

Topic	Stakeholder Comment	MaineDOT Response
Bike and pedestiran accomodations, Traffic, Safety	1. Traffic speed should be limited. This is a residential area, not a speedway. Increasing the speed of vehicles increases traffic noise and accident rates. I have witnessed over seven accidents personally, and held the heads of victims until ambulance arrives. Slow it down. 2. Chain link may be the cheapest solution and it is also the ugliest. If it is on the lakeside it is even uglier and ruins views. At least use a more aesthetic material than chain link. 3. Improvements often prove detrimental to property values. Please express how you are taking this into consideration.	Thank you for your comments. The design itself will be traffic calming with the center island and narrower lanes. We are not increasing the speed limit Because it is considered a multiuse path which includes bikes, a fence that is 4' tall is needed. Chainlink fence on these paths is a standard treatment, providing both the height and the visibility. The proposed fence will only be in the area where there is guardrail.
Bike and pedestrian accomodations, Safety	I am quite pleased with the progress In the last few years to insure the recreational piece remains within the project scope. Way back in 2007 a plan to construct the Southern Link Trail (SLT) was envisioned and I would like to be able to forward a copy of that to MDOT. Also at a LAWPC meeting on October 23, 2013 the Commission discussed eliminating the rt4 Turnout parking area and thus the public view shed) "in conjunction with expanding parking at the adjacent boat launch. This could be used as the start point for the eventual development of a recreational trail (SLT described above) along the south side of the Lake." I would love to be a part of this project team to insure the LAWPC parking lot gets expanded, the SLT trail head and lake viewing area gets built, and now the (Parcel 4) peninsula at the northern most terminus of the MDOT proposed bike/ped path all get started with volunteer & other incredible funding opportunities that Maine and this community have to offer. One other comment, can MDOT engineers envision the sidewalks near rt4, from either side of the boat launch or municipal beach area be designed for an overhead bike/ped bridge someday?. This would link a whole village/Androscoggin river area with the Community College, The high school, Park Avenue residential district, Lost Valley recreational area and the Whitman Spring Road (Community Center) all via the SLTrail. Thank you.	Thank you for your comments. The sidewalks as designed will accommodate any future overhead bridge.

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Bike and pedestrian accommodations, Safety	Do you know if there is State funding that can be earmarked for the overhead? Might take years understandably so it may be good to apply now.	Not at this time. I would expect that to come out of ATRC.
Bike and pedestrian accommodations, Safety	Ty! Since this chat began the Lawpc organized a trail day at (parcel 4) where the DOT project starts on the north end. Looks like another 1/2 mile of private trail improvement towards Lake Shore Dr. Any chance DOT can stripe/ improve the bike lane north that small section to meet with bike/ped traffic coming of Lake Shore Drive?	This would be a question for Patrick Adams, our bike/ped coordinator. His email is patrick.adams@maine.gov.
Bike and pedestrian accommodations, Traffic	Overly complicated on first look, it took some studying of the presentation materials for a full understanding of how the new traffic flow will work. The changes are unintuitive and will require drivers to heavily rely on traffic signs; I would anticipate a lot of missed turns and frustrated drivers. The middle turning lanes are familiar enough to understand, but forcing jug handle use for reversing direction is convoluted. Shared access walkways are a welcome addition, expanding on that aspect would garner more public support. Ultimately I see this as solving a niche problem, how many people even use the boat launch? I would rather see traffic congestion issues on south Center St addressed, and something done about the dangerous middle lanes that are so often used for driving.	No response requested.

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Bike and pedestrian accommodations, Traffic, Safety	I like these changes, but I wonder what you will do to slow traffic down, which is the biggest problem on that stretch of Route 4. As mentioned in your presentation, average speed is 20 mph over the posted speed limit. People routinely travel at 30+ mph over the limit. Traffic calming needs to be incorporated in this project so Route 4 is safer for all users.	No response requested.
Bike and pedestrian accommodations, Traffic, Safety	This is a great idea to help make it safer to cross/turn around.	No response requested.
Construction	fireside stove shop north bound truck turn in to my drive way for deliveries weekly don't see how it going to work with the island there	Northbound deliveries will be required to reverse direction at the boat launch jughandle
Construction, Bike and pedestrian accommodations, Other	where will the water trucks now draw water from the lake with the parking area being changed to pedestrian access/space?	Both Auburn and Lewiston will be providing alternate fill station locations for bulk haulers once the turnout is eliminated. Thank you.
Construction, Other	I planted noise buffering vegetation along center st due to excessive noise along my residential home. It appears you are going to take that out. This will significantly reduce the value of that rental property	Thank you for your comments. We are proposing replacement vegetation.
Construction, Other	Can this be done with a Roundabout? This design looks very complacated. Will the Flag pole and Fir tree in the triangle be relocated for future use?	A roundabout was considered and researched for this area and determined not to be the best option for safety and cost. Yes the flagpole will be relocated. Thank you.

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Construction, Other	I am also concerned with the Fir(Christmas) tree we light each year for the community. Are you really sure with this design. Drivers coming out of East Auburn have to cross four lanes of 60+ MPH traffic and then merge before they can head South and all this in a very short distance. When school lets out is there room for the vehicles in the turning lane to go south? I think you need a long hard look at this design.	Hello. This design is based on the outcome of the attached study
Construction, Traffic, Safety	Wow! This is a lot of roadwork! However, it is certainly time to ease this area of speeding and potential accidents. Explain please how one would exit Turner St. to head north. Thank you.	Traffic will be required to travel south on Turner Street to one of the cross roads that connect to Rte 4 in order to head north on Rte 4. Joline has a traffic light for controlled entrance, if that is the preference.
None provided.	good project	No response requested.
Other	I am interested in what technologies you are using to provide these virtual public meetings. Would like to discuss with you how other meetings are being held on projects such as typical plans fields reviews for ROW or Construction plans development, or just other projects that used to require field site visits.	Hello The person you need to talk to about this is Paul Merrill, MaineDOT's public information officer. His email is paul.merrill@maine.gov
Safety	This project is a complete waste of money and poorly serves the community of East Auburn. Simply put up a light or kadd a center turn lane. This all the community of East Auburn ever wanted.	No response requested.
Safety	Nice to see this long term being addressed!	No response requested.

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Traffic	<p>On the traffic simulation, It would be helpful if the cars didn't change color. It is harder to track a vehicle to see where it is going when it changes color. If I were not already familiar with the design, I don't think I would understand the new traffic pattern based on the simulation. The red curser dot on Clark Sulloway's presentation jumps around and is hard to follow. The simulation also does not show how traffic from Turner street will make it onto Turner Road. Finally. full screen is not available on the presentations, making them that nearly impossible to read.</p>	<p>No response requested.</p>
Traffic, Safety	<p>Eliminating left turns onto Rt 4 from Turner St will be a huge improvement. The protected left turn lanes will also help reduce the number of accidents thru the area. Glad to hear of larger jug handle lanes to accommodate larger vehicles, think fire trucks like Tower/Ladder One. Thank you for a design to help keep thru traffic moving safely along, without any additional discussion of round-a-bouts.</p>	<p>No response requested.</p>
Traffic, Safety	<p>I approve and support the Auburn Route 4 Project because the project will create 2 jug handle intersections which will accommodate left turning traffic onto Route 4 from the boat launch.</p>	<p>Thank you for your comments and support!</p>
Traffic, Safety	<p>I would like to see the median start after Oak hill rd. Drop the speed limits and enforce the law. I do not want to have to turn right to go into town.</p>	<p>The median extending beyond Oak Hill is an integral part of the safety improvements for this project. Thank you.</p>
Traffic, Safety	<p>I am not very impressed with this layout for turning left from Oak Hill Rd. where I live.</p>	<p>The median extending beyond Oak Hill is an integral part of the safety improvements for this project. Thank you.</p>

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Traffic, Safety	<p>We operate a business in the project area. The biggest problem we see with rt 4 traffic is speed. There is nothing in place to calm the traffic headed North or South. You know the speeds in this area so I will not dwell on them. I wonder why a round about was not considered for this area which would handle more traffic movements without cross lane dangers that will exist with this jug handle design. You are essentially creating a duplicate dangerous situation that has existed for years on Washington Street in the vicinity of the "rotary" only this jughandle design will take course in a much shorter lineal distance. The major flaw in this design is you have not addressed the speeds of the north and south bound traffic. It would seem a 3.5 million dollar price tag is outrageous for what little benefit the public will receive. Pleas explain to me how this design will calm traffic (slow it down).</p>	<p>Thank you for your comments.</p> <p>Our design is based on the outcome of the attached planning study</p>
Traffic, Safety	<p>Is that all I get is a "thank you for your comments". I would expect more than that, maybe some reasons why you have ignored the real problem in this area.</p>	<p>No response requested.</p>