

North Windham Moves, Routes 35/115/302 with Connector Roads, WIN-26662.00

Project Background Information

The *North Windham Moves 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 region.

Additional Information

- This project involves redesigning approximately 9,000 feet of Route 302 (from River Road to White's Bridge Road) to improve safety, mobility, and efficiency.
- It will create three connector routes – walkable back streets – behind the region's commerce center to ease congestion on Route 302.
- This project will make improvements to Routes 35 and 115 to improve safety, mobility, and efficiency.
- 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 11,700 feet of new multi-use pathway.
- MaineDOT partnership work began with the Town of Windham in 2019.
- In 2022, the state and the town collaborated on a transportation planning and feasibility study called *North Windham Moves: Regional Mobility, Local Access*.
- A 2023 RAISE grant application sought \$25 million.
- The total project cost (includes design, engineering, right of way and construction cost) is \$31.25 million.
- MaineDOT and the Town of Windham will equally split the 20 percent total project cost match of \$6.25 million.
- In the 1990s, Route 302 was expanded from two lanes to five lanes in North Windham. The few sidewalks that exist in the area lack overall connectivity.
- Route 302 was never designed to serve as both a local street dotted with businesses and a through-route for travelers heading to Sebago Lake and other western destinations. Routes 35 and 115 are facing similar challenges.
- Traffic has increased in recent years while transportation efficiency and safety have suffered.
- In 2022, Maine suffered its highest traffic fatality rate in 15 years.
- Cumberland County ranks above average on the concentration of roadway fatalities denoted on U.S. DOT's Concentration of Roadway Fatalities Map under the National Roadway Safety Strategy.
- The project area had seven high-crash locations (HCLs) in the three-year period from 2018 to 2020.
- 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 by 21 percent. 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

- **Route 302 Improvements (1.7 miles)**

Consists of building new sidewalks where sidewalks are not present today, rebuilding existing sidewalks that are not American Disability Act (ADA) compliant, lack curb reveal obstructions in walking space, providing sidewalks and landing ramps that will be ADA compliant, provide access management by closing, consolidating or reducing driveway openings, installing raised median islands from Boody's Corner (Route 35/Route 115 intersection) northerly to the Franklin Drive Intersection, installing raised median islands from Boody's Corner (Route 35/Route 115 intersection) southerly approximately , 625', as well as modifying traffic signals and vehicular movements. The pavement surface will be milled off and repaved.

- **Route 35 (.33 miles)**

Existing segment of Route 35 from the intersection of Manchester Drive to the Intersection of Route 302 (Boody's Corner) to be rehabilitated and the pavement surface will be milled off and repaved.

- **Route 115 (.46 miles)**

Existing segment of Route 115 from the new intersection at the East Side Connector Road to the Intersection of Route 302 (Boody's Corner) to be rehabilitated and the pavement surface will be milled off and repaved.

- **East Connector Road (.67 miles)**

Consists of building a local roadway at the Eastern terminal of Franklin Drive and extending southerly approximately .67 miles to Route 115. Includes intersection connections with Veterans Memorial drive, and Sandbar Road. The connector road intersection of Route 115 will be signalized with appropriate turning Lanes.

- **Franklin Drive (.30 Miles)**

The existing segment of Franklin Drive to be rehabilitated and the pavement surface will be milled off and repaved.

- **West Connector Road (1.01 miles)**

Consists of building a local roadway beginning at the Northerly terminus of Manchester Drive and extending Northerly approximately .55 miles to Whites Bridge Road. Includes intersection connections with Landing Road, Amato Drive and Trails End Road. The new connection with Whites Bridge Road will be unsignalized with appropriate turn lanes. The existing intersection of Manchester Drive and Route 35 will receive improvements, including a new traffic signal.

The existing segment of Manchester Drive to be rehabilitated and the pavement surface will be milled off and repaved.

- **Middle Connector Road (.14 miles)**

Consist of building a local roadway beginning at the Franklin Drive & route 302 intersection and extending southwesterly to Landing Road approximately 755ft. The new connector road intersection with Landing Road will be unsignalized with appropriate turning lanes. The new intersection with Route 302 will remain signalized with improvements and signal upgrades.

- **Landing Road (.24 Miles)**

The existing segment of Landing Road to be rehabilitated and the pavement surface will be milled off and repaved.

TOTAL PROJECT MILES: 4.85 Miles

Items to be modified or reconstructed.

- Traffic Signals to be upgraded with the latest smart technology.
- Existing Roadway surfaces to be milled and repaved.
- New roadways to be full construction.
- Sidewalks to be upgraded and added on Route 302.
- 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.
- Median Islands to be added on Route 302
- Sidewalk lighting to be added/modified.
- Multi-use paths, bike lanes and sidewalks to be added on connector roads.
- Portland Water District is working on a sewer infrastructure project that is separate from this project.

Project Funding: Federal RAISE Grant (80%), State (10%) and Town of Windham (10%) Funding

Proposed Project Schedule: Preliminary Public Hearing- June 4th, 2024
Final Horizontal Vertical Alignment- November 11th, 2024
Draft Preliminary Design Report- November 11th, 2024
Open House-June 18th, 2025
Final preliminary Design Report- August 2025
Final Public Hearing- February 2026
Plan Impact Complete-February 2026
Plans, Specifications, Estimate Complete- June 2027
Project Advertise- July 2027
Construction Begin- October 2027
Construction Complete- June 2030

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](#)