

M E M O R A N D U M

To: Route 109 Corridor Planning Committee and Interested Parties

From: Suzanne LePage, Transportation Planner

Date: March 29, 2004

RE: March 22, 2004 meeting of the Route 109 Corridor Committee

1. Introductions/Corridor Committee Schedule

On March 22, 2004, the Route 109 Corridor Committee met at the Wells Urgent Care Facility on Route 109. Those in attendance included: Mimi Cerveny, Randy Dunton, Dennis Emidy, and Fred Michaud from MaineDOT; Rebecca Grover from the Maine Turnpike Authority; Suzanne LePage, Josh Mack, and Tom Reinauer from SMRPC; Jim Gulnac from the Town of Sanford; and Jonathan Carter, Kenneth Creed, and Harry Tomah from the Town of Wells.

Suzanne LePage opened the meeting with a series of handouts. The first was a copy of her email to the committee, dated January 23. She had posed three questions to initiate a “virtual” discussion, but received only one response. The first question asked about the Sanford terminus of the committee’s study area. Berwick Road in Sanford was first suggested, but a staff decision has since been made to use Old Mill Road, the same study area terminus used by MaineDOT. As such, a final Purpose & Needs Statement was prepared and distributed to the committee.

The second question in the January 23 email was focused around the main objective of the study, i.e. to determine if Route 109 will be able to handle future travel demand and if not, what are the alternatives? Suzanne explained that today’s meeting would be centered on the topic of existing conditions. Next month, the committee will see data describing future conditions. At that point, the committee will be asked to discuss logical next steps. Will the road be able to handle future demand? Is there more analysis needed? Should an “access management overlay” ordinance be developed? Is there an economic development component to corridor planning that needs to be explored further for this corridor?

The committee chose three meeting dates for the spring. Monday, April 26 will be the next meeting at which future conditions of the roadway, ordinance development, and a report

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outline will be discussed. Monday, May 24 could be the final meeting if the committee feels its work is done at that point. If not, a tentative date of Monday, June 21 was chosen.

The third email question described a smaller study area for which an access management analysis could be conducted: between Sam Allen Road in Sanford and Lindsay Road in Wells. Since no one emailed any objections, SMRPC staff decided to start that process.

2. Access Management

Josh Mack (SMRPC) and Randy Dunton (MaineDOT Division 6 Traffic Engineer) spent a day in the field examining existing curb cuts. Josh distributed two sets of maps. The first set displayed conformity of existing accesses to the sight distance standards in MaineDOT's Access Management Rules. Randy explained the difference between mobility sight distance and basic safety sight distance. Basic safety sight distance is the distance needed for a vehicle traveling on the highway to come to a complete stop to avoid colliding with a vehicle entering the roadway. MaineDOT will not waive basic safety sight distance for new curb cuts. Mobility sight distance represents the distance needed for an entering vehicle to reach the 85th percentile travel speed and thereby, maintain mobility on the highway. Mobility sight distance can be waived, but only down to the Basic Safety sight distance.

A total of 75 accesses were analyzed between Sam Allen Road in Sanford and Lindsay Road in Wells. Excluded were 48 accesses located in the urban compact zone. For the access management study area (50 MPH outside of the urban compact zone), a basic safety sight distance of 490 feet and a mobility sight distance of 840 feet must be met to satisfy MaineDOT's Access Management Rules. The analysis determined that approximately 40% of existing driveways have mobility sight distance in both directions. Another 43% have mobility sight distance in one direction and basic safety sight distance in the other, while 16% meet only the basic safety sight distance in both directions. Only one driveway did not meet the basic safety sight distance for one direction. The reconstruction of Route 109 in Wells, particularly the shoulder paving, will likely improve sight distances for many of these accesses. However, the committee will need to decide whether MaineDOT's access management rules, in their standards or in their administration, are adequately maintaining mobility along the corridor or whether an overlay ordinance adopted in both communities needs to be developed.

The second set of maps showed the conformity of existing accesses to the corner clearance and minimum spacing standards in MaineDOT's Access Management Rules. Over 90% of the 75 existing curb cuts studied do not meet these standards. MaineDOT will waive these standards if sight distances are adequate. Corner clearance and minimum spacing standards are used more as a tool to determine the best location on a particular lot for an access than for approving or denying a permit.



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Discussion ensued and resulted in identification of the following “next steps,” all of which may not be able to be completed as part of this study due to funding and timing constraints, but may need to be pursued further by other entities or as part of a follow-up study:

1. Determine potential locations for new accesses in the curb cut analysis study area based on existing regulations and their potential effect on mobility (planned activity – results to be discussed in April)
2. Develop ordinance language to incorporate the various existing regulations and to strengthen the ability to preserve mobility (planned activity – will be based largely on results of number 1)
3. Conduct a similar analysis of sight distance, corner clearance, and spacing for the 48 accesses within the study area’s urban compact zone.
4. Conduct an analysis of building setbacks to the edge of the highway and to the appropriate ROW line (80-foot ROW will be acquired by MaineDOT for the most of the section of Route 109 slated for reconstruction. A smaller ROW will exist near the historic properties in the High Pine are.)
5. Determine if the accesses that do not currently meet the mobility sight distance standards have a greater effect in a northbound or southbound direction.

3. Route 109 Existing Conditions

Dennis Emidy discussed MaineDOT’s traffic study of the corridor. His presentation included existing and future Levels-of-Service (LOS), volume-to-capacity (V/C) information, historical traffic volumes, and a traffic simulation model. The assumptions made in order to complete the analysis were also detailed for the committee. MaineDOT’s study area of Route 109 is bounded by Old Mill Road in Sanford and the Maine Turnpike in Wells. Dennis segmented the study area into six (6) sections and presented the following results:

1. Turnpike to Route 9
 - Suburban Road Class used for analysis
 - Existing LOS = B
2. Route 9 to Evergreen
 - Rural Road Class used for analysis
 - Existing LOS = D and V/C = 0.32
 - Future LOS = E and V/C = 0.51
3. Evergreen to High Pine Loop
 - Rural Road Class used for analysis
 - Existing LOS = D and V/C = 0.29
 - Future LOS = D and V/C = 0.46
4. High Pine Loop to Route 99



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- Rural Road Class used for analysis
- Existing LOS = D and V/C = 0.29
- Future LOS = D and V/C = 0.46
- 5. Route 99 to Route 4
 - Suburban Road Class used for analysis
 - Existing LOS = A
- 6. Route 4 to Old Mill Road
 - Urban Intermediate Road Class used for analysis
 - Existing LOS = D

Next, Dennis distributed a spreadsheet detailing historical traffic volumes at various locations along Route 109. These were used to develop the following growth rates for use in modeling future conditions:

- Maine Turnpike to Route 9 – 2.5%
- Route 9 to Route 99 – 3.0%
- Route 99 to Route 4 – 2.5%
- Route 4 to Old Mill Road – 2.0%

It is important to note that these growth rates are a per year average and do not account for compounding growth. Also, these rates are for Average Annualized Daily Traffic (AADT) traffic volumes only. Different growth rates may be needed for “design hour” analysis as is used in building the traffic simulation model.

Lastly, Dennis showed the committee the traffic simulation model, which displayed traffic movement through the intersections along Route 109 between Old Mill Road and Route 4 as well as through the intersection of Route 109 with the Turnpike and Transportation Center access roads in Wells. Dennis noted that he would need to check a few things in the field to fully calibrate this model for existing conditions before he builds it to demonstrate future traffic operations.

The next meeting has been scheduled for **MONDAY, April 26, 10:00 AM IN THE COMMUNITY ROOM OF THE WELLS URGENT CARE FACILITY.**