

Topic	Stakeholder Comment	MaineDOT Response
<p>Bike and pedestrian accommodations, Road/Design, Traffic</p>	<p>Hi. I am a second-year student and basketball manager for the University of Maine who is majoring in Civil Engineering, specifically looking into the Transportation field and have a huge passion about traffic signals and patterns. I have a few questions regarding the Old Town Stillwater Ave improvements, mostly about the traffic signals at both intersections regarding at Bennoch and College Ave. Bennoch Ave: 1. Why is FYA not being used for right turn signals on Bennoch if an LPI is going to be used? The signals could be 4-section FYA for SB Bennoch to WB Stillwater, and 3-section for NB Bennoch to EB Stillwater. 2. Is the LPI crossing Bennoch Rd in phase 2 allowed to recycle if there are no cars on Bennoch? This could cause a yellow trap for left turning vehicles from WB Stillwater to NB Bennoch if the oncoming thru traffic does not receive an all red clear, like what is happening at Gray High School in Gray. College Ave: 1. Instead of having a shared right turn signal on the NB College Ave approach, could a 4-section FYA be used instead? That way, for the LPI, the left and thru traffic could proceed while the right turns are held with a red light, reducing delay on the non-conflicting approaches. The signal would be red ball during the WALK phase, and then flash a yellow arrow during DON'T WALK phase. The signal configuration would now go: (D1) (D2) (D3) (D4) R R R RIGHT TURN SIGNAL sign Y Y SYA Optional NO TURN ON RED blankout G G FYA GA/YA GA 2. To reduce intersection delay on Stillwater, could a 4-section FYA be used on the SB Stillwater approach, to allow left turning drivers to turn permissively while the NB approach is being serviced? 3. Why does the WB Stillwater approach have to lose its right turn lane in favour of having two thru lanes? First, it would hold up the thru traffic which is non-conflicting during the LPI, and second, because of your current "no PPLT against two thru lanes" policy, it basically bars out PPLT phasing from EB Stillwater Ave to SB College Ave, and third, the right turning traffic would now have to make a full stop unnecessarily during the SB approach's protected left. 4. If the two lanes remain on WB Stillwater Ave, why can't FYA TOD phasing be used for the WB Stillwater to SB College Ave approach if the "no PPLT against two thru lanes" is an issue? Example: It could be protected only from 6am-7pm everyday, then allow PPLT outside of those hours. It seems very wasteful to have to wait for a green arrow during the "light" traffic periods, especially during the middle of the night.</p>	<p>Bennoch Ave: 1. Why is FYA not being used for right turn signals on Bennoch if an LPI is going to be used? The signals could be 4-section FYA for SB Bennoch to WB Stillwater, and 3-section for NB Bennoch to EB Stillwater.. Response:Presently, flashing arrows (FYA and/or FRA) for right-turns are not approved for use in Maine. 2. Is the LPI crossing Bennoch Rd in phase 2 allowed to recycle if there are no cars on Bennoch? This could cause a yellow trap for left turning vehicles from WB Stillwater to NB Bennoch if the oncoming thru traffic does not receive an all red clear, like what is happening at Gray High School in Gray. Response: The proposed ATC controller will be programmed with I/O logic to restrict yellow traps. College Ave: 1. Instead of having a shared right turn signal on the NB College Ave approach, could a 4-section FYA be used instead? That way, for the LPI, the left and thru traffic could proceed while the right turns are held with a red light, reducing delay on the non-conflicting approaches. The signal would be red ball during the WALK phase, and then flash a yellow arrow during DON'T WALK phase. The signal configuration would now go: (D1) (D2) (D3) (D4) R R R RIGHT TURN SIGNAL sign Y Y SYA Optional NO TURN ON RED blankout G G FYA GA/YA GA Response: Presently, flashing arrows (FRA and/or FYA) for right-turns are not approved for use in Maine. 2. To reduce intersection delay on Stillwater, could a 4-section FYA be used on the SB Stillwater approach, to allow left turning drivers to turn permissively while the NB approach is being serviced? Response: Presently, FYA to allow for permissive left-turns across 2 on-coming thru lanes are not permitted in Maine. 3. Why does the WB Stillwater approach have to lose its right turn lane in favour of having two thru lanes? First, it would hold up the thru traffic which is non-conflicting during the LPI, and second, because of your current "no PPLT against two thru lanes" policy, it basically bars out PPLT phasing from EB Stillwater Ave to SB College Ave, and third, the right turning traffic would now have to make a full stop unnecessarily during the SB approach's protected left. Response: The PM peak hour is the critical time of the day, when conflicting Stillwater Ave (NB) thru and college Ave (WB) left-turn movements are at their highest. A SB protected-permissive left turn was not proposed because it would not offer capacity advantages opposing a single NB thru lane in the PM peak hour, and it would add a safety risk to the left-turn movement. A NB Stillwater Ave lane configuration with one lane for each NB movement was considered, but the proposed lane configuration is required to meet forecasted capacity needs for the PM peak hour. "The 2 through lanes are required to meet current and forecast level of service objectives for the critical PM peak hour." 4. If the two lanes remain on WB Stillwater Ave, why can't FYA TOD phasing be used for the WB Stillwater to SB College Ave approach if the "no PPLT against two thru lanes" is an issue? Example: It could be protected only from 6am-7pm everyday, then allow PPLT outside of those hours. It seems very wasteful to have to wait for a green arrow during the "light" traffic periods, especially during the middle of the night. Response: Presently, FYA to allow for permissive left-turns across 2 on-coming thru lanes are not permitted in Maine. In addition, an engineering study would need to be conducted to justify regulatory signing for time-of-day (TOD) restrictions.</p>

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Bike and pedestrian accommodations, Road/Design, Traffic	<p>It is not in the public interest that the resident at Bennoch Road and Franklin constructed a spite fence which is probably both illegal and on the Franklin Street (and perhaps the Bennoch Road) Right of Way, which now obscures his view as he exits his driveway; he was on the "citizen recommendation commission" to suggest changes for the public good and we now need to pay for the unnecessary blocking of Franklin Street at Bennoch Road which serves no purpose other than to make it easier for him to see past his illegally constructed spite fence at both the end of his driveway and bordering Bennoch Road. The current Bennoch Road Franklin Street entrance keeps traffic off Stillwater Avenue and is convenient for bicycles, pedestrians and motorists alike, and currently reduces turning traffic onto Stillwater Avenue . I have attended all the public meetings I was aware of and I have commented on the plans presented at these meetings. Nice job on a solution to turning left onto Stillwater Avenue from South Spring Street with a full center turning line. Thanks for listening. It is sad that the problem Free Street residents currently have when they attempt to turn left onto Stillwater Avenue will continue. They will still be unable to see vehicles on Stillwater Avenue as those vehicles speed down and through the dip in Stillwater Avenue from Bennoch Road as they will not have access to a turning lane (as will the future Spring Street turning vehicles. Also too bad that there is not a sidewalk downstream of the bridge as most pedestrian and bike traffic uses the downstream side.</p>	<p>No response requested.</p>
Construction, Road/Design, Traffic	<p>I see that Franklin Street will be changed to a dead end, will Free St be affected by any changes? Will residents of Free St need to exit by Spring St as well? Will we have access to our home during the day without rude comments from the flaggers? (This happened last time where they were rude and at some points ignored us so we didn't have access to our home)</p>	<p>Thank you for your comments. Free Street access will remain the same. Some delays during construction are unavoidable but will be kept to a minimum. You will have access to your homes. You should definitely not receive any rude comments from flaggers. If you do, be sure to contact either the project resident or myself.</p>

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None provided.	<p>Correction: The entire length of Spring Street is labeled Spring Street. The part of the street south of Stillwater Avenue should read "South Spring Street."</p> <p>Questions: We are unsure how vehicles will enter and exit South Spring Street. It looks like we pull out into the center lane and wait to go east or west. Is this correct? Will we be able to turn left and go west toward Interstate-95 and be able to turn left with an arrow light onto Bennoch Road and travel into Orono?</p> <p>Comment: The timing of stop lights along this corridor is key to making traffic run smoothly and prevent the unlawful running of lights at the Stillwater Ave. and Bennoch Road intersection.</p>	
Other	<p>I own one of the properties that are to be removed, located on Old Mill Road. When can we anticipate this removal to be happening?                      Thank you</p>	<p>Thank you for your comment. With the schedule we currently show, acquisitions would be fall of 2021. You should be hearing from our appraisers spring of 2021 and they will be able to give you a better idea of project timeline.</p>
Other	<p>Please let me know if you did not receive my first comment Thanks</p>	<p>Yes we did, and thank you for your comments</p>
Other, Road/Design	<p>It appears from what I have seen from your videos and maps that the impact of this project on my property on Stillwater Avenue will only be a couple feet and will affect the placement of our white pickett fence currently along the sidewalk on stillwater avenue. Is this a correct assessment?</p>	<p>Thank you for your comments. Yes, the sidewalk moves closer, your steps get rebuilt, and your fence will be reset back a couple feet. These impacts will be explained in detail by our appraiser next spring.</p>

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Traffic	<p>The lanes heading north on Stillwater Ave at the College Ave intersection have been a single through lane, single left turn lane and single right turn only lane since before I started driving, and that was almost 20 years ago. Changing this to have 2 through lanes I feel will cause a great many accidents as people are so used to jogging to the right from the through lane after the intersection.</p>	<p>No response requested.</p>
Traffic	<p>This presentation was very thorough and explained most questions and comments from the first meeting. Although I and others are not quite convinced that the two lane bridge will all that we need, time will tell. One question has come up about the exiting of McDonalds. If you exit there in the right turn only exit onto College Ave. West bound but with the intent of going East than North to Old Town, how do you reverse direction to go East on college Ave. Do we use private driveways or the car wash yard? thanks for your time. I await your reply.</p>	<p>Thank you for your comments. The College Ave exit from McDonald's has been updated to allow left turns.</p>