

STATE GOAL

To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

INTRODUCTION

Transportation systems are important in determining the growth and development potential of a town. Easy accessibility to any area encourages development, whether it is for recreational areas, industrial parks, small businesses, or residences. When the Town of Clifton was first settled, development occurred along carriage paths, tote roads, and suitable terrain.

ROAD TYPES

Map G-1 shows the Federal Function Classification for Clifton Roads.

Other Principal Arterial - The Maine Department of Transportation defines Other Principal Arterials as highways which provide long distance connections, but do not fit the two categories above. There are 962 miles in Maine and there are two subcategories – rural and urban.

Rural – Corridor movement suitable for substantial statewide or interstate travel between larger population centers. Of the total mileage in the State, there are 787 rural miles. A total of 6.55 miles are located in Clifton’s portion of State Route 9.

Rural Collectors – The Maine Department of Transportation defines Rural Collectors as follows: Generally serve travel of primarily intracounty rather than statewide importance and travel distances are shorter than arterial routes.

Minor Collector Roads – Spaced consistent with population density to accommodate local roads within reasonable distance of collector roads. Provide service to smaller communities. Link locally important traffic generators with the arterial system. There are 2,229 miles of minor collector roads in Maine. Clifton has 5.34 miles of minor collector roads in the Town on State Route 180.

Local Roads – The Maine Department of Transportation defines Local Roads as follows: Provide access to adjacent land and provide service to travel over relatively short distances as compared to the higher systems.

Rural Local Roads – All rural roads not classified as principal arterial, minor arterial or collector roads. Clifton has 7.45 miles of road designated as local. The State of Maine has a total of 12,034 miles of rural local roads.

ROAD INVENTORY

An inventory of roads located in Clifton shown in the table below. The roads are divided into three categories of road function: arterial, collector, and local. The table also indicates maintenance responsibility or jurisdiction, surfacing, and overall condition for Clifton's approximately 19 miles of road. The Town is financially responsible to maintain approximately 6.86 miles of the road location. Although Rebel Hill (Route 180) has a federal function classification of minor collector, the Town feels this road serves for as an arterial.

Table G-1

TOWN OF CLIFTON ROAD INVENTORY						
ROAD NAMES	LENGTH (Feet)	SURFACE	RESPONSIBILITY	CONDITION	FEDERAL FUNCTION	MDOT STREET NAME
Airline Road (Rt 9)	34,300	Pavement	State	Good	Other principal arterial	Airline Road (Route 9)
Rebel Hill (Rt 180)	27,830	Pavement	State Aid	Good	Minor collector	Rebel Hill (Route 180)
Bobcat Road	6,815	Gravel	Town	Fair	Local	Bobcat Road
Bruckoff Road	5,475	Pavement	Town	Fair	Local	Bruckoff Road
Bruckoff Rd cont		Gravel	Private way	Fair		
Chick Hill Road	3,450	Pavement	Town	Fair	Local	Chick Hill Road
Clewely Hill Road	1,210	Gravel	Town	Fair	Local	Clewley Hill Road
Old Chick Hill Road	3,450	Gravel	Town	Fair	Local	Old 9x Bypass
Getchell Road (1 st part)	2,240	Pavement	Town	Fair	Local	Getchell Road
Getchell Road (2nd Part)	1,285	Gravel	Town	Fair		
Getchell Road cont		Gravel	Private way	Fair		
Mc Cutcheon Road	1,040	Gravel	Town	Fair	Local	Mc Cutcheon Road
Mc Laughlin Road	700	Pavement	Town	Fair	Local	Maclaughlin Road
Mill Lane	1,840	Pavement	Town	Fair	Local	Mill Lane
Mill Lane continuation		Gravel	Private way	Fair		
Nickerson Road	410	Gravel	Town	Fair		
North Road	470	Pavement	Town	Fair	Local	Buswell # 2
Pleasant Road	765	Pavement	Town	Fair	Local	Buswell # 1
Scott Point Road	6,835	Pavement	Town	Fair	Local	Scott Point Road
Woodchuck Hill Rd	250	Gravel	Town	Fair	Local	Woodchuck Hill
Woodchuck Hill Rd cont		Gravel	Private way	Fair		
Total Feet	98,365					
Total Miles	18.63					

Source: *Maine Department of Transportation
Town Records*

PRIVATE ROADS AND WAYS

Clifton's private roads serve subdivisions, woodlots, camps and individual residences. In some cases, because of the new Enhanced 911 system, private roads include long driveways. A driveway will have a name if it accesses more than one residential structure, to lessen the confusion for emergency personnel. Whatever the case may be, private roads receive their maintenance from a source other than the Town or the State. Since these roads are privately owned, issues with respect to accessibility, maintenance and road standards must be addressed by the Town to ensure safety of all roadways. Following is a listing of the private roads and ways in Clifton.

Table G-2

TOWN OF CLIFTON PRIVATE ROADS INVENTORY				
ROAD NAMES	SURFACE	RESPONSIBILITY	CONDITION	FEDERAL FUNCTION
Springy Pond Road	Gravel	Private way	Fair	Private
Bangor Water District Rd.	Pavement	Private way	Fair	Private
Bradbury Brook Road	Gravel	Private way	Fair	Private
Brooks Lane	Gravel	Private way	Fair	Private
Buchanan Lane	Gravel	Private way	Fair	Private
Camp Roosevelt Road	Gravel	Private way	Fair	Private
Campbell Lane	Gravel	Private way	Fair	Private
Dubay Lane	Gravel	Private way	Fair	Private
East Hopkins Pond Road	Gravel	Private way	Fair	Private
Evergreen Lane	Gravel	Private way	Fair	Private
Freeman's Way	Gravel	Private way	Fair	Private
German Cove Road	Gravel	Private way	Fair	Private
Hendrickson Lane	Gravel	Private way	Fair	Private
Hopkins Pond Road	Gravel	Private way	Fair	Private
Journeys End	Gravel	Private way	Fair	Private
Lear Lane	Gravel	Private way	Fair	Private
Loon Lane	Gravel	Private way	Fair	Private
Maple Lane	Gravel	Private way	Fair	Private
Middle Pond Road	Gravel	Private way	Fair	Private
Outlet Lane	Gravel	Private way	Fair	Private
Paradise Cove	Gravel	Private way	Fair	Private
Parks Pond Lane	Gravel	Private way	Fair	Private
Ridge Lane	Gravel	Private way	Fair	Private
Smith Lane	Gravel	Private way	Fair	Private
Spencer Lane	Gravel	Private way	Fair	Private
Thompson Court	Gravel	Private way	Fair	Private
Yawaca Road	Gravel	Private way	Fair	

Source: *Maine Department of Transportation
Town Records*

ROAD MAINTENANCE

Prior to 2000, the Road Commissioner was an elected position. Currently, the Select Board serves as the Board of Road Commissioners in Clifton and oversees the condition of the roads as a committee. They have assumed the responsibility of prioritizing road maintenance and road repair.

The Town of Clifton puts out for competitive bid and contracts for all road construction and maintenance. The Town maintains 6.86 miles of roads year-round within Clifton. The Town performs winter snow plowing and sanding on 12.13 miles of road, which includes town maintained roads and Rebel Hill Road, a state-owned road (5.27 miles on Route 180). In 2002, the Town appropriated \$25,000 for general road maintenance, \$50,000 for winter road maintenance and \$15,546 for capital improvements. Capital improvement projects included ditch work, skim and seal road surface, drainage, and asphalt treatments. Capital improvement expenditures (Table G-3) exceeded appropriations because monies from 2001 were carried forward to complete certain projects.

Table G-3

TOWN OF CLIFTON		
2002 ROAD APPROPRIATION AND EXPENDITURES		
	Appropriated	Expended
General Maintenance	\$25,000	\$9,203
Capital Improvements	\$15,546	\$43,754
Winter Maintenance	\$50,000	\$35,039
Total	\$90,546	\$87,996

Source: Town Records

MDOT is responsible for all the non-local roads. Their authority includes permitting of driveways and entrances, curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction and road widening.

The Urban-Rural Initiative Program (URIP) requires each municipality to certify that the funds will be used only for capital improvement of public roads. It is estimated by the Maine Department of Transportation that the Town of Clifton will receive \$13,760 in the fiscal year beginning July 1, 2003 in Rural Initiative Funds.

TOWN DEEDED OWNERSHIP ISSUES

The Town of Clifton has maintained nearly seven miles of road in the Town for many years, but in 2001 the actual deeded ownership of the roads was questioned. This occurred as the town was preparing to have work done on the Chick Hill Road. Initial questions of Town ownership and roadway width were prompted on Chick Hill Road. It became evident that the same questions applied to all roads maintained by the Town. After researching Town and County records it was determined that the Town had deeds to portions of the Scott Point and Getchell Roads and to all of the McCutcheon, Pleasant, and North Roads. It was also determined that Old Chick Hill Road and a portion of Chick Hill Road had once been the Old Route 9 roadbed which reverted to the Town when Penobscot County abandoned it. Most of the other town maintained roads are

owned by the abutting landowners.

An early draft of the Sept. 24, 2001 Special Town Meeting Warrant contained articles giving the Town ownership of the roads by a vote of the Town's registered voters. The Select Board consulted with the Town's attorney in executive session (9-5-01) to determine if these articles would give the Town legal ownership of the roads. The attorney informed the Select Board that legal ownership of the roads could be by imminent domain or by deeds from the individual abutting landowners. Either process would be lengthy and expensive for the Town and could not be done by accepting the articles in the warrant. Therefore, on the attorney's advice, the Select Board voted to remove all the articles about roads from the warrant.

ROAD SURFACE MANAGEMENT SYSTEM (RSMS)

The Maine DOT Local Roads Center provides a "Road Surface Management for Maine Towns" training program, including Road Surface Management System (RSMS) software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, it is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered and "defend" their road maintenance budgets. The system is generic and it provides an objective tool that a municipality can "customize" with its own repair techniques and local costs. The Town of Clifton will consider implementing this system in order to prioritize and plan for improvements and repairs to the Towns roads.

TRAFFIC VOLUME AND PATTERN

Many factors influence traffic count results. When traffic volumes are counted over long periods of time, the annual average daily traffic volume (AADT) can be determined. The AADT is the total annual traffic volume divided by the number of days in the year. These average daily figures do not reflect peak daily traffic volume. Traffic counts are meant to help understand the overall patterns of vehicular movements.

Table G-4

TOWN OF CLIFTON TRANSPORTATION COUNTS AND RATES OF CHANGE							
Station	Road	Location	Type	Group	AADT		
					1996	1998	2001
49502	0009X	Rt. 9 Northeast of Rt. 180 @Plank Brook Bridge (#5415)	C	II+III	3,730	3,970	4,320
<i>Rate of Change 1996-2001</i>							15.8%
49506	0009X	Rt. 9 Southwest of Getchell Road (IR 1413)	C	II+III	4,760	5,090	5,290
<i>Rate of Change 1996-2001</i>							11.1%
79107	0009X	Rt. 9 West of Mill Lane (IR 646)	C	II+III	2,750	3,600	4,140
<i>Rate of Change 1996-2001</i>							50.5%
79105	00646	Mill Lane (IR 646) South of Rt. 9	C	III	130		--
<i>Rate of Change 1996-2001</i>							--
49504	0180X	Rt. 180 at Otis Road Bridge (#5440) in Clifton Corners	C	II	1,040	1,000	980
<i>Rate of Change 1996-2001</i>							(5.8)%
62504	0180X	Rt. 180 Southeast of Springy Pond Road (IR 2219 (SE JCT))	C	I	620	--	770
<i>Rate of Change 1996-2001</i>							24.2%
62508	0180X	SR 180 Northwest of Springy Pond Road ((IR 2219 (NW JCT))	C	II	680	720	--
<i>Rate of Change 1996-1998</i>							5.9%

Source: Maine Department of Transportation 2000 and 2001 Maine Transportation Count Books

Type Abbreviations

C COVERAGE COUNT
S SPECIAL COUNT

Group Abbreviations

I--URBAN GROUP II--ARTERIAL GROUP III--RECREATIONAL GROUP

LEVEL OF SERVICE

MDOT has not noted any degradation in the level of service (LOS) for roadways within the Town of Clifton. Traffic congestion lowers a roadway's level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers.

There are six levels of service, given letter designations from A to F. LOS A represents the best operating conditions, while LOS F represents the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume. As an annual average, however, LOS does not reveal the increased congestion during the tourist season. And so, for planning purposes, a seasonally

adjusted LOS should be used when analyzing the need for local traffic management improvements.

Map G-2 shows Level of Service ratings in Clifton. The portions of Route 9 with a C LOS rating should be monitored, since this indicates a maximum accepted volume.

HIGH CRASH LOCATIONS

A high crash location is a location that exhibits a Critical Rate Factor (CRF) equal to or greater than 1.0 and has experienced at least 8 crashes in the most recent complete 3-year period. Although the Maine Department of Transportation reports that there are no High Crash Locations in Clifton, crash data shows the majority of crashes are distributed along the Route 9 corridor with three crashes occurring near the Eddington – Clifton town line. Of the 56 crashes identified 21 were due to weather conditions and driver inability to compensate; 17 involved animals (mostly deer); 14 resulted from driver error; and the cause for the remaining four accidents was classified as other.

The Town considers the intersection of Clewley Hill Road and Rebel Hill (Route 180) to be a hazardous stretch of road due to no shoulders, drainage issues, and ice problems. In addition, the Town considers all intersections with Airline Road (Route 9) to be potentially hazardous when left-hand turns are made.

ACCESS ISSUES ALONG CLIFTON'S ROUTE 9 CORRIDOR

In the next ten to twenty years Clifton's population is expected to grow, completion of the I-395 connector is expected, and hopefully the Town will attract more outdoor and recreational enthusiasts. These three events have the potential to drastically impact the composition of, speed of, and flow of traffic through Clifton. At the present time Clifton has no high crash locations or other major safety issues however there are potential safety issues in Clifton that may develop as traffic intensifies along the Route 9 corridor. Map G-3 shows potential parking and access hazards as identified by the Comprehensive Plan Committee.

Population. As the town's population continues to grow, additional residential housing will be needed. In the past such a need was partially met by the conversion of seasonal housing to year-round residences. If this trend continues local roads such as Scott Point Road, Getchell Road, Mill Lane, and Bruckoff Road will generate heavier year-round traffic. At this time left-hand turns onto some of these roads is not a safety issue, but with the potential of increased traffic could become a safety concern. Also, some of these intersections and others may have marginal sight distances for the posted speed and traffic volume.

I-395 Connector. When the Connector is completed, its junction with Route 9 is expected to be near the Eddington – Clifton town line. Despite this location, the commercial vehicle traffic on Route 9 through Clifton is anticipated to remain the same or slightly increase. However, the speed these and other vehicles choose to travel at remains unknown. The location of this intersection and the traffic flow caused by it may impact services to Clifton residents such as school bus routes, mail delivery, trash collection, and emergency services. Also it is not known

how the Connector traffic may impact organizations or businesses with Route 9 access.

Recreational Areas. Promotion of the recreational use of Clifton's natural resources may result in an increase in traffic to the trailheads and lakes within town. Most of these areas are located on rural local roads (Map) with the exception of Parks Pond Bluff Trail Head which is accessed off of Route 9. All of these areas have parking and visibility issues. In addition, bicycle traffic occurs along the corridor and may increase in the future.

The Town will ask the Maine Department of Transportation to do some corridor planning in order to address some of these issues. The Town may request assistance from MDOT to perform a safety analysis of all intersections with Route 9; develop trailhead access/parking along Route 9; research how bicycle traffic may be encouraged without endangering the cyclists or motorists. In addition, the Town will request MDOT to address how current and future traffic flows be affected by the I-395 connector and what impact it will have on current businesses and services available in Clifton.

STREET LIGHT LOCATIONS

In 2002, the Town expended \$1,566 for streetlights. Five 100-watt lights are located along Airline Road (Route 9) at the intersections with Bruckoff Road, Scott Point Road, Rebel Hill Road, Mill Lane, and Chick Hill Road. An additional two 150-watt lights illuminate the Town office entrance and parking area.

TRAFFIC CONTROL DEVICES

There are no traffic control devices in the Town of Clifton.

BRIDGES AND CULVERTS

There are three bridges in Clifton, all owned and maintained by the State. The Table below describes the bridges. Map G-4 shows the location of bridges in the town of Clifton.

Table G-5

TOWN OF CLIFTON BRIDGE INVENTORY						
Bridge Name	Bridge Number	Year Built	Owner	Last Inspection	Super Structure Condition	Sub Structure Condition
Lower Bridge	3522	1929	MDOT	6/2/00	Good	Good
Otis Road Bridge	5440	1951	MDOT	5/20/02	Critical	Good
Plank Brook Bridge	5415	1993	MDOT	5/20/02	Very Good	Very Good

Source: Maine Department of Transportation

The Otis Road Bridge Superstructure condition is listed as critical in 2002, indicating that special care should be taken with respect to this bridge. Communication between the Town and Maine DOT resulted in the replacement of the Otis Road Bridge in 2003.

These three bridges allow vehicles to traverse streams flowing towards Chemo Pond. The water quality of these streams would be adversely affected by accidents creating hazardous road run off near the bridges. There are six other sites along Airline Road (Route 9) that would also be sensitive to hazardous road run off. One site is where the road passes by Parks Pond and the others are where culverts ranging from 2 to 10 feet in diameter allow water to pass through the roadbed.

Town maintained bridges on Mill Lane and Erickson Road allow water to pass through the roadbed. On Mill Lane two different sized culverts side-by-side form a bridge across Parks Pond Stream. This is a short distance downstream of the earthen dam maintaining the water level in Parks Pond. On Old Chick Hill Road two two-foot culverts allow Bradbury Brook to flow under the road.

All town maintained roads and Rebel Hill Road have culverts associated with them. The purpose of most of these is to allow seasonal or sporadic water flows to drain naturally. The inspection, maintenance, and replacement of these culverts are issues that a road surface maintenance system (RSMS) would address.

SIDEWALK/PEDESTRIAN/BICYCLE FACILITIES

Clifton has no sidewalks, bike paths, cross walks, or other areas designed to aid pedestrians and cyclists. Despite the fact that there are no bike paths in Clifton, groups of cyclists regularly ride routes between Pat's Bike Shop in Brewer and either the Rebel Hill or Chick Hill areas in Clifton (Map). These cyclists use the paved shoulders of Airline Road (Route 9) and the driving surface of Rebel Hill Road (Route 180). Once the I-395 connector location is identified, the Town will plan to implement bicycle and pedestrian improvements in appropriate areas of the Town.

RAILROAD FACILITIES

There are no railroad facilities in Clifton.

PUBLIC TRANSPORTATION

Clifton does not have a public transportation system. At present, population trends show no cost effective need for public transportation. Taxi service is available from Bangor or Brewer. The Town will continue to monitor and evaluate the cost-effectiveness of implementing a public transportation service.

The LYNX is a program of the Penquis Community Action Program (Penquis CAP), funded in part by the Maine Department of Transportation and the Maine Department of Human Services, Bureau of Medical Services, which provides transportation services for residents of Penobscot and Piscataquis Counties. All transportation is by appointment weekdays from 8:00 a.m. to 4:30 p.m. Transportation is provided by vans and buses; private vehicles; or family members are directly reimbursed for Medicaid covered services. Services are provided for the general public; special services for the elderly; Medicaid recipients; other social service clients by agency

contract; and serves as a paratransit provider for The BAT.

REGIONAL AIRPORTS

There are no airports or public airfields within the Town of Clifton. Primary regional airports include:

1. *Bangor International Airport*, is the nearest airport located in Bangor. The airport provides national and international commercial passenger and freight services, as well as civil defense operations. The airport has an 11,441-foot main runway. Car rental services are available.
2. *Hancock County - Bar Harbor Airport* in Trenton has regularly scheduled passenger commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available. The airport has a 5,200-foot main runway.

REGIONAL BUS SERVICE

There is no public city or intercity bus service in Clifton. However regional bus services include:

1. *Cyr Bus Lines* is the nearest bus company. It is a full service transportation company and tour operator located in Old Town. Cyr Bus Line offers daily scheduled service between Bangor and Aroostook County. Cyr Bus Lines also features a fleet of modern school buses and deluxe motorcoaches, available for both charter and lease. Cyr Bus Tours, the tour operations division of the company, offers tour packages to Atlantic Canada and the Eastern United States.
2. *Concord Trailways* is Northern New England's largest intercity bus carrier. The Express Service provides daily service from Bangor to Portland, Boston's South Station and Logan Airport. In addition, Concord Trailways provides pick up and drop off service directly to the University of Maine.
3. *Greyhound Bus Lines* provides service nationwide. Greyhound Lines, Inc. is the largest provider of intercity bus transportation, serving more than 2,600 destinations with 18,000 daily departures across the country. Greyhound's station is located in Downtown Bangor. Greyhound offers summer service to the Bar Harbor/Acadia region.
4. *BAT Community Connector* is a fixed route public transit system operated by the City of Bangor for the communities of the Greater Bangor Urbanized Area. They include Bangor, Brewer, Veazie, Orono, Old Town, and Hampden. The Bus also provides service to the University of Maine. The City of Bangor supplies service to these communities on a contractual basis. BAT Community Connector base of operation is in Bangor.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

The Regional Transportation Advisory Committee (RTAC) process created by MDOT, facilitates public participation during the formulation of transportation policy. RTACs are

advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative forms of transportation, as well as members of the general public. The purpose of the RTAC is to provide early and effective input into MDOT's plans and programs. The RTAC process is an effort to de-centralize transportation planning and give the general public an opportunity to help shape transportation policy and the decision making process.

The RTACs, in collaboration with MDOT and Regional Planning Commissions, develop regional advisory reports for each RTAC Region. The Town of Clifton is part of RTAC-Region 3, which encompasses Penobscot and Piscataquis County. The advisory report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions and the state. The RTACs meet regularly and advise the MDOT on a number of issues including advisory report strategies, updating of the advisory reports and helping with the prioritization of major collector and arterial improvement needs in the region as outlined in the Department's Six Year Plan updated every two years. The Biennial Transportation Improvement Program (BTIP), the Department's capital budget selects projects from the Six Year Plan to fund. The best way for Clifton to make priorities known is to communicate with the Department, particularly when the Department solicits municipalities for transportation projects that should be considered for future funding.

The Town can be more involved in the RTAC process by participating in RTAC meetings and stating why their projects should receive funding priority. The Maine Department of Transportation encourage municipalities to attend and participate in RTAC meetings.

The Town of Clifton does not have any projects listed in the Maine Department of Transportation's 20-Year Plan, Six Year Plan, BTIP and/or RTAC 3's Regional Advisory Report. The Town does not have any significant conflicts with any of these plans.

ACCESS MANAGEMENT

Access management is the planned location and design of driveways and entrances to public roads, and land uses, to help reduce accidents and prolong the useful life of an arterial. Arterial highways represent only 12% of the state-maintained highway system, but carry 62% of the statewide traffic volume. Maintaining posted speed limits on the system means assisting the flow of people, goods and services to move faster, which enhances productivity, reduces congestion-related delays and environment degradation. By preserving the capacity of the current system, the need to build costly new highway capacity such as new travel lanes and bypasses will be reduced in the future. Currently, Clifton has no ordinances making access management stricter than that mandated by the state.

MDOT has established standards, including greater sight distance and spacing requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Due to the low volume of traffic on roadways, Clifton has no roads in the retrograde or mobility corridor categories of roadways, which come under stricter access management standards.

To maintain and improve traffic flows, the Land Use section of this plan and the future Land Use Ordinance should include access management performance standards that are in accordance with current law.

Driveway and Entrance Rules

The purpose of the driveway rules is to manage access to the highway. Such management should be in a manner that protects the safety of access and highway users; protects the highway system from the negative impacts of drainage; preserves mobility and economic productivity related to highway transportation; and avoids the long-term cost of constructing new highway capacity. This rule is authorized by 23 M.R.S.A. §52 and §704.

This rule applies to all public or private accesses onto state and state aid highways located outside urban compact areas, to the design, location, construction, alteration, and closure of such accesses, and to situations in which changes in use serviced by such accesses increases traffic volume.

The minimum allowable sight distances for all driveway accesses onto all state and state aid highways located outside urban compact areas are set forth in Table 1. MDOT may require up to 50% greater sight distances when at least 30% of the traffic using the driveway will be by larger vehicles.

A driveway is defined as an access serving one of the following land uses: residential uses up to five dwelling units, home occupations, forest management activities, farming, low impact industrial uses such as utility substations, or other similar uses, unless the MDOT demonstrates, in accordance with the Trip Generation Manual, 6th Edition, published by the Institute of Traffic Engineers (1997) that the use generates 50 or more vehicle trips per day.

Table G-6

DRIVEWAY SIGHT DISTANCE	
POSTED SPEED (MPH)	SIGHT DISTANCE (Feet)
20	155
25	200
30	250
35	305
40	360
45	425
50	495
55	570
60	645

Source: Maine Administrative Rules Chapter 299 Part A

The minimum allowable sight distances for all entrances onto all state and state aid highways located outside urban compact areas are set forth in Table 2. For standard passenger vehicles, the sight distances shown in the middle column apply. Unless a waiver is granted pursuant to Section

3.3(D), if more than 30% of the traffic projected to use the proposed entrance will be larger vehicles, the sight distances shown in the right hand column apply.

An entrance is defined as an access serving one of the following land uses: residential uses or developments serving six or more dwelling units, retail, office, or service business uses including department stores, strip malls, convenience stores, gas stations, auto repair shops, restaurants, or similar uses unless the applicant demonstrates to the reasonable satisfaction of MDOT, in accordance with the Trip Generation Manual, 6th Edition, published by the Institute of Traffic Engineers (1997) that the use generates less than 50 vehicle trips per day.

Table G-7

ENTRANCE SIGHT DISTANCE		
POSTED SPEED (MPH)	STANDARD VEHICLES (Feet)	LARGER VEHICLES (Feet)
20	155	230
25	200	300
30	250	375
35	305	455
40	360	540
45	425	635
50	495	740
55	750	855
60	645	965

Source: Maine Administrative Rules Chapter 299 Part B

To maintain and improve traffic flows, the future Land Use Ordinance will include access management performance standards in accordance with MDOT access management rules. Development proposals within those districts which necessitate frontage, driveways and/or entrances along the corridors will require a MDOT permit in accordance with MDOT Access Management Administrative Rules.

CORRIDOR PLANNING

The purpose of corridor planning is to develop a regional approach for corridor management. Corridor planning is necessary for the continued efficient movement of traffic. Corridor planning is directly related not only to mobility, but also to economic activity and regional mitigation efforts that are necessary for the vitality of the area. It is important for neighboring communities to recognize the importance of corridor planning and to work together to create a regional access management master plan. The town of Clifton should be working with MDOT to develop a plan for the corridor section passing through Clifton

EAST-WEST HIGHWAY

For nearly half a century, Mainers have debated the idea of building a four-lane, border-to-border, east-west highway. In the Fall of 1999, in response to a law enacted by the 118th Maine Legislature requiring a study to determine the costs and economic benefits relative to the development of an East-West highway in Maine, MDOT and SPO performed a study to examine not only the cost of constructing such a highway, but also the potential economic benefits of such a highway. While benefits were identified, the massive costs associated with such a plan caused policy makers to seek middle-ground. Recognizing the true need for improving east-west connections, Governor Angus King put forward a seven-step plan which included a new border crossing at Calais, completion of improvements to Route 9, a new connector road between I-395 in Brewer and Route 9 in Clifton, an environmental assessment and preliminary engineering to determine the feasibility of a new limited access roadway in central Maine connecting I-95 in the Pittsfield/Burnham area to U.S. Route 2 west of Norridgewock, completion of improvements to all of Maine's arterial highways over the next ten years, and investment in critical rail links. The plan as proposed is estimated to be a \$450 million investment. These steps as outlined will all affect Clifton and the local economy, perhaps drastically, in the years to come.

Of the five alternative corridors selected to focus the economic research, engineering, and environmental assessments, two of these directly affect Clifton. Corridor “B” would begin at the Maine/New Brunswick border proceeding westward along Route 9 through Clifton to Route 46 in Eddington. The corridor would continue southerly along Route 46 to Route 1A in East Holden, then westerly along Route 1A to the I-395 in Brewer, connecting with the I-95 at or near Bangor. It then would continue southwesterly along existing I-95, leaving I-95 in Newport. From this point, it would continue westerly along Route 2 to the Maine/New Hampshire border at Gilead.

Corridor “C” would begin at the Maine/New Brunswick border proceeding westward along Route 9 through Clifton to Route 46 in Eddington. The corridor would continue southerly along Route 46 to Route 1A in East Holden, then westerly along I-395 in Brewer, connecting with I-95 at or near Bangor. It then would continue southwesterly along the existing I-95, leaving the I-95 in Newport. From this point it would continue westerly along Route 2 to Route 27 in Farmington. It would then continue northwesterly along Route 27 to the Maine/Quebec Border at Coburn Gore, linking Sherbrooke and Montreal via Quebec Route 10.

I-395 CONNECTOR

The I-395 was designated and constructed in the early 1980s. When it opened, it altered the traffic patterns not only through the local area, but also across the entire region. I-395 connector would provide motorists an opportunity to travel from Route 9 to the interstate system, without having to travel through downtown Bangor. Roadways commonly used to travel between Route 9 and I-395 are Route 46 and Route 1A.

Route 9 is a principal arterial roadway providing a connection between downeast Maine, the Maritime Provinces, and the interstate system. Route 1A provides a direct connection between

the interstate system and the Ellsworth/Bar Harbor areas, including Acadia National Park. Route 46 provides a connection between Route 9 and Route 1A. Over time, traffic volumes, particularly heavy trucks, traveling these roadways near I-395 have increased substantially.

The MDOT along with the Federal Highway Administration (FHWA) is conducting a study with the goal of developing a transportation solution that improves regional system linkage, improves safety, improves the current and future flow of traffic and the shipment of goods between I-395 and Route 9, adheres to the MDOT budget, and minimizes environmental and social impacts. Clifton, along with the Cities of Bangor and Brewer, the Towns of Holden and Eddington and the Bangor Area Comprehensive Transportation System (BACTS) are being consulted by MDOT and FHWA during the process of this study. Clifton has one representative that sits on the I-395 Public Advisory Committee (PAC).

When the I-395 connector is completed, its junction with Route 9 is expected to be near the Eddington –Clifton town line (see Appendix D for more information). Despite this location, the commercial vehicle traffic on Route 9 through Clifton is anticipated to remain the same or slightly increase. However, the speed these and other vehicles choose to travel at remains unknown; The location of this intersection and the traffic flow caused by it may impact services to Clifton residents such as school bus routes, mail delivery, trash collection, and emergency services. Also it is not known how the Connector traffic may impact organizations or businesses which have Route 9 access.

The I-395 connector road, regardless of which option is chosen, will impact land use adjacent to Route 9. The proposed interchange between I-395 and Route 9 may encourage commercial strip development along the highway in the westerly portion of the town. Strip type development will have negative impacts both on safety and mobility on Route 9 and erode the arterial's capacity to function as a safe and efficient interstate commerce route. The Town should develop a corridor plan that discourages inappropriate development along the highway corridor and adopt access management performance standards in the future land use ordinance.

POLICY AND IMPLEMENTATION PLAN

In order to plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development in Clifton, the Town will:

G1. Policy

The Town will identify and communicate transportation needs with regional, state and federal agencies as appropriate.

Near-Term Implementation Strategies

A. The Select Board, or their appointee(s), will receive and respond to all Maine Department of Transportation correspondence and requests in a timely manner.

- B. The Select Board, or their appointee(s), will document and communicate concerns about State-owned roads to the Department of Transportation.
- C. The Select Board will appoint a representative to attend and participate regularly in Regional Transportation Advisory Committee meetings to ensure regional and local needs and strategies are communicated and considered.
- D. The Select Board will communicate concerns and ideas to the Maine Department of Transportation with regards to the proposed I-395 interchange. The Board of Selectmen will also ensure the Town has representation on the I-395 Public Advisory Committee.
- E. The Road Commissioner, or designee(s) will complete two season traffic counts to demonstrate the conversion from seasonal to year-round residences on Scott Point Road, Getchell Road, Mill Lane, Springy Pond, Hopkins Pond and Camp Yawaka.
- F. The Select Board will request assistance from MDOT to complete safety inspections on Route 9 and seek funding for identified mitigation projects.

Short-term Implementation Strategies

- G. The Select Board, or their appointee(s), will pursue available funding to implement bike paths and pedestrian ways.

G2. Policy

The Town will regularly monitor and assess road conditions, traffic patterns, traffic flow, and transportation safety.

Near-Term Implementation Strategies

- A. The proposed land use plan will direct future growth away from the community's arterials. The most obvious approach is to delineate future growth areas to village centers and to map land adjacent to the community's arterials for rural or low density residential development.
- B. The proposed land use plan will establish a Village/Downtown District, which will allow for smaller lot sizes, setbacks and frontages for denser development. Standards for this district will allow for a wide range of retail and service establishments, as well as residential uses. Standards can include provisions for cyclist and pedestrians such as sidewalks and bicycle lanes.
- C. The Select Board or their appointee(s) will annually assess local EMS data to determine the nature and frequency of transportation related accidents/emergencies.
- D. The Select Board will encourage the creation of local Road Associations.

Short-term Implementation Strategies

- E. The Select Board, or their appointee(s), will establish a Road Surface Maintenance System (RSMS) for planned road improvements including short- and long-term time schedules and funding sources, which will be reviewed and updated on an annual basis.
- F. The proposed land use plan shall designate compact growth areas and limit the amount of development that can take place in rural areas along arterials. In addition, the plan will include recommendations to encourage clustered or limited development.
- G. The future land use ordinance shall prohibit strip development along the Town's arterials, including proliferation of single-lot, house-by-house development.
- H. The future land use ordinance will include access management standards to ensure arterial development does not significantly reduce traffic safety and traffic carrying capacity.
- I. The Select Board will appoint a Road committee to provide research and recommendations of the needs of the Town's roads.
- J. The Road Commissioners, or their appointee(s) will create a Road Construction Standards Ordinance to outline construction standards for streets and public ways that are to be considered by the Town for acceptance as public ways.

Long-term Implementation Strategies

- K. The Board of Selectmen, or their appointee(s), will investigate opportunities for and annually assess the feasibility of implementing a public transportation program to and from the Bangor/Brewer area.
- L. The Board of Selectmen or their appointee(s) will consider implementing impact fees on new developments to pay for some or all of the transportation and other public improvement costs necessitated by their development.
- M. The Road Commissioners, or their appointee(s), will determine the legal status of all roads in Clifton using the process identified in the Roads Manual and any take necessary action to obtain legal rights to all currently town-maintained roadways.

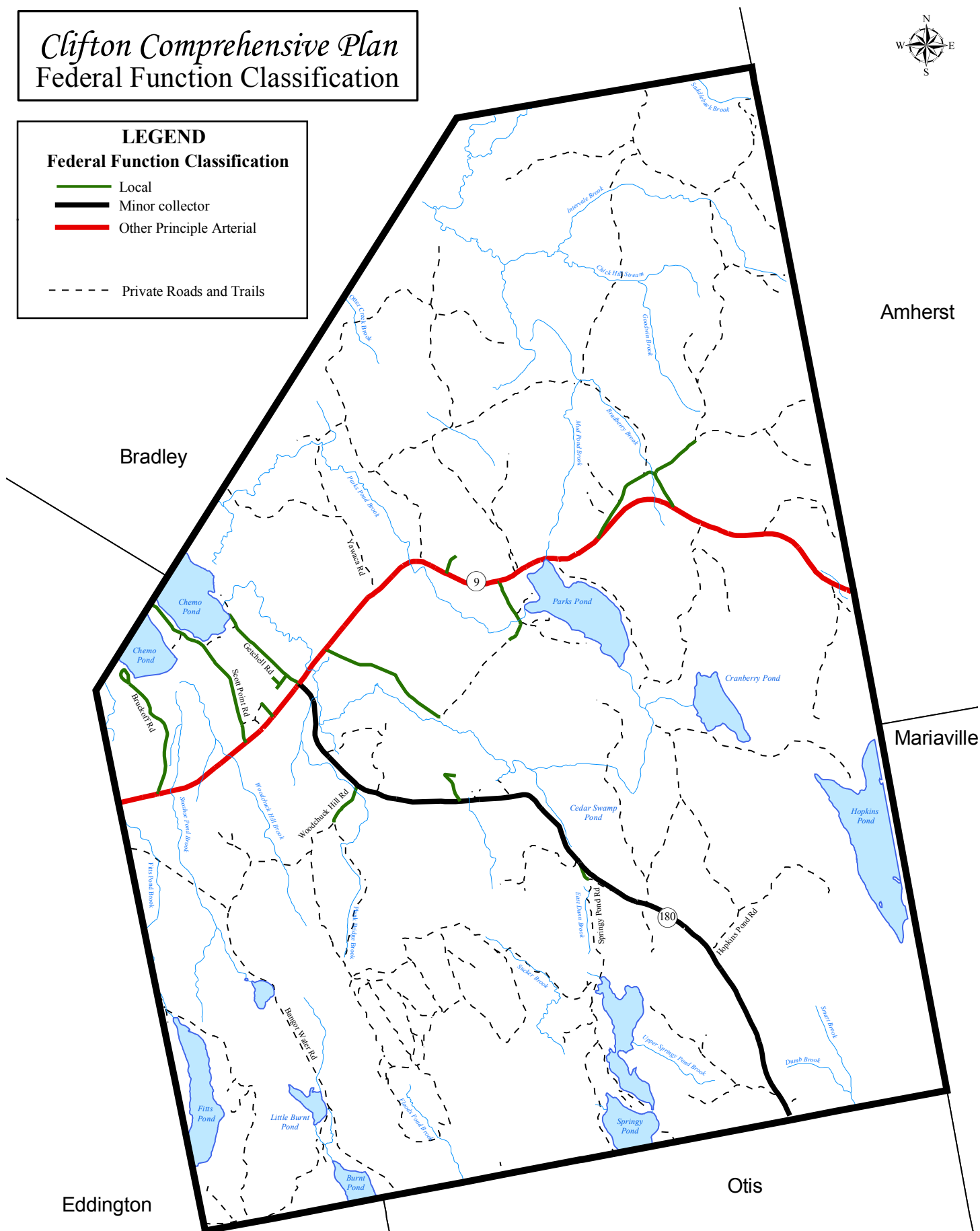
Clifton Comprehensive Plan Federal Function Classification



LEGEND

Federal Function Classification

- Local
- Minor collector
- Other Principle Arterial
- Private Roads and Trails



Clifton Comprehensive Plan

Level of Service

Legend

Level of Service

- A free flow operation; vehicles completely unimpeded in their ability to maneuver with the traffic stream
- B reasonably free flow conditions; ability to maneuver slightly restricted
- C stable flow conditions; maneuverability is noticeably restricted



Bradley

Amherst

Mariaville

Otis

Eddington

Dedham

0 0.5 1 Miles

Sources: MDOT and MEGIS
Map created: November 2003

Map G-2



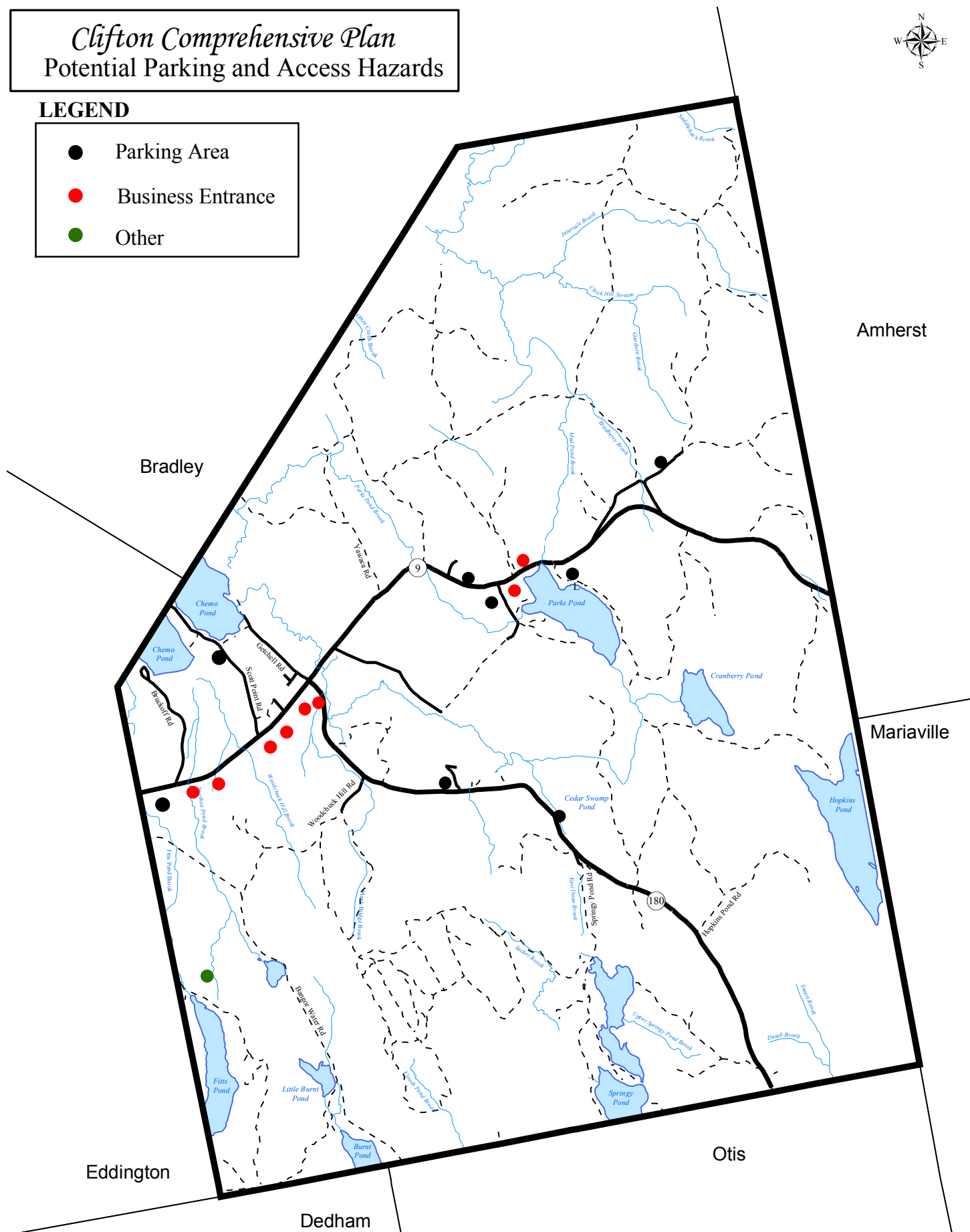
Prepared by the Eastern Maine Development Corporation

Clifton Comprehensive Plan

Potential Parking and Access Hazards

LEGEND

- Parking Area
- Business Entrance
- Other



Clifton Comprehensive Plan

Bridge Inventory



LEGEND

- Primary roads
- Secondary roads
- - - Private roads/trails
- Streams
- Water

- Culvert
- Bridge

Bradley

Amherst

Mariaville

Otis

Eddington

Dedham

0 0.5 1 Miles

Sources: MDOT and MEGIS
Map created: August 2003

Map G-4



Prepared by the Eastern Maine Development Corporation