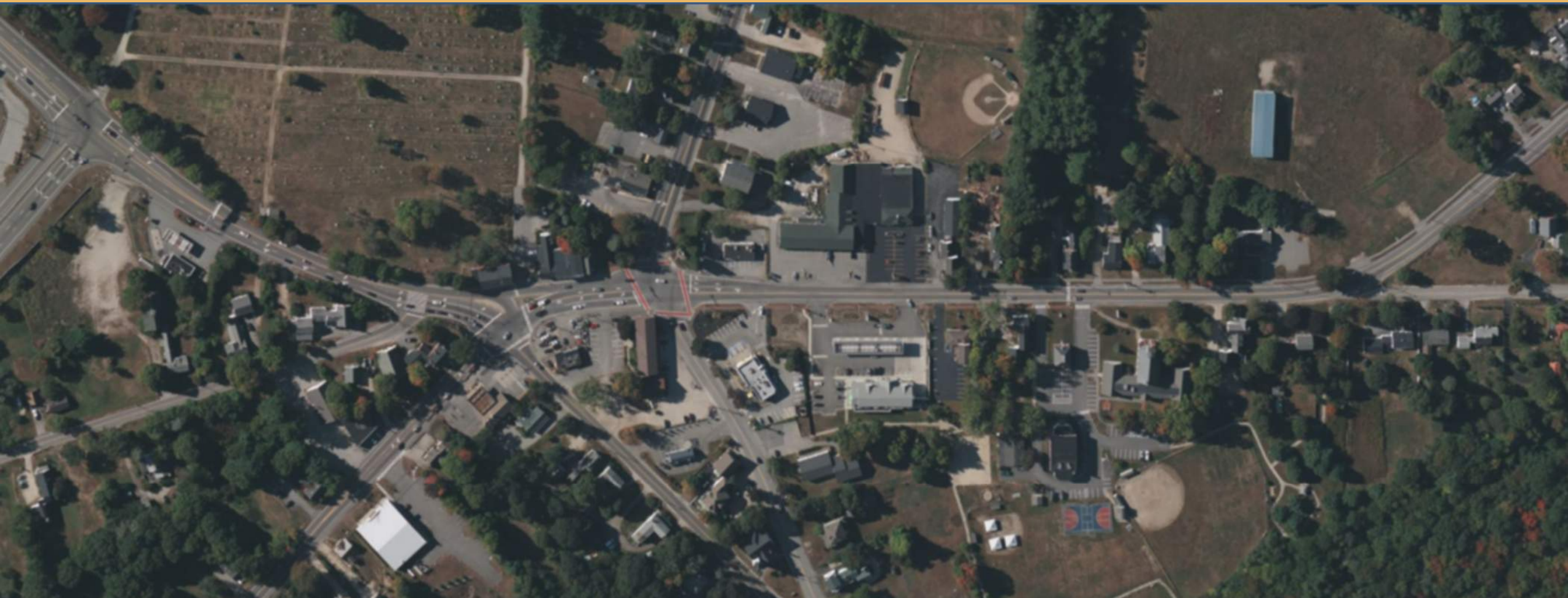




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# GRAY VILLAGE TRANSFORMATION PROJECT

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Downtown Project Specialist

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HNTB Corporation  
Senior Project Manager

# INTRODUCTIONS

# PROJECT LOCATION

# PROJECT LOCATION



# PROJECT LOCATION AND LIMITS

- U.S. Route 202 – Roadway and active transportation improvements beginning at the I-95 NB ramps intersection and extends northerly 0.82 miles to Wayne Ave.
- Route 115 (Yarmouth Road)- Consists of roadway and active transportation improvements from the intersection with U.S. Route 202 and Route 26/110 (Portland Road) extending 0.68 miles to the east.
- Route 26/100 (Portland Road)- Consists of roadway and active transportation improvements from the intersection with U.S. Route 202 and Route 115 (Yarmouth Road) extending 0.17 miles to the south.

# PROJECT LOCATION AND LIMITS

- Center Road - Consists of roadway improvements, including removing the connection to with U.S. Route 202, from the intersection with U.S. Route 202 extending approximately 500 feet to the south.
- Center Road Connector – Construct a new one-way road from U.S. Route 202 to Center Road.
- Portland Road Connector – Construct a new two-way road from Center Road to Route 26/100 (Portland Road).

# PROJECT LOCATION AND LIMITS

- **Shaker Road** - Consists of roadway and active transportation improvements from the intersection with U.S. Route 202 and Brown Street extending 275 feet to the west.
- **Brown Street** - Consists of roadway and active transportation improvements from the intersection with U.S. Route 202 and Shaker Road extending 0.13 to the east at the intersection with Route 115 (Yarmouth Road).

# EXISTING CONDITIONS – VILLAGE INTERSECTIONS



# BACKGROUND

# PROJECT BACKGROUND

- This project is a continuation of the **Gray Village Transformation Project Study** (Nov. 2024) which built upon previous studies.
- MaineDOT and HNTB started preliminary design in June 2025
- MaineDOT and HNTB held previous public engagements
  - Open House: March, 2026
  - **Public Meeting #1 (tonight)**

# PURPOSE AND NEED

The purpose of this project is to **improve local mobility and accessibility** for Gray Village while also providing safety and mobility improvements for regional users along the U.S. Route 202 corridor. The goal of this project is to build a more complete street network as the foundation for a more complete overall transportation system.

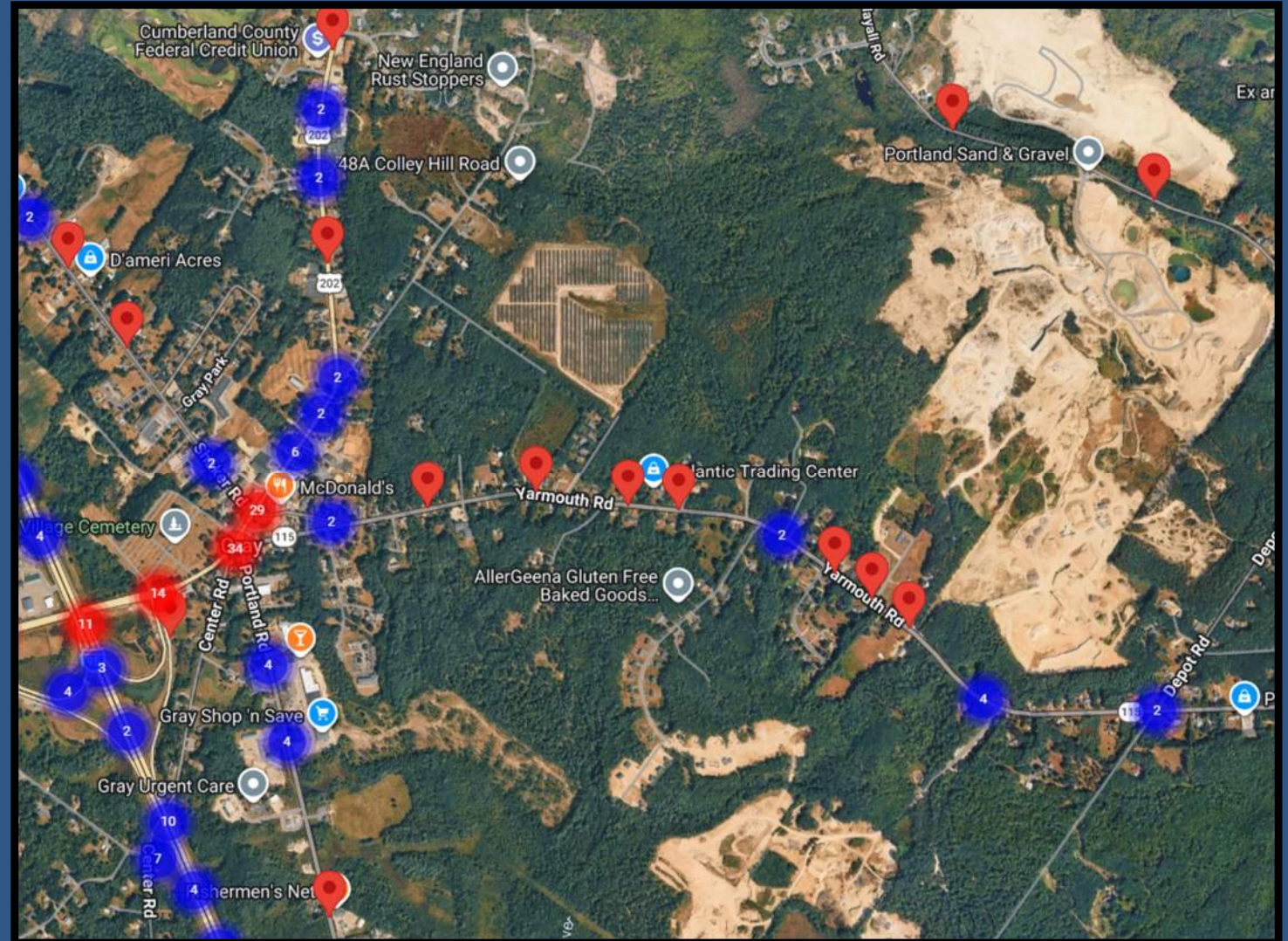
# DESIGN OVERVIEW

- Comprehensive Redesign of U.S. Route 202 to Improve Safety and Mobility for Motorists, Pedestrians, Bicyclists, and Businesses
- Integrated Approach: Raised Center Islands, New Connector Roads, and Coordinated Traffic Signals
- Goal: Safer, More Efficient Corridor that Meets Existing and future Traffic Demands While Maintaining Regional Mobility and support local Village Character.



# SAFETY & HIGH CRASH LOCATIONS (HCL)

- HCL: Center Road intersection with U.S. Route 202



# DESIGN OVERVIEW

## Stormwater Drainage

- Improvements to improve stormwater management
- Support existing and planned residential and businesses



# DESIGN OVERVIEW

## Connector Roads

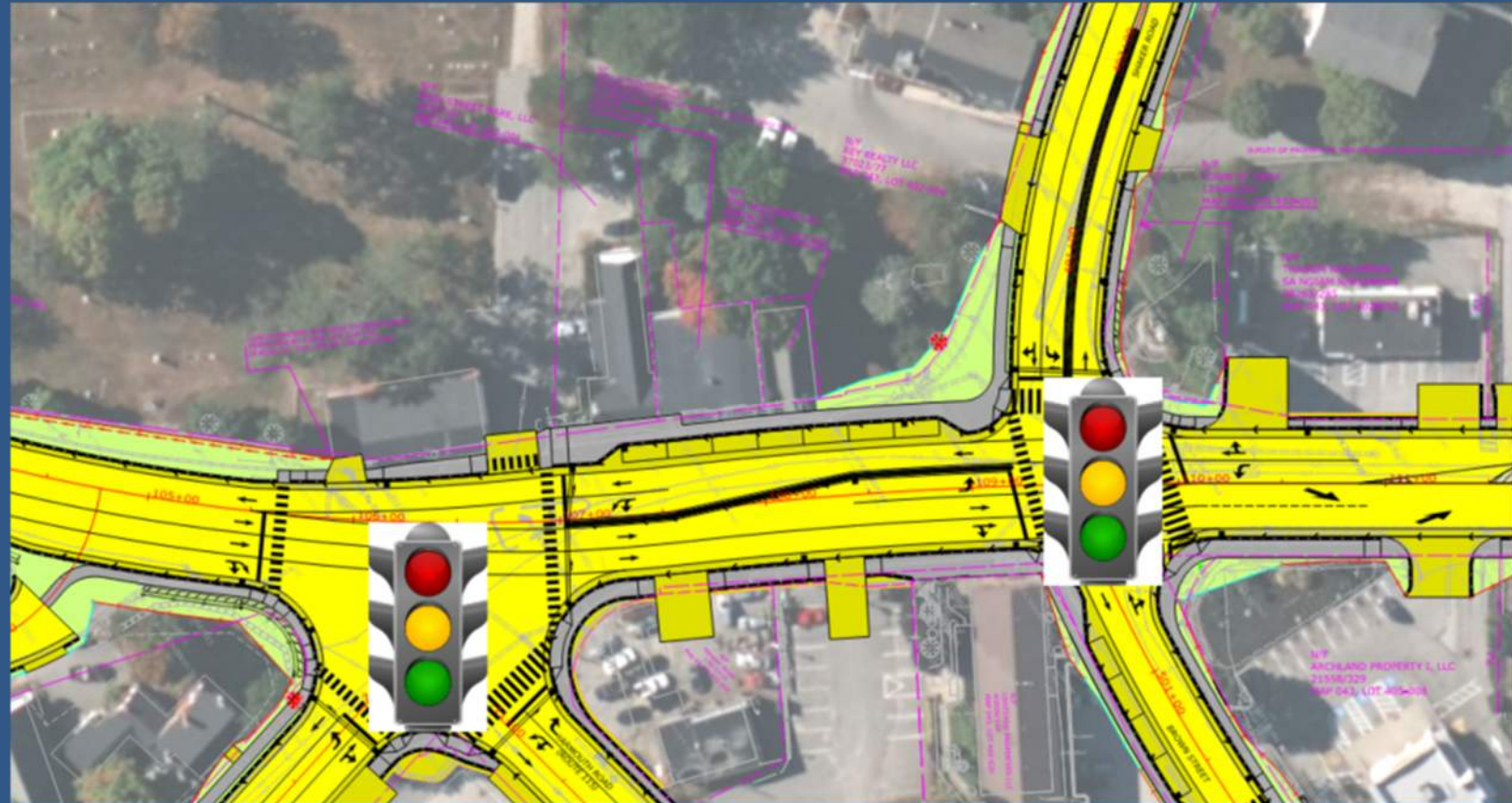
- Reduce traffic congestion at the Route 202, Yarmouth Road, and Portland Road intersection
- Create alternative local routes



# DESIGN OVERVIEW

## Interconnected Adaptive Traffic Signals

- Coordinate signals to reduce unnecessary stops and queues
- Improve traffic progression
- Enhance pedestrian crossings with updated, ADA-Compliant signal equipment



# TRAFFIC SIMULATIONS

# 1 I-95 NORTHBOUND RAMPS



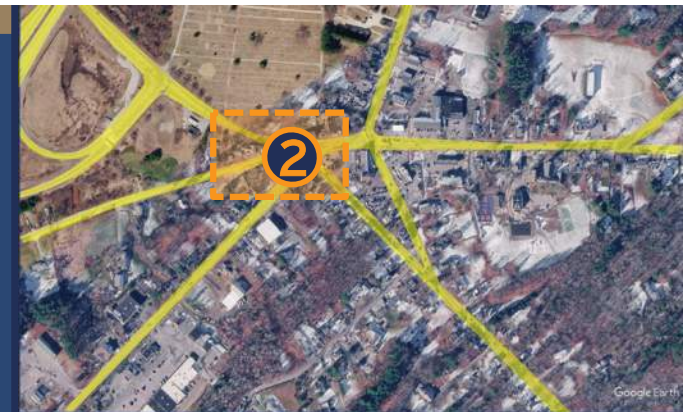
## EXISTING



## DESIGN



## 2 PORTLAND/YARMOUTH RD



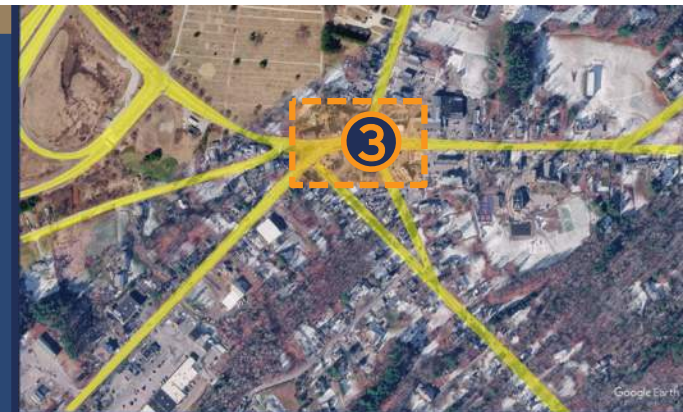
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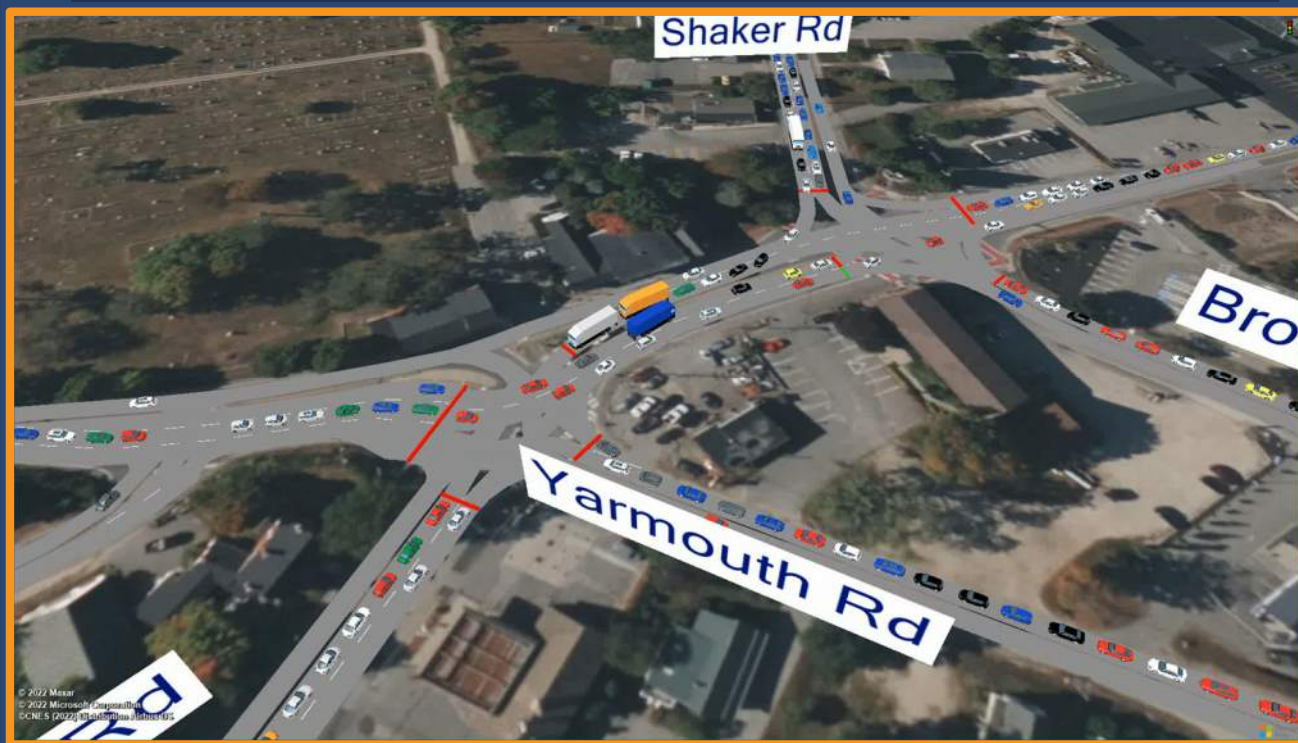
DESIGN



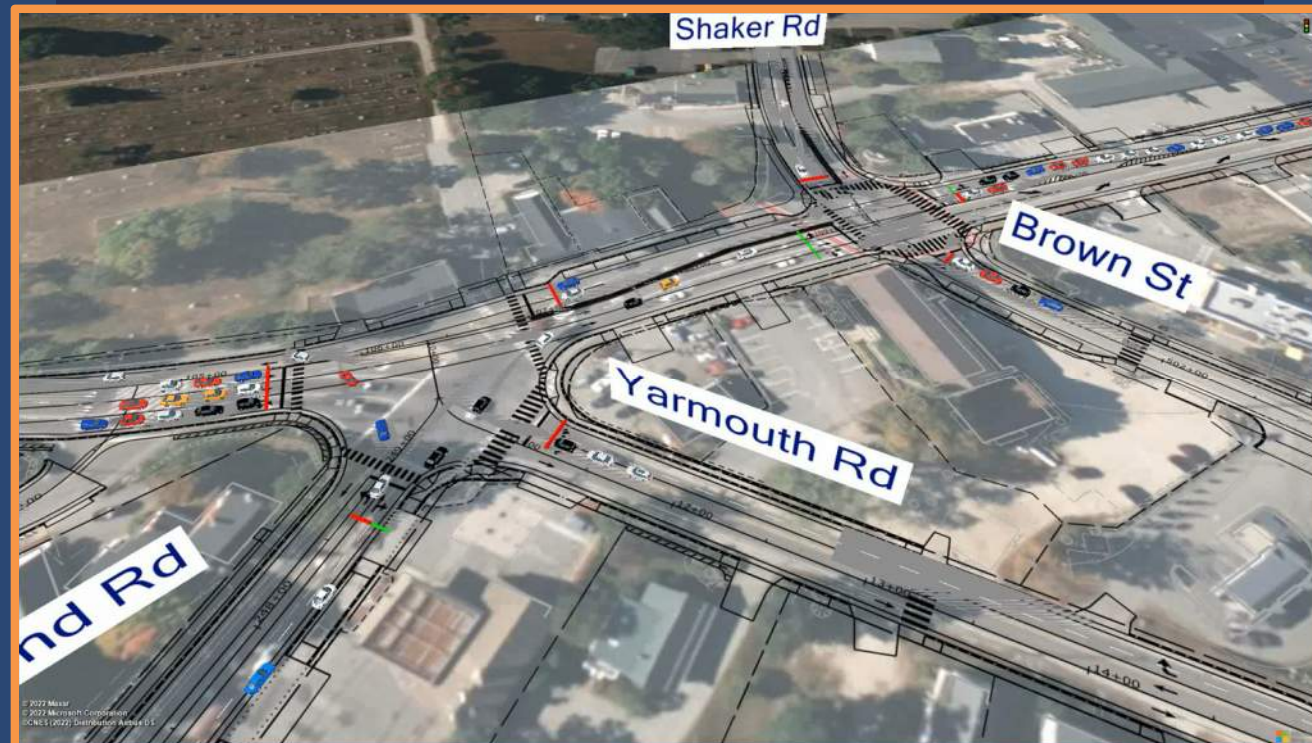
# 3 BROWN ST/SHAKER RD



## EXISTING



## DESIGN



\*

# PROPOSED CONCEPT – COORDINATED CORRIDOR

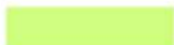


# TRAFFIC OPERATIONS / MOBILITY OVERVIEW

| Travel Time Segment                                                     | No-Build<br>Travel Time<br>(min) | Proposed<br>Travel Time<br>(min) | Time Saved<br>(min) | % Travel Time<br>Reduction |
|-------------------------------------------------------------------------|----------------------------------|----------------------------------|---------------------|----------------------------|
| NB Portland Road (Big Apple)<br>to NB Shaker Rd (Dunkin)                | 8.78                             | 2.72                             | 6.06                | 69%                        |
| NB Portland Road (Big Apple)<br>to NB Main Street<br>(Cumberland Farms) | 8.08                             | 2.40                             | 5.68                | 70%                        |
| EB US 202 (I95 Ramps) to NB<br>Main Street (Cumberland<br>Farms)        | 5.87                             | 2.90                             | 2.97                | 51%                        |
| EB Route 202 (I95 Ramps) to<br>NB Shaker Rd (Dunkin)                    | 5.47                             | 3.05                             | 2.42                | 44%                        |

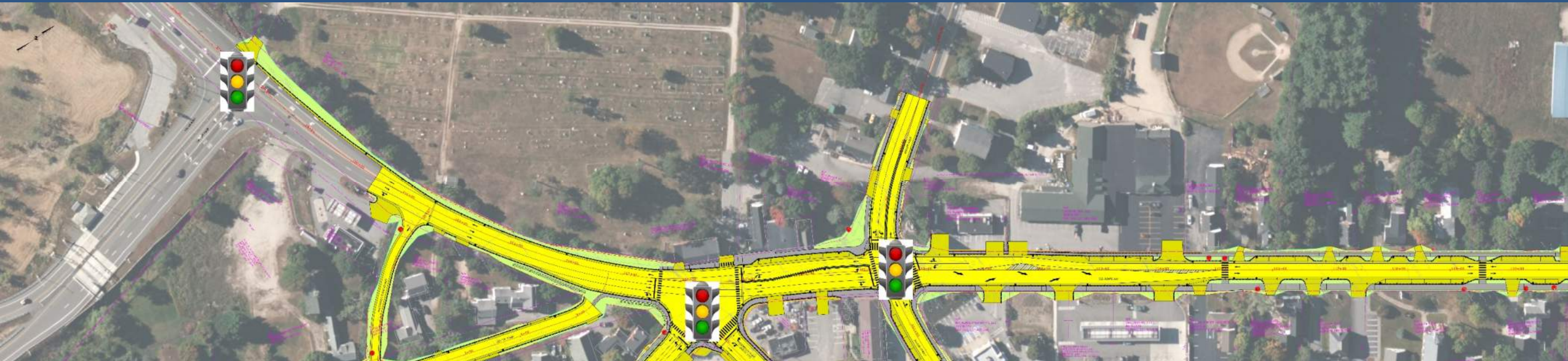
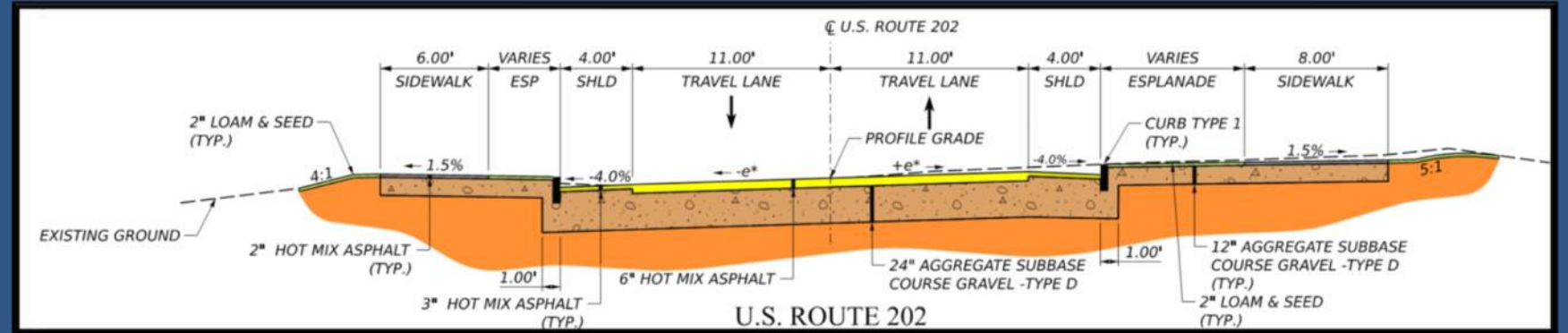
# TECHNICAL PRESENTATION

## LEGEND

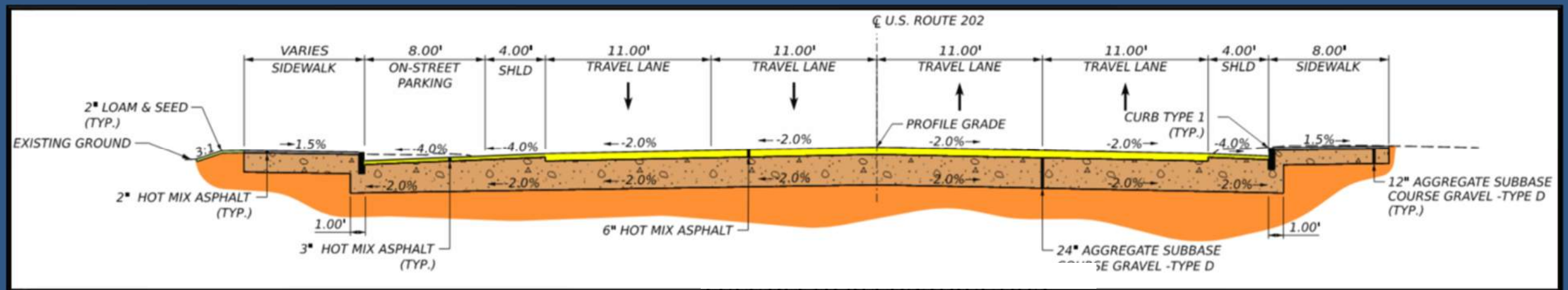
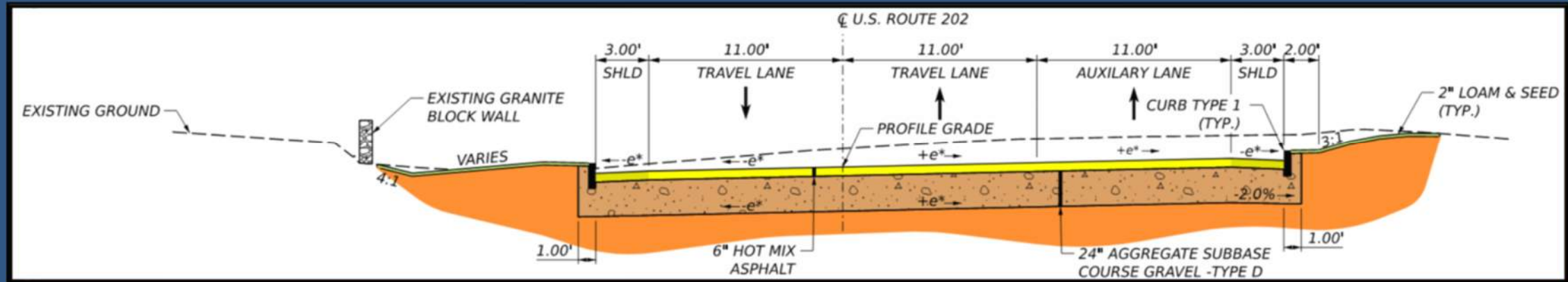
|                                                                                     |                                       |
|-------------------------------------------------------------------------------------|---------------------------------------|
|    | HIGHWAY CENTERLINE-PROPOSED           |
|    | TRAVELWAY-PROPOSED                    |
|    | SHOULDER, PAVED-PROPOSED              |
|    | DRIVES-PROPOSED, PAVED                |
|    | DRIVES-PROPOSED, GRAVEL               |
|    | SIDEWALKS-PROPOSED                    |
|    | RAISED ISLANDS-PROPOSED               |
|    | FLUSH ISLANDS-PROPOSED                |
|   | TREES/PROPERTY FEATURES TO BE REMOVED |
|  | LIMITS OF CUT SLOPES                  |
|  | LIMITS OF FILL SLOPES                 |
|  | GRASSED SLOPES-PROPOSED               |

# U.S. ROUTE 202 – I-95 NB RAMPS TO TOWN TRAIL

- 11' Lanes and 3'-4' Shoulders
- New sidewalks/SUP
- Pedestrian crossings
- Traffic calming measures
- On-Street Parking

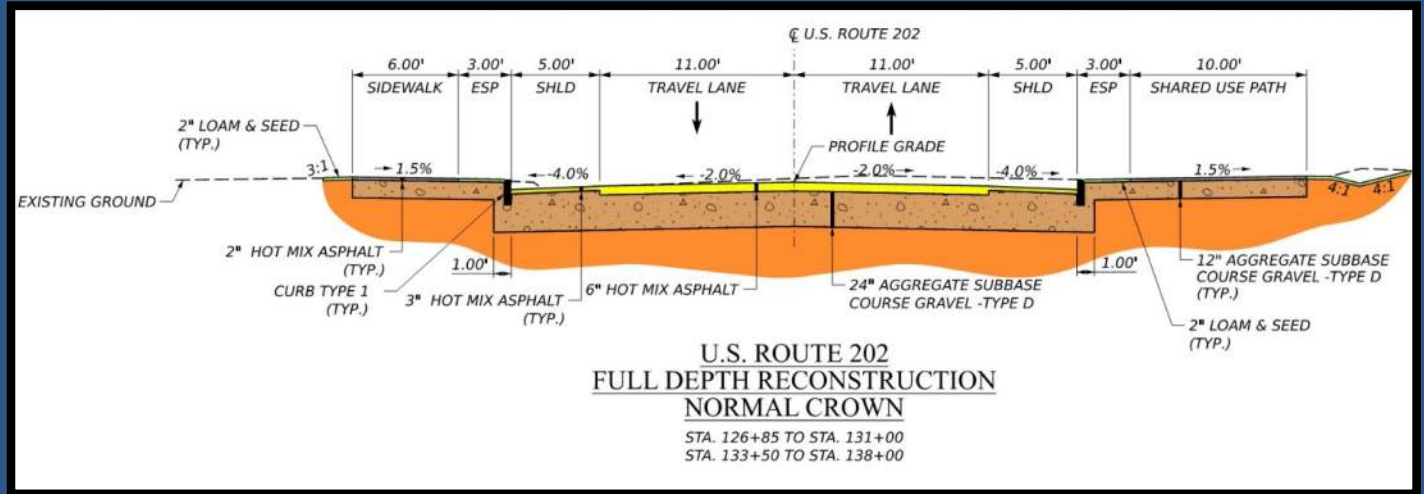


# U.S ROUTE 202 - I-95 NB RAMPS TO TOWN TRAIL



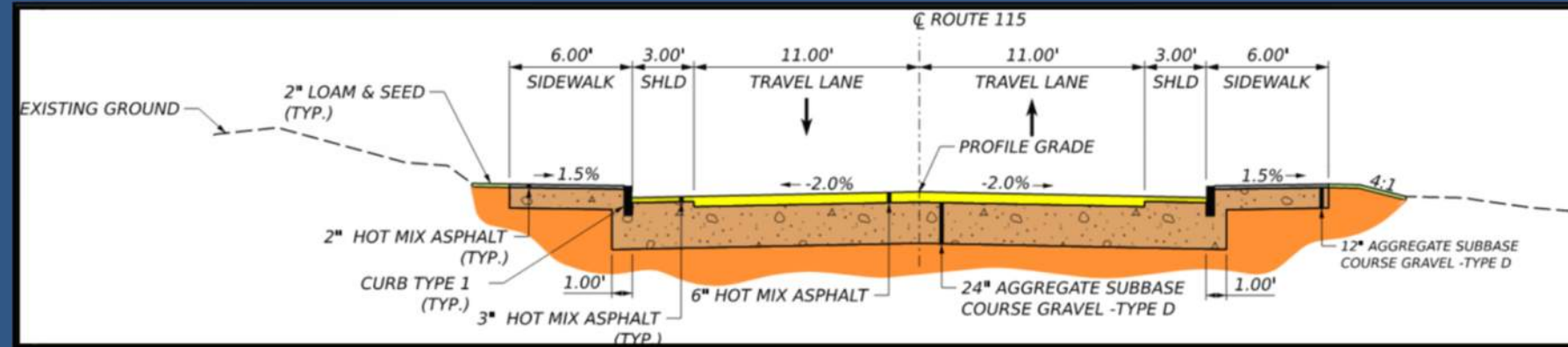
# U.S. ROUTE 202 – TOWN TRAIL to WAYNE AVENUE

- 11' Lanes and 4-5' Shoulders
- New sidewalks / SUP
- Traffic calming measures



# ROUTE 115 (YARMOUTH ROAD)

- 11' Lanes and 3' Shoulders
- New sidewalks
- Signal Improvements
- Traffic calming measures
- Improve sight distance

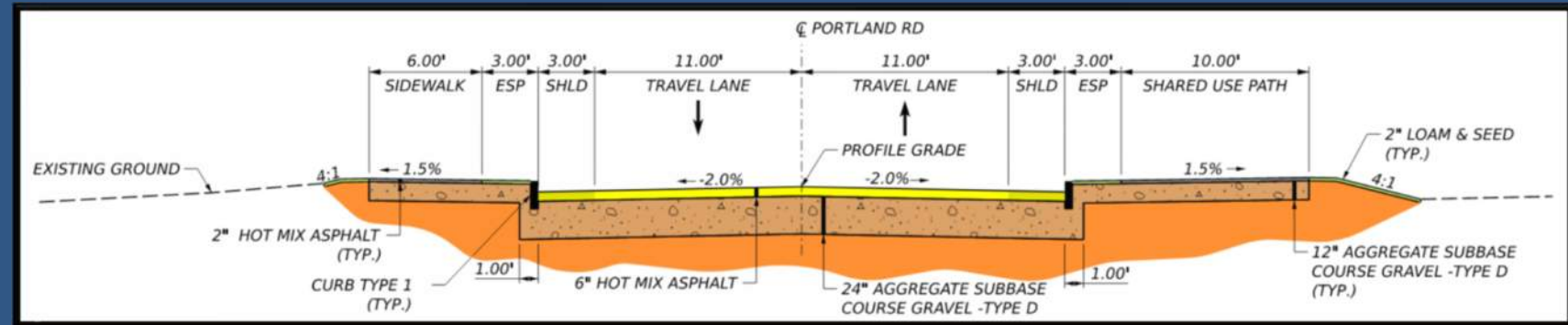


- 11' Lanes and 3' Shoulders
- New sidewalks
- Traffic calming measures



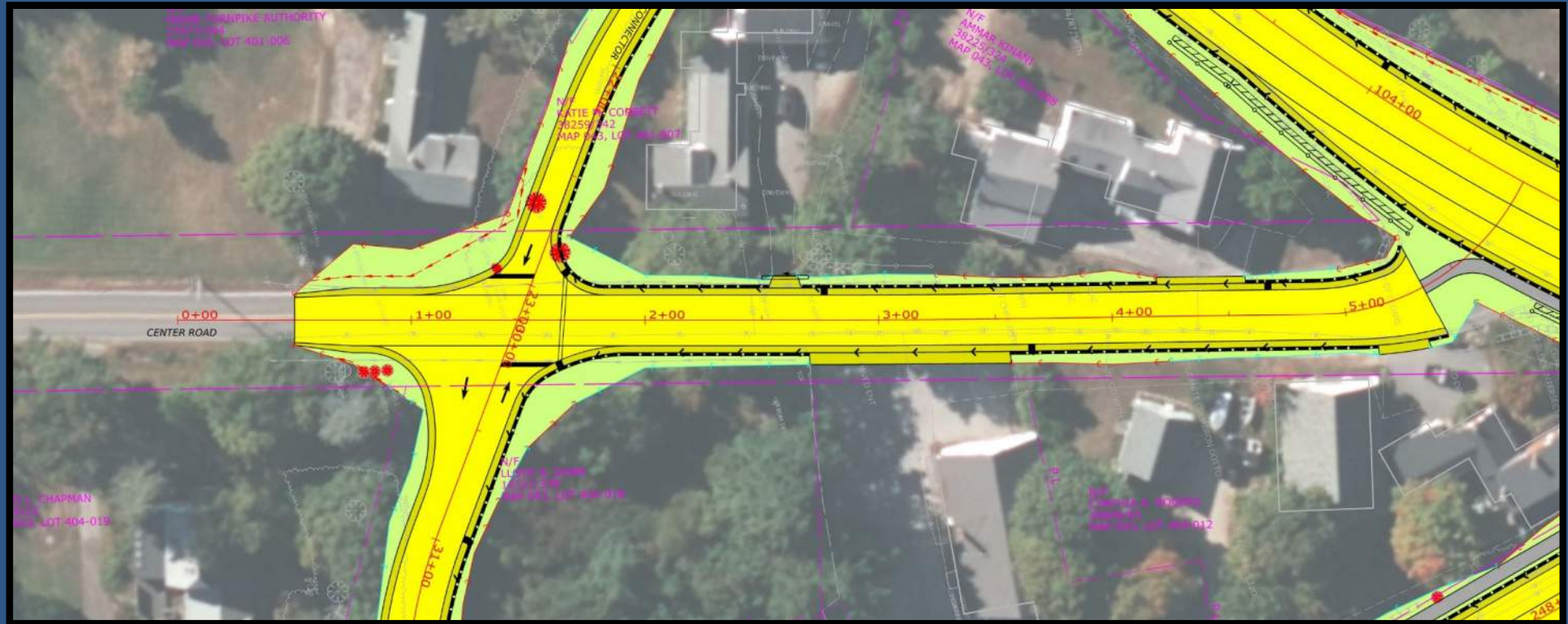
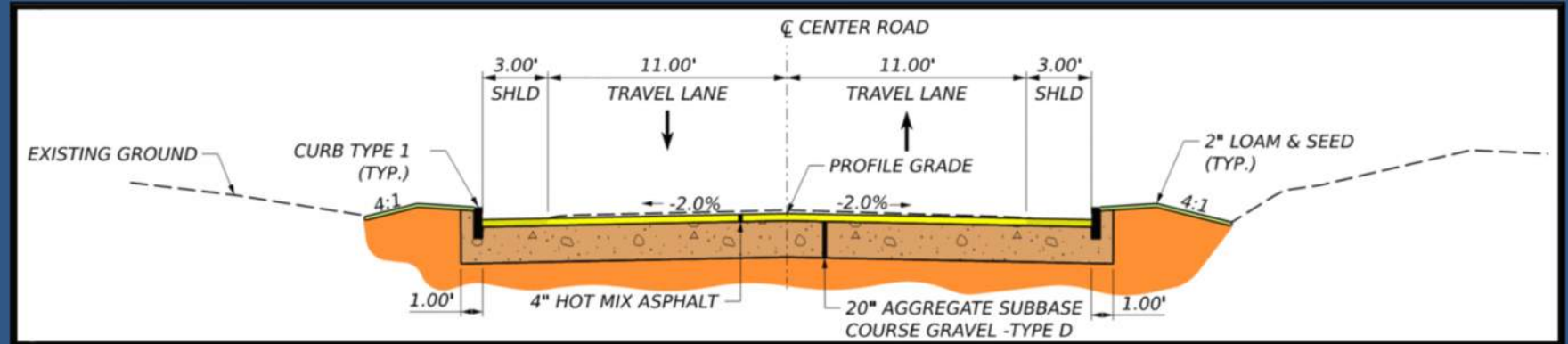
# PORTLAND ROAD

- 11' Lanes and 3' Shoulders
- New sidewalk and shared-use path
- Traffic calming measures



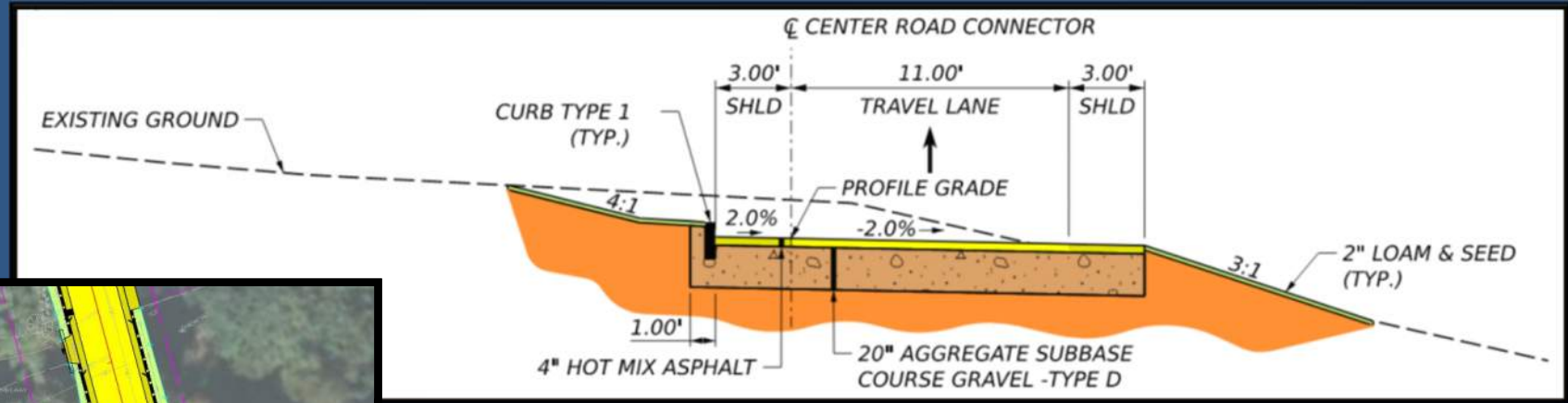
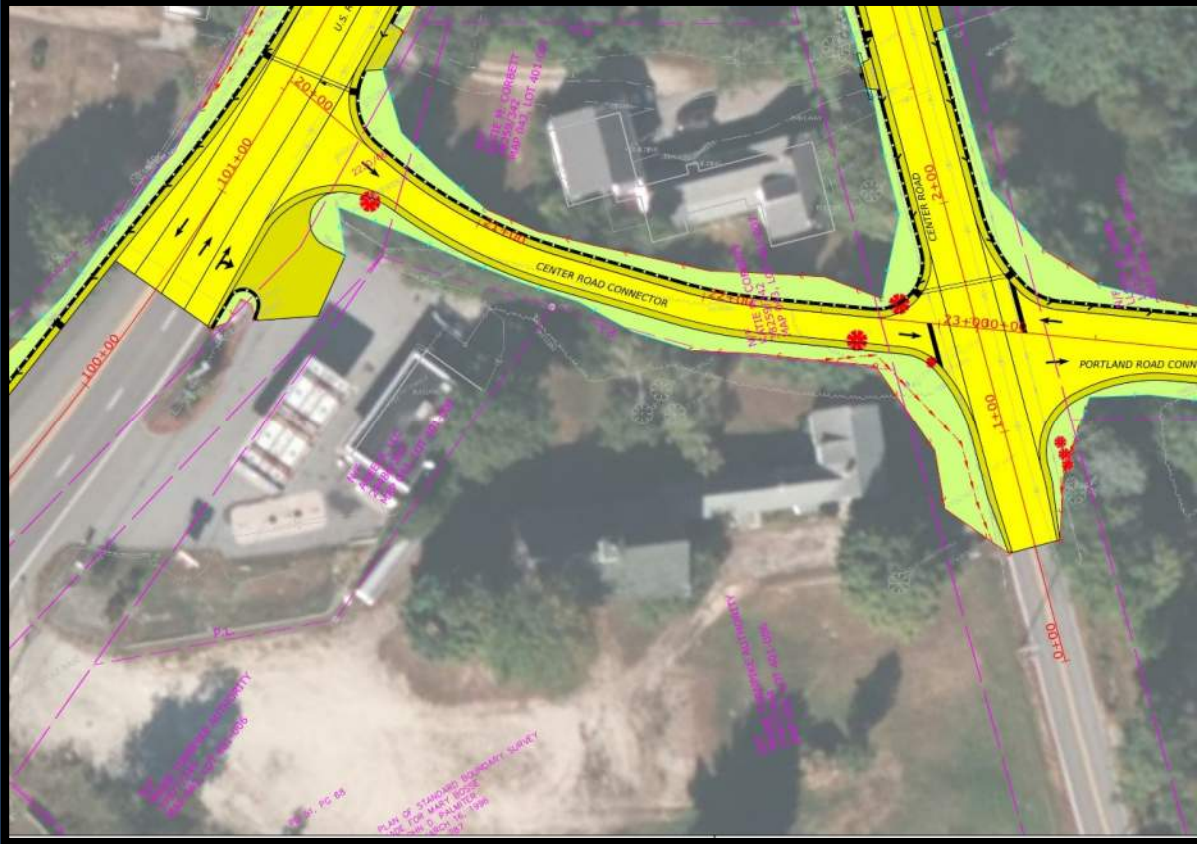
# CENTER ROAD

- 11' Lanes and 3' Shoulders
- Converted into a dead-end road



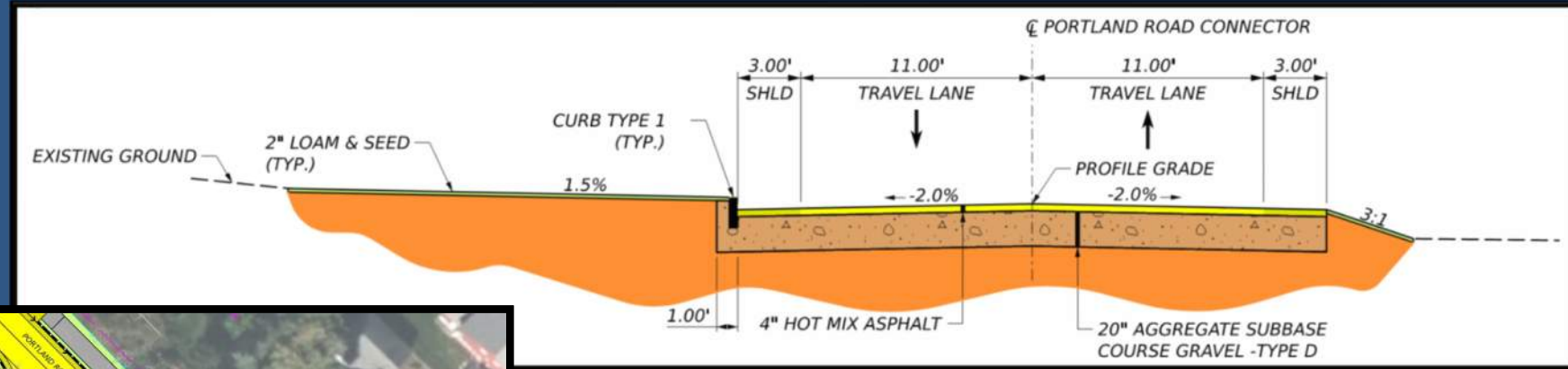
# CENTER ROAD CONNECTOR

- 11' Lanes and 3' Shoulders
- New connection between Route 202 and Center Road



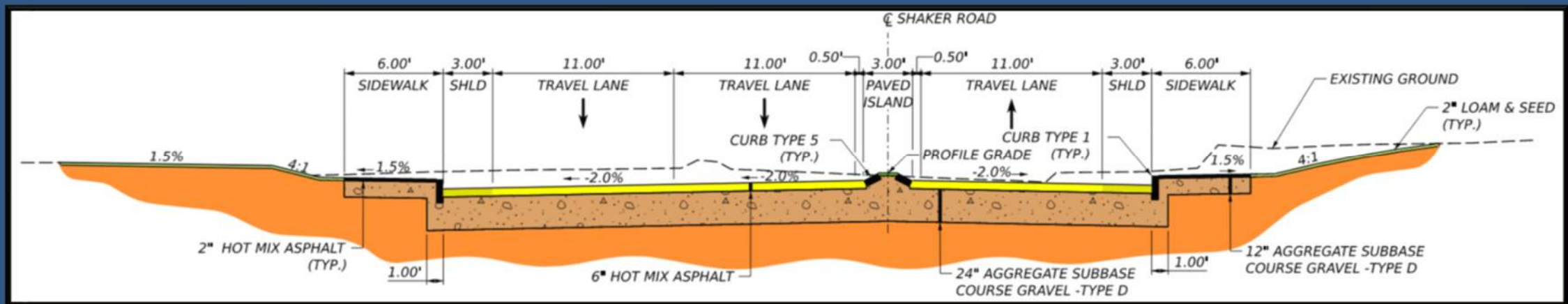
# PORTLAND ROAD CONNECTOR

- 11' Lanes and 3' Shoulders
- New connection between Center Road and Portland Road



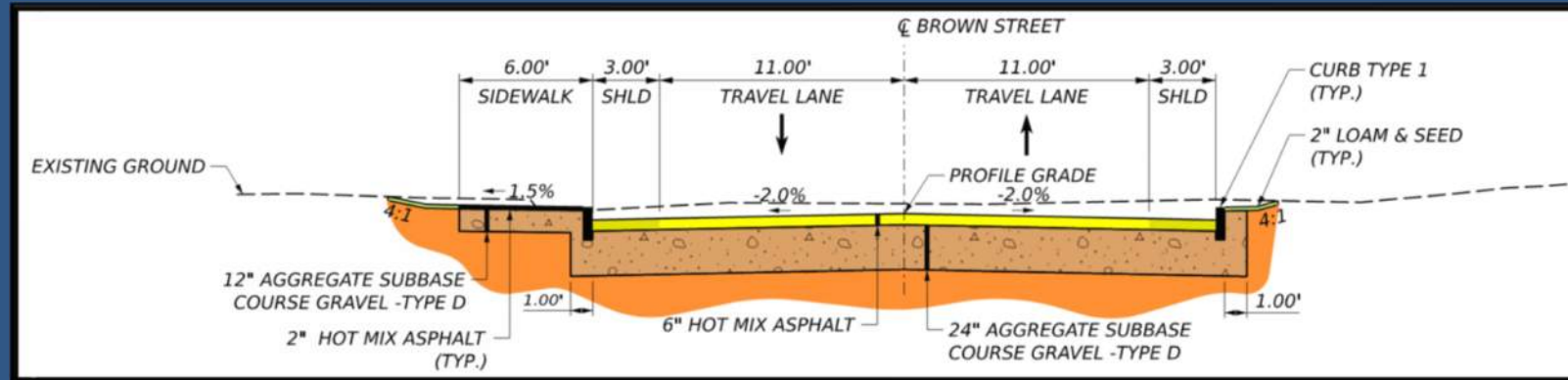
# SHAKER ROAD

- Realign intersection with U.S. Route 202 and Brown Street
- 11' Lanes and 3' Shoulders
- New sidewalks



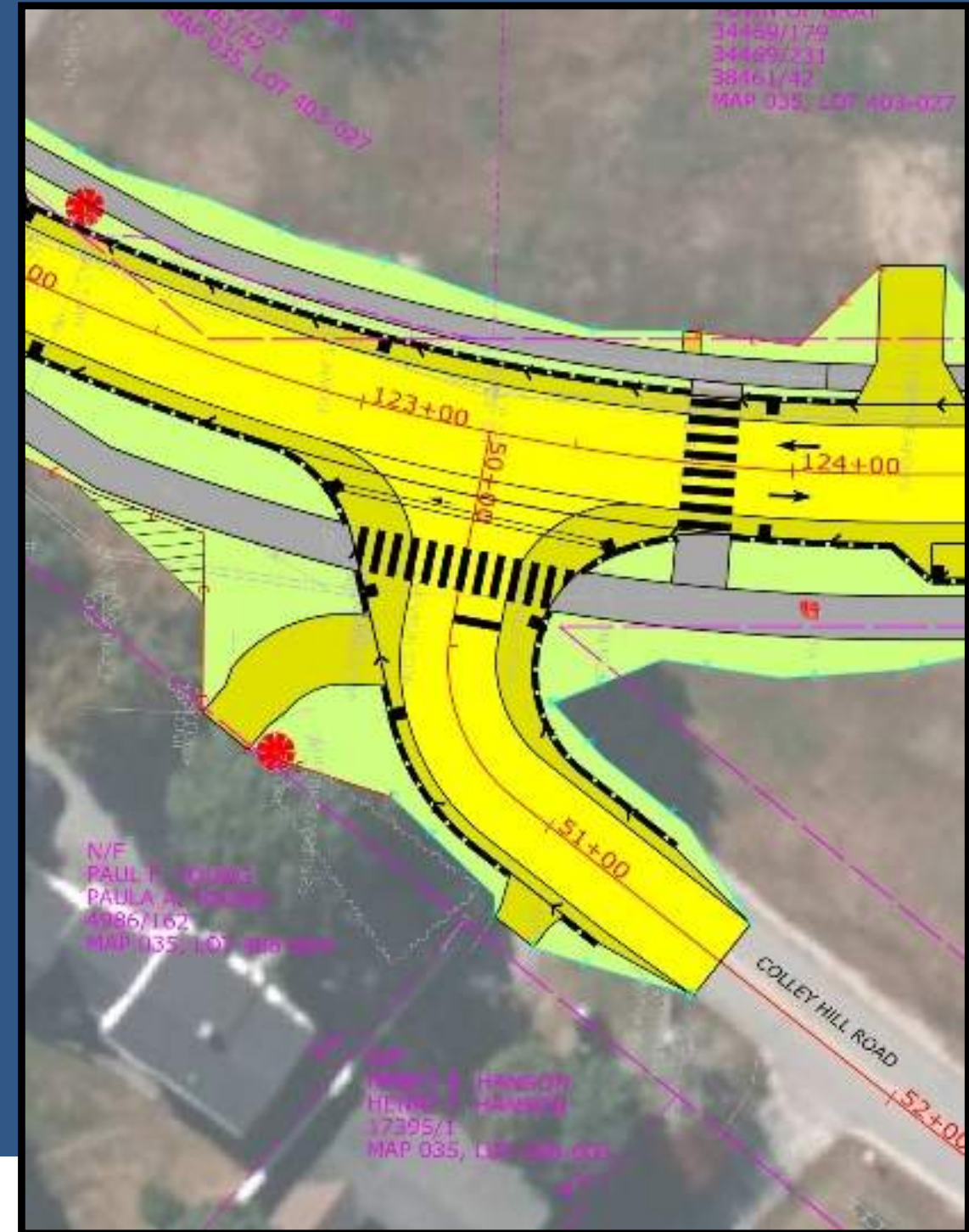
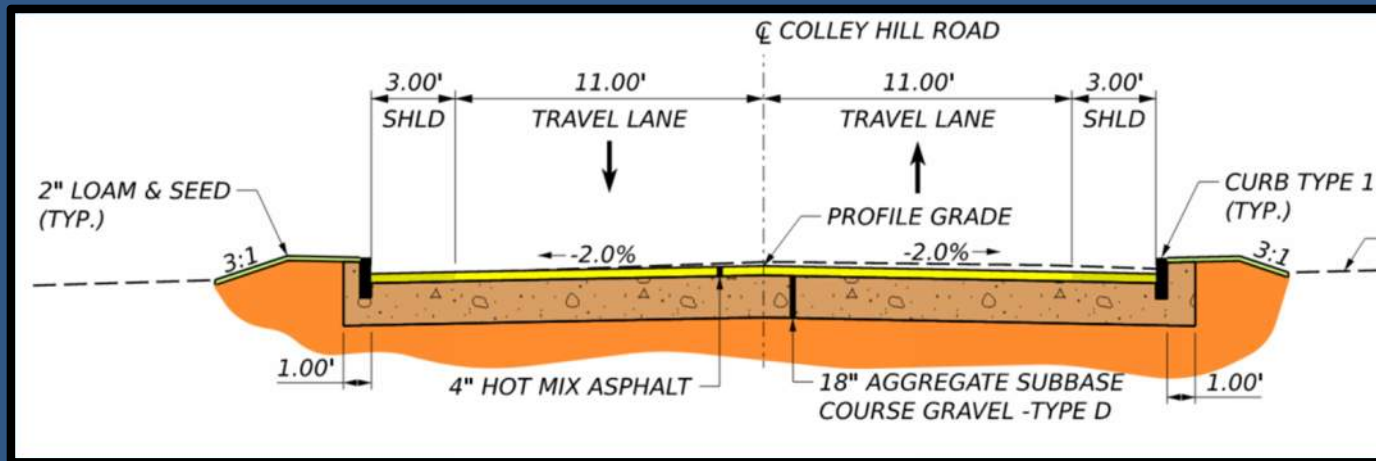
# BROWN STREET

- Realign intersection with Yarmouth Road and Hancock Street
- Realign intersection with Route 202 and Shaker Road
- 11' Lanes and 3' Shoulders
- New sidewalks



# COLLEY HILL ROAD

- Realign intersection with Route 202
- 11' Lanes and 3' Shoulders
- New shared-use path connecting with existing trail



# RIGHT OF WAY

# TIMELINE & NEXT STEPS

# Q&A



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**Ernest Martin**

*Senior Project Manager*

# Contact Ernie