

INVENTORY

- *3 Bullets=Findings & Conclusions*
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Introduction

The location of transportation routes is important to Poland's and the region's development patterns and overall economic well-being. Poland's transportation system consists of state, local and private roads, bridges, as well as bicycle, pedestrian, snowmobile, ATV, transit, and rail systems. This multimodal system is extremely important to existing and future development characteristics, both at the local and regional levels.

Highway Classifications

The Maine Department of Transportation (MaineDOT) has classified highways based on functions within Poland as Arterial, Collector or Local. There are 14.15 miles of Arterial highways in Poland. Poland has 17.53 miles of Collector highway, and 55.63 miles of Local roads. Brief definitions of the highway functional classifications, as used by MaineDOT, are as follows:

Arterial Highways: The most important travel routes in the state. These roads carry high speed, long distance traffic and attract a significant amount of federal funding. The state is responsible for road repair, resurfacing and winter maintenance on Arterial highways. Mechanic Falls Road (Route 11/121), Bakerstown Road (Route 11), and Maine Street (Route 26) are Arterial Highways.

Collector Highways: These routes collect and distribute traffic from and to the arterial routes serving places of lower population densities, and they are somewhat removed from main travel routes. Spring Water Road (Route 122) is the only Major Collector Highway in Poland. Megquier Hill Road and White Oak Hill Road are Minor Collector Highways. Typically the State is responsible for road repair and resurfacing on all state roads. However, the state is only responsible for the winter maintenance responsibility of state roads in nonurban areas.

Local Roads: Local roads are designed primarily to serve adjacent land areas and usually carry low volumes of traffic. The town is responsible for both summer and winter maintenance of local roads.

Town of Poland Comprehensive Plan – Transportation Section

Public Road Conditions

The following table shows the road inventory data provided by the town of Poland (roads highlighted in yellow are private roads):

Town of Poland Road Survey	
ROAD NAMES	LOCATION
ABRAMS LANE	OFF JOHNSON HILL ROAD
AGASSIZ VILLAGE LANE	OFF JOHNSON HILL ROAD
AGGREGATE ROAD	TOWN GARAGE TO MAINE STREET
ALEXANDER LANE	OFF MAPLE LANE
AMANDA CIRCLE	OFF SPRING WATER ROAD
AMVET ROAD	OFF CLEVE TRIPP ROAD
AMY STREET	BROOKDALE VILLAGE
ANDREW STREET	BROOKDALE VILLAGE
ANN STREET	BROOKDALE VILLAGE
APPLE BLOSSOM DRIVE	OFF POLAND CRNR ROAD
ARTHUR'S WAY	OFF LEWISTON JCT. ROAD
ASH DRIVE	COUNTRY VILLAGE TRLR PK
ASPEN WAY	OFF WEST CRESTWOOD
AUCTION DRIVE	OFF PLAINS ROAD
AUGUST STREET	BROOKDALE VILLAGE
AUTUMN DRIVE	OFF CARPENTER ROAD
BACKWOOD DRIVE	OFF EMPIRE ROAD
BAILEY HILL ROAD	OFF HARRIS HILL ROAD/PLAINS ROAD
BAKERSTOWN RD	FIVE CORNERS TO CASCO T.L. (RTE 11)
BALLFIELD ROAD	OFF FRONT AVENUE-EMPIRE GROVE
BARK MULCH DRIVE	OFF HARDCRABBLE ROAD
BASS COVE LANE	OFF HEATH ROAD
BEECHNUT LANE	OFF AUTUMN DRIVE (CARPENTER ROAD end)
BELANGER DRIVE	OFF EVERETT ROAD
BELL LANE	OFF MEGQUIER HILL ROAD
BERRY COURT	COUNTRY VILLAGE TRLR PK
BILLFRED WAY	OFF HARRICK VALLEY ROAD
BIRCH DRIVE	OFF WESTVIEW DRIVE
BIRCHWOOD LANE	OFF MAINE STREET (RT 26)
BISHOP ROAD	OFF SPRING WATER ROAD
BLACK DUCK LANE	OFF CLEVE TRIPP ROAD
BLACK ISLAND ROAD	OFF KOHUT RD – OXFORD
BLACKBERRY LANE	OFF OSPREY COVE LANE
BLACKCAT MOUNTAIN ROAD	OFF CASSIE LANE
BLUEBIRD DRIVE	OFF DEERFIELD ROAD
BOIS LANE	OFF CLEVE TRIPP ROAD
BOLDUC LANE	OFF MEGQUIRE HILL ROAD
BOOT HILL ROAD	OFF MAPLE VIEW CIRCLE
BRAGDON HILL ROAD	OFF SCHELLINGER ROAD
BRITTANY'S WAY	OFF HARDCRABBLE ROAD
BROADWAY CIRCLE	OFF FRONT AVENUE - EMPIRE GROVE
BROOK DRIVE	BROOKDALE VILLAGE

Town of Poland Comprehensive Plan – Transportation Section

BROWN ROAD	OFF MAINE STREET (RT 26)
BUNTING LANE	OFF MEGQUIRE HILL ROAD
CAMP FERNWOOD LANE	OFF MEGQUIRE HILL ROAD
CARDINAL LANE	OFF WALKER POINT ROAD
CARPENTER ROAD	OFF MAINE STREET (RTE 26)
CASSIE LANE	OFF NORTH RAYMOND ROAD
CEDAR MILLS ROAD	OFF BELANGER DRIVE
CEMETERY ROAD	POLAND SPRING COMPLEX
CHABOT DRIVE	OFF MECHANIC FALLS ROAD (was Pearl Place)
CHERRY DRIVE	CNTRY VIL TRLR PK
CHESTNUT DRIVE	CNTRY VIL TRLR PK
CHICKADEE LANE	OFF SCHELLINGER ROAD
CIMINO DRIVE	OFF EMPIRE RD & SPRING WATER Rd Intersection
CLEVE TRIPP ROAD	OFF SCHELLINGER ROAD
CLIFF LANE	OFF RUSSELL ROAD
COBB BROOK LANE	OFF BAILEY HILL ROAD
COBB ROAD	OFF PLAINS ROAD
COBBLE KNOLL ROAD	OFF SPRING WATER ROAD (RTE 122)
COLBATH ROAD	OFF RANGE HILL ROAD
COMPOST LANE	TRANSFER STATION
CONNOR LANE	OFF MAINE STREET (RTE 26)
COTE DRIVE	BETWEEN DAVIS BROOK DRIVE & AMY DRIVE
COTTAGE WAY	OFF PRESERVATION WAY
COVE VIEW PLACE	OFF ISLAND COVE LANE
CRANBERRY LANE	OFF AUTUMN DRIVE NEAR CARPENTER ROAD
DALE STREET	BROOKDALE VILLAGE
DAVIS BROOK DRIVE	BROOKDALE VILLAGE
DEAD POND ROAD	????
DEER RUN LANE	OFF JOHNSON HILL ROAD (OLD FL 27)
DEERFIELD ROAD	ACCESS FROM N. GLOUCESTER-COLBATH ROAD
DOE LANE	OFF AUTUMN DRIVE NEAR CARPENTER ROAD
DOTEN LANE	OFF EMPIRE ROAD
DOWNY LANE	OFF SPRING WATER ROAD/RANGE ROAD
DUFF ROAD	OFF GIRARDIN LANE
DUNN ROAD	OFF EMPIRE ROAD
EAST CRESTWOOD	OFF SPRING WATER ROAD
EAST RECORD ROAD	OFF EMPIRE ROAD (RECORD ROAD)
EASY STREET	OFF SCHELLINGER ROAD
ECHO COVE LANE	OFF CLEVE TRIPP ROAD
EDWARDS ROAD	OFF JOHNSON HILL ROAD
ELM STREET EXTENSION	OFF POLAND CORNER ROAD
EMPIRE ROAD	OFF SPRINGWATER ROAD
ESTES WAY	OFF SUMMIT SPRING ROAD
EVERETT ROAD	OFF HARRIS HILL ROAD
EVERGREEN DRIVE	POLAND TRLR PARK
FELKER ROAD	OFF BROWN ROAD
FERNALD ROAD	OFF MEGQUIRE HILL ROAD
FIDDLEHEAD LANE	OFF AUTUMN DR (CARPENTER ROAD end)

Town of Poland Comprehensive Plan – Transportation Section

FIELDSTONE ROAD	OFF MEGQUIRE HILL ROAD
FIRST AVENUE	OFF WESTVIEW DRIVE
FLORENCE LANE	OFF JOHNSON HILL ROAD
FLYNT DRIVE	OFF POLAND CORNER ROAD
FOREST DRIVE	OFF DAVIS BROOK DRIVE (Brookdale II)
FOSTER ROAD	FROM LEWISTON JCT. RD TO HOTEL RD IN AUBURN
FOURTH AVENUE	OFF BIRCH DRIVE
FOX RUN ROAD	OFF LANE ROAD
FRANK WAY	OFF LANE ROAD
FRONT AVENUE	EMPIRE GROVE CMPGND
GAGNE LANE	OFF BAILEY HILL ROAD
GARLAND SWAMP ROAD	OFF BAKERSTOWN ROAD (RTE 11)
GARRETTS LANE	OFF BAKERSTOWN ROAD (RTE 11)
GIRARDIN LANE	OFF BROWN ROAD
GLEN LANE	OFF CLEVE TRIPP ROAD
GOSS WAY	OFF HARRIS HILL ROAD
GREENWOOD DRIVE	OFF HINES ROAD
GROVES LANE	OFF MAINE STREET (RTE 26)
HACKETT MILLS ROAD	OFF HARRIS HILL ROAD
HALE ROAD	OFF TENNEY HILL ROAD, RAYMOND, ME
HALF MOON LANE	OFF MEGQUIRE HILL ROAD
HARDSCRABBLE ROAD	OFF EMPIRE ROAD
HARRIS HILL ROAD	OFF POLAND CORNER ROAD
HART'S LANE	OFF LANE ROAD
HARVEST DRIVE	OFF HINES ROAD off autumn drive?
HASKELL LANE	OFF BOLDUC LANE
HEATH ROAD	JOHNSON HILL ROAD TO CASCO T.L
HEMLOCK LANE	OFF WESTVIEW DRIVE
HERRICK VALLY ROAD	FROM WINTERBROOK RD TO MEGQUIRE HILL RD
HICKORY WAY	OFF EMPIRE ROAD
HIDEAWAY ROAD	OFF EVERETT ROAD
HIGH VIEW DRIVE	OFF MAINE STREET (RTE 26)
HILL LANE	OFF NORTH RAYMOND ROAD
HILL VALLEY ROAD	OFF TIGER HILL ROAD
HILT HOLLOW	OFF MAINE STREET
HINES ROAD	OFF MAINE STREET NEAR CARPENTER ROAD
HOLMES DRIVE	OFF HARRIS HILL ROAD
HOPE SPRINGS ROAD	OFF BAILEY HILL ROAD
HORSE VIEW LANE	OFF HART'S LANE
HOTHAM LANE	OFF HARRIS HILL ROAD
HUNT ROAD	OFF POLAND CORNER ROAD
IRIS DRIVE	OFF HINES ROAD
ISLAND COVE LANE	OFF MEGQUIRE HILL ROAD
JACKSON ROAD	OFF WHITE OAK HILL ROAD
JESSICA WAY	OFF BAKERSTOWN & NORTH RAYMOND ROADS
JOHNSON HILL ROAD	OFF MEGQUIRE HILL ROAD
JORDAN SHORE DRIVE	OLD RTE 11 BY TRIPP LAKE ROAD
JOSH'S WAY	OFF DAVIS BROOK DRIVE (Brookdale II)

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JULIE STREET	BROOKDALE VILLAGE
KEYSTONE SPRING ROAD	OFF EMPIRE ROAD
KING AVE	OFF BROADWAY CR. EMPIRE GROVE
KLONDIKE ROAD	OFF BAKERSTOWN ROAD (RTE 11)
KNOLL ROAD	OFF JOHNSON HILL ROAD
LAFRINEA LANE	OFF CARPENTER ROAD
LAKE SHORE DRIVE	OFF MAINE STREET (RTE 26)
LAKEN LEDGE LANE	OFF MEGQUIER HILL ROAD
LAKEWOOD LANE	OFF MEGQUIRE HILL ROAD
LANE ROAD	OFF HACKETT MILLS ROAD
LARCH DRIVE	OFF FERNALD ROAD
LEGENDRE LANE	OFF MEGQUIRE HILL ROAD
LENAHANS LANE	OFF CLEVE TRIPP ROAD
LEVINE ROAD	OFF HARDSCRABBLE ROAD
LEWISTON JUNCTION ROAD	OFF EMPIRE ROAD
LINDEN LANE	OFF RANGE HILL ROAD
LITTLE HILL LANE	OFF ABRAMS LANE
LOON POINT LANE	OFF ABARAMS LANE
LUCY'S DRIVE	OFF JOHNSON HILL ROAD
LUNT LANE	OFF MEGQUIRE HILL ROAD
MAINE STREET	FORMERLY RTE 26
MAPLE LANE	OFF HARRIS HILL ROAD
MAPLE VIEW CIRCLE	OFF TRIPP LAKE ROAD
MARJORIE LANE	OFF FERNALD ROAD
MARK STREET	BROOKDALE VILLAGE
MAX PINE LANE	OFF RANGE HILL ROAD
McCANN ROAD	OFF WHITE OAK HILL ROAD
MCEACHERN DRIVE	OFF ROSSMORE LANE IN NEW GLOUCESTER, ME
MCINTOSH LANE	OFF EDWARDS ROAD
MECHANIC FALLS ROAD	FORMERLY RTES 121 & 11
MEGQUIER HILL ROAD	OFF BAKERSTOWN ROAD (RTE 11)
MICHAL'S LANE	OFF MEGQUIER HILL ROAD
MILLER DRIVE	OFF BROADWAY CIRCLE - EMPIRE GROVE
MOOSE TRAIL LANE	OFF SCHELLINGER ROAD
MOSS DRIVE	OFF HINES ROAD
MOUNTAIN VIEW DRIVE	OFF DEERFIELD ROAD
NARROW WAY ROAD	OFF HARRIS HILL ROAD
NASH LANE	OFF OSPREY COVE LANE, OFF FL 32
NORTH RAYMOND ROAD	OFF BAKERSTOWN ROAD (RTE 11)
NORTHERN SPRING DRIVE	OFF POLAND CRNR ROAD, FLYNTT TRLR PK
NUMBER 5 ROAD	OFF COLBATH ROAD
NUTHATCH LANE	OFF SCHELLINGER ROAD
OAK LANE	OFF KLONDIKE ROAD
OAKRIDGE DRIVE	OFF BIRCHWOOD LANE
OLD BLACKCAT MOUNTAIN ROAD	OFF NORTH RAYMOND ROAD
OLD COUNTY ROAD	OFF HERRICK VALLEY ROAD
OLD PLAINS ROAD	OFF PLAINS ROAD
OLD TIGER HILL ROAD	OFF HERRICK VALLEY ROAD

Town of Poland Comprehensive Plan – Transportation Section

OLD WOODS ROAD	OFF FRONT AVENUE, EMPIRE GROVE
ORCHARD ROAD	OFF HIDEAWAY ROAD
ORIOLE DRIVE	OFF HINES ROAD
OSPREY COVE LANE	OFF TUCKER LANE
OTTER LANE	OFF NORTH RAYMOND ROAD
OUTLET ROAD	OFF MAINE STREET
PAGE ROAD	BETWEEN BROWN ROAD & MAINE STREET (RTE 26)
PALOMA DR	OFF HARRIS HILL ROAD
PARADOX LANE	OFF HERRICK VALLEY ROAD
PARK AVENUE	OFF FRONT AVENUE, EMPIRE GROVE
PARSON'S POINT ROAD	IN CASCO OFF HEATH ROAD
PARSONS WAY	OFF FRONT AVENUE, EMPIRE GROVE
PARTRIDGE LANE	OFF BAKERSTOWN ROAD (RTE 11)
PENNEY ROAD	OFF KLONDIKE ROAD
PERKINS ROAD	OFF SAUNDERS ROAD
PHILIP WAY	OFF WHALEBACK DRIVE (DUNN'S GRAVEL PIT)
PINE AVENUE	OFF BROADWAY CIRCLE, EMPIRE GROVE
PLAINS ROAD	OFF POLAND CORNER ROAD
PLEASANT VALLEY CIRCLE	OFF MOUNTAIN VIEW DRIVE
PLUMMER ROAD	OFF MEGQUIRE ROAD, FRMLY E RUSSELL
POLAND CORNER ROAD	OFF MAINE STREET (RTE 26)
POLAND PLACE	BETWEEN BROWN ROAD & GIRARDIN LANE
POLAND SPRING DRIVE	OFF SPRING WATER ROAD & EMPIRE ROAD
POND LANE	OFF MEGQUIRE HILL ROAD
POPLAR DRIVE	COUNTRY VILLAGE TRLR PK
POTASH LANE	OFF RUSSELL ROAD
PRESERVATION WAY	POLAND SPRING COMPLEX
PROULX LANE	OFF MEGQUIRE HILL ROAD
PULSIFER ROAD	OFF BAILEY HILL ROAD
PUMPKIN LANE	OFF AUTUMN LANE
QUARRY ROAD	OFF MAINE STREET
RANGE HILL ROAD	OFF MAINE STREET (RTE 26)
RANGE ROAD	OFF SPRINGWATER ROAD
RAVEN DRIVE	OFF AUTUMN DRIVE
RAYS WAY	OFF HEATH ROAD, FRMRLY MAYBERRY
REDUCE IT DRIVE	TRANSFER STATION
RICKER ROAD	OFF MAINE STREET (RTE 26)
ROBBINS WAY	POLAND SPRING COMPLEX
ROBERT'S DRIVE	OFF POLAND CORNER ROAD
ROCKWOOD LANE	OFF MEGQUIRE HILL ROAD
ROLLY'S CAMP ROAD	OFF NUMBER 5 ROAD
ROSEWOOD LANE	OFF N SPRING DRIVE
RUSSELL ROAD	OFF JOHNSON HILL ROAD
SANDERSON ROAD	OFF SAUNDERS ROAD
SANDY LANE	OFF MECHANIC FALLS ROAD (RTE 121)
SAUNDERS ROAD	OFF PLAINS ROAD
SAWYER ROAD	OFF COBB ROAD
SCHELLINGER ROAD	OFF MAINE STREET (RT 26)

Town of Poland Comprehensive Plan – Transportation Section

SCHWABE LANE	OFF RANGE HILL ROAD
SECOND AVENUE	OFF WESTVIEW DRIVE
SERENITY COVE LANE	OFF MEGQUIRE HILL ROAD
SHAKER ROAD	FROM OUTLET ROAD TO NEW GLOUCESTER T.L.
SHANNON LANE	OFF N RAYMOND ROAD
SIMPLICITY WAY	OFF MAINE STREET
SOUTH MAIN STREET	McFALLS T.L TO 5 CORNERS (RT 11)
SPRING WATER ROAD	FORMERLY RTE 122
SPRUCE DRIVE	OFF BLACK DUCK LANE
STARRY NIGHT DRIVE	OFF MAINE STREET
STATE PARK ROAD	OFF EMPIRE ROAD
STONES LANE	OFF MEGQUIRE HILL ROAD
STONEWALL DRIVE	OFF LEWISTON JCT. ROAD
STORM COVE LANE	OFF RUSSELL ROAD
STRAWBERRY LANE	OFF AUTUMN DRIVE (HINES ROAD end)
STROUT ROAD	OFF WHITE OAK HILL ROAD
SUMMIT SPRINGS ROAD	OFF WHITE OAK HILL ROAD
SUNDERLAND ROAD	OFF HERRICK VALLEY ROAD
SUNSET COVE LANE	OFF MEGQUIRE HILL ROAD
TAMERACK WAY	OFF JESSICA WAY
TAYLOR BROOK DRIVE	OFF BAKERSTOWN ROAD
TENNIS ROAD	OFF PRESERVATION WAY
THIRD AVENUE	OFF BIRCH DRIVE
THREE (3 R BLVD)	TRANSFER STATION
TIBBETTS WAY	OFF BUNTING LANE
TIGER HILL ROAD	OFF HERRICK VALLEY ROAD
TIMBER LANE	OFF MOUNTAIN VIEW DRIVE
TORREY ROAD	OFF DUNN ROAD/EMPIRE ROAD
TRIPP LAKE CAMP ROAD	OFF HERRICK VALLEY ROAD
TRIPP LAKE ROAD	OFF MAINE STREET (RTE 26)
TRUMAN WAY	OFF SCHELLINGER ROAD
TUCKER LANE	OFF N RAYMOND ROAD
UNDERWOOD DRIVE	OFF WEDGEWOOD CIRCLE
UPPER RANGE DRIVE	OFF WATSON ROAD
VERRILL ROAD	OFF SPRING WATER ROAD (RTE 122)
VILLAGE STREET	BROOKDALE VILLAGE
WALKER POINT ROAD	OFF SCHELLINGER ROAD
WALNUT STREET	OFF EVERGREEN DRIVE, POLAND TRLR PK
WASTE NOT DRIVE	TRANSFER STATION
WATERHOUSE ROAD	OFF KLONDIKE ROAD
WATSON ROAD	OFF CLEVE TRIPP ROAD
WEBSTER'S WAY	OFF BAILEY HILL ROAD
WEDGEWOOD CIRCLE	OFF AUTUMN DRIVE
WELSH LANE	OFF POLAND CORNER ROAD AND NORTHERN SPRINGS
WEST CRESTWOOD	OFF SPRING WATER ROAD (RTE 122)
WEST RECORD ROAD	OFF HARRIS HILL ROAD (FRMRLY RCRD ROAD)
WEST SHORE DRIVE	OFF NUTHATCH LANE
WESTVIEW DRIVE	OFF MAINE STREET (RTE 26)

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WHALEBACK DRIVE	OFF MAINE SREET (RTE 26) DUNN'S PIT
WHISPERING PINE DRIVE	OFF JESSICA WAY
WHITE OAK HILL ROAD	OFF MAINE STREET (RTE 26)
WILD TURKEY WAY	OFF NORTH RAYMOND ROAD
WILLOW LANE	OFF JOHNSON HILL ROAD
WINDSOR PLACE	OFF SUNDERLAND ROAD
WINTERGREEN DRIVE	OFF WEDGEWOOD CIRCLE
WOODBERRY LANE	OFF CHICKADEE LANE
WOODLAND SHORE DRIVE	OFF BIRCH DRIVE
WORTHLEY POND ROAD	OFF SPRING WATER ROAD
YOUNG LANE	OFF JACKSON ROAD

Examination of local highway conditions is important for several reasons. Road conditions can help direct future development and suggest the need for capital expenditures for reconstruction. Poland uses the Road Surface Management System (RSMS) to inventory and determine the physical condition of local roads. The following tables show the RSMS public road inventory data for Poland:

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Paved Network Inventory

By Surface Status

2020

<u>(Prio) Road/Section Name</u>	<u>Sec</u>	<u>From Road/Section</u>	<u>To Road/Section</u>	<u>Length</u>	<u>division</u>	<u>Import</u>	<u>Traffic</u>	<u>Drainage Status</u>
No Maint								
(5) HARDCRABBLE ROAD		Empire rd	Auburn line	2.24		low	med-high	Good
(4) CARPENTER ROAD		ROUTE 26	RANGE HILL ROAD	0.70		low	medium	Good
(4) CLEVETRIPP ROAD	1	NORTH RAYMOND ROAD	SCHELLINGER ROAD	1.35		low	medium	Good
(4) HERRICK VALLEY ROAD	2	MC FALLS TOWN LINE	MEGQUIER HILL ROAD	1.80		low	medium	Good
(4) JOHNSON HILL ROAD	2	HEATH ROAD	Aggazize villiage	0.50		low	medium	Good
(4) JOHNSON HILL ROAD	3	Aggazize villiage	POTASH COVE	0.70		low	medium	Good
(4) RICKER ROAD		ROUTE 26	ROUTE 26	0.30		low	medium	Good
(4) TIGER HILL ROAD		HERRICK VALLEY RD	Town line	1.21		low	medium	Good
(3) OUTLET ROAD		ROUTE 26	Town line newglous	0.10		low	low-med	Good
(2) AUTUMN DRIVE		HINES RD	CARPENTER ROAD	0.99		low	low	Good
(2) DOWNNEY LANE		SPRING WATER RD	RANGE ROAD	0.09		low	low	Good
(2) JORDAN SHORE DRIVE		Route 11	Route 11	0.80		low	low	Good
(2) PERKINS ROAD		SAUNDERS ROAD	END	0.10		low	low	Good
(2) RANGE ROAD		VERRILL ROAD	NEW GLOUCESTER LN	0.32		low	low	Poor
(2) VERRILL ROAD		Spring water rd	END	0.55		low	low	Good
				11.75				
Routine								
(7) NORTH RAYMOND EXT		BAKERSTOWN ROAD	MEGQUIER HILL ROAD	0.50		low-med	high	Good
(6) LEWISTON JUNCTION ROAD		Empire rd	Auburn line	1.10		low	high	Poor
(4) WASTE NOT DRIVE		TRIPP LAKE ROAD	END	0.30		low	medium	Good
(3) JACKSON RD		WHITE OAK HILL	SCHELLINGER ROAD	1.60		low	low-med	Good
(3) TRIPP LAKE ROAD		ROUTE 26	Route 11	1.39	PW	low	low-med	Poor
(2) BIRCHWOOD LANE		ROUTE 26	END	0.20		low	low	Good
(2) EAST CRESTWOOD		Rt 122	Rt122	0.10		low	low	Good
(2) HINES RD		ROUTE 26	END	0.30		low	low	Good
(2) STROUT ROAD		WHITE OAK HILL	END	0.30		low	low	Poor
				5.79				

Town of Poland Comprehensive Plan – Transportation Section

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Paved Network Inventory

By Surface Status
2020

<u>(Prio) Road/Section Name</u>	<u>Sec</u>	<u>From Road/Section</u>	<u>To Road/Section</u>	<u>Length</u>	<u>division</u>	<u>Import</u>	<u>Traffic</u>	<u>Drainage</u> <u>Status</u>
Preventive								
(7) JOHNSON HILL ROAD	4	POTASH BROOK	MEGQUIER HILL ROAD	0.80		med-high	medium	Poor
(7) MAPLE LANE		Harris hill rd	Town line	0.50		med-high	medium	Poor
(6) HEATH ROAD		JOHNSON HILL ROAD	Casco Town Line	0.70		medium	medium	Good
(5) BROWN ROAD		Rt 26	Town line mechfls	1.10		low	med-high	Good
(5) RANGE HILL ROAD		CLEVE TRIPP ROAD	ROUTE 26	2.10		low-med	medium	Poor
(4) BAILEY HILL ROAD		Harris hill rd	Plains Rd	2.70		low-med	low-med	Poor
(4) CASSIE LANE		NORTH RAYMOND ROAD	NORTH RAYMOND ROAD	0.30		medium	low	Poor
(4) SCHELLINGER ROAD		ROUTE 26	CLEVE TRIPP ROAD	2.10		low	medium	Good
(3) COBB ROAD PAVEMENT		Plains Rd	Pavement End	0.38		low	low-med	Good
(3) PULSIFER ROAD		BAILEY HILL ROAD	END	0.60		low	low-med	Good
(3) SUMMIT SPRINGS ROAD		WHITE OAK HILL	SCHELLINGER	1.80	PW	low	low-med	Good
(2) BELANGER DRIVE		EVERETT ROAD	END	0.30		low	low	Poor
(2) BIRCH DRIVE		END	END	1.10		low	low	Good
(2) CEDAR MILLS ROAD		BELANGER DRIVE	END	0.10		low	low	Poor
(2) HILL VALLEY ROAD		TIGER HILL ROAD	END	0.30		low	low	Good
(2) SANDERSON ROAD		SAUNDERS ROAD	END	0.20		low	low	Good
(2) SAUNDERS ROAD		PLAINS ROAD	END	0.60		low	low	Good
(2) SAWYER ROAD		COBB ROAD	END	0.20		low	low	Poor
(2) SUNDERLAND RD	HERRICK VALLEY RD	WINDSOR PLACE	0.11	low		low	Good	
(2) WEST CRESTWOOD	Spring water rd	Spring water rd	0.20	low		low	Good	
(2) WINDSOR PLACE	HERRICK VALLEY RD	END	0.30	low	low	Good		
				16.49				
Rehabilitate								
(10) PLAINS ROAD		POLAND CORNER ROAD	Empire rd	3.00		high	high	Good
(8) ELM STREET EXTENSION		Harris hill rd	Town line	0.50		med-high	med-high	Poor
(3) COLBATH ROAD		RANGE HILL ROAD	Town line newglous	1.75		low	low-med	Poor
(2) GIRARDIN LANE		BROWN ROAD	END	0.40		low	low	Good
(2) LANE ROAD		Empire rd	HACKETT MILLS ROAD	0.50		low	low	Poor
(2) WESTVIEW DRIVE		ROUTE 26	2nd ave	0.40		low	low	Poor
				6.55				

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Paved Network Inventory

By Surface Status
2020

<u>(Prio) Road/Section Name</u>	<u>Sec</u>	<u>From Road/Section</u>	<u>To Road/Section</u>	<u>Length</u>	<u>division</u>	<u>Import</u>	<u>Traffic</u>	<u>Drainage Status</u>
Reconstruct								
(10) NORTH RAYMOND ROAD	1	BAKERSTOWN ROAD	CLEVE TRIPP ROAD	1.70		high	high	Poor
(10) NORTH RAYMOND ROAD	2	CLEVE TRIPP ROAD	Town line/ raymond	1.10		high	high	Poor
(7) HACKETT MILLS ROAD		Empire rd	Rt 121	1.00		medium	med-high	Good
(7) JOHNSON HILL ROAD	1	Casco Town Line	HEATH ROAD	1.10		med-high	medium	Poor
(6) EVERETT ROAD		Harris hill rd	BAILEY HILL ROAD	1.40		med-high	low-med	Poor
(6) TORREY ROAD		Empire rd	LEWISTON JUNCTION	1.00		medium	medium	Poor
(5) DUNN ROAD		TORREY ROAD	Town line	1.30		medium	low-med	Poor
(2) BISHOP ROAD		Spring water rd	END	0.00		low	low	Good
(2) COBB BROOK LANE		BAILEY HILL ROAD	END	0.10		low	low	Poor
(2) HIDEAWAY ROAD		EVERETT ROAD	Dead end	0.30		low	low	Good
(2) NUMBER 5 ROAD		COLBATH ROAD	END	0.35		low	low	Poor
(2) RUSSELL ROAD		JOHNSON HILL ROAD	END	0.20		low	low	Good
(2) TRIPP LAKE CAMP ROAD		HERRICK VALLEY ROAD	END	1.70		low	low	Poor
				<u>11.25</u>				
				<u>51.83</u>				

The following tables shows the RSMS Road Importance Analysis for public roads in Poland:

Town of Poland Comprehensive Plan – Transportation Section

1/7/2020
9:21:16AM

Road Importance Analysis 2020

<u>Road/Section Name</u>	<u>Section</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Width</u>	<u>Traffic</u>
high						
NORTH RAYMOND ROAD	1	BAKERSTOWN ROAD	CLEVE TRIPP ROAD	1.70	22.00	high
NORTH RAYMOND ROAD	2	CLEVE TRIPP ROAD	Town line/ raymond	1.10	21.00	high
PLAINS ROAD		POLAND CORNER ROAD	Empire rd	3.00	21.00	high
med-high						
ELM STREET EXTENSION		Harris hill rd	Town line	0.50	21.00	med-high
EVERETT ROAD		Harris hill rd	BAILEY HILL ROAD	1.40	21.00	low-med
JOHNSON HILL ROAD	1	Casco Town Line	HEATH ROAD	1.10	21.00	medium
JOHNSON HILL ROAD	4	POTASH BROOK	MEGQUIER HILL ROAD	0.80	21.00	medium
MAPLE LANE		Harris hill rd	Town line	0.50	21.00	medium
medium						
CASSIE LANE		NORTH RAYMOND ROAD	NORTH RAYMOND ROAD	0.30	19.00	low
DUNN ROAD		TORREY ROAD	Town line	1.30	21.00	low-med
HACKETT MILLS ROAD		Empire rd	Rt 121	1.00	21.00	med-high
HEATH ROAD		JOHNSON HILL ROAD	Casco Town Line	0.70	21.00	medium
TORREY ROAD		Empire rd	LEWISTON JUNCTION	1.00	21.00	medium
low-med						
BAILEY HILL ROAD		Harris hill rd	Plains Rd	2.70	21.00	low-med
NORTH RAYMOND EXT		BAKERSTOWN ROAD	MEGQUIER HILL ROAD	0.50	21.00	high
RANGE HILL ROAD		CLEVE TRIPP ROAD	ROUTE 26	2.10	21.00	medium

Town of Poland Comprehensive Plan – Transportation Section

<u>Road/Section Name</u>	<u>Section</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Width</u>	<u>Traffic</u>
low						
AUTUMN DRIVE		HINES RD	CARPENTER ROAD	0.99	21.00	low
BELANGER DRIVE		EVERETT ROAD	END	0.30	18.00	low
BIRCH DRIVE		END	END	1.10	18.00	low
BIRCHWOOD LANE		ROUTE 26	END	0.20	21.00	low
BISHOP ROAD		Spring water rd	END	0.00	21.00	low
BROWN ROAD		Rt 26	Town line medhills	1.10	21.00	med-high
CARPENTER ROAD		ROUTE 26	RANGE HILL ROAD	0.70	21.00	medium
CEDAR MILLS ROAD		BELANGER DRIVE	END	0.10	0.00	low
CLEVETRIFF ROAD	1	NORTH RAYMOND ROAD	SCHELLINGER ROAD	1.35	21.00	medium
COBB BROOK LANE		BAILEY HILL ROAD	END	0.10	0.00	low
COBB ROAD		PLAINS ROAD	EVERETT ROAD	1.25	23.00	medium
COBB ROAD PAVEMENT		Plains Rd	Pavement End	0.38	21.00	low-med
COBBLE KNOLL ROAD		Spring water rd	Dead end	0.10	24.00	low
COLBATH ROAD		RANGE HILL ROAD	Town line newglous	1.75	21.00	low-med
DOWNNEY LANE		SPRING WATER RD	RANGE ROAD	0.09	21.00	low
EAST CRESTWOOD		Rt 122	Rt122	0.10	21.00	low
EAST RECORD ROAD		Empire rd	Dead end	0.10	21.00	low
EDWARDS ROAD		JOHNSON HILL ROAD	END	0.20	25.00	low
GARLAND SWAMP ROAD		JORDAN SHORE DRIVE	Route 11	0.40	16.00	low
GIRARDIN LANE		BROWN ROAD	END	0.40	21.00	low
HARDSCRABBLE ROAD		Empire rd	Auburn line	2.24	21.00	med-high
HERRICK VALLEY ROAD	2	MC FALLS TOWN LINE	MEGQUIER HILL ROAD	1.80	21.00	medium
HIDEAWAY ROAD		EVERETT ROAD	Dead end	0.30	21.00	low
HILL VALLEY ROAD		TIGER HILL ROAD	END	0.30	21.00	low
HINES RD		ROUTE 26	END	0.30	21.00	low
JACKSON RD		WHITE OAK HILL	SCHELLINGER ROAD	1.60	21.00	low-med
JOHNSON HILL ROAD	2	HEATH ROAD	Agassize village	0.50	21.00	medium
JOHNSON HILL ROAD	3	Agassize village	POTASH COVE	0.70	21.00	medium
JORDAN SHORE DRIVE		Route 11	Route 11	0.80	21.00	low
Keystone Springs rd		Empire rd	End	0.30	24.00	low
LANE ROAD		Empire rd	HACKETT MILLS ROAD	0.50	21.00	low
LEWISTON JUNCTION RD		Empire rd	Auburn line	1.10	21.00	high
MCCANN ROAD		WHITE OAK HILL	END	0.40	24.00	low
NUMBER 5 ROAD		COLBATH ROAD	END	0.35	18.00	low
OLD PLAINS ROAD		PLAINS ROAD	END	0.50	18.00	low
OLD TIGER HILL ROAD		TIGER HILL ROAD	END	0.20	18.00	low
OUTLET ROAD		ROUTE 26	Town line newglous	0.10	21.00	low-med
PERKINS ROAD		SAUNDERS ROAD	END	0.10	21.00	low
PULSIFER ROAD		BAILEY HILL ROAD	END	0.60	21.00	low-med
QUARRY ROAD		ROUTE 26	town line	0.30	24.00	low
RANGE ROAD		VERRILL ROAD	NEW GLOUCESTER LN	0.32	21.00	low
RICKER ROAD		ROUTE 26	ROUTE 26	0.30	21.00	medium
RUSSELL ROAD		JOHNSON HILL ROAD	END	0.20	21.00	low

<u>Road/Section Name</u>	<u>Section</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Width</u>	<u>Traffic</u>
low						
SANDERSON ROAD		SAUNDERS ROAD	END	0.20	20.00	low
SAUNDERS ROAD		PLAINS ROAD	END	0.60	21.00	low
SAWYER ROAD		COBB ROAD	END	0.20	21.00	low
SCHELLINGER ROAD		ROUTE 26	CLEVE TRIFF ROAD	2.10	21.00	medium
STROUT ROAD		WHITE OAK HILL	END	0.30	21.00	low
SUMMIT SPRINGS ROAD		WHITE OAK HILL	SCHELLINGER	1.80	21.00	low-med
SUNDERLAND RD		HERRICK VALLEY RD	WINDSOR PLACE	0.11	21.00	low
TIGER HILL ROAD		HERRICK VALLEY RD	Town line	1.21	21.00	medium
TRIPP LAKE CAMP ROAD		HERRICK VALLEY ROAD	END	1.70	21.00	low
TRIPP LAKE ROAD		ROUTE 26	Route 11	1.39	21.00	low-med
VERRILL ROAD		Spring water rd	END	0.55	21.00	low
WASTE NOT DRIVE		TRIPP LAKE ROAD	END	0.30	23.00	medium
WEST CRESTWOOD		Spring water rd	Spring water rd	0.20	18.00	low
West Record		Harris hill rd	End	0.30	24.00	low
WESTVIEW DRIVE		ROUTE 26	2nd ave	0.40	21.00	low
WINDSOR PLACE		HERRICK VALLEY RD	END	0.30	21.00	low

Highway/Road Capacities

MaineDOT maintains traffic volume data for selected roads in Poland. Typically, these counts are done every three years. However, data may not be available at all locations every three years because data collection points can change over time.

Town of Poland Comprehensive Plan – Transportation Section

Location	2007	2010	2011	2012	2013	2014	2017
Hackett Mill Rd south of Route 11/121	1840	1550	---	---	---	1790	1750
Plains Rd northwest of Bailey Hill Rd	2230	2010	---	---	---	---	2350
Empire Rd north of Route 122	890	---	---	---	---	930	940
White Oak Hill Rd east of Route 11	1230	1230	---	---	---	1350	1260
White Oak Hill Rd south of Route 26	1390	---	---	---	---	1440	---
North Raymond Rd northwest of Route 11	850	950	---	---	---	---	720
North Raymond Rd southeast of Route 11	1030	---	---	---	---	1180	1230
Megquier Hill Rd west of Route 11	1140	---	---	---	---	---	770
Plains Rd southeast of Poland Corner Rd	2350	2100	---	---	---	---	2380
Carpenter Rd southwest of Route 26	1280	1620	---	---	---	1310	1390
Route 11 southwest of North Raymond Rd	3370	3360	---	---	---	3410	---
Route 11 southwest of Megquier Hill Rd	3210	3710	---	---	---	3500	3710
Route 11 southwest of Winterbrook Rd	---	---	---	3270	---	3060	3560
Route 11/121 west of Hackett Mill Rd	9310	9600	9210	---	---	8910	---
Route 122 northeast of Route 26	5390	5060	---	---	---	4400	5660
Route 122 northeast of Crestwood Rd (easterly junction)	4770	4420	---	---	---	3840	5150
Route 26 southeast of Route 11	7680	7050	---	9690	---	8670	9620
Route 26 south of Quarry Rd @New Gloucester townline	6600	5930	---	---	7290	---	8310
Route 26 south of Route 122	---	6010	---	---	---	---	8390
Route 26 northwest of White Oak Hill Rd	9430	---	---	---	---	---	10630
Route 26 southeast of White Oak Hill Rd	10500	---	---	---	---	---	11730

Bridges

There are eight publicly owned bridges in Poland. Three of these bridges are owned and maintained by the town: Potash Bridge, Range Pond Bridge, and Adams Bridge. Eight of these bridges are owned by the state and maintained by MaineDOT: Manley Burnham, Lower Range Outlet Bridge, Middle Range Bridge, Minot Corner Bridge, and Hackett Mills Bridge.

The bridge inventory and classification system of public bridges in Poland has been established by MaineDOT. The following information has been provided by MaineDOT:

Poland Bridge Classification and Inventory								
BRIDGE NAME	OWNER	YEAR BUILT	STRUCTURE LENGTH	DECK CONDITION	SUPERSTRUCTURE CONDITION	SUBSTRUCTURE CONDITION	CULVERT CONDITION	DATE OF INSPECTION
Potash	Town	2003	18 feet	N/A	N/A	N/A	No noticeable or noteworthy deficiencies	6/22/17
Manley Burnham	State	1984	13 feet	N/A	N/A	N/A	No noticeable or noteworthy deficiencies	11/21/17
Lower Range Outlet	State	1938	15 feet	Satisfactory	Satisfactory	Good	N/A	6/8/18
Minot Corner	State	1956	147 feet	Satisfactory	Satisfactory	Good	N/A	7/29/19
Middle Range	State	2010	42 feet	Very Good	Very Good	Very Good	N/A	10/4/18
Hackett Mills	State	1932	122 feet	Very Good	Very Good	Satisfactory	N/A	7/29/19

Town of Poland Comprehensive Plan – Transportation Section

Range Pond	Town	1950	23 feet	Very Good	Very Good	Fair	N/A	6/22/17
Adams	Town	2013	24 feet	Very Good	Very Good	Very Good	N/A	5/7/19

MaineDOT defines the Federal Sufficiency Rating of a bridge as “a numeric indicator of the overall value of the sufficiency of the bridge. A rating will be from 0 to 100 (100=best, 0=worst). Federal Sufficiency Rating is computed with a federally supplied formula using an array of condition and inventory data. The formula is used to identify bridges eligible for federal funding. Federal sufficiency rating includes both structural deficiencies as well as functional obsolescence. This rating gives an overall value of the sufficiency of the bridge. Since functional obsolescence (too narrow or low weight capacity) may account for a large portion of the rating, do not assume that a low sufficiency rating means the bridge could “fail”.

Poland Bridge Sufficiency Rating		
Bridge Name	Year Built	Federal Sufficiency Rating
Potash	2003	97
Manley Burnham	1984	63
Lower Range Outlet	1938	62
Minot Corner	1956	79
Middle Range	2010	64
Hackett Mills	1932	67
Range Pond	1950	72
Adams	2013	84

The MaineDOT posts bridges that are in need of improvement. Posting typically involves establishment of maximum weight limitations that can affect truck routing. None of the public bridges in Poland have been posted with any restrictions.

Crash Data

The Maine Department of Transportation (MDOT) maintains records of all reportable crashes involving at least \$1,000 damage or personal injury. A report entitled “Maine Accident Report Summary” provides information relating to the location and nature of motor vehicle crashes. One element of the summary report is the identification of “Critical Rate Factor” (CRF), which is a statistical comparison to similar locations in the state. Locations with CRFs of 1.0 or greater and with more than eight crashes within a three-year period are classified as “High Crash Locations” (HCLs).

Based upon information provided by MaineDOT for the period January 1, 2016 to December 31, 2018, there were four HCL in Poland with a CRF greater than 1.00 and eight or more crashes.

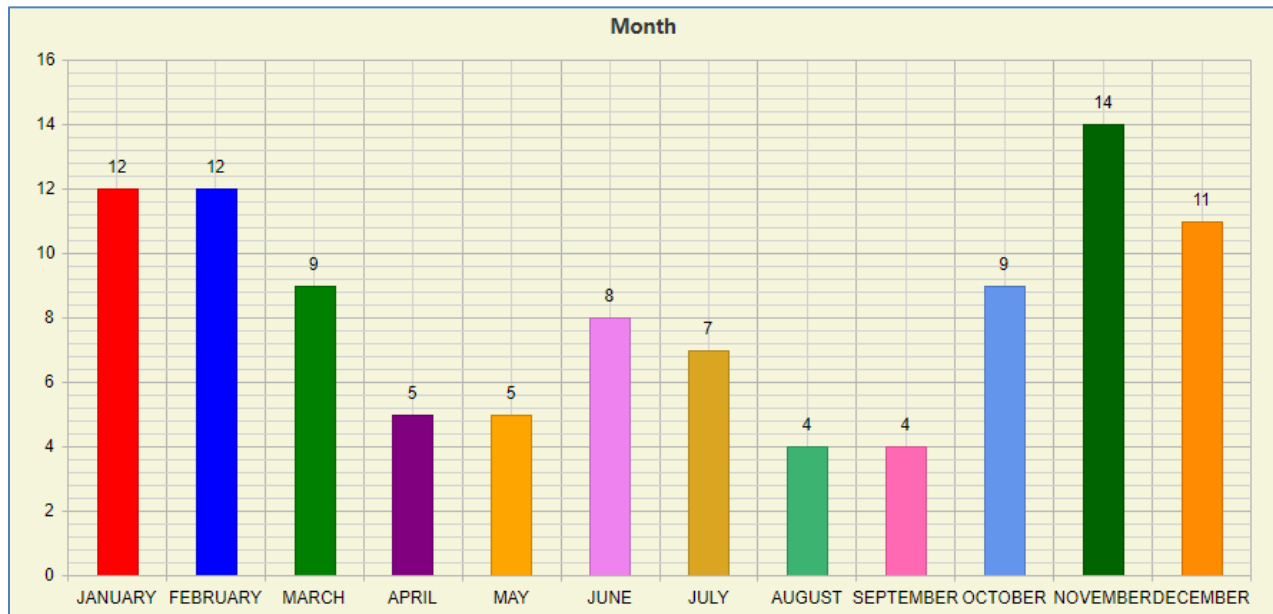
Poland High Crash Locations – 2016-2018										
Location	Total Crashes	Injury Crashes					Percent Injury	CRF	Ranking	
		K	A	B	C	PD			State	County

Town of Poland Comprehensive Plan – Transportation Section

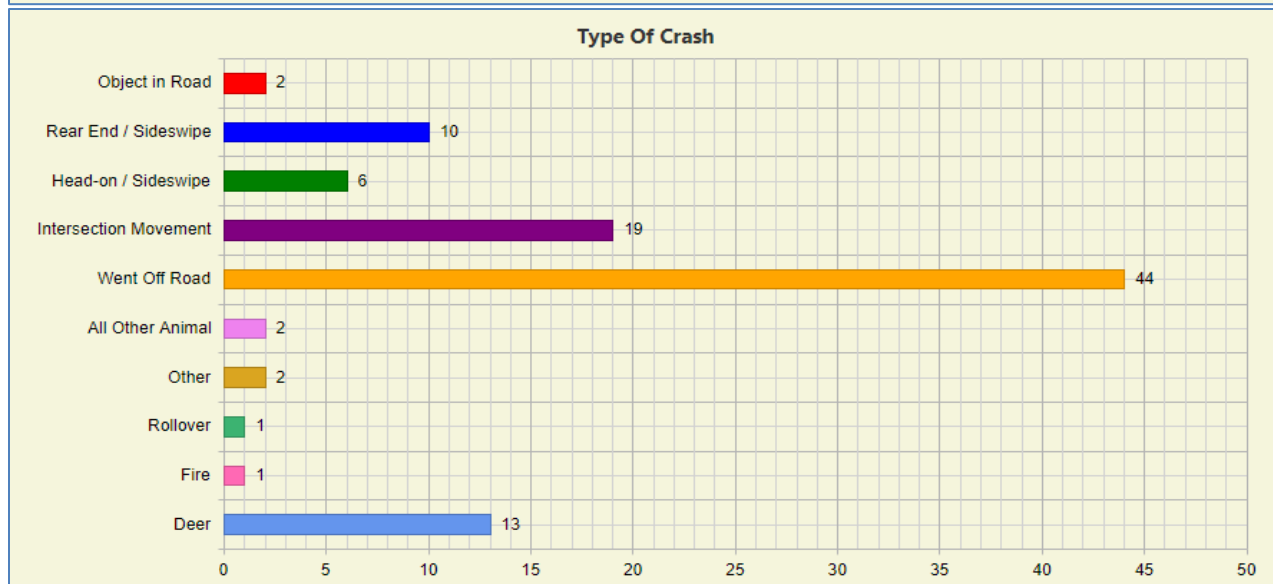
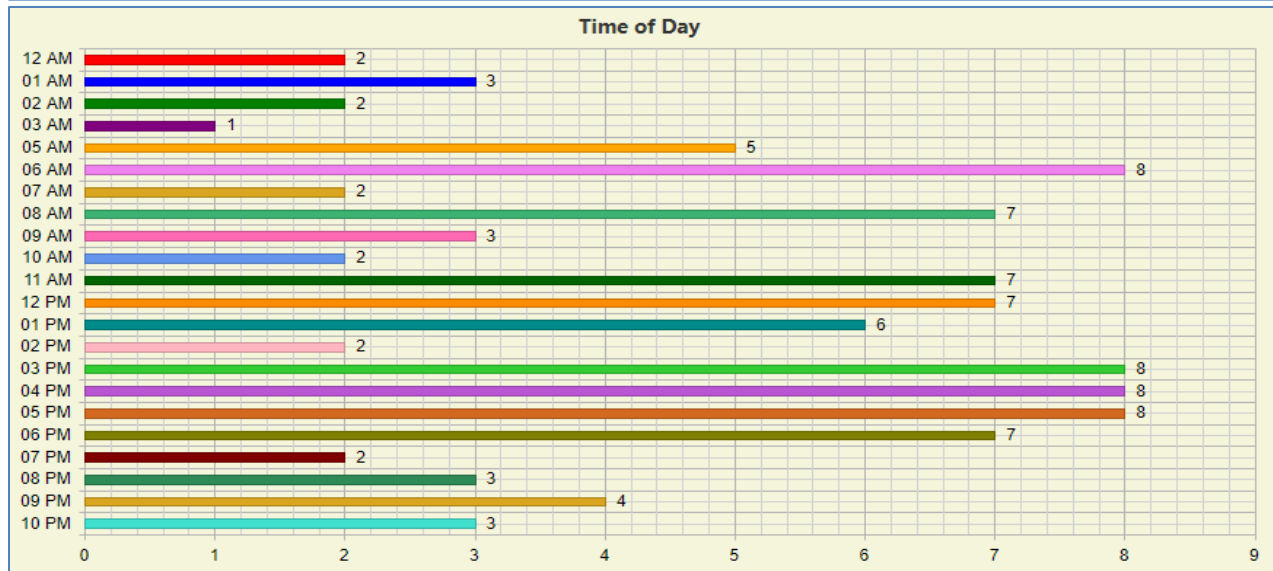
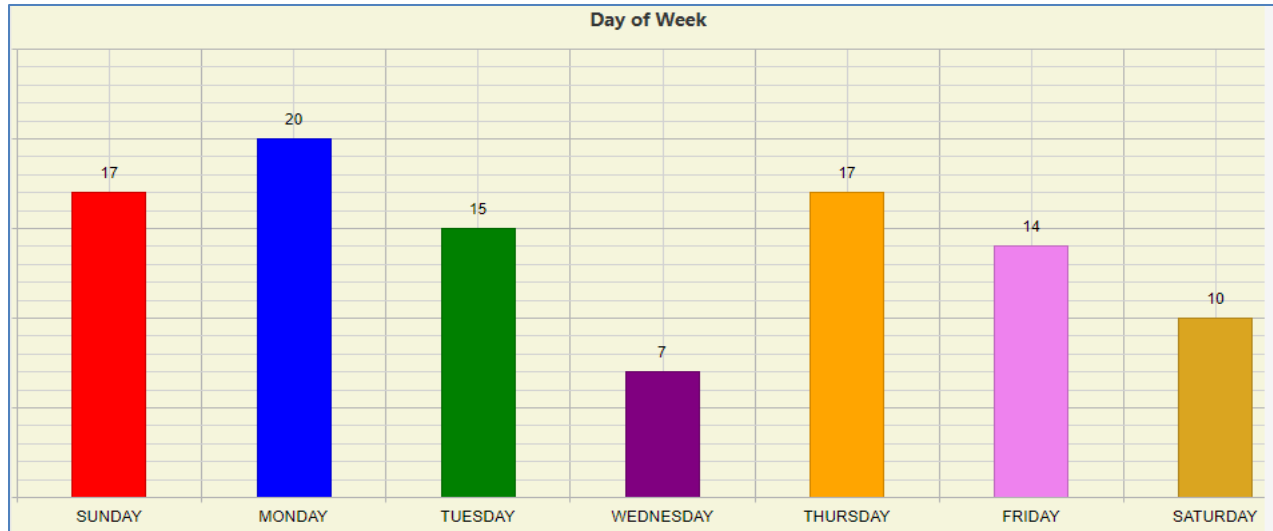
Intersection of Route 11 & North Raymond Rd	8	0	0	2	2	4	50.0%	3.43	74	14
Intersection of Route 26, Route 122 and Carpenter Rd	22	0	0	4	3	15	31.8%	5.03	28	3
Intersection of Route 26 & Aggregate Rd	8	0	0	0	3	5	37.5%	1.86	186	36
Harris Hill Rd between Bailey Hill Rd & Everett Rd	10	0	0	2	3	5	50.0%	1.98	112	10

The intersection of Route 11, Route 26 and Winterbrook Road (a.k.a. Five Corners) was a HCL for decades, however after substantial investment to relocate Winterbrook Road south of the intersection and install a fully actuated traffic signal this is no longer a HCL.

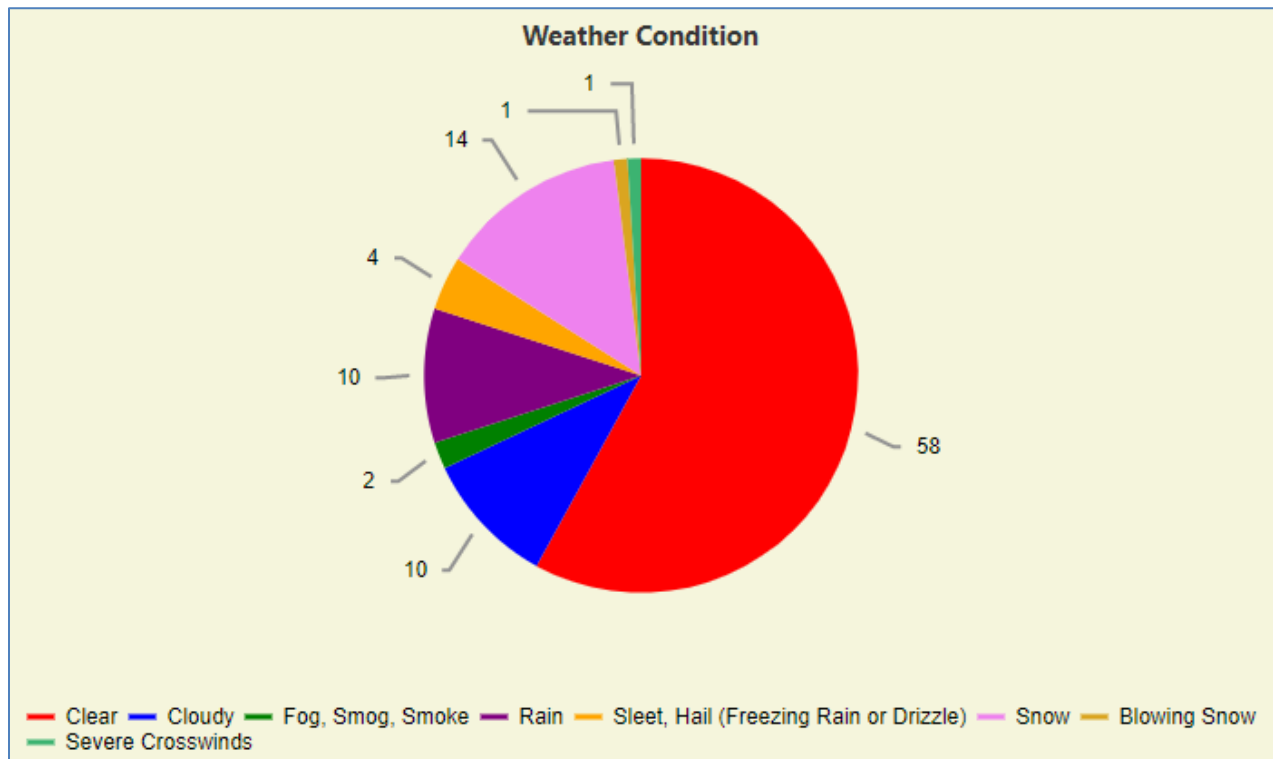
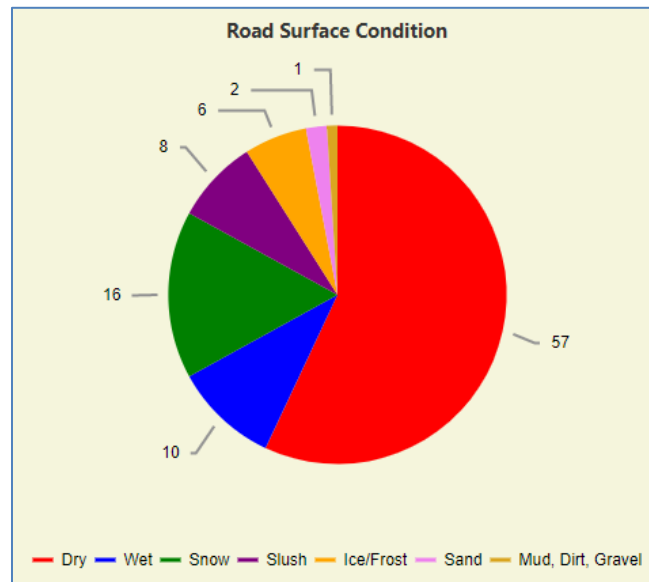
Overall, there were 100 crashes in Poland in 2019. The following series of charts show details of those crashes according to a variety of characteristics (e.g. month/day of week, weather conditions, injuries, driver behaviors, etc.). The data source for these charts is MaineDOT.



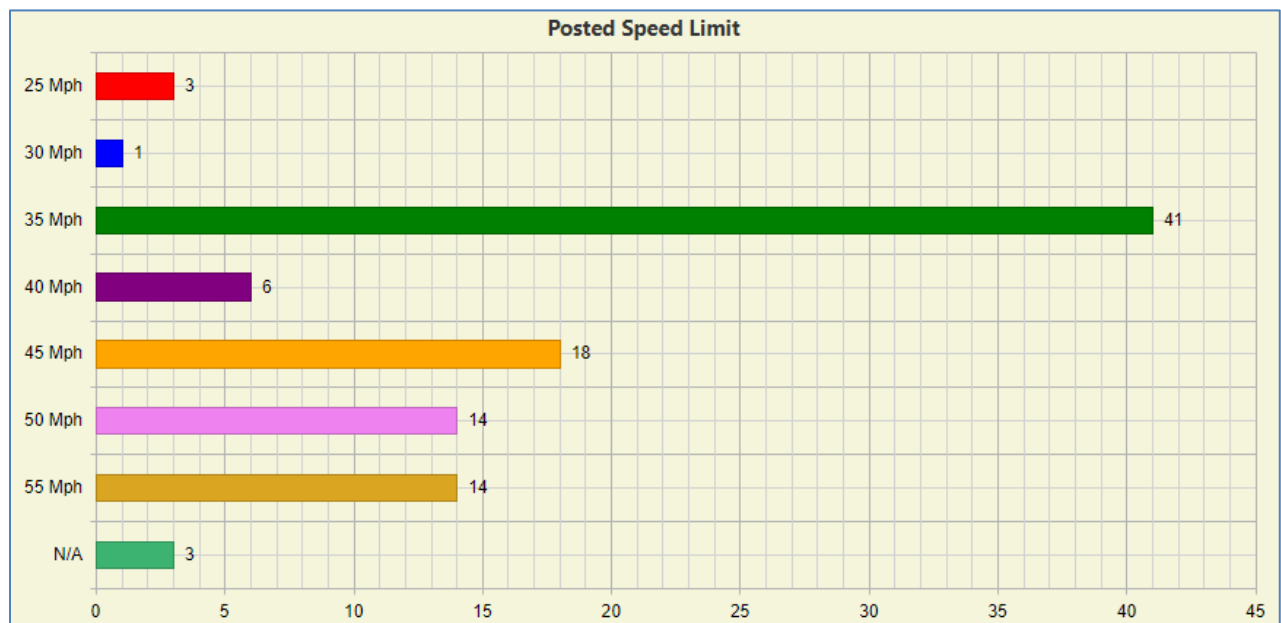
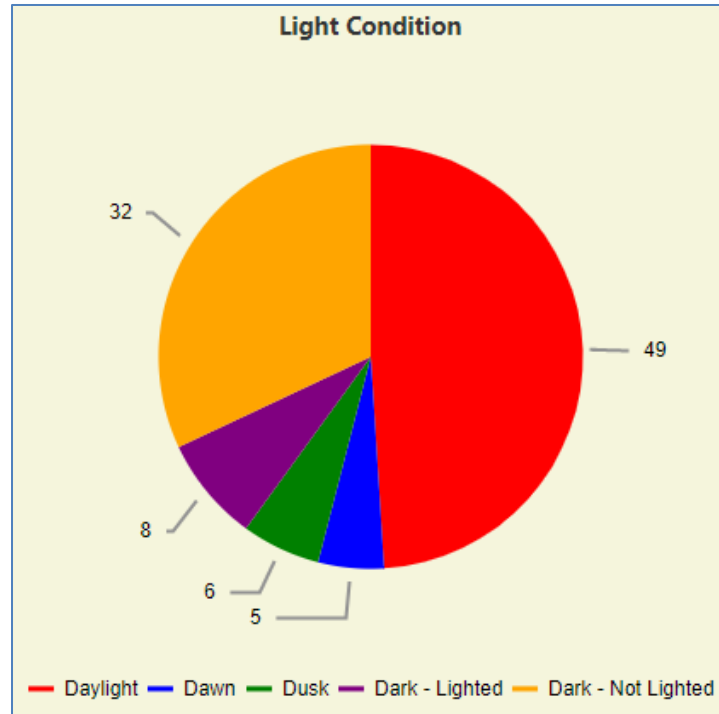
Town of Poland Comprehensive Plan – Transportation Section



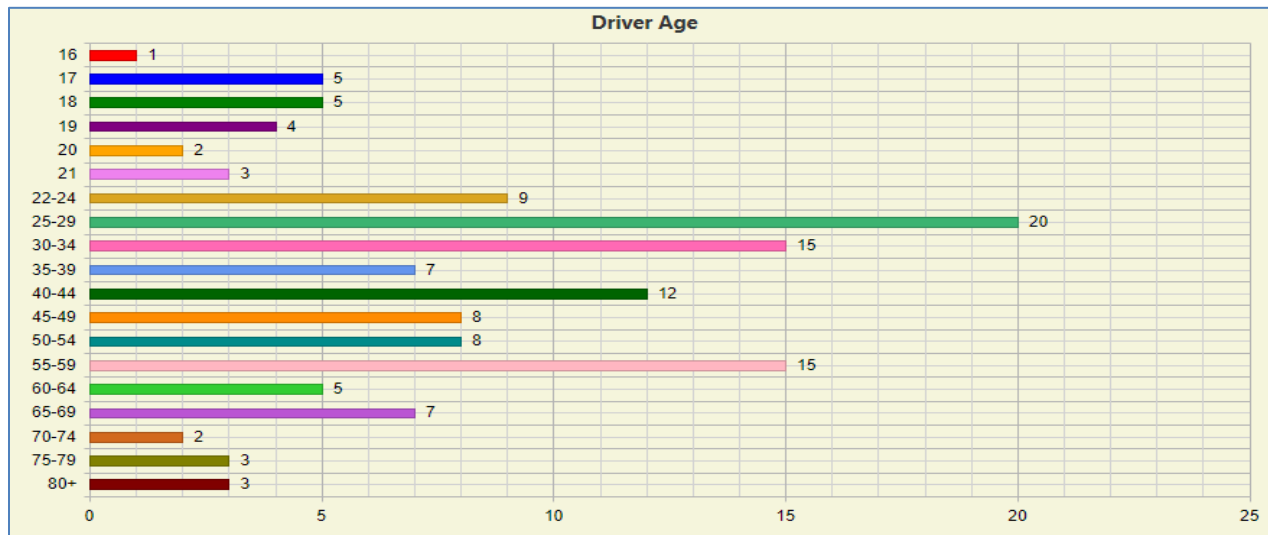
Town of Poland Comprehensive Plan – Transportation Section



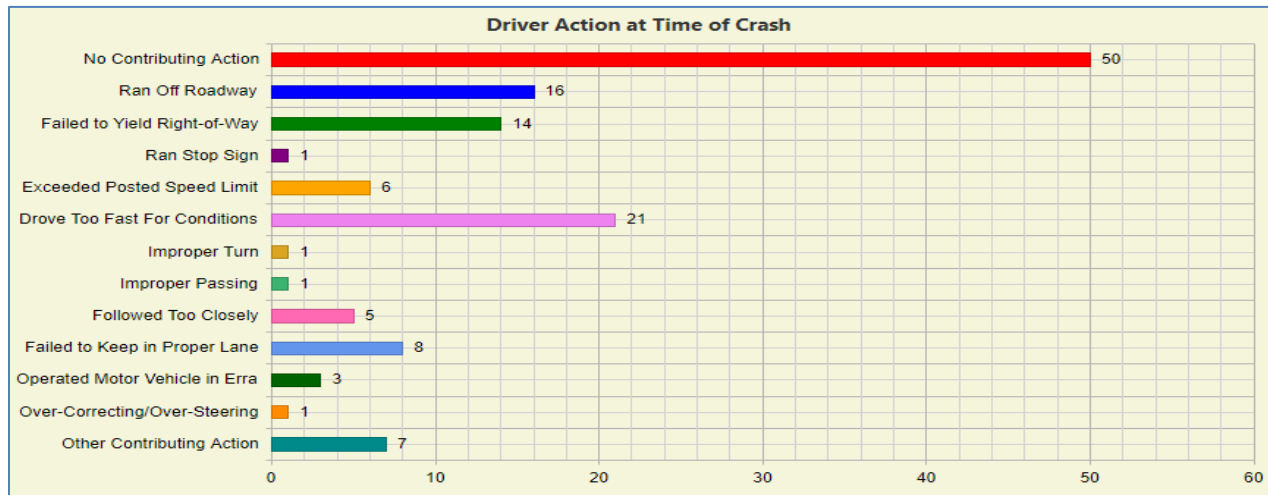
Town of Poland Comprehensive Plan – Transportation Section



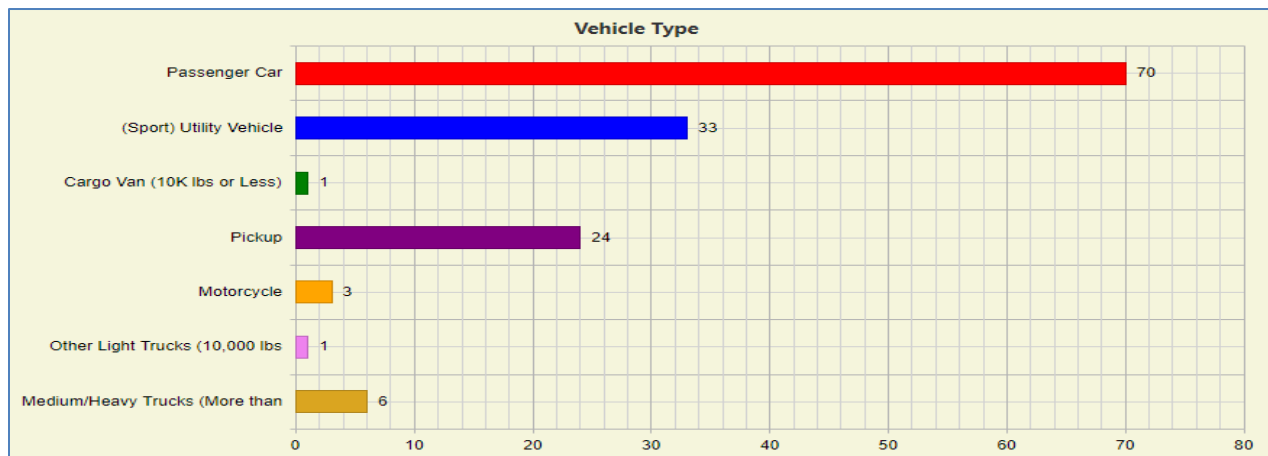
Town of Poland Comprehensive Plan – Transportation Section



Note: Counts include all operators involved

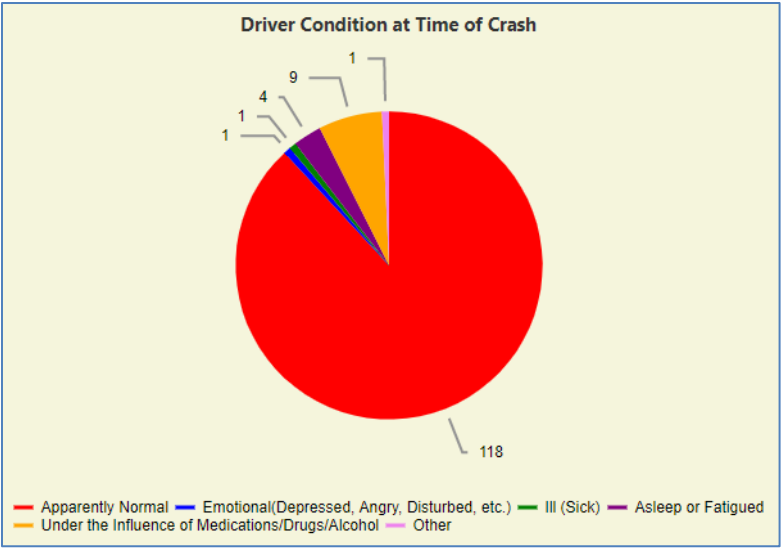


Note: Counts include all operators involved

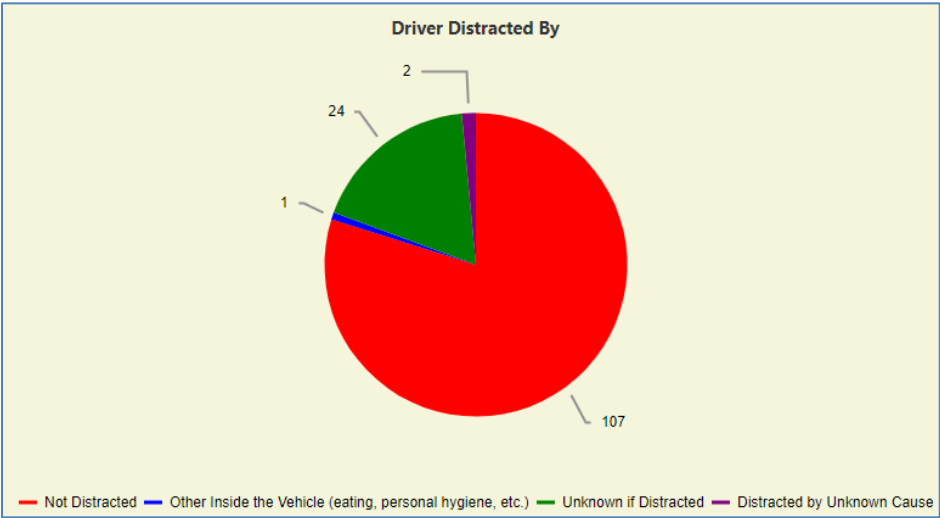


Note: Counts all vehicles involved

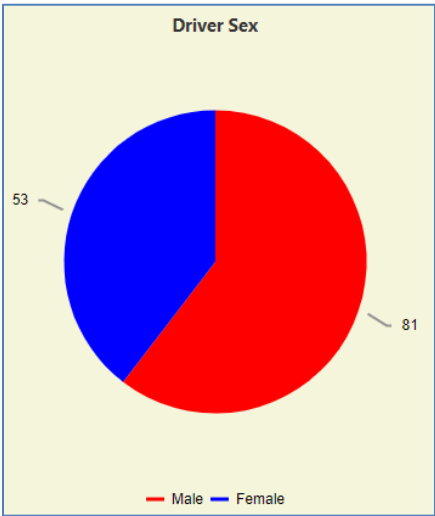
Town of Poland Comprehensive Plan – Transportation Section



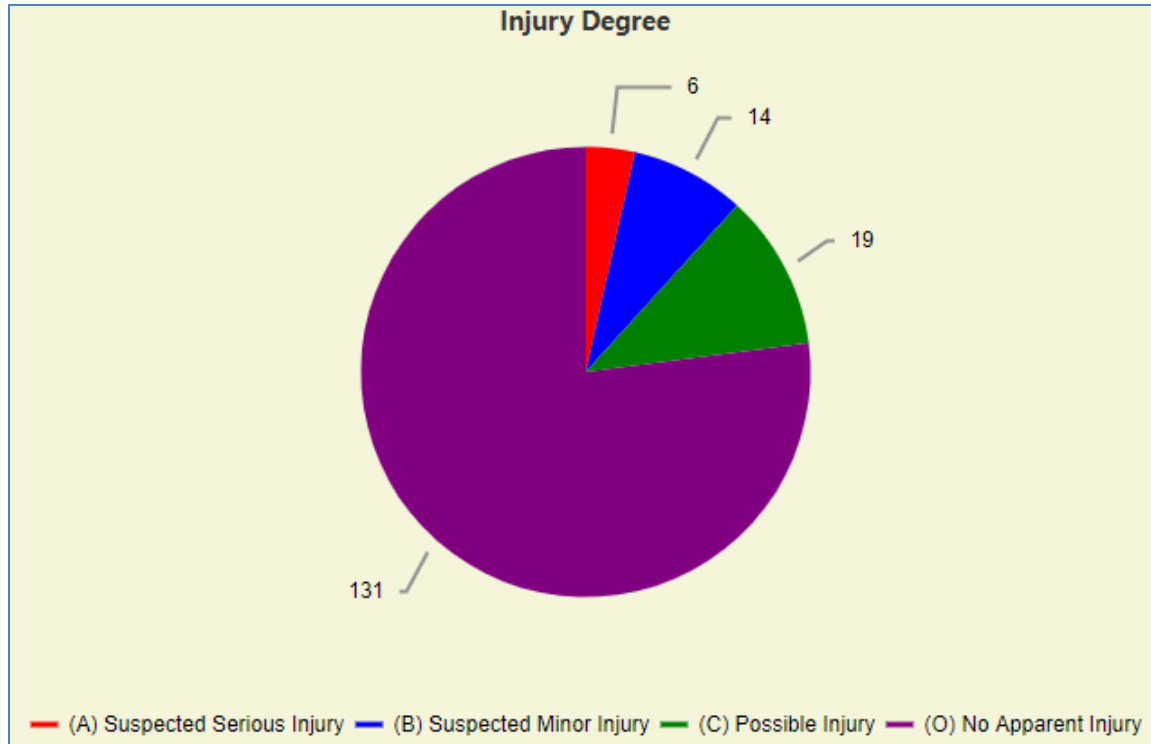
Note: Counts include all operators involved



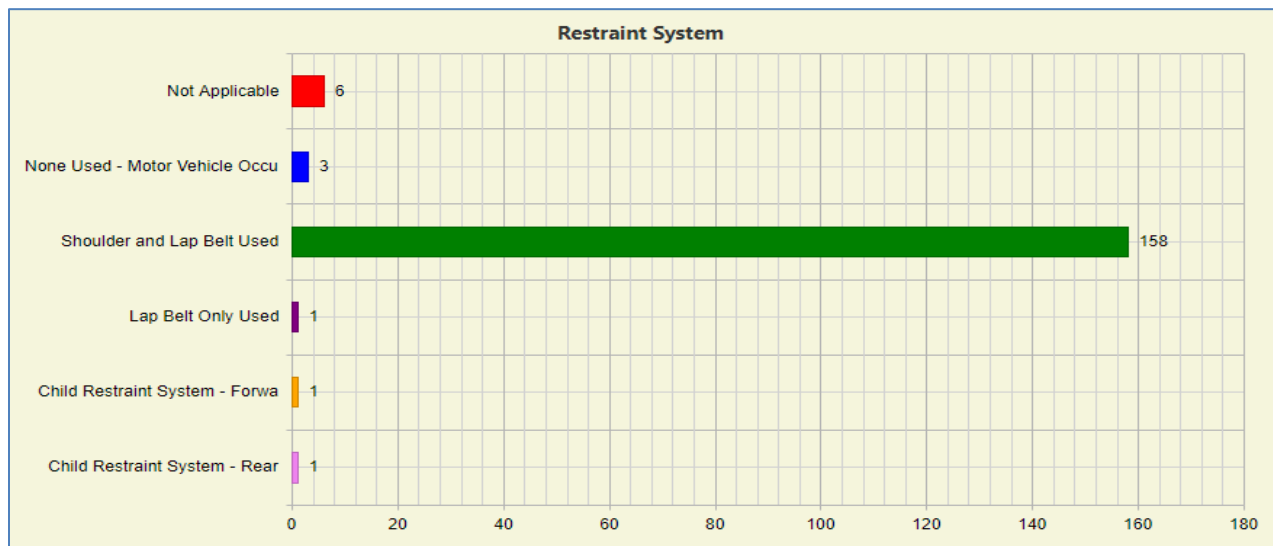
Note: Counts include all operators involved



Town of Poland Comprehensive Plan – Transportation Section



Note: Counts all individuals involved



Note: Counts all individuals involved

Other safety issues of concern to the town include the traveling speeds on Route 26 at the Megquier Hill Road and North Raymond Road intersections and conflicts between motor vehicles and off-road vehicles on this section of Route 26, and conflicts at the intersection of Route 26 with Route 122 and Carpenter Road. The town has added safety signs and pavement markings at the Route 26/Megquier Hill Road and Route 26/North Raymond Road intersections and continues to monitor conditions. The MaineDOT will be investing in improvements to the Route

26/Route 122/Carpenter Road intersection to address known safety issues here, however this project has not been scheduled yet.

Access Management

In 2000, the Maine legislature adopted LD 2550, An Act to Ensure Cost Effective & Safe Highways in Maine. The purpose of this act is to assure the safety of the traveling public, protect highways against negative impacts on highway drainage systems, preserve mobility and productivity, and avoid long-term costs associated with constructing new highway capacity. The act is intended to conserve state highway investment, enhance productivity, manage highway capacity, maintain rural arterial speed, promote safety and conserve air, water and land resources.

The rules established as a result of this Act, apply to new or modified curb openings (driveways and entrances) on rural state and state-aid highways which have 5,000 average annual daily traffic (AADT) for at least 50% of its length. The standards regulate corner clearances, drainage, driveway spacing, driveway widths, parking, shared driveways and sight distance. The rules define certain arterial highways according to such characteristics as posted speeds, traffic volume, crash rates, etc.

A “Mobility Arterial” is defined as a non-urban compact arterial that has a posted speed limit of 40 m.p.h. or more and is part of an arterial corridor located between urban compact areas or “service centers” that has 5,000 average annual daily traffic for at least 50% of its length. Route 11 and Route 26 in Poland have been designated as Mobility Arterials.

A “Retrograde Arterials” are mobility arterials where the access-related crash-per-mile rate exceeds the 1999 statewide average for arterials of the same posted speed limit. In addition to meeting the standards for Mobility Arterials, mitigation measures are supposed to be required along Retrograde Arterials before new curb openings are permitted by MaineDOT. Portions of Route 11 and Route 26 in Poland have been designated as Retrograde Arterials.

The rule has been amended numerous times by the Maine legislature since its original adoption and may not be as effective as originally intended. To ensure that mobility (timely flow of traffic) is maintained on Poland’s roads, the town should consider adopting the state’s access management rules without allowing the breadth of waivers currently available by the state.

Park & Ride Facilities

The town has designated an area for vehicle parking at the town office to encourage commuters to share rides to work locations.

There are no MaineDOT Park & Ride facilities in Poland. The closest MaineDOT Park & Ride lot is located in downtown Mechanic Falls.

The MaineDOT Park & Ride Program is designed to encourage commuter ridesharing across the state. Due to a number of factors, the following rules went into effect in November 2015:

- Trailers, or any vehicles longer than 24 feet, are prohibited in MaineDOT Park & Ride Lots;

- Parking for more than seven days is never allowed; and
- During snow season, November 1– April 30, users cannot leave their vehicles for more than 24 hours. MaineDOT must be able to clear and sand the lots for commuters and this cannot be accomplished if vehicles are parked for more than 24 hours.

Sidewalks

Poland maintains approximately 2.1 miles of sidewalks along Maine Street, between the Five Corners intersection of Routes 11 and 26 at the Mechanic Falls townline and White Oak Hill Road, and approximately 0.2 miles of sidewalk on Ricker Road. Poland's crosswalks are in Good condition. There are 7 crosswalks in Poland. Most of the crosswalks in Poland are located at Five Corners. There are four crosswalks on Maine Street between the Poland Regional High School baseball/softball fields and White Oak Hill Road.

In 2018 and 2019, MaineDOT contracted with AVCOG to analyze each crosswalk in AVCOG's three county region, including those in Poland, to determine the degree of compliance with the Americans With Disabilities Act (ADA). Five of the fourteen curb ramps in Poland were found to be in compliance with the ADA. Four of the compliant curb ramps are on Bakerstown Road at Five Corners and the fifth compliant curb ramp is at the newest crosswalk on Maine Street across from the Poland Regional High School baseball/softball fields. The MaineDOT will be working to upgrade all non-compliant crosswalks, however, the implementation schedule has not been completed so there is no timeframe yet in which any of the non-compliant crosswalks will be brought into compliance.

Multimodal Routes

Off-road, multimodal routes provide alternative ways to travel through, and within, town. While these routes are sometimes considered to be for recreational use, they can be vital transportation corridors. The town of Poland is fortunate to have hard-working volunteers who have the desire to work with municipal officials and neighboring communities to develop not only local trails but trails that provide connections to the broader regional networks.

According to www.MaineTrailFinder.com, there are six trails networks in Poland, providing approximately 17 miles of off-road opportunities for the public. They are the Railroad Trail (connects Poland Community School to several recreation fields and the old railroad bed) the Heart of Poland Conservation Area Trails (a wooded network from Tripp Lake Road to the public library), Poland Spring Preservation Park (at Poland Spring Resort), Range Pond State Park trails, Range Pond State Park mountain bike trails, and the Bragdon Hill Conservation Area (a newly developed hiking trail that traverses a stream and continues to Bragdon Hill). There are no other dedicated bicycle routes or trails in Poland.

Additionally, there are approximately 43 miles of snowmobile trails in Poland that connect to the regional ITS network as well as to adjacent municipal snowmobile trails. The development of ATV trails in Poland is on-going and to date there is ATV access from Five Corners to Brown Road, access along the old railroad bed, and access from White Oak Hill Road to Schillenger Road.

Transit

Public transportation in rural areas is an increasingly necessary but inherently expensive service for local (county or municipal) governments to provide. Recent data indicates younger people

are either unable to afford, or don't want to own, a personal vehicle. There are a significant number of adults who have no personal transportation or license to operate a vehicle. Additionally, seniors want to remain engaged, but do not want to drive or have surrendered their licenses.

Western Maine Transportation Services (WMTS) is the designated regional transit provider for Androscoggin County. WMTS provides "demand-response" curb-to-curb and "flex-route" hybrid scheduled/off-route curb-to-curb, transportation services to residents of Androscoggin, Franklin and Oxford Counties. WMTS also provides commuter services in some areas. Buses and vans operated by WMTS are open to the general public.

Riders may use services provided by WMTS mostly as they would a personal vehicle, with the exception of limitations on the size, number and type of parcels allowed, and pets/animals being limited to small animals in carriers or trained service animals under control of the rider.

The greatest number of rides provided by WMTS are to healthcare appointments followed by shopping, personal appointments (hair, banking, social service, legal, etc.), employment, higher education, entertainment, social and family engagements, and dining at restaurants and senior meal centers, during non-holiday weekdays.

Since 2013, the rural transit environment has changed significantly with the MaineCare Non-Emergency Medical Transportation (NEMT) brokerage. The brokerage has disrupted service coordination and funding (both loss of direct service reimbursements and loss of the associated local match). Establishing the brokerage cost the state roughly 2/3 of its volunteer driver base and caused a loss in capacity and efficiency estimated, in some cases, to be between 20% and 25%, due to performance metrics which were imposed on transportation providers carrying MaineCare clients.

WMTS presently serves Poland one day a week along with Mechanic Falls. WMTS will consider adding more service if demand and/or ridership supports it. WMTS met with the Poland Economic Development Committee (EDC) in October of 2019. It was noted there are likely people in Poland who would travel to Hannaford in Mechanic Falls and other locations, as well as to Auburn and Lewiston if the service could be provided. The decentralized nature of the town was acknowledged by the EDC and conducting a survey was discussed. WMTS looks forward to resuming that conversation.

The numbers below are rides originating in Poland that were provided by WMTS. The ridership data listed after 2013 was from the area of town nearest Auburn.

BUS RIDERSHIP OF POLAND RESIDENTS							
2012	2013	2014	2015	2016	2017	2018	2019
189	39	0	3	0	2	12	1

Source: Western Maine Transportation Services, Inc.

The number of trips provided and demonstrated in the table above may not appropriately reflect the need or desire for rural public transportation in Poland. Prior to the COVID-19 pandemic, WMTS was beginning to explore how to serve smaller outlying towns with scheduled weekly or monthly service to regional service centers.

In April 2019, WMTS initiated the GreenLine Commuter Service, a daily commuter route between Farmington and Lewiston-Auburn with five trips per weekday. In the summer of 2019, MaineDOT opened a park & ride lot at Brettun's Variety on Route 4 in Livermore. Brettun's Variety is a bus stop on the GreenLine Commuter Service that is mid-way between Farmington and Lewiston-Auburn. The GreenLine bus offers free on-board Wi-Fi, a bike rack in-season, and takes credit, debit and WMTS SmartCommute cards, as well as Apple, Samsung and Android Pay mobile apps for payment. Exact change is also accepted.

In November 2019, WMTS initiated a new weekday service serving the River Valley region. The GreenLine Connection is a connector commuter route between Rumford and Brettun's Variety in Livermore, with stops in Mexico, Dixfield, Peru and Canton. This service has not been widely promoted because it is still in its pilot phase of development.

Other transportation services provided in the region include a few for-profit taxi and van operators which are utilized by LogistiCare, a non-emergency medical transportation broker. Commercial taxi operators providing general transportation, as opposed to those providing MaineCare rides, are not consistently available in most towns. Community Concepts, Inc. provides contract and grant-based transportation, mostly to clinical appointments along with some MaineCare transportation. None of these providers are considered to be "public transit" providers.

Currently, ridesharing/ride-hailing (Uber, Lyft, etc.) services are, if available at all in rural areas of the state, generally, not reliable due to hours of availability and numbers of drivers who sign-up. This is mostly due to the business model requiring a minimum population density greater than what typically exists in Western Maine communities in order to be profitable and sustainable for drivers.

While there are community-based volunteer driver networks in some towns, they are not widespread. Community volunteer driving programs are not easy to start and can be difficult to maintain due mostly to the availability of drivers and possible liability exposure for drivers and sponsor organizations.

Even with the available transportation options, the transportation needs of residents may not be able to be met without additional public or other transit services.

Rail

The St. Lawrence & Atlantic Rail (SLR) bisects Poland and is an active freight line.

In 2014, a \$3.0 million reconstruction project of the former Rangeley Branch rail line was completed. The project consisted of restoring approximately 6,600 linear feet of the former Rangeley Branch rail line while also adding approximately 400 linear feet of new track for a spur line leading from the midpoint of the mainline to an abutting commercial property, and an additional 1,500 linear foot double-ended siding for increased capacity. The project provides additional rail access to land zoned for commercial and industrial development in Auburn and Poland while alleviating congestion on the existing SLR line serviced through the intermodal transportation facility on Lewiston Junction Road in Auburn. Although the intermodal facility is not operating currently, the construction project represents new economic development opportunities for business growth in Poland.

There are two at-grade rail crossings in Poland on Empire Road and Hackett Mills Road. There are no known safety concerns at either of these rail crossings.

In September 2013, the town of Poland adopted a Resolution endorsing the Androscoggin, Oxford & Coos Counties Corridor Coalition, which was formed by municipalities in Androscoggin and Oxford Counties and Coos County in New Hampshire for the purpose of identifying, exploring and implementing opportunities for regional collaboration in restoration of passenger rail for economic development. The Coalition's focus is the reestablishment of passenger rail service between Montreal and Boston via the St. Lawrence & Atlantic Rail line in Western Maine. Poland staff remains active in participating in this coalition.

Aviation

There are no public airports in Poland. The Lewiston/Auburn Municipal Airport approximately 6 miles away in Auburn. The Oxford County Regional Airport is located approximately 8 miles away in Oxford.

Regional Transportation Plans

The 2015 Androscoggin Valley Council of Governments Regional Strategic Transportation Investments Plan has identified the following projects which could provide opportunities for Poland:

- Upgrade Route 26 to current federal construction standards,
- Extend intercity passenger rail service from Portland to Montreal with stops in Auburn, Oxford Hills and Bethel.
- Connect local trail networks to regional systems
- Provide bicycle-pedestrian infrastructure and facilities, where appropriate, as roads are upgraded

MaineDOT Plans

Town of Poland Comprehensive Plan – Transportation Section

The MaineDOT maintains several transportation plans including the Statewide Long-Range Transportation Plan, the Statewide Transportation Improvement Program and the capital/maintenance Work Plan.

The Long-Range Transportation Plan is a 20-year policy-based transportation plan. The Plan identifies MaineDOT's vision for the future and provides guidance and insight on the necessary strategies to meet the state's transportation goals over the next 20-30 years. MaineDOT has identified 8 key trends that are anticipated to impact transportation in the years ahead: Maine's aging population, labor market/industry, global trade/freight movement, urbanization/shifting population, tourism, technology, safety, and climate.

The Statewide Transportation Improvement Program (STIP) is a four year, federally required, transportation capital improvement program. The STIP identifies federal funding by year for scheduled transportation projects that may be receiving FHWA or FTA funding. MaineDOT produces a STIP to meet the following principal requirements: the State of Maine must show fiscal constraint by not scheduling more transportation projects for construction, per year, than it can reasonably expect to receive in funding, to certify that the State's transportation program conforms to Federal air quality regulations, and to provide all interested parties a reasonable opportunity to comment on the proposed STIP. The STIP includes capital projects identified in MaineDOT's three year Work Plan. The 2020-2023 STIP identifies only one capital projects in Poland:

Towns Fed Project # Description	WIN Asset Scope									
		Stage	Available	Source	Available	Obligated to Date	2019	2020	2021	2022
Poland 2087500	020875.00 Highways 1 1/4" Overlay	PE:	\$23,468	Federal STP	\$705,080	\$705,080	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$176,270	\$176,270	\$0	\$0	\$0	\$0
		CON:	\$779,317							
		CE:	\$78,565	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$881,350	\$881,350	\$0	\$0	\$0	\$0
Route 11 Beginning at White Oak Hill Road and extending north 3.06 miles to the Mechanic Falls town line.										

The Work Plan identifies capital and maintenance projects to be worked on over the next three calendar years, beginning with the present year. This Plan is updated annually by MaineDOT. The majority of the capital projects listed in the Work Plan are eligible for FHWA and FTA funding. The MaineDOT 2020-202 Work Plan identifies the following project in Poland:

Project ID Number	Year	Road/Subject	Length	Project Description
023707.00	2020/21	Route 11	0.17 miles	Highway Safety & Spot Improvements- Slope Stabilization/Protection

GOALS, POLICIES & ACTION STRATEGIES

Introduction

State goals that need to be addressed

Town of Poland Comprehensive Plan – Transportation Section

Town's Goals/Policies/Strategies