	Hwy. Rehab	Rte. 208 MPI from Fortune Rocks Rd. north 1.12 miles	2015-2017	
	18233.00	Bridge	Replace Somesville Bridge at Biddeford-Saco Town Line	2015-2016	
	20234.00	Bridge	Rehabilitate Elm St. Bridge at Saco-Biddeford Town Line	2015	Completed
	20544.00	Safety	Rte. 1 from South St. in Biddeford east 2.22 miles (PACTS-sponsored)	2016-2017	
18634.00	Paving	Rte. 9/208 From 0.07 miles north of Marial ave. to Rte. 111 (PACTS-sponsored)	2017	Inactive	
18945.00	Bridge	Replace wearing surface on B&M Railroad Bridge on Precourt St.	2016		
22516.04	Hwy. Rehab	Lincoln St. MPI from Rte. 1 to Main St.	2016		
18600.00	LCP	South St. from Rte. 35 east 3.27 miles	2016		
Kennebunk	20563.00	Safety	Rte. 1 Signal Improvements at Rte. 9A/99 (High St.)	2014	Closed
	20468.00	Bridge	Replace Bartlett Bridge at Kennebunk-Arundel Town Line	2017-2018	
	22504.00	Bridge	Replace Mathew Lanigan Bridge at Kennebunk-Kennebunkport Town Line	2016-2017	
	22704.00	Safety	Rte. 1 & Rte. 35 Flashing Beacons at Laudholm Farm Rd., Drakes Island Rd. & Durrell's Ridge Rd.	2017	
	20232.28	Hwy. Rehab	Rte. 9/Rte. 99 MPI from York Street north 0.21 miles, plus Rte. 9 at Sea Road	2015-2017	
	19392.00	Bike/Ped	Engineering for Depot St. and Factory Pasture Lane	2018	

MaineDOT Recently-Funded Projects in the CYCCS Area

Excludes Airport, Transit and Rail Projects

Work Type LCP = Light Capital Paving; HPP= Highway Preservation Paving

Town	WIN	Type	Scope	Construction Schedule	Status
	21793.00	Safety	Ross Rd. from 0.15 miles north of Glenwood Terrace west 0.11 miles	2018	
	18801.00	Paving	Rte. 9 from Rte. 1 in Wells east 2.76 miles	2016	
	22501.00	Safety	Rte. 111 at Kennebunk Pond Rd.	2017	
Lyman	20248.00	Safety	Rte. 111 Passing Lane from Rte. 35 westerly 1.0 miles	2018-2019	
	18600.00	LCP	South St. from Rte. 35 in Lyman east 3.27 miles	2016	
	21857.00	Bridge	Replace Bartlett Bridge on Rte. 4/5/202	2017	Inactive
	20472.00	Bridge	Replace Phillips Bridge	2015	Completed
Ogunquit	19106.00	Hwy. Recon	Rte. 1 from York Town Line northerly 2.25 miles	2015-2016	
	20477.00	Bridge	Replace Donnell's Bridge at Wells-Ogunquit Town Line	2015	
	19382.00	Bike/Ped	Engineering for Sidewalks at Willard Elementary & Sanford Jr. High	2018	
Sanford	22642.00	Hwy. Recon	Rte. 202 from Lafayette St. northerly 0.36 miles	2019	
	20952.00	LCP	Rte. 11A from Rte. 202/11 to 0.35 miles north of Hanson Ridge Rd.	2014	Completed
	20280.00	HPP	Rte. 11 from Rte. 109 to Rte. 11A	2014	Completed
	22678.00	Safety	Engineering for Pleasant St. Signal Improvements (13 locations)	2017-2018	
	19001.00	Safety	Rte. 4: Sight Distance Improvements at School St.	2017	
	20202.00	Safety	Rte. 4A: Install 2 lt.-turn lanes at Emerson St. to Berwick Rd.	2015	Completed
	20952.00	LCP	Rte. 5 0.11 miles north of Rte. 202/4 west t Chadbourne Rd.	2014	Completed
Waterboro	20476.00	Bridge	Replace Stinson Bridge at Limreick-Waterboro Town Line	2016-2017	
	18600.00	LCP	South Waterboro Rd. from Rte. 4/202 in Waterboro east 7.60 miles	2016	
	21837.00	Culvert	Replace large culvert on West Rd. located 0.03 miles east of Federal St.	2018	Inactive
	20278.00	HPP	Rte. 1 from 0.13 miles north of York Town Line north 3.72 miles	2017	
Wells	20203.00	Safety	Rte. 9 at Rte. 1 and Rte. 109	2014	Completed
	22673.00	Safety	Rte. 1 Reconstruct Chapel Rd. to 90 degrees	2016-2017	
	20566.00	Safety	Rte. 1 Traffic Signal Upgrades at Mile Rd. and at Rte. 9B	2015	
	20474.00	Bridge	Replace Pumping Station Bridge at Wells-Kennebunk Town Line	2016-2016	
	18801.00	Hwy. Paving	Rte. 9 from Rte. 1 in Wells east 2.76 miles	2016	
	18983.00	Bridge	Rehabilitate Merrilland Ridge Bridge on Rte. 9	2017-2018	