

Comment Summary

April 2021

Topic	Stakeholder Comment	MaineDOT Response
None Provided	I am wondering if this project will impact my property at all as it's hard to tell from the information within the videos of the on-demand public meeting. I have not received any correspondence from the state regarding this project other than to have someone on my property last year when I arrived home who appeared to be surveying and said I would receive a letter and which we never did until we received a letter dated April 28, 2021 addressed to my Uncle who I own the property with jointly to tell us about the on-demand public meeting.	Good Morning. Thank you for taking the time to look at our virtual public meeting. Current plans show no impact to your property for this project. Thanks.
Other	I am very much in agreement with this plan, there have been too many crashes there and that has been an issue with seeing in that direction.	<i>No response requested.</i>
Other	Isn't the building you want to remove a Business? Are you proposing shutting down the business just to see better?	Thank you for your comments. Yes, the building to be removed is a business which will be financially compensated and relocated as part of the right of way process. Through the years, MaineDOT has tried to resolve the crash problems without affecting the property by installing an overhead flashing beacon, channelization islands and markings, oversized signs, an Intersection Conflict Warning System, but there is still a crash problem at the intersection.
Other	Why is the cost so high? Something needs to be done with the intersection, but not at this price	<i>No response requested.</i>
Safety	I frequent this intersection, as I live nearby and travel to Pittsfield often. I also used to travel route 2 a lot as a kid. I've always thought this intersection was absolutely dangerous. It makes me uncomfortable crossing the intersection from Pittsfield towards Hartland because it's entirely blind. I'll add five minutes to my trip just to avoid it. I'm very happy that the DOT is making a plan for this intersection, and I think it's very reasonable.	Thank you for your comments and taking the time to view the presentation
Safety	I have grown up traveling daily through this intersection. With speed and carelessness it has gotten progressively worse. That said, it has never been so bad as when that careless, thoughtless, diesel truck business has been there. They put vehicles purposely in the way and laugh. I can't wait for this project to take place.	Thank you for your comments and taking the time to view our presentation

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Safety	I'm in favor of this project.	Thank you for your comments and taking the time to view our presentation
Safety	In addition to the mentioned plan, given the right of way on route 2, Clearing further down the right shoulder as far as possible will help with seeing traffic coming west from Newport. Also the addition of flashing stop signs like are used on the exit of I-95 in Newport would help traveling from Hartland to Pittsfield. I have seen more than one vehicle go through the intersection at 50 plus mph. I believe they see the hill on the other side of route 2 and forget there is an intersection, until it is to late. Another idea would be a rumble strip back by the car dealership to alert the driver that the intersection is coming up. Some of the accident victims are locals that are daydreaming or distracted and forget the intersection. The flashing stop signs are in a more line of sight than the blinking red light above the intersection.	<i>No response requested.</i>
Safety	Another added option, when you come from Newport before the intersection there is a flashing yellow light to warn you of vehicles at the intersection. The same system could work to alert a vehicle sitting at the stop sign that a vehicle is coming from the west. Even though the speed limit is supposed to be 35 up the hill, more than a few are traveling closer to 50. When you stop from Pittsfield to Hartland you tend to look down the hill and then up the hill. If you don't look back down the hill before proceding you can be in trouble.	<i>No response requested.</i>
Safety, Road/Design	I approve and support MaineDOT's Palmyra Intersection Safety Improvements Project. The aspect that I love about MaineDOT's Palmyra Intersection Safety Improvements Project is that the building will be removed which will improve sight distance on US-2.	Thank you for your comments and taking the time to view the meeting.
Safety, Road/Design	This intersection should be considered for a Roundabout or Rotary to slow and flow traffic. More and more main arteries are moving in this direction throughout New England.	<i>No response requested.</i>

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Safety, Road/Design	I grew up in the project area. I witnessed many, many accidents. This change has been needed for a very long time. Unfortunately, one thing that cannot be fixed is the speed of logging trucks and most traffic through the intersection. Clearing the view each way is a start.	<i>No response requested.</i>
Safety, Road/Design	Thx for opportunity to comment 1/. While appears that the primary concern is crossing vehicle movement with thru traffic, will the improvement accommodate a protected left turn pocket or ability to safely bypass stopped left turn vehicles? I have witnessed issues with EB rte 2 thru traffic stopping to accommodate a waiting left turn vehicle turn north on rte 152	Thank you for your input. Our current design doesn't accommodate a left turn pocket.
	Thank you. Is any width included for bypass of stopped left turn vehicles as noted? Longer stopping distance for EB vehicles Bruce	No, we didn't include left-turn protected lanes because the majority of the crashes involved angle crashes and not rear-end crashes. Plus if we had a left turn lanes it would make the Route 2 crossing even longer.
	Sorry I was talking about a shoulder width EB in my previous comment, not a protected lane, that could afford opportunity for the thru to avoid left vehicle. To me it seems adding a little more safety shoulder width EB would be worth the cost, given that the improved sight will allow adequate time to safely cross even width a widened shoulder. Thanks for your comments. What DOT is proposing will be a big improvement !	No Response Provided.
Safety/Right of Way	More crashes	<i>No response requested.</i>
Safety/Road Design	A possible viable solution is to make the intersection into a rotary/roundabout. It will slow traffic down in all directions, thus virtually eliminating fatal & major accidents.	Thank you for your comments