

York Village Revitalization

SCHEMATIC DESIGN / DESIGN DEVELOPMENT PHASE

PROJECT UPDATE TO BOS 3/14/2016



Putting the “village” back into York Village

Progress Report

- **KACTS - Phase One Funding**
Kittery Area Comprehensive Transportation System
- **Maine DOT – Contract & Process**
Maine Department of Transportation

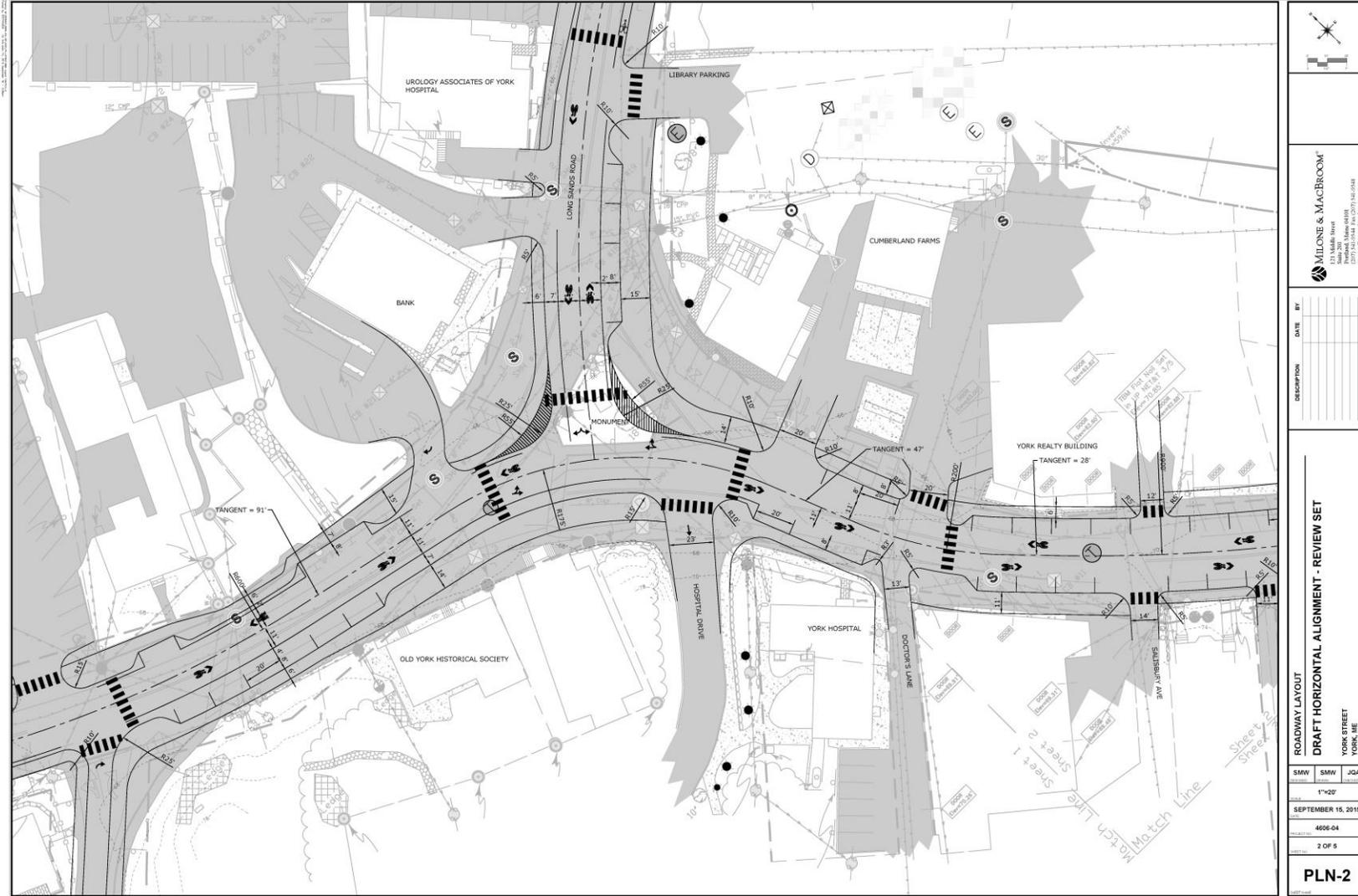
ENGINEERING & DESIGN

Horizontal Alignment

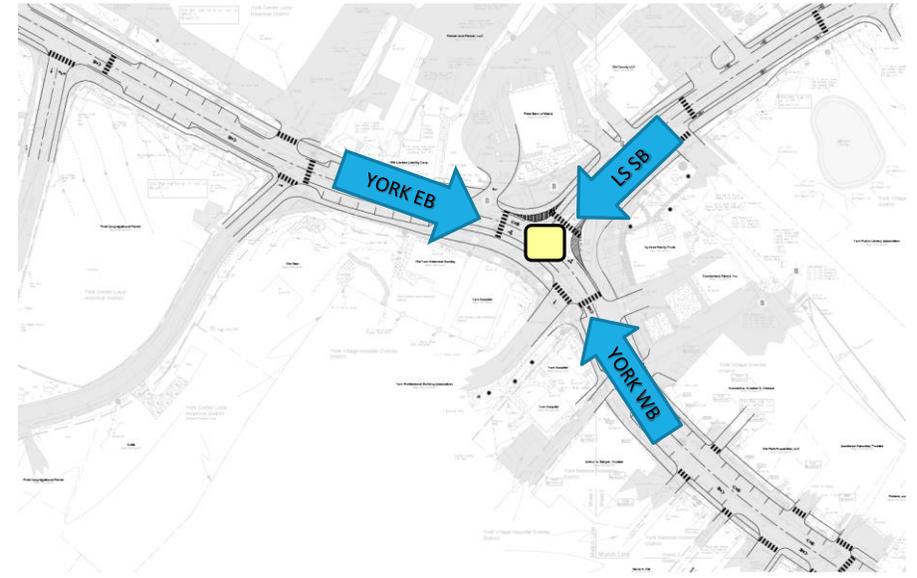
TASK:

Integrate technical standards with Master Plan concept design:

- Road type: Minor and Major Collector
- Design speed: 25 mph
- MDOT standards vs. proposed
- Context-sensitive design
- FRAMEWORK for schematic and technical design



- Performed additional traffic analysis & modeling
- Developed a comparison matrix to evaluate intersection treatment scenarios
- Confirmed “Tee” Intersection preference



| | CATEGORY SCORE | CATEGORY SCORE | CATEGORY SCORE | CATEGORY SCORE | |
|-------------------------------|--------------------|---------------------------|----------------------------------|------------------|---------|
| | 25 POINTS | 30 POINTS | 30 POINTS | 15 POINTS | |
| OPTIONS | TRAFFIC OPERATIONS | PEDESTRIAN CONSIDERATIONS | CONTEXT SENSITIVE CONSIDERATIONS | LEVEL OF SUPPORT | SCORING |
| EXISTING CONDITIONS | 12 | 6 | 11 | 2 | 31 |
| "Y" CONCEPT | 17 | 26 | 28 | 12 | 83 |
| "Y" CONCEPT W/ LEFT TURN LANE | 17 | 19 | 18 | 6 | 60 |
| YORK TEE | 22 | 29 | 30 | 15 | 96 |
| YORK TEE W/ LEFT TURN LANE | 22 | 23 | 22 | 6 | 73 |

YORK VILLAGE MASTER PLAN
TRAFFIC OPERATIONS COMPARISON OF "Y" CONCEPT AND YORK "TEE" CONCEPT
 (TABLE SHOWS DELAY/LOS/AVE Q/ 95th Q)

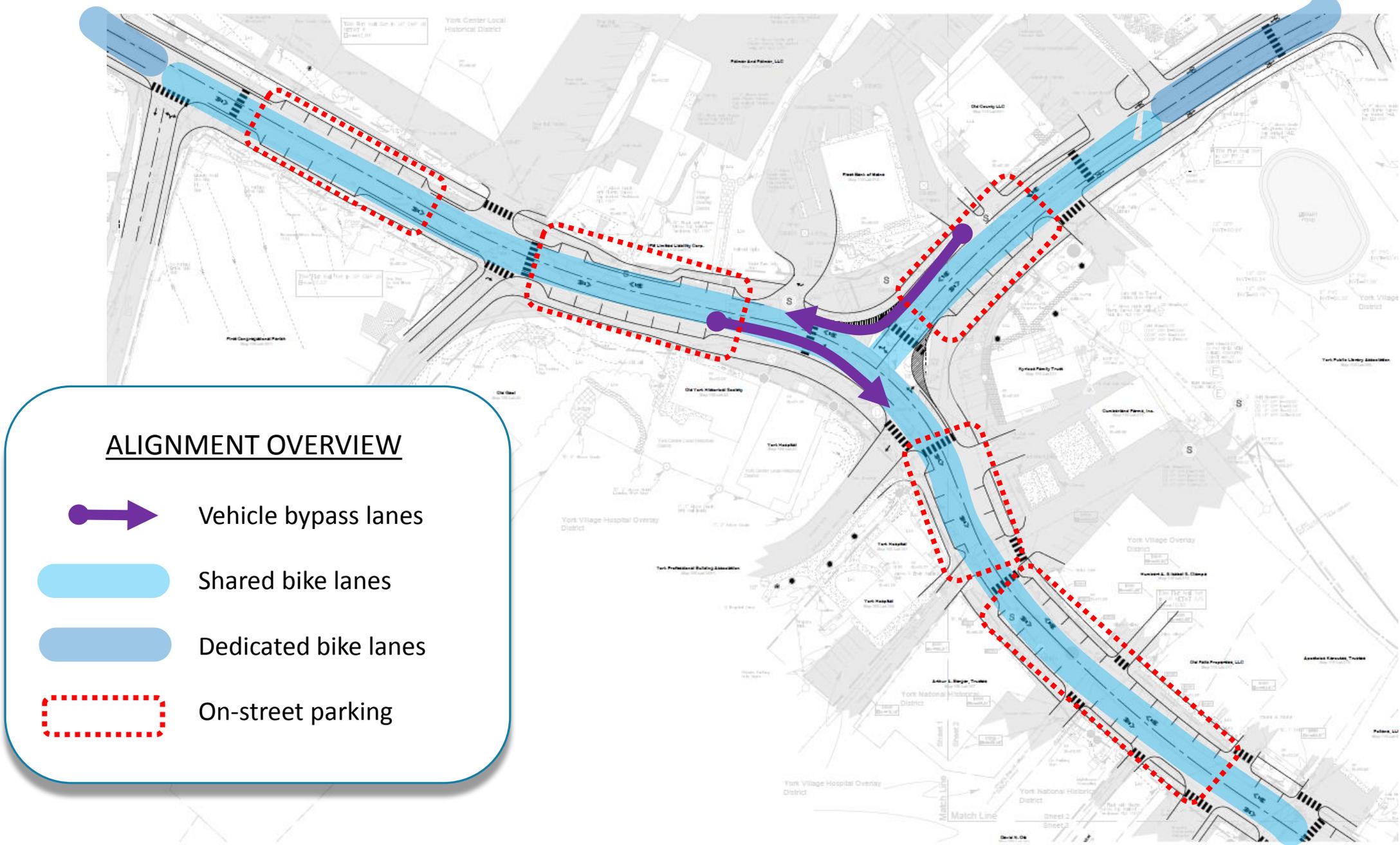
| | "Y" Concept | | YORK "Tee" | |
|---------------|------------------|------------------|------------------|------------------|
| | W/150' LT LANES | 100' BYPASS | W/ 150' LT LANES | 100' BYPASS |
| OVERALL | 19.0/C | 23/C | 15.0/B | 15.9/C |
| YORK EB | 9.6/A/100'/190' | 8.2/A/90'/155' | 7.8/A/100'/170' | 8.5/A/90'/180' |
| YORK WB | 2.5/A/10'/30' | 2.4/A/10'/20' | 2.3/A/10'/30' | 2.3/A/10'/30' |
| LONG SANDS SB | 53.9/F/210'/410' | 69.2/F/300'/600' | 41.8/E/190'/370' | 44.1/E/200'/390' |

*Q's ROUNDED TO NEAREST 10'

INTERSECTION

Comparison of ALTERNATIVES

Final Evaluation Matrix



Alignment Overview – Automobiles & Bicycles



ALIGNMENT OVERVIEW



Sidewalks



Pedestrian crossing areas



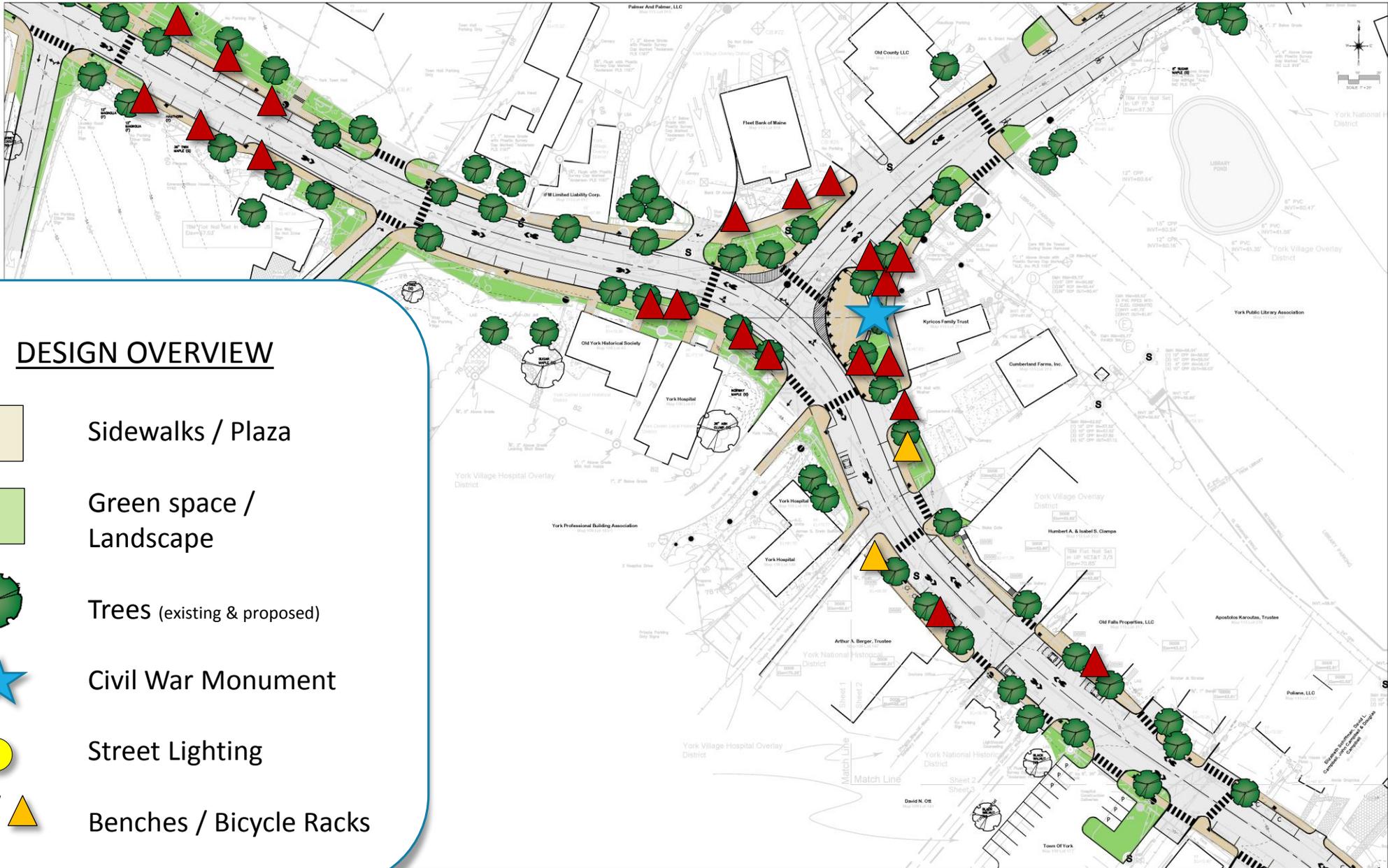
New streetscape & public space

Alignment Overview – Pedestrians & streetscape



DESIGN OVERVIEW

-  Sidewalks / Plaza
-  Green space / Landscape
-  Trees (existing & proposed)
-  Civil War Monument
-  Street Lighting
-  Benches / Bicycle Racks



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Preliminary Schematic Design

STREETSCAPE TREATMENT

PROPOSED MATERIALS



STREET LIGHTING



PAVING MATERIALS

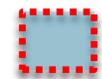


SITE FURNISHINGS



LANDSCAPE



 Preliminary Boundary

SCOPE OF WORK:

Work includes intersection realignment with limited sidewalk and streetscape improvements.

Work limit and scope will be fine tuned as the project proceeds through design and review.



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Underground utilities

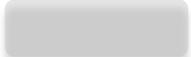
Underground Utility Design:

1. Reduce scope and costs for UGU
2. Prioritize areas of greatest impact
3. Utility easements / permissions
4. UGU above ground equipment:
 - a. Manholes (3 per removed pole for power, telephone, cable)
 - b. Transformers: 4x4x3
 - c. TV/Cable pedestals: 1x1x3 (2) per transformer location

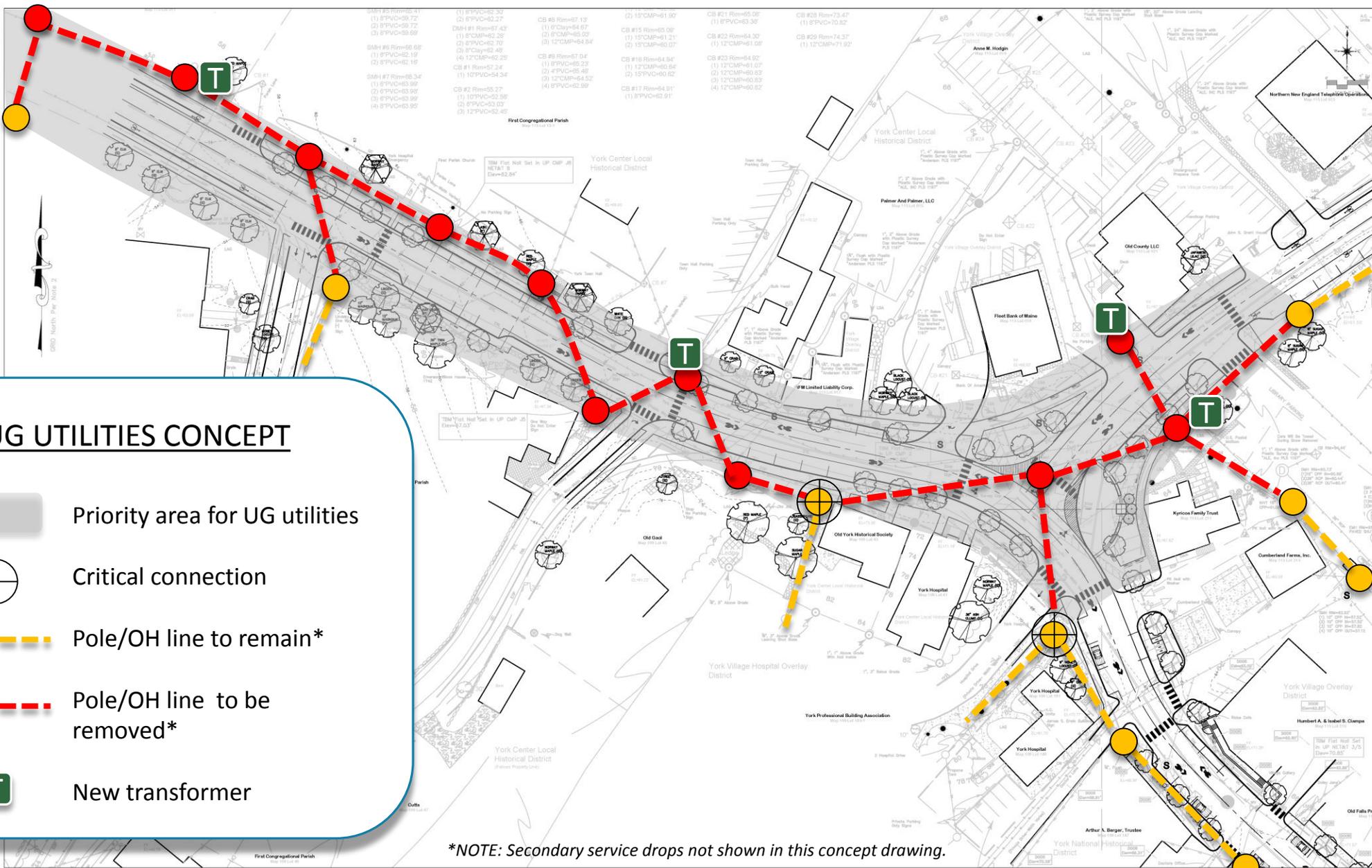


Image courtesy of Village Study Committee

UG UTILITIES CONCEPT

-  Priority area for UG utilities
-  Critical connection
-  Pole/OH line to remain*
-  Pole/OH line to be removed*
-  New transformer

*NOTE: Secondary service drops not shown in this concept drawing.





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NEXT STEPS

- May 21 Referendum
- Future of the Village Study Committee
- Remaining Tasks
- Conclusion