



## CITY OF SACO, MAINE

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November 15, 2016

**Ms. Sara D. Zografos, Transportation Planner**

Maine Turnpike Authority  
2360 Congress Street  
Portland, ME 04102

Subject: City of Saco Request for Consideration  
Route 112 Bypass to Maine Turnpike Exit 36  
Long-Range Planning Objective

Dear Sara:

The City of Saco, in conjunction with Maine Turnpike Authority, MaineDOT, and PACTS, have been working collaboratively for many years to address the traffic issues associated with Exit 36 of the Maine Turnpike that impacts Industrial Park Road and the Route 112 corridor.

As you may know, numerous traffic studies have been performed over the years for the Route 112 corridor to evaluate alternatives for improving the traffic conditions. The latest of these is the Final Route 112 Corridor Update Study prepared by Gorrill-Palmer in May 2015. While a number of recommendations are outlined in this study, it is the City's belief that none of these alternatives will provide a long-term (50-year) solution to mitigate the traffic congestion approaching the turnpike access. What the City believes will provide the best long-term solution is to construct a Route 112 Bypass Road (controlled access) from the westerly side of the turnpike that will provide direct access to the Exit 36 interchange. A conceptual plan for this bypass road is appended to this letter for your review and consideration. It should be noted that this conceptual plan has not been benefitted by any formal route studies; however, we have walked the potential bypass corridor and we believe there is tremendous merit to this proposal.

In summary, the City believes that the Route 112 Bypass Road will provide the following benefits:

From MTA Perspective:

### 1. Improved Safety

- a. Current traffic congestion associated with the Exit 36 and I-195 Spur interchange with the signalized intersection at Industrial Park Road results in queued traffic backing up through the toll plaza and at times extending back to the main line of the turnpike.
- b. One of the design goals for the new Route 112 Bypass Road will be to provide a direct route for traffic heading westerly onto Route 112 and eliminate the queuing traffic caused by the existing Industrial Park Road intersection.

## 2. Improved Turnpike Access

- a. Direct Turnpike Access for inbound traffic west of the Turnpike.
- b. Reduced commuter delays and capacity issues. Over 22,000 vehicles per day utilize the existing Route 112/Industrial Park intersection.

From a Regional and Local Perspective:

### 1. Improved Safety

- a. Route 112 intersections at Garfield Street and Industrial Park Road are high crash locations.
- b. Route 112 intersections at Spring Street, Franklin Street, Tasker Street, Industrial Park Road, Garfield Street, Lund Road, and Jenkins Road are all level of service "E" or "F" currently.
- c. Regional traffic traveling east on Route 5 utilize a number of neighborhood side streets to access the turnpike, especially during the peak hours. A new Route 112 Bypass Road with greater use of Loudon Road will help to alleviate much of the cut-through traffic in the residential neighborhoods.

### 2. Improved Long-term Planning. If the Route 112 Bypass Road was viewed as the long term permanent solution, than implementing dozens of costly short-term measures may be avoided.

- a. Left turn lanes, and associated ROW acquisition and construction costs, along much of Route 112 could be avoided with this project.
- b. Signalization at two or more intersections could be avoided.
- c. Transforming neighborhoods along Route 112 into alternating one-way roads could be avoided with this project.
- d. Some of the most beneficial short term solutions would require major work at the I-195 ramps to have any benefit to Route 112.

We are requesting the opportunity to further discuss the conceptual plan for a Route 112 Bypass Road and perhaps begin the process for creating a three party agreement with MTA and MaineDOT to begin the process for further studies and evaluation. While we understand this to be a long-range plan, we are hopeful that commencing this effort now may enable real long-term improvements to be in place within the next ten years prior to further growth of residential housing in this corridor.

We greatly appreciate your consideration of our request and we would be very happy to meet and discuss in greater detail.

Sincerely,



Kevin L. Sutherland  
City Administrator

Enclosure

Cc: Bruce A. Van Note – Maine Turnpike Authority