

# **Gray Village Transformation, Routes 26/100/115/202 with Connector Roads**

## **WIN 24613.10**

### **Project Background Information**

The *Gray Village Transformation Project* will:

1. Improve a dangerous and inefficient U.S. highway bottleneck.
2. Improve safety and efficiency for motorists and active transportation users.
3. Provide more uniform accessibility to employment and retail as well as tourism and recreation critical to Maine's economy.
4. Implement proven modern design features that will improve pedestrian and vehicle flow.
5. Meet Americans with Disabilities Act and Maine Department of Transportation standards for active transportation infrastructure.
6. Create an efficient and modern supply chain path for goods and services throughout the village intersections.

### **Additional Information**

- This project involves redesigning approximately 4,100 feet of US Route 202 (from the Maine Turnpike NB Ramps to Wayne Avenue) to improve safety, mobility, and efficiency.
- This project involves redesigning approximately 3,600 feet of Route 115 (Yarmouth Road) to improve drainage and implement active transportation elements.
- This project will create two connector routes – US Route 202 to Center Road and Center Road to Route 26/100 (Portland Road) – removing traffic from the downtown village intersections to ease congestion on US Route 202.
- This project involves redesigning Brown Street, including a new connector roadway, to improve active transportation and encourage motorists to utilize Route 115 (Yarmouth Road).
- This work will involve replacing aging traffic signals with smart signals.
- In addition to making road improvements aimed at benefiting pedestrians and bicyclists, this project will construct approximately 1,900 feet of new multi-use pathway (from Colley Hill Road to Wayne Avenue)
- The total project cost (include design, engineering, right of way and construction cost) is \$31.25 million.
- MaineDOT and the Town of Gray will equally split the 20 percent total project cost match of \$6.25 million.
- Route 202 was never designed to serve as both a local street dotted with businesses and a through-route for travelers heading to New Gloucester and other destinations. Routes 26 and 115 are facing similar challenges.
- Traffic has increased in recent years while transportation efficiency and safety have suffered.
- The project area had one high-crash locations (HCLs) in the three-year period from 2022 to 2024, as well as the Route 26/110 and Route 115/US Route 202 intersections historically been an HCL.
- MaineDOT is focused on redesigning and modernizing roads throughout the state to meet state and federal safety guidelines.
- The construction of the numerous safety elements on this project is expected to reduce vehicle crashes. The numerous required and desired safety improvements to be implemented throughout the project area will aid in reducing crashes and injuries in a commercial area that has grown rapidly around outdated safety features – or no safety features at all.

## **Specific Project Information**

- **US Route 202 Improvements (0.78 miles)**

Consists of reconstructing the full width of roadway with new gravels and pavements, new drainage facilities, new sidewalks where sidewalks are not present today, and/or rebuilding existing sidewalks, providing sidewalks and landing ramps that will be ADA compliant, provide on-street parking, provide access management by closing, consolidating or reducing driveway openings, full replacement of traffic signal systems for both village intersections.

- **Center Road New Connector Roadway (0.06 miles, 300 feet)**

Consists of building a new one-way local roadway connecting US Route 202 to Center Road. The connector road intersection with Center Road will be stop controlled.

- **Center Road (0.10 miles, 500 feet)**

Consists of reconstructing Center Road from the new Connector Roadway to U.S Route 202. Reconstruction will include new gravels and pavements, drainage improvements and reconstructing driveway. As part of this reconstruction, Center Road will be dead ended to remove the traffic from the village intersection.

- **Portland Road Connector Road (0.07 miles, 375 feet)**

Consists of building a new two-way local roadway connecting Center Road to Route 26/100 (Portland Road). The connector road intersection connections at both Center Road and at Portland Road will be stop-controlled.

- **Portland Road (0.11 miles, 600 feet)**

Consist of reconstructing Portland Road from the new Connector Roadway to U.S Route 202 village intersection. Reconstruction includes new gravels and pavements, new drainage facilities, sidewalks both sides of the road, provide access management by closing, consolidating or reducing driveway openings.

- **Route 115 (Yarmouth Road) (0.67 miles)**

Consist of reconstructing Yarmouth Road from the U.S Route 202 village intersection east 0.67 miles. Reconstruction includes new gravel and pavements, new drainage facilities, sidewalks both sides of the road, provide access management by closing, consolidating or reducing driveway openings.

- **Brown Street (0.13 miles, 675 feet)**

Consist of reconstructing Brown Street from the U.S Route 202 village intersection east to the connection with Yarmouth Road. Reconstruction of Brown Street includes re-aligning the intersection with Yarmouth road to a tee intersection. The reconstruction includes new gravel and pavements, new drainage facilities, sidewalks one or both sides of the road, on-street parking, provide access management by closing, consolidating or reducing driveway openings.

- **Brown Street Connector Roadway (0.04 miles, 200 feet)**

Consist of building a new two-way local roadway connecting Brown Street to Yarmouth Road. This connector roadway is an urban street to provide business access.

- **Shaker Road (0.04 miles, 200 feet)**

Consist of reconstructing and re-aligning Shaker Road for improved alignment with Brown Street. The re-alignment of Shaker Road improves bicycle and pedestrian safety with reduced crosswalk lengths and improved sight lines. Additionally, sidewalks will be reconstructed. Note the actual town monument will not be impacted, but landscaping modifications are anticipated.

- **Colley Hill Road (0.03 miles, 150 feet)**

Consist of reconstructing and re-aligning Colley Hill Road for improved connection to US Route 202. The re-alignment of Colley Hill Road improves safety with tee intersection and improved sight lines.

**TOTAL PROJECT MILES: 2.03 Miles**

### **Items to be modified or reconstructed.**

- Traffic Signals to be upgraded with the latest smart technology including active transportation safety elements.
- All roadways to be fully reconstructed.
- Sidewalks to be upgraded and added on US Route 202, Route 115 & 26/100, and Brown Street.
- Crosswalks to be upgraded and added.
- Rapid Flashing beacons to be installed at several crossings.
  - Link to example video- <https://www.youtube.com/watch?v=entlrFig61w>
- Granite Curb to be removed and reset with some areas of new curb (Granite, Bituminous or Concrete, TBD on types)
- Roadway drainage system will be upgraded and added as necessary.
- Aerial utilities may need to be relocated or added in some areas (TBD)
- Underground utilities within project limits to be adjusted.
- Intersection improvements, curblines to be modified.
- Roadway alignments to be modified.
- Sidewalk lighting to be added/modified.
- Multi-use paths, bike lanes and sidewalks to be added.
- Gray Water District is working on a water infrastructure project that is separate from this project.

**Current Project Funding**      Federal, State & Local Funding- Funded for Preliminary Engineering only at this time.

## Environmental Process – Impact Analysis

- Collect Data
- Evaluate Impacts
  - **Natural Resources:** endangered species, wetlands, waterbodies, floodplains, hydraulics, parks and recreational areas
  - **Cultural Resources:** historic architectural resources, archaeological resources
  - **Social and Economic Resources:** noise, air quality, right-of-way, hazardous materials, pedestrians, bicyclists, traffic, utilities, construction
- Produce NEPA Environmental Assessment (EA)
  - **National Environmental Policy Act**
  - Triggered by FHWA funding of the project
  - Requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions (i.e., funding the Proposed Action)

## Environmental Laws Require Public Involvement

- **National Environmental Policy Act**  
*“...a process that provides an opportunity for stakeholders and the public to actively participate in transportation decision-making. MaineDOT is required to consider and assess the social, natural, cultural, and economic impacts a project may have on a community. The overall goal is to gain meaningful input from stakeholders, the public, and interested parties.”*
- **Section 106 of the National Historic Preservation Act**  
*“...requires agency officials to provide the public with information about a project, its effects on historic properties, and seek public comment and input.”*  
*“...requires the MaineDOT and the FHWA to provide public notice and an opportunity for public review and comment concerning the effects on public parks and public recreational areas.”*

Source: <https://www.maine.gov/mdot/env/NEPA/public/index.shtml>

## Environmental Process - Public Involvement

- Critical to the NEPA process
- Required by Section 106 and Section 4(f) <- Protection of Historic, Parklands, and Wildlife resources
- Interested persons or organizations may request **Section 106 Consulting Party** status from FHWA

### **Comments may be addressed to:**

- Address: MaineDOT Environmental Office, 16 SHS, 24 Child St, Augusta, ME 04330
- Online: [Submit Comments](#)

### **Online Resources**

- [MaineDOT's Public Involvement Plan](#)
- [MaineDOT's NEPA Public Involvement Plan](#)