

MaineDOT Virtual Public Involvement Comment Summary

Project Name: Freeport Bridges, Desert Rd Exit 20 & Mallet Dr Exit 22

WIN: 21726.00 and 23627.00

Description: Bridge Replacement Projects at Desert Road Exit 20 (Bridge No 5720) and Mallet Drive (Route 126/135) Exit 22 (Bridge No 5721) over I295

Date: 07/16/2021

Level of Support: Leaning In Favor

Response Requested: Respond to me by e-mail

Topic(s): Daily Commute

Comment: Mallet drive Freeport bridge- given the configuration of Durham rd, which essentially provides for a stop to continue northbound from pownal rd to Durham I am worried that the introduction of a signal less than 200 or so feet from this will cause it to be nearly impossible to continue north from the south portion of durham rd to the north. The issue I see is that traffic will back up at the light going west causing there to be limited amounts of time for a car to cross traffic to continue on Durham rd. As it is now, at certain times of day it takes a long time/ risk to continue given the constant stream of traffic. While pauses in traffic will be introduced with a signal, I'm worried that the traffic going west on the the bridge while sitting at a red light will cause drivers to essentially be nice to one another to let them through. Even then, you will need to confirm easterly traveling traffic is not coming, which may cause drivers to be in an undesirable situation all around. If you want to keep this plan I would propose adding another light at the intersection of mallet dr and Durham road to address this. Otherwise the best solution in my mind is to simply add additional on off ramps so that no cross traffic is needed. Sort of like the forest ave exit in Portland. This would ensure efficient movement and increase safety

Date: 07/22/2021

Response Type: e-mail

Response By: Mackenzie Kersbergen

Response:

Thank you for your comment.

The Department is not adding a traffic light at the intersection of Durham Rd and Mallet Drive/Rt 135/126. The Department is not extending the project scope to reconstruct the on and off ramps.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen P.E.
MDOT Project Manager

207-215-3820

Date: 07/28/2021

Response Type: e-mail

Response: Thank you. I believe that was my concern. By adding a light about 300 feet from the Mallett Dr, Durham Rd intersection, traffic is going to back up from the light and into the intersection during busy times of the day. Basically the light on the on ramp is going to cause additional issues that will need to be addressed.

Date: 08/09/2021

Response Type: e-mail

Response By: Mackenzie Kersbergen

Response:

The Department understands your concern.

Thanks,

Mackenzie Kersbergen

Date: 07/16/2021

Level of Support: Less In Favor

Response Requested: Do not send me a response

Topic(s): Other, Bike and pedestrian accommodations, Pedestrian Access

Comment: I think a pedestrian bridge connecting the end of True St to the end of Pleasant St over the highway is a much safer option than trying to navigate around on and off ramp traffic on a busy Mallett Drive road.

Date: 07/17/2021

Level of Support: In Favor

Response Requested: Respond to me by e-mail

Topic(s): Other

Comment: Are the traffic lights absolutely necessary on Mallett Drive? Will they improve or impede traffic flow?

Date: 07/22/2021

Response Type: e-mail

Response By: Mackenzie Kersbergen

Response:

Thank you for your comment.

Yes, the lights on Mallet Drive are warranted and traffic flow will be improved. A study was done, if you would like it, please let me know and I can send it to you.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen P.E.
MDOT Project Manager
207-215-3820

Date: 07/17/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Topic(s): Daily Commute
Comment: Traffic often backs up on to 295North at rush hour. The exit ramp intersection needs a merging lane on to the bridge that will allow traffic to flow more smoothly and quicker to alleviate this very dangerous back up on 295N

Date: 07/22/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

I'm assuming you are referring to Exit 22 I295 Northbound off ramp. The Department is aware of the backups onto I295. One of the reasons we are adding a light at the I295 NB on and off ramp intersection is to address this issue. Based on our simulation, the signal will shorten the peak hour queues for the ramp by providing reliable capacity for off ramp traffic to turn onto Rt 125/135.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen P.E.
MDOT Project Manager
207-215-3820

Date: 07/17/2021
Level of Support: Leaning In Favor
Response Requested: Respond to me by e-mail
Topic(s): Daily Commute
Comment: Nice presentation! Two comments on desert rd project. Left turns off hunter road to head east on desert rd will be challenging. With a red light, east bound cars will stack up beyond hunter rd. When it turns green wb and everyone traffic will further prevent left turns off hunter rd. Can the stop line be moved further west beyond hunter rd and a light to support left turns off hunter rd be added? Similar issue for 295 nb traffic exiting and trying to make a left heading west on hunter rd. It's

dangerous even today, how can you address that to make it safer?

Date: 07/22/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment. Glad you found the presentation informational.

We cannot move the stop bar further west beyond Hunter Road. For I295 NB off ramp, turning left onto Desert Road will now be signalized.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen P.E.
MDOT Project Manager
207-215-3820

Date: 07/17/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Topic(s): Pedestrian Access
Comment: I don't understand why there's a 12' sidewalk on one side rather than 6' sidewalks on both sides of both bridges. Crossing either Mallet Drive or Desert Road is dangerous.

Date: 07/22/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

The Department engaged a Bridge Advisory Committee with members of the town of Freeport. As part of that group, it was agreed and decided to add one 12' multi use path on both of the bridges.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,
Mackenzie Kersbergen P.E.
MDOT Project Manager
207-215-3820

Date: 07/18/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Topic(s): Other, Daily Commute
Comment: I'm writing in regards to the Desert Rd bridge. I am a resident of Hunter Rd. The presentation shows a stop line on the South side of Desert Rd just prior to the Northbound on ramp to I-295. I am concerned that if vehicles begin to stack up in that area, it will prevent vehicles who want to turn left (east) off of Hunter Rd from doing so. At 3 to 3:30 pm on weekdays, LL Bean employees leave work creating a heavy traffic stream in that area. Drivers turning left from Hunter Rd also need to be concerned with vehicle traffic heading West on Hunter Rd. I think the stop bar on Desert Rd may be better served for this by placing it before the Hunter Rd intersection.

Date: 07/22/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

We cannot move the stop bar further west beyond Hunter Road.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen P.E.
MDOT Project Manager
207-215-3820

Date: 07/18/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Other
Comment: thank you for the traffic lights to cure the dangerous off/on ramps at 22

Date: 07/21/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Daily Commute
Comment: As a commuter who uses one of these bridges twice per day, I am glad to hear that MDOT intends to keep the bridges passable for the duration of the projects.

Date: 07/21/2021
 Level of Support: In Favor
 Response Requested: Do not send me a response
 Topic(s): Daily Commute, Construction
 Comment: During construction, I understand that 2 lanes will be maintained across each of the bridges, 1 in each direction. How will turn movements onto the on ramps be accommodated? Will there be room for thru traffic to pass by the car waiting to turn onto the on-ramp?

Date: 07/21/2021
 Level of Support: In Favor
 Response Requested: Respond to me by e-mail
 Topic(s): Bike and pedestrian accommodations, Pedestrian Access
 Comment: For exit 22, where the proposed 12-ft path ends on the east side, there appears to be a significant amount of slope work associated with it. Is there a reason that it stops where it does? Even if it is unknown at this time if the path will remain on the south side of the road, it seems prudent to extend the earthwork, at least as far as where a crosswalk would be located, so that the slope work and plantings do not need to get torn up a second time. Additionally, between the end of the path on the east end and the driveway to the convenience store, is the grading adjacent to the curb such that it is relatively flat for at least 5-ft in width so that foot traffic could continue without walking in the shoulder?

Date: 07/21/2021
 Level of Support: In Favor
 Response Requested: Respond to me by e-mail
 Topic(s): Other, Bike and pedestrian accommodations
 Comment: What is the plan for traffic signals at Desert Road NB off ramp for motorists turning left (west) onto Desert Road? This intersection is dangerous to navigate and with short distance from Rt 1/Desert Rd signals and the current sight lines of traffic on Desert Road heading east it makes this very challenging to turn left when there is any traffic at all. Additionally, as a cyclist, the bike lanes/shoulders will need to extend from the new bridge past the Rt. 1 intersection so that motorists and cyclists are both considered in the rights-of-way. Will the new spans be long enough to accommodate future 3 lane NB and SM 295?

Date: 07/22/2021
 Response Type: e-mail
 Response By: Mackenzie Kersbergen
 Response:

Thank you for your comment.

Desert Road and I295 NB off ramp will be signalized. All the signals will be coordinated with each other (SB on/off ramps to the shopping center on Rt 1). The turning left (west) movement will be improved

July 2021

from existing conditions. The 5 ft shoulder will transition and merge into existing conditions on Rt 1. The multi use path from the bridge will be as wide as possible until it meets with the existing sidewalk at Rt 1. All of the traffic lights will have pedestrian crossings.

The proposed bridges at both Exit 20 and Exit 22 can be modified to accommodate a future lane on I295 without replacing the structure.

Please don't hesitate to reach out to me directly to discuss further.

Thanks,

Mackenzie Kersbergen P.E.
MDOT Project Manager
207-215-3820

Date: 07/22/2021
Level of Support: Less In Favor
Response Requested: Respond to me by e-mail
Topic(s): Daily Commute, Construction
Comment: Concerns about length of time required to complete the project. Four years seems like quite a long time to restrict traffic flow at two busy intersections in town.

Date: 07/22/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

Traffic will not be restricted at either location. Two way traffic and all turning lanes will be maintained throughout construction with the exception of a few nighttime only closures or short duration lane closures controlled by flaggers or temporary signals. The Contractor will have the option to complete these bridges simultaneously or staggered depending on their resources. If the construction is staggered, it will obviously take longer. Each phase of bridge construction is expected to take one season, therefore two seasons/years for each bridge. 4 years is the greatest amount of time it would take and it won't necessarily be continuous construction the whole time.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen P.E.
MDOT Project Manager
207-215-3820

Date: 07/22/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Other
Comment: I approve and support MaineDOT's Freeport Bridge Project. The aspect that I love about MaineDOT's Freeport Bridge Project is that the existing bridges will be replaced with ones that are safer and up to current design standards.

Date: 07/23/2021
Level of Support: Neutral
Response Requested: Do not send me a response
Topic(s): Other, Daily Commute
Comment: The on and off ramps are ridiculous as they were designed when the speed limit was 55. DOT recently placed bright new signs on the offramp southbound and within days one was hit by a driver going off the pavement. This happens multiple times a year especially on the southbound ramp as it is too tight a curve and the off ramp is too short to facilitate cars slowing down to the posted speed of 20mph. The daily traffic congestion will be increased as cars have to wait at traffic lights. I am dumfounded that new off ramps separate from on ramps were not part of the design. Living on the west side of 295 just became more time consuming for residents of Freeport, Pownal, and Durham and commuters from further inland. I predict multiple accidents on the approach from Rt 136/125 as the road will become a blind curve leading up to the traffic light. This is a missed opportunity to improve the design for current levels of traffic and increased speed on 295 from the original design.

Response Requested: Respond to me by e-mail
Topic(s): Daily Commute
Comment: Please confirm that signals will be synchronized so that through traffic would generally have to stop no more than once.

Date: 07/23/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

At Exit 20, the lights will be coordinated from the SB on and off ramps to the shopping center light on Rt 1.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 07/23/2021
Level of Support: Leaning In Favor
Response Requested: Respond to me by e-mail
Topic(s): Other, Daily Commute, Bike and pedestrian accommodations
Comment: Thank you for the opportunity to comment. I have a couple of questions and one major concern. 1) What will the street lighting plan be for the two interchanges? Exit 20 currently has adequate lighting that minimizes light pollution and visual impact. Exit 22 has massive, ugly, wasteful lighting that puts more light on trees than on the roadway. In addition to the aesthetic light pollution - especially for neighbors - this is extensive enough, high enough, and bright enough to cause disorientation for migratory birds. Furthermore, it has shown to be a very effective attractant of Browntail Moths. Please consider visually appealing and efficient lighting that maximizes lumens on the roadway and not in the air, woods, and into nearby yards. On a foggy night, the glow of the Exit 22 lighting can be seen for 5+miles. It's an abomination. 2) The plan fails to address the turning hazard of making a left-hand turn from Mallett Drive onto Durham Road (e.g. heading towards Bradbury Mountain State Park). Southbound traffic on Durham Road (heading towards I-295) cuts the corner - especially in spring when striping becomes worn - risking head-on collisions with traffic waiting to make a left. I make this left often, and never feel safe doing it. I urge the DOT to extend the project to remediate the concern at this intersection. 3) At the same intersection mentioned in #2, turning left from Durham Road to continue northbound on 125/136 has become increasingly difficult. Please consider a traffic light or other turning assistance here as well. 4) I am personally very excited for the bike paths on both bridges. I have been avoiding commuting by bike because of the current state of the bridges and the lack of bicycle accommodations. Thank you for your time and consideration, and the opportunity to comment.

Date: 07/23/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for taking your time to comment. We are happy you are excited for the multi use paths on the bridge.

The street lighting at Exit 20 and 22 are going to remain basically the same although we are upgrading to LED's as they are more efficient. In both locations, the lights will be removed and new poles and lights will be reset during construction. The lights at Exit 22 follow all regulations and is the direction the Department is going forward with. We do evaluate each lighting project to make sure it has zero up light, to cut down on light pollution.

The Department is not extending the project limits to Durham Road intersection.

The Department is not adding a traffic light at the intersection of Durham Rd and Mallet Drive/Rt 135/126.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 07/24/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Daily Commute, Bike and pedestrian accommodations, Pedestrian Access
Comment: I support this project, as well as the use of public funds to include the 12 foot bike path and pedestrian ammenities. I believe this will help to reconnect the two parts of town currently divided by I-295.

Date: 07/24/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Daily Commute, Construction
Comment: I support the I-295 bridge project and related ammenities.

Date: 07/24/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Daily Commute, Construction
Comment: I support the I-295 bridge project and related ammenities.

Date: 07/25/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Other, Daily Commute
Comment: Exit 22 (Bridge No 5721) Not sure if possible but adding a second off ramp on both north bound and south bound. Trying to cut across traffic is dangerous. Especially the south bound dealing with turning traffic going onto the highway, traffic coming from rout 125 on a sharp corner, then add in traffic turning from pownal/Durham road. All very bad line of sites with very little time to react.

Date: 07/27/2021
Level of Support: In Favor

Response Requested: Do not send me a response
Topic(s): Daily Commute, Bike and pedestrian accomodations
Comment: None

Date: 07/27/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Topic(s): Daily Commute
Comment: Thank you for the opportunity to comment. I am a Freeport resident living on Bishop Farm Rd. I commute daily to Brunswick. I have concern that this proposal does not adequately take into account the sheer volume of traffic that travels south from 125/136 to this area. I foresee backed up traffic routinely extending from the stop light at the entrance to the bridge from the west side of town. As it is now, it is very difficult to enter this south flow of traffic from Beech Hill Rd at peak commuting times, much less to try and turn right and cross the traffic flow to head north. I also worry about the back up potential for folks traveling north on Durham Rd trying to turn right to access the bridge. I hope there has been an adequate traffic study to take these issues into mind, particularly at peak travel times. While I am all for pedestrian and bike allowances, the greatest number of users of this area by far are commuters or people trying to access intown shopping.

Date: 07/28/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you Greg for your comment.

We have looked at the traffic volumes on Rt 125/136 and understand it's a commuting route with peak times in the morning and afternoon. There was also a study to determine if the lights were warranted. If you would like that report, please let me know and I can send it to you. I don't believe there will be backups/queues all the way to Beech Hill Road.

Please don't hesitate to reach out to me directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 07/27/2021
Level of Support: Neutral
Response Requested: Do not send me a response

Topic(s): Bike and pedestrian accomodations
Comment: I think that the bike lane in the middle of the road on the mallet drive redo (on the side of Durham road) is going to be a problem. I HATE the fact that bicycles are seeming to be given preferential treatment on roads. It will be very dangerous to having cars traveling on both sides of someone riding a bicycle. The person on the bike could get very nervous about whether the cars are watching close enough that they might not get hit. That will cause them to pay more attention to that then what they are doing, which could cause an accident. The bike paths should be on the sides NOT in the middle of the road.

Date: 07/27/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Bike and pedestrian accommodations, Pedestrian Access
Comment: Please extend the 12 foot bike path on Mallet Drive east through the length of your project to the gas station. This is the right time to do it while the rest of the construction is occurring as opposed to a later date. It will also help with safety for the pedestrians and cyclists as they come to the end of the path.

Date: 07/28/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Topic(s): Other, Bike and pedestrian accommodations
Comment: Why is the 12' multi-use trail stopping short of the east approach reconstruction limits along Mallett Drive?

Date: 07/28/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

To continue the 12' multi use path on the east approach reconstruction limits on Mallet Drive, there is additional embankment work that would need Right of Way acquisition because the slopes would extend outside of the Department's property. The Department did not acquire any rights for this project so we stopped the path as shown on the plans.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,
Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Name: Travis Pryor
Email: tjpryor76@gmail.com
Phone:
Address: Freeport, ME 04032
Date: 07/28/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Bike and pedestrian accomodations
Comment: Why is there no shoulder on the north side of the east approach along Mallet Drive? This will be dangerous for bikes approaching the bridge from the east.

Date: 07/28/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

We are matching the existing width of Mallet Drive. Because there are two lanes, one thru lane and one turning lane, there is not enough width for a shoulder. We are not acquiring Right of Way for this project.

There is not an existing shoulder on the north side of Mallet Drive on the east approach to begin with. The town of Freeport is working with PACTs and MaineDOT to improve the corridor east of the bridge to Rt 1 on Mallet Drive. The town of Freeport has submitted a grant application to help fund the design and construction of a multi use path from Rt 1 to this bridge project. If approved, it would likely be constructed in either 2024 or 2025.

Please do not hesitate to contact me directly to discuss further.

Thanks,
Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 08/09/2021
Response Type: e-mail
Response By:
Response: You have shoulders for bikes in addition to the multi-use paths for all other areas around and over this bridge and the Dessert Road Bridge except this one location. If the Town creates a multi-use path from Route one that will still not create a consistent and safe 5-foot shoulder like you have everywhere else.

Date: 07/28/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Bike and pedestrian accommodations, Pedestrian Access
Comment: The town of Freeport has plans for a sidewalk to be built on the North side of Desert Rd. as part of a new residential development requirement. Given this, can MDOT incorporate crosswalk striping on Hunter Rd., from where the new multi-use path will end, and where the sidewalk will begin?

Date: 07/28/2021
Level of Support: In Favor
Response Requested: Do not send me a response
Topic(s): Bike and pedestrian accommodations, Pedestrian Access
Comment: There was not much detail on the aesthetic of the barrier separations. In Bridge Advisory Committee meetings, Town of Freeport participants emphatically agreed that the Martin's Point bridge design for barriers should be utilized. This was our expectation at that meeting. The images shown in the presentation were somewhat similar to Martin's Point, but to my eye not as nice. Please make sure to honor the Advisory Committee's input on that. Thank you.

Date: 07/29/2021
Level of Support: In Favor
Response Requested: Respond to me by e-mail
Topic(s): Bike and pedestrian access
Comment: Regarding both bridges, Legend states a sidewalk is going in- isn't it supposed to have a multi use path?

Date: 07/29/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

You are correct, good catch. A 12 ft multi use path is going on both bridges, north side at Exit 20 and south side at Exit 22. At Exit 20, this will be as wide as possible for as long as possible until meeting the existing sidewalk on the east side.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager

207-215-3820

Date: 07/29/2021
Level of Support: Less In Favor
Response Requested: Respond to me by e-mail
Topic(s): Daily Commute, Construction
Comment: Desert Road bridge, and the traffic concerns faced by residents of Desert/Merrill Road due to this project combined with the building of an apartment complex.

Date: 07/29/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

Two way traffic will be maintained throughout construction on Desert Road. All turning lanes will be open too. We are aware of the apartment complex west of the bridge. The project has been permitted and is already under construction. According to the town of Freeport, the contractor believes there will be occupants in some of the units by this fall/winter. The bridge work may not even start until spring 2022. Also, the only work in the road from the apartment complex construction is underground utilities and a new sidewalk.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 07/29/2021

Level of Support: Neutral

Response Requested: Respond to me by e-mail

Topic(s): None Provided

Comment: Desert Road Bridge 1. Your traffic counters would not have noticed this but every day dozens of cars leave Freeport traveling west on Desert Road and do not realize that a left turn is required to enter I295 southbound. Stuck in the wrong lane they have to drive down Desert Rd and turn around to enter the highway. This is caused because the post signage for 295 must be located on the right side of the road as traffic approaches the bridge. The post sign on the left side of the road is not visible until traffic goes over the bridge and then it's too late to get into the left lane to make the left turn onto the SB on-ramp. This can be best be corrected with overhead signs giving drivers plenty of time to get in the correct lane. 2. I hope the signals will be "smart signals" that will adjust the timing of the lights for the time of day. The LLBean shift change dumps incredible amounts of traffic all at once into these intersections. Tourist traffic affects them as well at different times of the day. Fixed timing signals that are not automatically adaptable to differing traffic conditions will cause tremendous traffic backups in all directions. 3. Painted "islands" do not work. As frustration mounts over long waits at traffic signals, left turning traffic onto the NB on-ramp will move left onto the painted island and traffic that wishes to continue onto Rte 1 will pass on the right regardless of the painted lines. Since the separated bike lane is on the north side of the bridge why not eliminate the five foot shoulder on the east bound lane and provide two travel lanes the entire length of the bridge. 4. Where are crosswalks to direct eastbound pedestrians or cyclists onto the separated lane on the west side and again to direct them onto Rte 1 on the east side. 5. Northbound tractor-trailer trucks exiting 295 wishing left have to make a very tight radius turn onto westbound Desert Rd. Frequently the rear wheels of the trailers roll onto the curb and even onto and over the guardrail on the left. This guardrail must be frequently replaced (check maintenance records) because it is struck by turning trucks. The NB exit ramp should be slightly reconfigured to improve the turning radius. Mallet Drive Bridge 1. You have eliminated the right "slip lane" entering I295 NB because of "improved pedestrian and bike safety." But the pedestrian and bike lane is on the opposite side of the bridge. How are bikes traveling west supposed to cross Mallet Drive to access the bike lane? When Freeport finds a way to integrate the bike lane into Mallet Drive is there room to restripe the road to add the slip lane back in? Traffic wanting to turn onto NB 295 will make their own slip lane regardless of the striping because of frustration with the traffic lights. 2. Why is there a bike lane in the center of the Durham Road access (eastbound) when the separated bike lane is on the south side of the bridge? You are asking eastbound cyclists to first cross turning traffic to get into the center bike lane, then cross traffic again to get onto the separated bike lane on the bridge. Motorists expect to see bicyclists on their right so why not keep the eastbound cyclists on the right all the way through the project area. 3. See my comments regarding smart traffic signals on the Desert Rd bridge. Frequently traffic backs up onto 295 NB because of congestion on the NB off-ramp / Mallet Dr. intersection. The signals must be automatically adaptable to changing conditions. A rainy day on Sebago Lake or a foggy day at the coast will cause much increased tourist traffic that cannot be anticipated by fixed timing signals. 4. Where are the crosswalks to direct westbound pedestrians/cyclists to cross Mallet Drive to the separated lane on the east side and again on the west side to allow them to cross traffic onto Durham Rd?

Date: 08/09/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comments.

Desert Road

1. The Department is not installing overhead signs on Desert/Merrill Road.
2. All of the signals will have detection so the timing will adjust to the traffic volumes.
3. We are providing a turning lane for the eastbound traffic to turn left onto the I295 NB ramp.
4. All the signals will be signalized for pedestrians.
5. We have evaluated the turning radius of tractor trailers turning left from the I295 NB off ramp on to Desert/Merrill Road. They can make this turn safely.

Mallet Drive

1. One of the biggest concerns the Department heard from the Advisory Committee was bike/ped safety improvements. There was substantial feedback encouraging MDOT to eliminate the slip lane and slow the traffic turning onto I295. If cyclists are traveling west in the road/shoulder, they should stay on the road and shoulder. The multi use path can be used for cyclists once the town of Freeport finishes the full path on either side of the bridge.
2. The bike lane stays to the right of the thru traffic which is the safest condition. The reason the bike lane is between two lanes of traffic is to avoid cyclists having to cross turning traffic. Turning traffic will not have to look for cyclists in this condition.
3. Again, all the signals will have detection. We are aware of the backups on I295 NB. The signal will provide reliable capacity for off ramp traffic to turn onto Mallet Drive/Rt 135/126.
4. The Department is providing the path on the bridge. The pedestrian facilities off the bridge will be provided at a future point in time when the town of Freeport has the financial resources to build this phase of the project.

I have done my best to address all of your comments. Please don't hesitate to reach out to me directly to discuss further.

Thanks,
Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 07/29/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Topic(s): Daily Commute, Construction
Comment: Reading the PowerPoint, it appears both bridges are going to be worked on concurrently. How is traffic flow going to be detoured to ensure minimal impact to locals? Is there going to be strong coordination to ensure that only one bridge going in each direction is impacted at a time? IE: If exit 20 southbound ramp is closed, will exit 22 be open? If the exit bridge 22 is closed crossing 295, will exit Bridge 20 be open to cross 295? Will construction plans with timeline be announced somewhere? This greatly impacts mass transportation as well as residents.

Date: 07/29/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

Traffic will not be restricted at either location. Two way traffic and all turning lanes will be maintained throughout construction with the exception of a few nighttime only closures or short duration lane closures controlled by flaggers or temporary signals. Any nighttime closures will be well marked beforehand. There will be no extended detours or ramp closures. The Contractor will have the option to complete these bridges simultaneously or staggered depending on their resources. Once the project is awarded to a contractor and we have their schedule, the Department plans to send direct mailers as well as have a MDOT project website for these bridges.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 07/30/2021
Level of Support: Leaning In Favor
Response Requested: Do not send me a response
Topic(s): Daily Commute, Construction, Bike and pedestrian accommodations
Comment: 1. Desert Rd, Exit 20. Sidewalk needs to extend across Hunter rd including a crosswalk. Residential area is being built which will increase pedestrian/ bike traffic and municipal lot also on that road. 2. Mallet drive Exit 22. Slip lane to 295 northbound still may be needed to handle traffic volume from town center. Traffic calming from Routes 125/136 MUST be part of project to avoid rear end collision at new light on bridge. Use rumble strips, flashing lights or other means further up the road. Should be mandatory part of design. Please!!!

Date: 07/30/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

On Desert Road, MDOT is not constructing a sidewalk across Hunter Road. As part of the apartment complex construction, they are responsible for adding a sidewalk.

On Mallet Drive, the Department is adding a "Signal Ahead" sign for eastbound traffic on Rt 135/126.

Please don't hesitate to reach out to me directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 08/10/2021
Response Type: e-mail
Response By: Member of the public
Response: Thanks for the response and information. Hope the drivers cruising down 125/136 respond to the signal ahead sign. Once they learn about the new bridge construction word will probably spread...hopefully before police response is needed! Thanks again.

Date: 07/30/2021
Level of Support: Neutral
Response Requested: Do not send me a response
Topic(s): Daily Commute
Comment: None

Date: 07/30/2021
Level of Support: Neutral
Response Requested: Respond to me by e-mail
Topic(s): Other, Daily Commute
Comment: I am concerned about the intersections of Mallett Drive at Durham Road and Desert Road at Hunter Road. It is already difficult to make a left turn at these intersections.

Date: 08/09/2021
Response Type: e-mail
Response By: Mackenzie Kersbergen
Response:

Thank you for your comment.

We understand your concern. For Mallet Drive, we are not extending the project limits to include the intersection of Durham Road. For Desert Road, the stop bar cannot be moved further back to accommodate Hunter Road.

Please don't hesitate to reach out directly if you would like to discuss further.

Thanks,

Mackenzie Kersbergen
MDOT Project Manager
207-215-3820

Date: 08/13/2021
Level of Support: Leaning In Favor
Response Requested: Respond to me by e-mail
Topic(s): Daily Commute, Construction, Bike and pedestrian accommodations
Comment: Both bridges. Has the diverging diamond interchange design been considered? Seems like it would be a good fit here. From what I've read it seems to be a better design for cost and safety than the traditional two lane design we are accustomed with. Curious if it has been considered for here, as it has been popping up in other parts of the country.