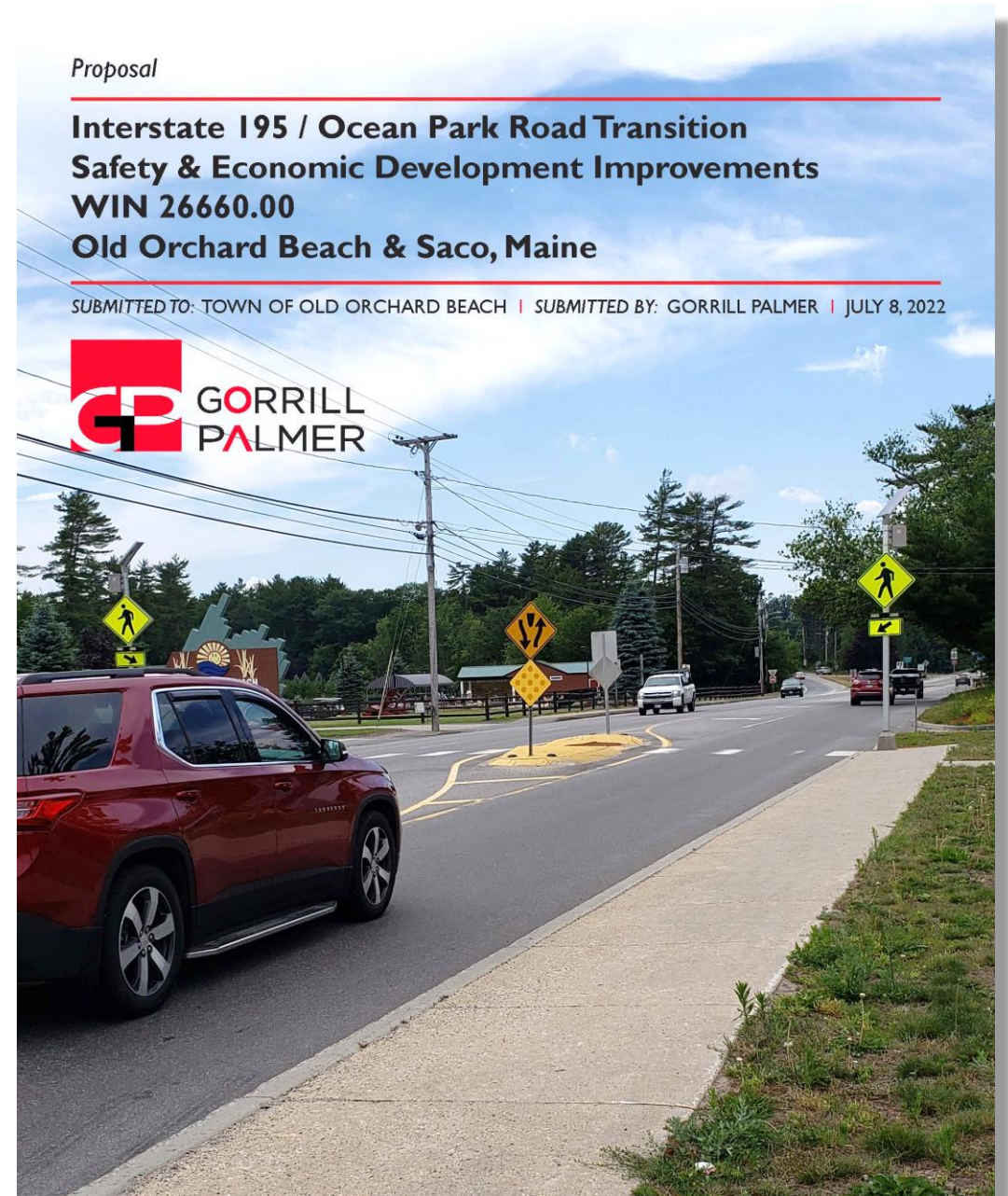


Old Orchard Beach & Saco

Ocean Park Road Study
Planning Partnership Initiative

Council Workshop

January 13, 2025



Study Team

(Planning Partnership Initiative)

Consultant

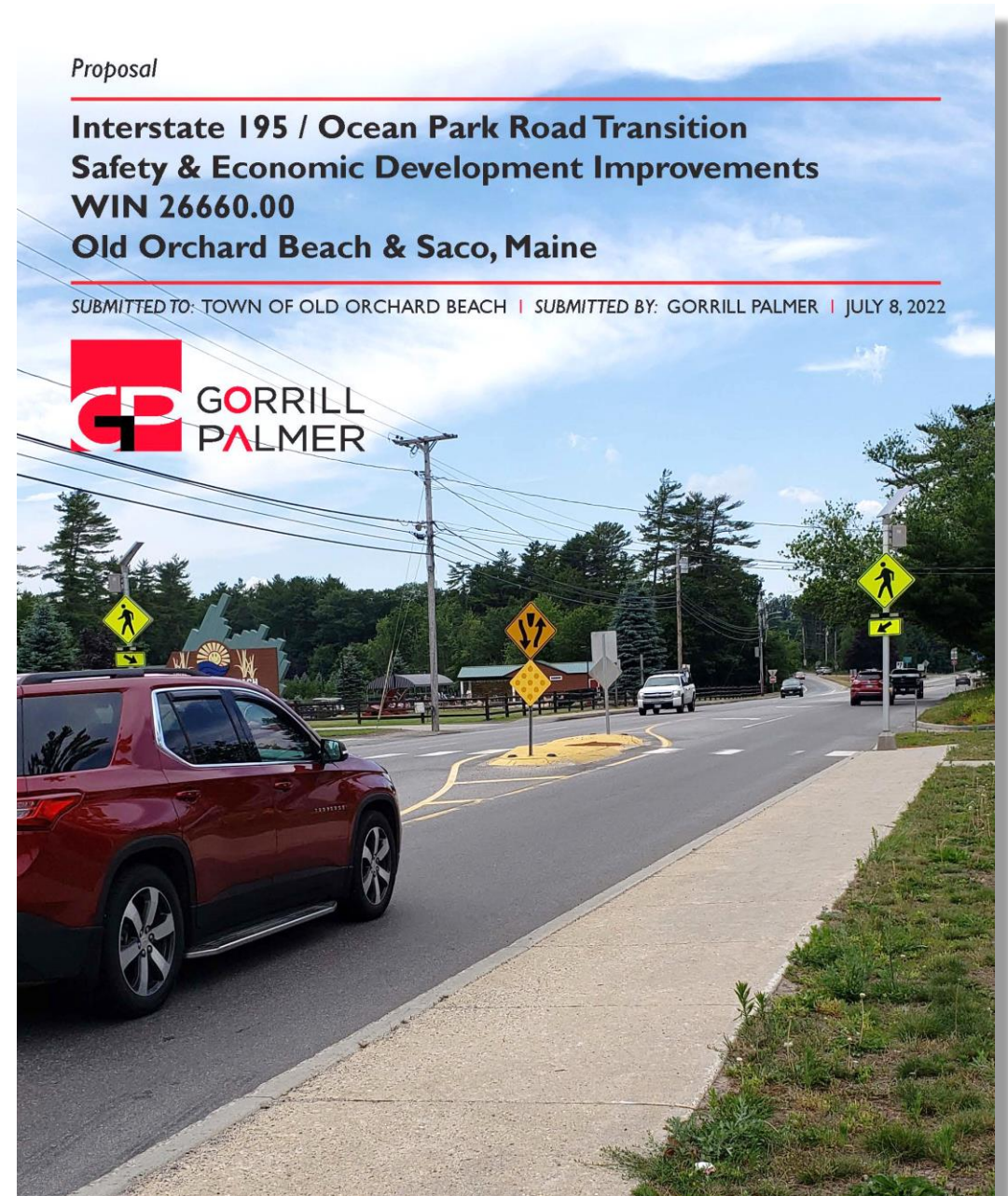
- Gorrill Palmer (Don Ettinger)
- North Star Planning
- James Tasse Consulting
- Aceto Landscape Architects

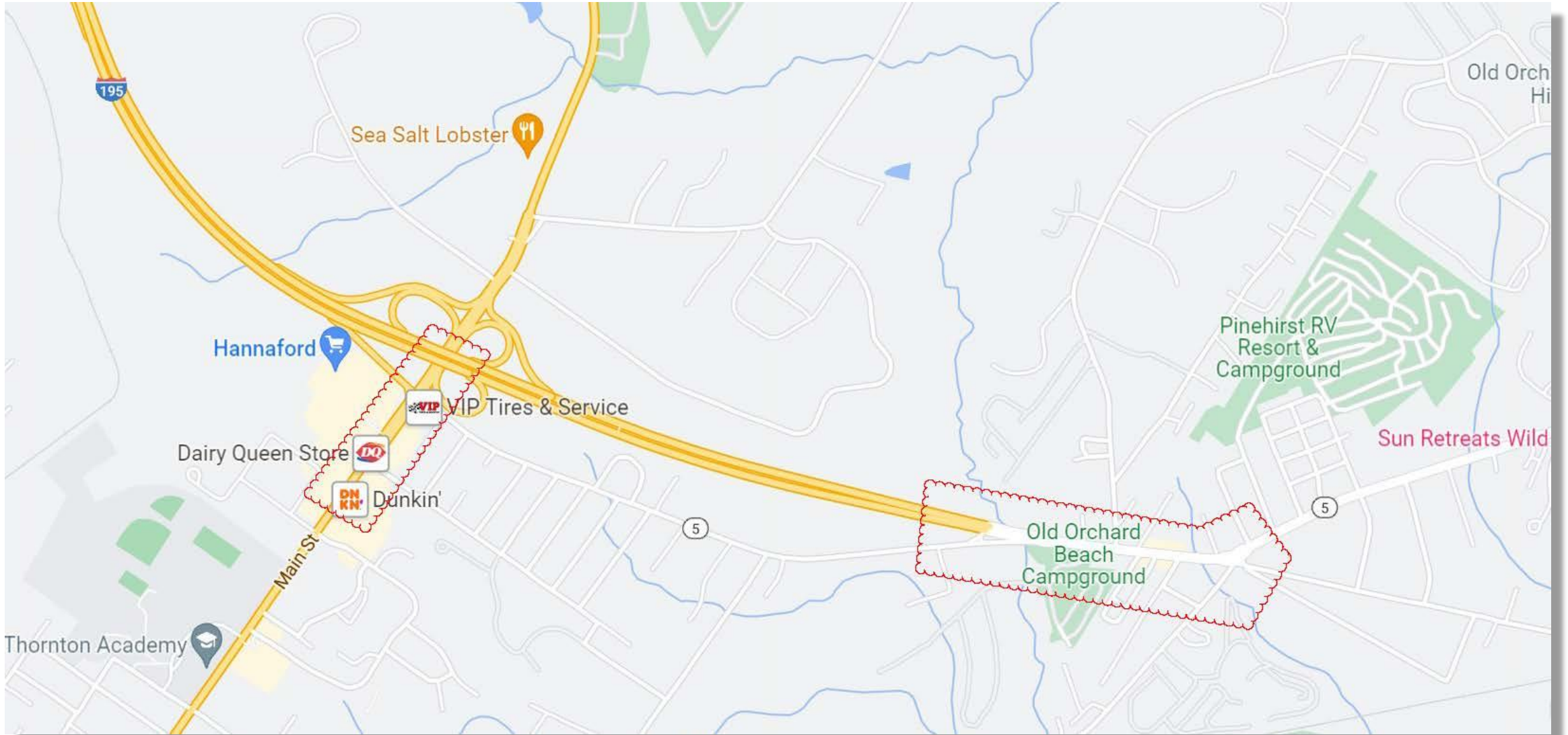
Municipality

- Old Orchard Beach (Mike Foster, Diana Asanza)
- Saco (Patrick Fox/Travis Moore)

MaineDOT

- Marty Rooney/Steve Cole





Study Area

Ocean Park Road (OOB) & Main Street (Saco)

Study Scope

(Transportation Planning Study)

- Traffic operations
- Corridor safety (HCL)
- Reduce speeds
- Improve confusing geometry
- Review access management
- Pedestrian and bicycle accommodations
- Gateway opportunity



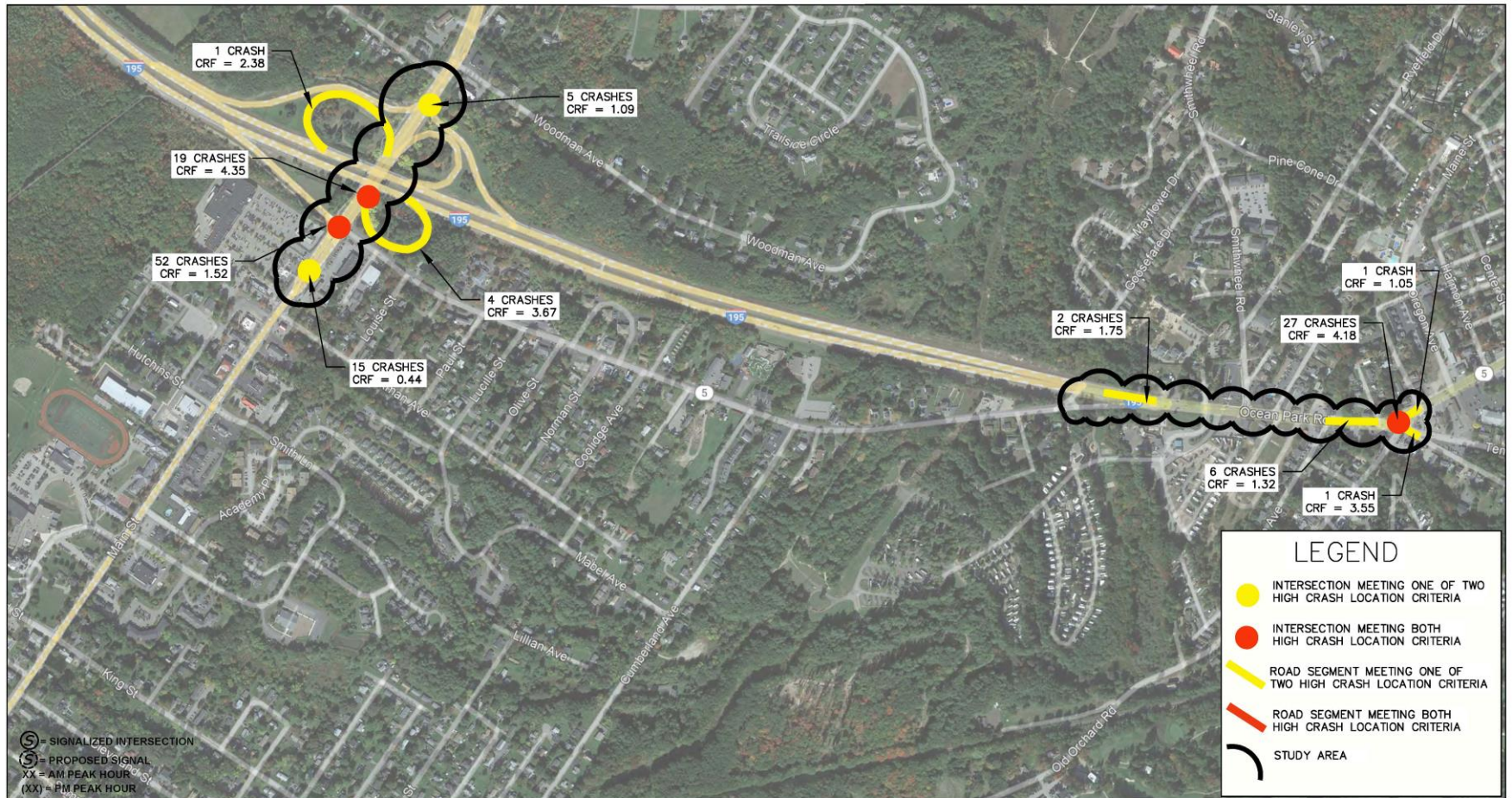
Study Schedule

- Kickoff Mtg – Sep 2022
- Initial Concepts – Apr 2023
- Traffic Analysis – Oct 2023
- Rev Concepts – Apr 2024
- Public Mtg – Jun 2024
- Costs, Evaluation, Recommendations – Summer 2024
- Draft Report – Sep 19, 2024
- Client Mtg - Oct 7, 2024
- OOB Council Mtg – Nov 19, 2024
- Final Report – Nov 27, 2024



High Crash Locations

Ocean Park Road Study - High Crash Location Map (2019 - 2021)



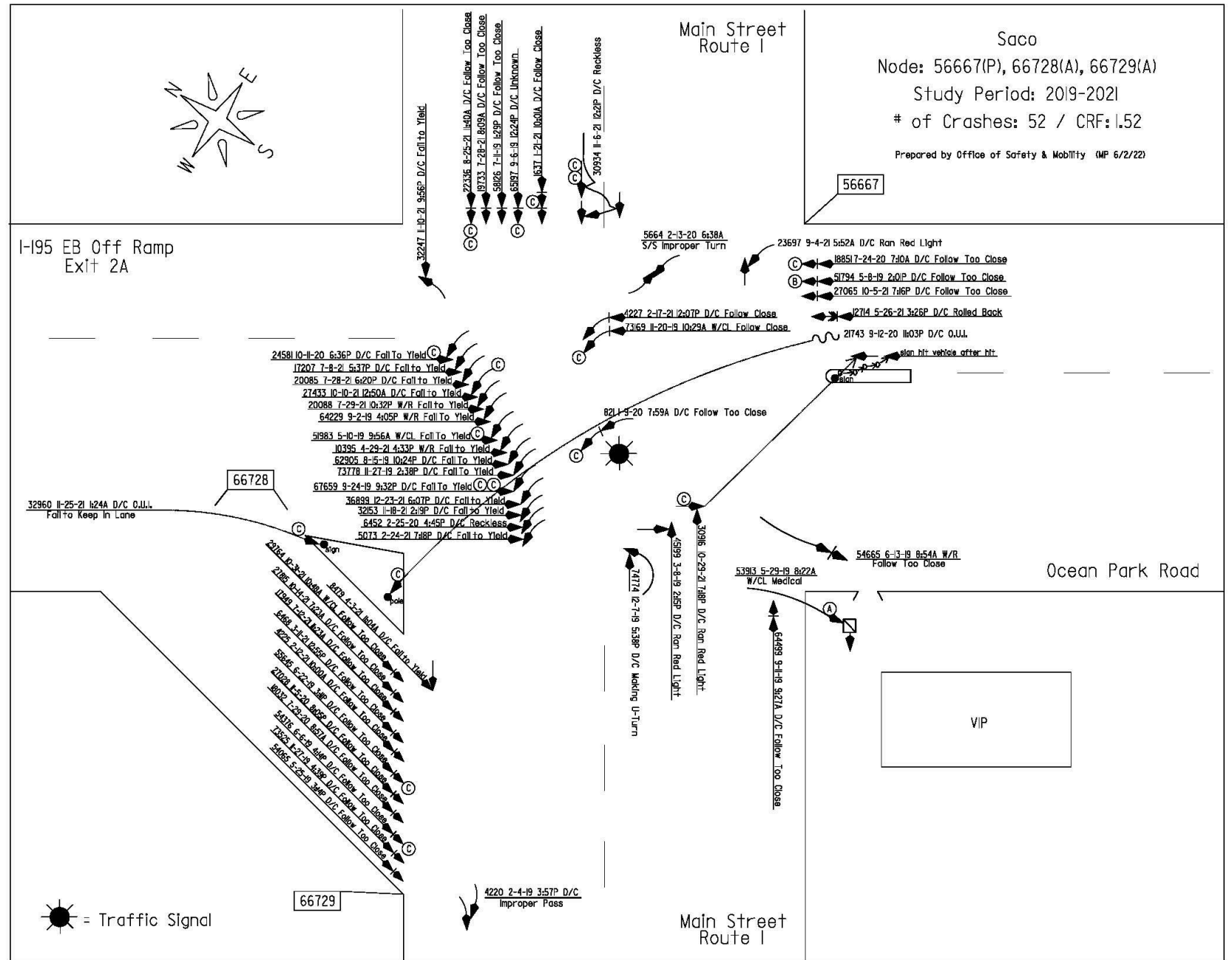
Rev.	Date	Revision	Issued For	Date	By

Design: HLM Date: 08 NOV 2022
 Checker: RFD Date: 08 NOV 2022
 File Name: Figure 20.1.dwg
 This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be of the user's sole risk and without liability to Gorrill Palmer.

High Crash Locations

Saco Exit 2A Offramp at Main Street

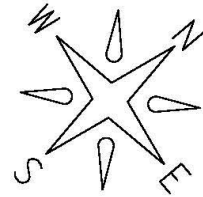
- 52 Crashes
- CRF – 1.52



High Crash Locations

Saco
Exit 2B Offramp at
Main Street

- 19 Crashes
- CRF – 4.36



Prepared by Office of Safety & Mobility

RFK3 7-25-22

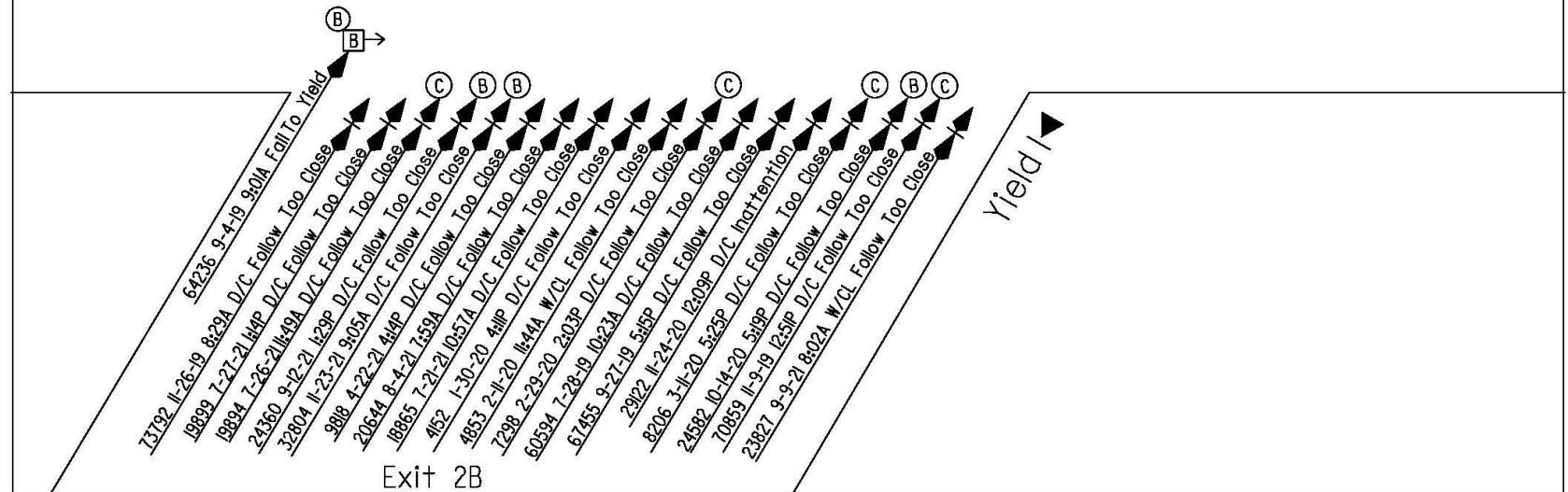
Saco

Node: 57538

Study Period: 2019-2021

of Crashes: 19 / CRF: 4.36

Rte. 1/Main St.



Road Safety Audit (PACTS)

Saco, ME Route 1 and Route 5 Road Safety Audit Report

Virtual RSA meeting: 11/13/2020, Field review: 12/7/2020

Prepared by



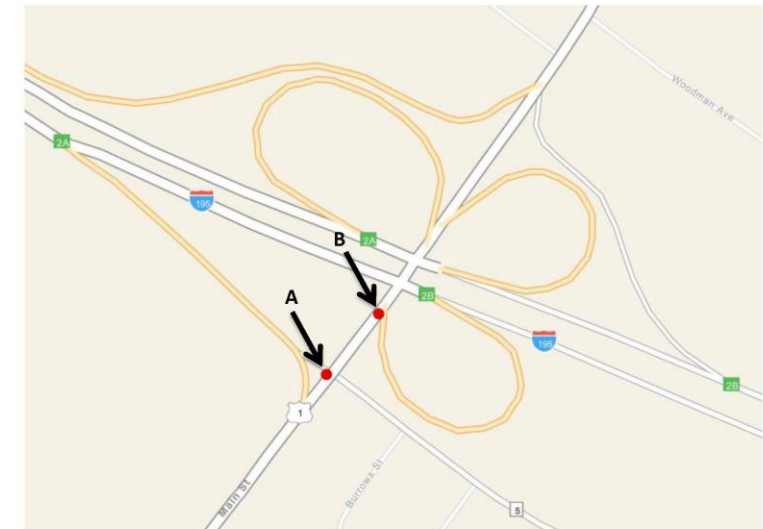
Issued on: 06/30/2021

INTRODUCTION

Background

VHB is under contract with the Portland Area Comprehensive Transportation System (PACTS) to prepare desktop assessments for 24 High Crash Locations (HCLs) within the PACTS region. After the desktop review process, 10 of these 24 sites were selected for field review and further investigation. The Route 1 and Route 5 intersections were some of the sites selected for field review.

This RSA took place across two meetings, a virtual RSA meeting on 11/13/2020 and a field review on 12/7/2020.



Overview showing the Route 1 and Route 5 high crash locations.

RSA SITE LOCATIONS

This assessment considers two major intersections along the Route 1 corridor in Saco that provide connections from I-195:

- A. Intersection of Route 1 and Route 5:** There are three different roadways that intersect at this signalized intersection. Route 1 extends through the intersection while both Route 5 and the I-

Road Safety Audit (PACTS)

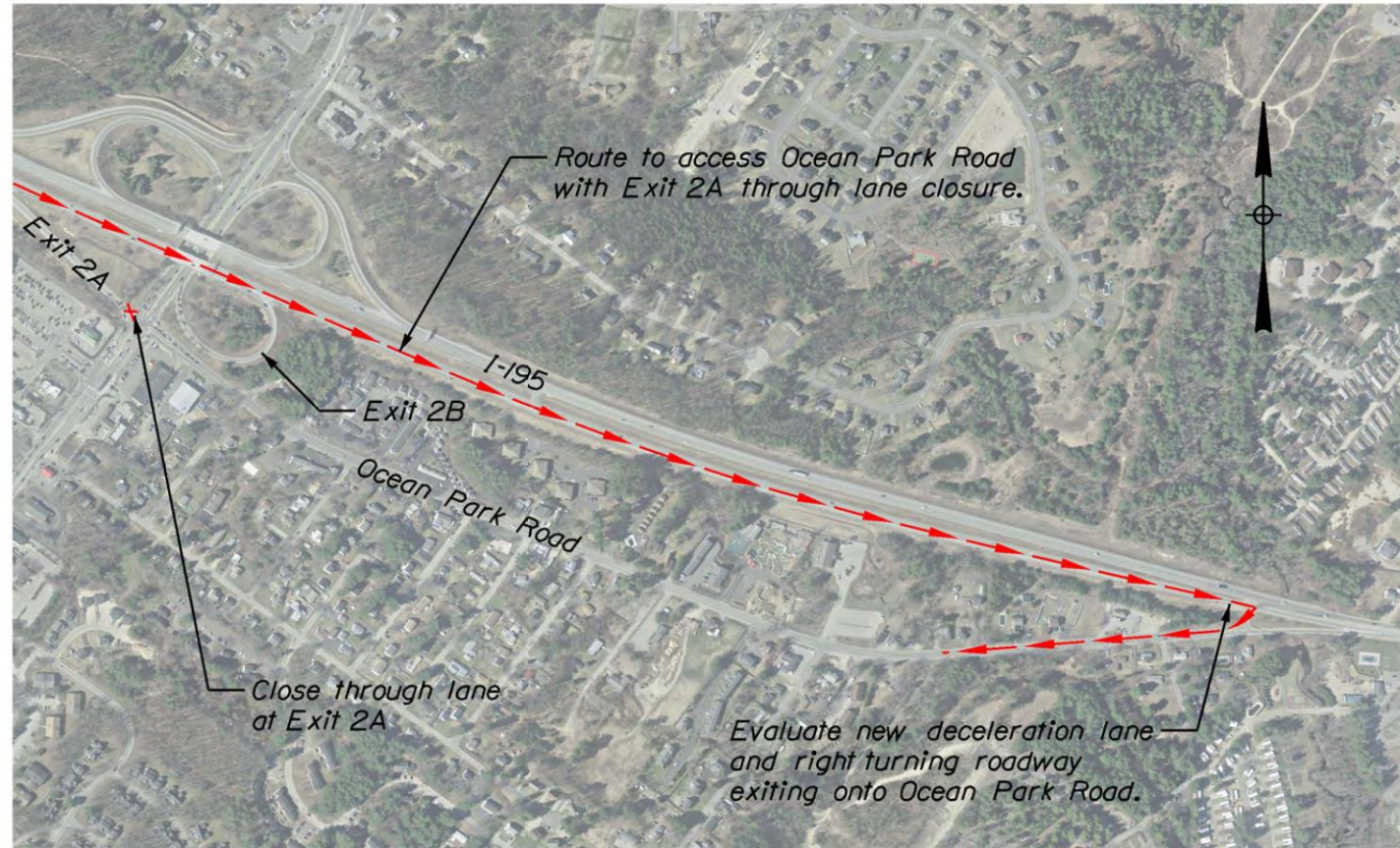


Figure 1: Reroute Exit 2A through traffic down I-195 to Ocean Park Road.



Final Report

- Final Concepts
- Costs
- Evaluation Matrix
- Final Recommendations

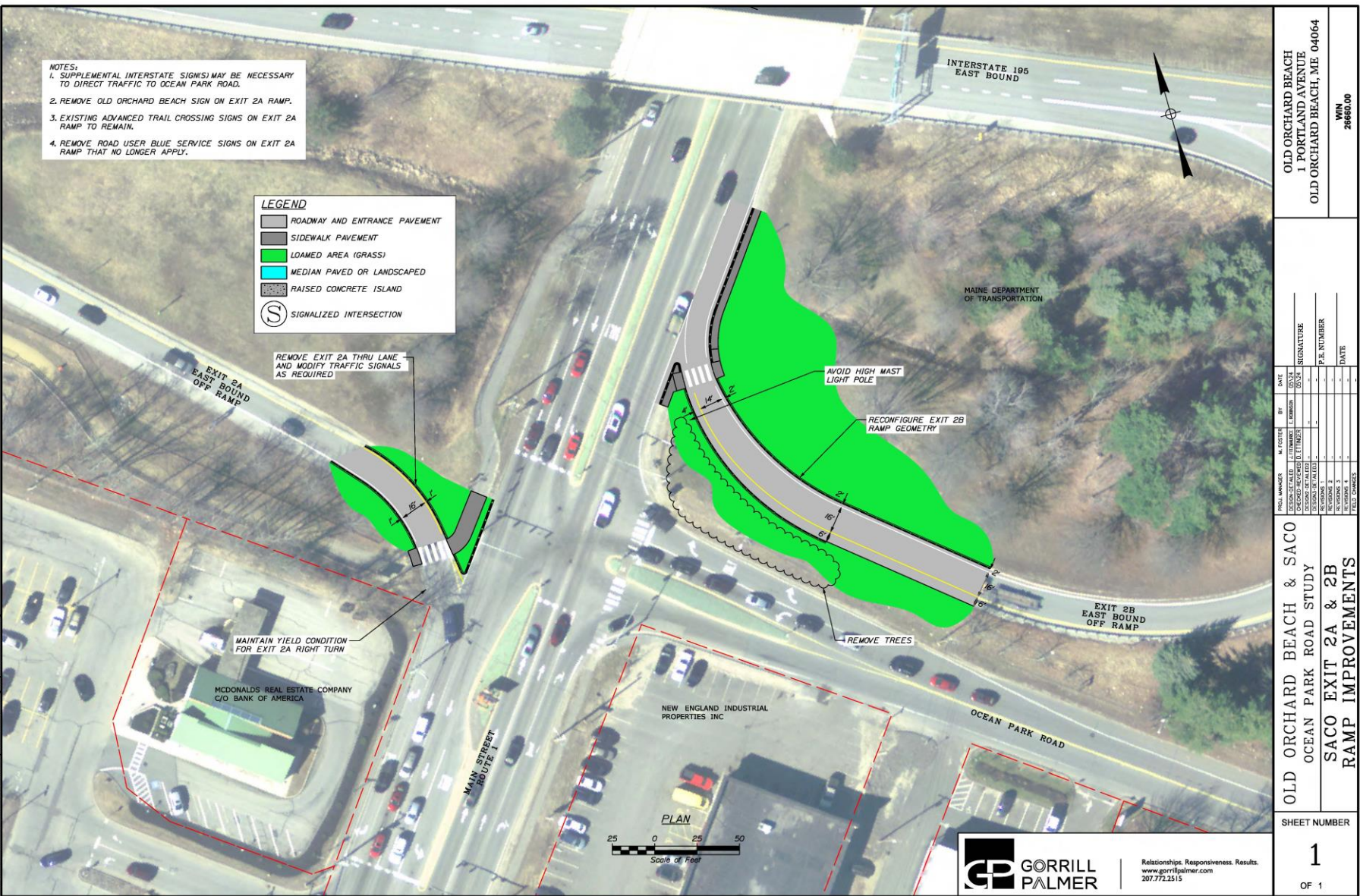


Interstate 195 & Ocean Park Road Feasibility Study
Planning Partnership Initiative, WIN 26660.00
Old Orchard Beach & Saco, Maine

FINAL REPORT
November 27, 2024



Date: 5/27/2024
 Username: Mike.Cundiff
 Division: HIGHWAY
 Filename: ...:\00\Highway\001_RPPlan01.dgn
 U:\405-1-95 & Ocean Park Road Study\2 - CAD\00\Highway\001_RPPlan01.dgn



NOTES:
 1. SUPPLEMENTAL INTERSTATE SIGNS MAY BE NECESSARY TO DIRECT TRAFFIC TO OCEAN PARK ROAD.
 2. REMOVE OLD ORCHARD BEACH SIGN ON EXIT 2A RAMP.
 3. EXISTING ADVANCED TRAIL CROSSING SIGNS ON EXIT 2A RAMP TO REMAIN.
 4. REMOVE ROAD USER BLUE SERVICE SIGNS ON EXIT 2A RAMP THAT NO LONGER APPLY.

LEGEND

	ROADWAY AND ENTRANCE PAVEMENT
	SIDEWALK PAVEMENT
	LOADED AREA (GRASS)
	MEDIAN PAVED OR LANDSCAPED
	RAISED CONCRETE ISLAND
	SIGNALIZED INTERSECTION

OLD ORCHARD BEACH 1 PORTLAND AVENUE OLD ORCHARD BEACH, ME 04064 WIN 26660.00															
<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>REVISION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>05/24</td> <td></td> <td></td> </tr> </tbody> </table>	NO.	DATE	BY	REVISION	1	05/24			<table border="1"> <thead> <tr> <th>SIGNATURE</th> <th>P.E. NUMBER</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	SIGNATURE	P.E. NUMBER	DATE			
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1	05/24														
SIGNATURE	P.E. NUMBER	DATE													
OLD ORCHARD BEACH & SACO OCEAN PARK ROAD STUDY SACO EXIT 2A & 2B RAMP IMPROVEMENTS															
SHEET NUMBER 1 OF 1															

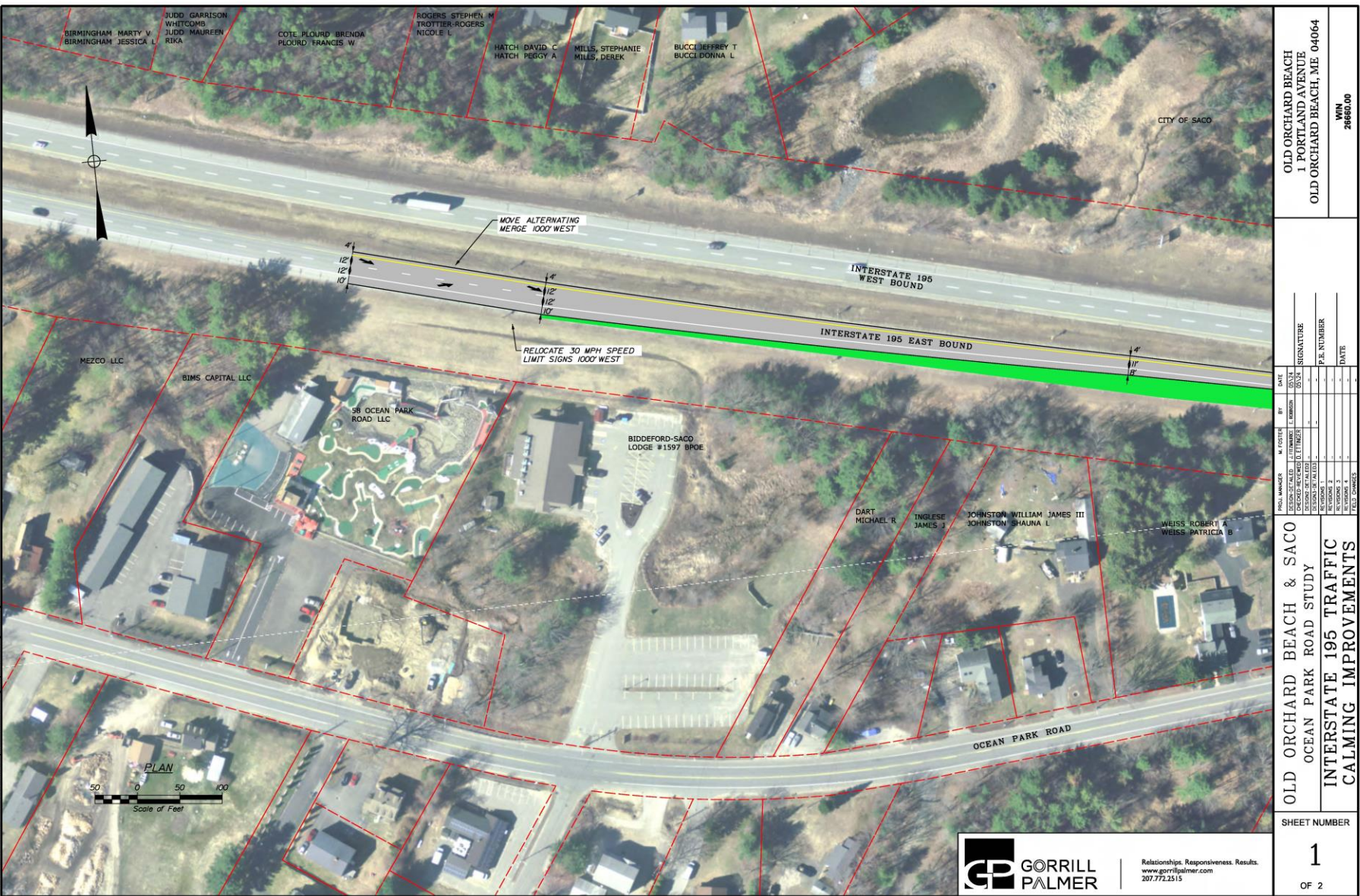
Concepts

- Safety Improvements
- Intersection Improvements
- Improve Confusing Geometry
- Pedestrian / Bike Accommodations
- Traffic Calming
- Access Management
- Pedestrian Connectivity
- Gateway Opportunity



Saco, Main Street

File name: ...:\00\Highway\002_MergePlan.dgn
 Division: HIGHWAY
 Username: Mike.Cundiff
 Date: 5/21/2024



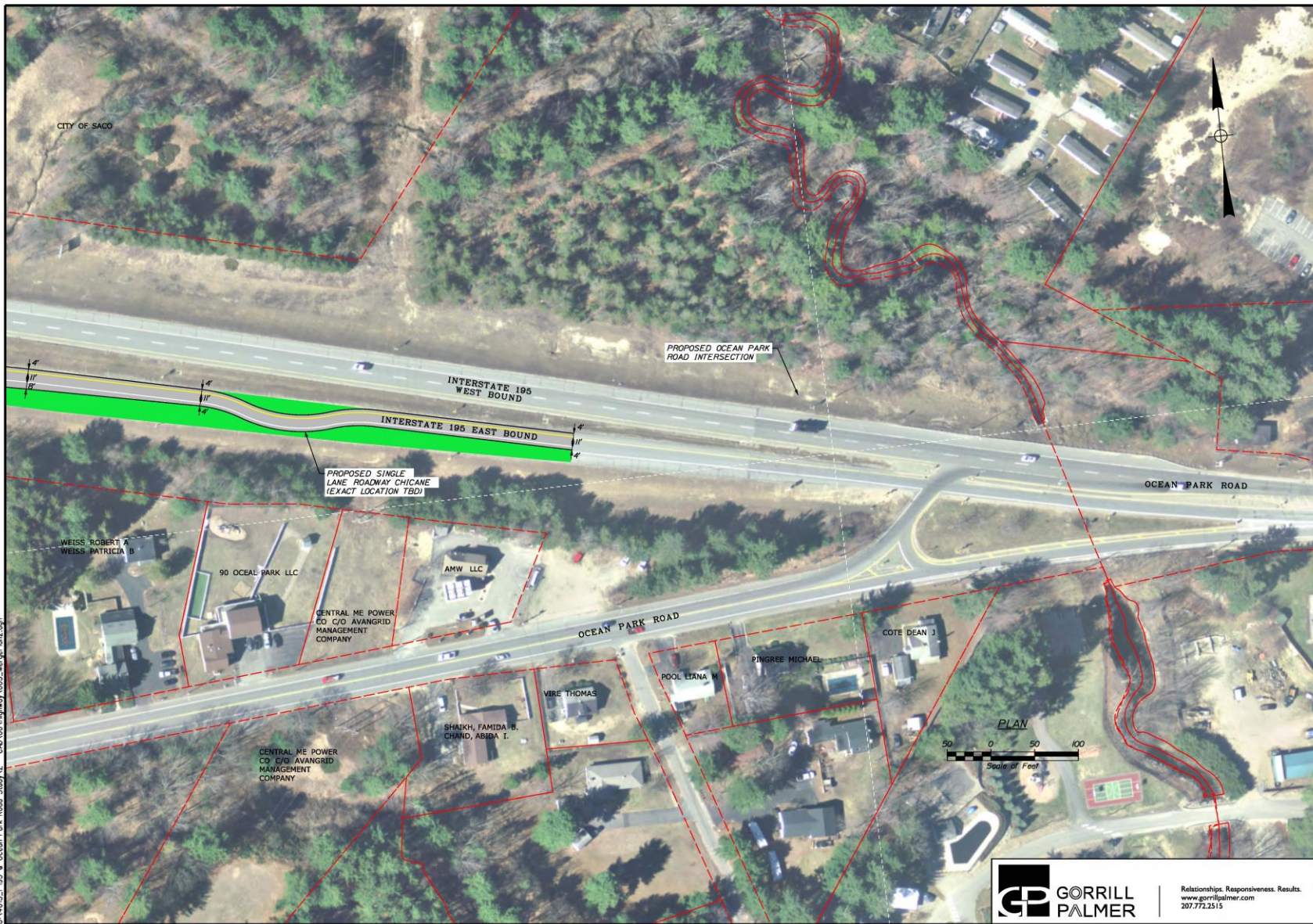
OLD ORCHARD BEACH 1 PORTLAND AVENUE OLD ORCHARD BEACH, ME 04064 WIN 26660.00																	
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OLD ORCHARD BEACH & SACO OCEAN PARK ROAD STUDY INTERSTATE 195 TRAFFIC CALMING IMPROVEMENTS																	
SHEET NUMBER 1 OF 2																	

GORRILL PALMER
 Relationships. Responsiveness. Results.
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 207.772.2515

Concepts

- Safety Improvements
- Intersection Improvements
- Improve Confusing Geometry
- Pedestrian / Bike Accommodations
- Traffic Calming
- Access Management
- Pedestrian Connectivity
- Gateway Opportunity

Filename: ...:\00\Highway\003_MergePlan2.dgn
 Division: HIGHWAY
 Username: Mike.Curdiff
 Date: 5/21/2024



OLD ORCHARD BEACH 1 PORTLAND AVENUE OLD ORCHARD BEACH, ME 04064 WIN 26660.00		DATE: 05/24 BY: [Signature] CHECKED/REVISED: [Signature] DESIGNED/IN CHARGE: [Signature] P.L. NUMBER: [Blank] DATE: [Blank]
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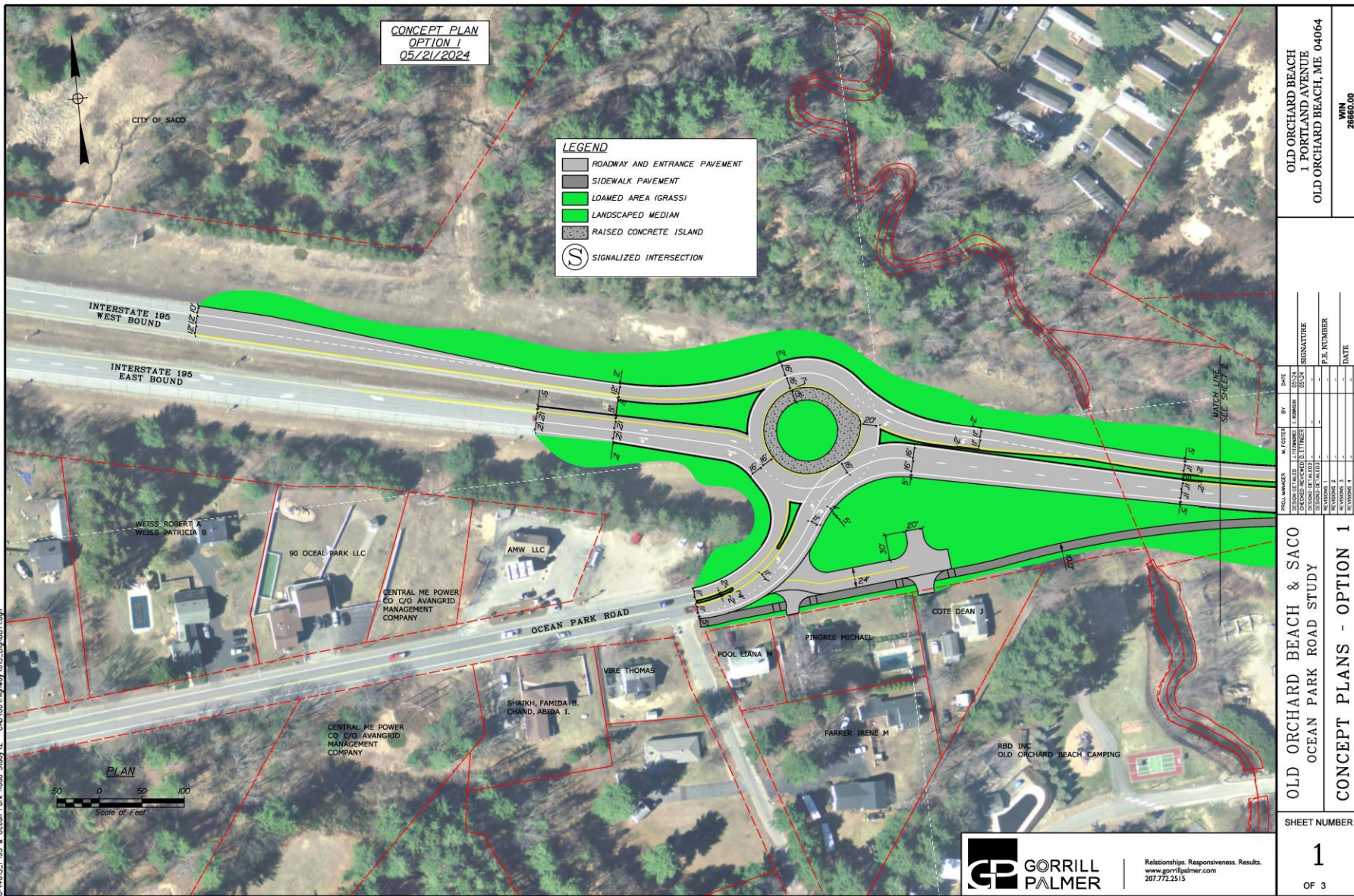
Concepts

- Safety Improvements
- Intersection Improvements
- Improve Confusing Geometry
- Pedestrian / Bike Accommodations
- Traffic Calming
- Access Management
- Pedestrian Connectivity
- Gateway Opportunity



Interstate 195

Date: 5/23/2024
 Username: Mike.Curdill
 Division: HIGHWAY
 Filename: ...:\00\Highway\013_Big\0011.dgn
 User: ...:\00\Highway\013_Big\0011.dgn



CONCEPT PLAN
 OPTION 1
 05/21/2024

LEGEND

- ROADWAY AND ENTRANCE PAVEMENT
- SIDEWALK PAVEMENT
- LANDED AREA (GRASS)
- LANDSCAPED MEDIAN
- RAISED CONCRETE ISLAND
- SIGNALIZED INTERSECTION

OLD ORCHARD BEACH 1 PORTLAND AVENUE OLD ORCHARD BEACH, ME 04064 WIN 26660.00	
PROJECT NO. DESIGN/STANDARD CHECKED/REVISED DATE DESIGNER DATE	DATE SIGNATURE P.P. NUMBER DATE
SHEET NUMBER 1 OF 3	CONCEPT PLANS - OPTION 1

Concepts

- Safety Improvements
- Intersection Improvements
- Improve Confusing Geometry
- Pedestrian / Bike Accommodations
- Traffic Calming
- Access Management
- Pedestrian Connectivity
- Gateway Opportunity



Ocean Park Road



INTERSTATE 195 AND OCEAN PARK RD | CURRENT CONDITION

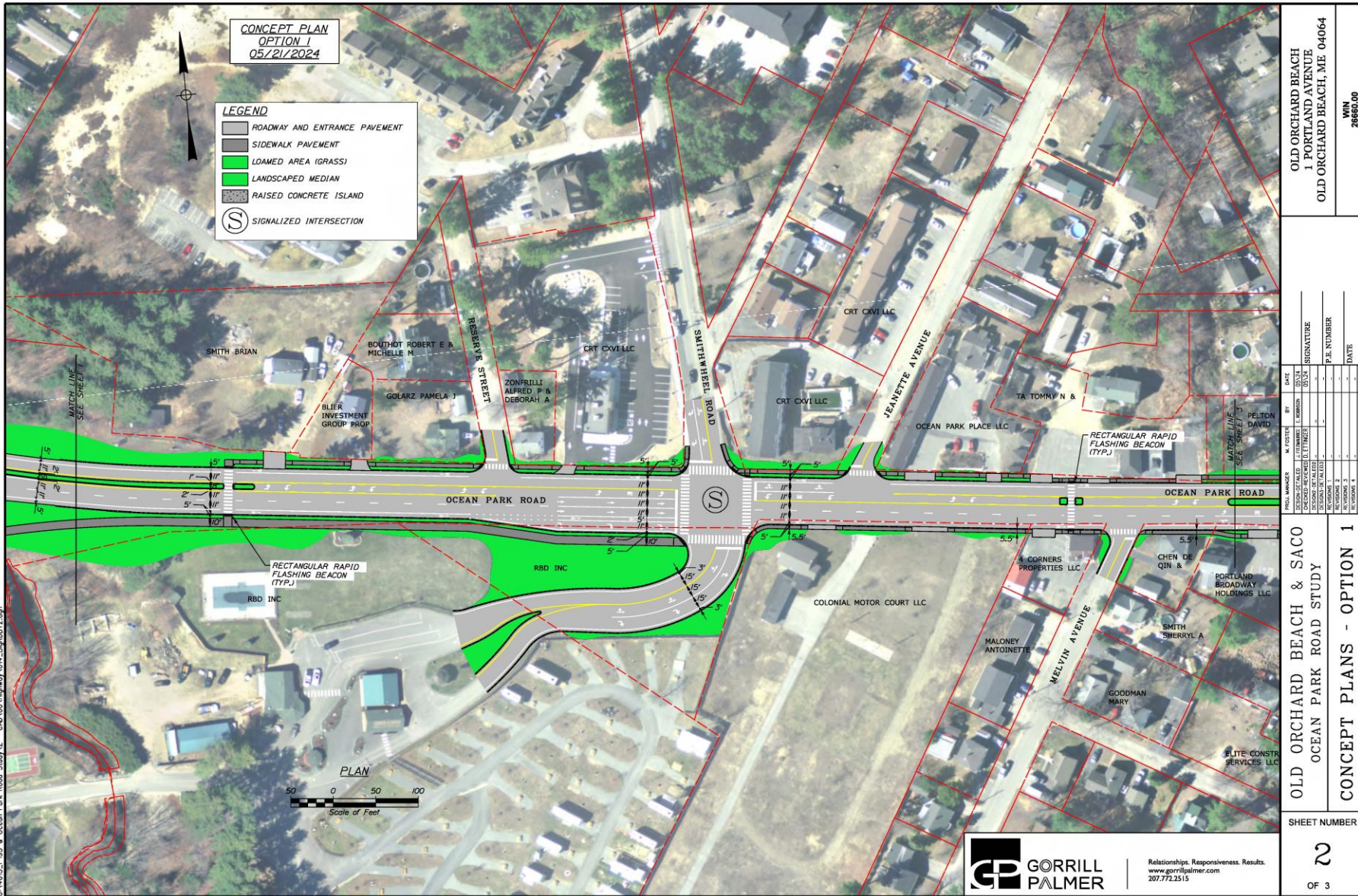
ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



INTERSTATE 195 AND OCEAN PARK RD | PROPOSED ROUNDABOUT

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

Filename: ...:\00\Highway\014_Big00B12.dgn
 Division: HIGHWAY
 Username: Mike.Cundiff
 Date: 5/23/2024



Concepts

- Safety Improvements
- Intersection Improvements
- Improve Confusing Geometry
- Pedestrian / Bike Accommodations
- Traffic Calming
- Access Management
- Pedestrian Connectivity
- Gateway Opportunity



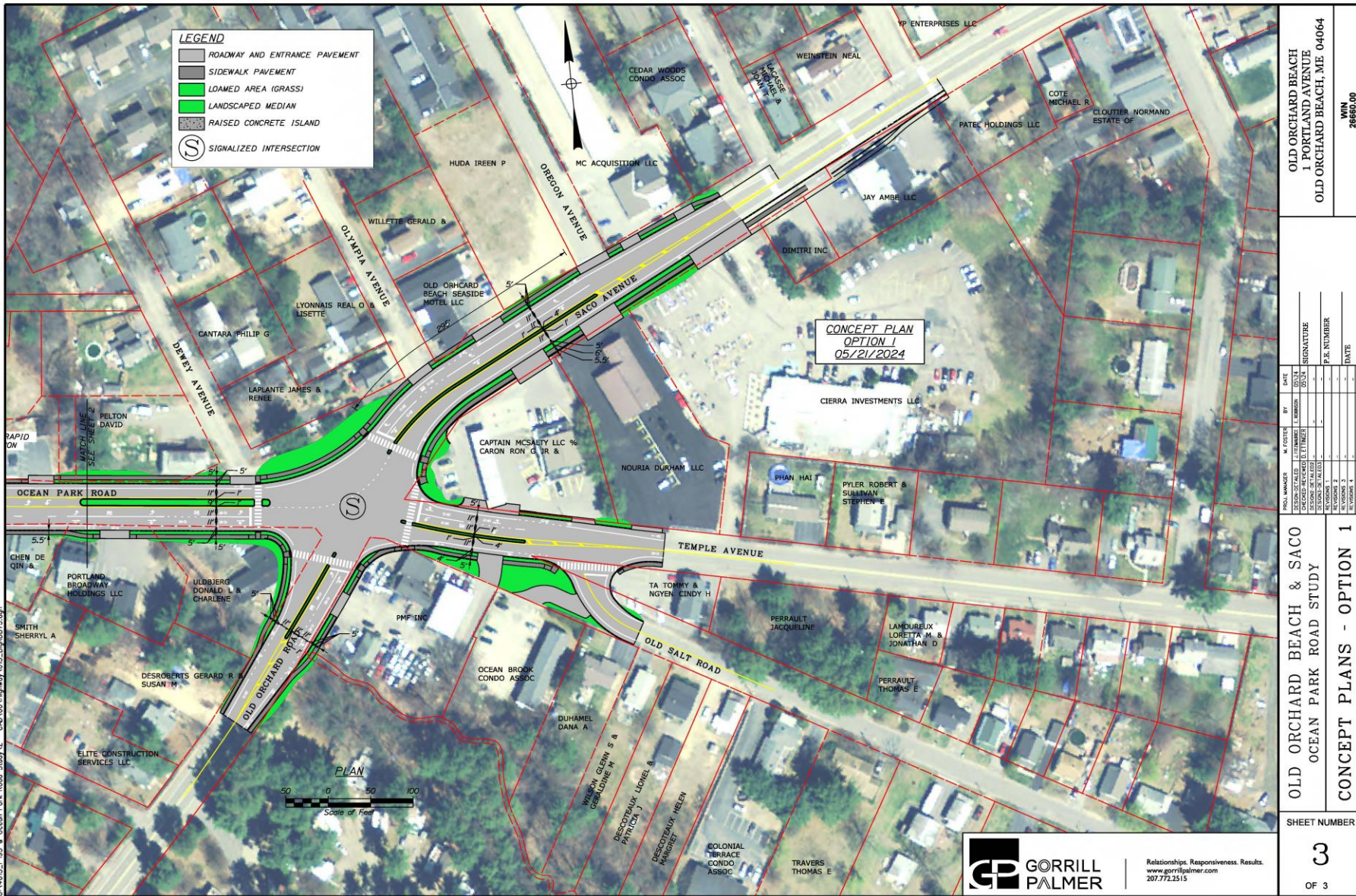
SMITHWHEEL RD AND OCEAN PARK RD | CURRENT CONDITION

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



SMITHWHEEL RD AND OCEAN PARK RD | PROPOSED INTERSECTION

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



Concepts

- Safety Improvements
- Intersection Improvements
- Improve Confusing Geometry
- Pedestrian / Bike Accommodations
- Traffic Calming
- Access Management
- Pedestrian Connectivity
- Gateway Opportunity



OCEAN PARK RD, SACO AVE, AND TEMPLE AVE | CURRENT CONDITION

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



OCEAN PARK RD, SACO AVE, AND TEMPLE AVE | PROPOSED INTERSECTION

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

Job Number: 4015
 MaineDOT WIN: 26660.00
 Project Location: OOB & Saco, Ocean Park Road Study
 Comments: Planning Level Cost Estimates

From: Gorriil Palmer
 Date: 8/28/2024

Calculated By: M Cundiff
 Checked By: D Ettinger
 Reviewed By:

- Notes:
1. Planning level cost estimates.
 2. Costs calculated for major pay items only. Contingency provided for remaining items.
 3. Costs based on planning graphics dated 5/21/2024.
 4. Total costs include construction, engineering, right of way, and inspection costs.
 5. Excludes utility, environmental, and geotechnical costs.
 6. Assumes 1.5" mill and pavement overlay for roadway core (20' width).
 7. Assumes full depth reconstruction (6" HMA & 24" Gravel) outside core.
 9. Assumes granite curbing, closed drainage, and bituminous sidewalks/pathways.
 8. Assumes 4" pavement and 18" gravel on local roads.
 9. All options include I-195 traffic calming (chicane) work.
 10. Assumes granite curbing, closed drainage, and bituminous sidewalks/pathways.

ROAD DESCRIPTION: Roundabout - Option 1

Item	Item Description	Unit	Unit Price	Quantity	Cost
202.202	REMOVE PAVEMENT SURFACE	SY	\$100.00	3800	\$380,000.00
203.20	COMMON EXCAVATION	CY	\$25.00	28700	\$717,500.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	\$45.00	22600	\$1,017,000.00
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE	T	\$200.00	11600	\$2,320,000.00
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	T	\$350.00	410	\$143,500.00
502.342	STR. CONCRETE ROADWAY, TRUCK APRON	CY	\$800.00	130	\$104,000.00
604.00	CATCH BASINS	EA	\$5,000.00	36	\$180,000.00
605.00	UNDERDRAIN	LF	\$90.00	6700	\$603,000.00
609.11	VERTICAL CURB TYPE 1	LF	\$60.00	5300	\$318,000.00
609.34	SLOPE CURB TYPE 5	LF	\$75.00	3300	\$247,500.00
609.341	SLOPE CURB TYPE 5 - TRUCK APRON	LF	\$250.00	350	\$87,500.00
621.00	LANDSCAPING	LS	\$300,000.00	1	\$300,000.00
634.00	LIGHTING	LS	\$1,000,000.00	1	\$1,000,000.00
643.00	TRAFFIC SIGNAL	LS	\$350,000.00	2	\$700,000.00
652.00	TRAFFIC CONTROL	LS	\$300,000.00	1	\$300,000.00
652.38	FLAGGERS	HR	\$50.00	8000	\$400,000.00
659.10	MOBILIZATION	LS	\$1,000,000.00	1	\$1,000,000.00

SUBTOTAL = \$9,818,000.00
25% CONTINGENCY = \$2,454,500.00
CONSTRUCTION TOTAL = \$12,272,500.00
SAY = \$12,270,000.00

ENGINEERING (10% CONST) = \$1,227,000.00
INSPECTION (10% CONST) = \$1,227,000.00
RIGHT OF WAY = \$1,200,000.00
PROJECT COST TOTAL = \$15,924,000.00
SAY = \$15,930,000.00

ROAD DESCRIPTION: Saco Ramp Improvements

Item	Item Description	Unit	Unit Price	Quantity	Cost
202.202	REMOVE PAVEMENT SURFACE	SY	\$100.00	0	\$0.00
203.20	COMMON EXCAVATION	CY	\$25.00	1000	\$25,000.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	\$45.00	750	\$33,750.00
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE	T	\$200.00	400	\$80,000.00
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	T	\$350.00	20	\$7,000.00
502.342	STR. CONCRETE ROADWAY, TRUCK APRON	CY	\$800.00	0	\$0.00
604.00	CATCH BASINS	EA	\$5,000.00	4	\$20,000.00
605.00	UNDERDRAIN	LF	\$90.00	400	\$36,000.00
609.11	VERTICAL CURB TYPE 1	LF	\$60.00	200	\$12,000.00
609.34	SLOPE CURB TYPE 5	LF	\$75.00	500	\$37,500.00
609.341	SLOPE CURB TYPE 5 - TRUCK APRON	LF	\$250.00	0	\$0.00
621.00	LANDSCAPING	LS	\$300,000.00	0	\$0.00
634.00	LIGHTING	LS	\$1,000,000.00	0	\$0.00
643.00	TRAFFIC SIGNAL	LS	\$350,000.00	0	\$0.00
652.00	TRAFFIC CONTROL	LS	\$50,000.00	1	\$50,000.00
652.38	FLAGGERS	HR	\$50.00	1500	\$75,000.00
659.10	MOBILIZATION	LS	\$50,000.00	1	\$50,000.00

SUBTOTAL = \$426,250.00
25% CONTINGENCY = \$106,562.50
CONSTRUCTION TOTAL = \$532,812.50
SAY = \$530,000.00

ENGINEERING (10% CONST) = \$53,000.00
INSPECTION (10% CONST) = \$53,000.00
RIGHT OF WAY = \$0.00
PROJECT COST TOTAL = \$636,000.00
SAY = \$640,000.00

ROAD DESCRIPTION: Dewey Ave Improvements (option 3)

Item	Item Description	Unit	Unit Price	Quantity	Cost
202.202	REMOVE PAVEMENT SURFACE	SY	\$100.00	0	\$0.00
203.20	COMMON EXCAVATION	CY	\$25.00	1100	\$27,500.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	\$45.00	850	\$38,250.00
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE	T	\$200.00	400	\$80,000.00
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	T	\$350.00	0	\$0.00
502.342	STR. CONCRETE ROADWAY, TRUCK APRON	CY	\$800.00	0	\$0.00
604.00	CATCH BASINS	EA	\$5,000.00	6	\$30,000.00
605.00	UNDERDRAIN	LF	\$90.00	200	\$18,000.00
609.11	VERTICAL CURB TYPE 1	LF	\$60.00	0	\$0.00
609.34	SLOPE CURB TYPE 5	LF	\$75.00	0	\$0.00
609.341	SLOPE CURB TYPE 5 - TRUCK APRON	LF	\$250.00	0	\$0.00
621.00	LANDSCAPING	LS	\$20,000.00	1	\$20,000.00
634.00	LIGHTING	LS	\$1,000,000.00	0	\$0.00
643.00	TRAFFIC SIGNAL	LS	\$350,000.00	0	\$0.00
652.00	TRAFFIC CONTROL	LS	\$50,000.00	0	\$0.00
652.38	FLAGGERS	HR	\$50.00	600	\$30,000.00
659.10	MOBILIZATION	LS	\$30,000.00	1	\$30,000.00

SUBTOTAL = \$273,750.00
25% CONTINGENCY = \$68,437.50
CONSTRUCTION TOTAL = \$342,187.50
SAY = \$340,000.00

ENGINEERING (10% CONST) = \$34,000.00
INSPECTION (10% CONST) = \$34,000.00
RIGHT OF WAY = \$200,000.00
PROJECT COST TOTAL = \$608,000.00
SAY = \$610,000.00



Costs

Evaluation Matrix

- Traffic Operations
- Safety
- Traffic Calming
- All Modes of Transportation
- Weave, Smithwheel Road Access, Halfway Intersection
- Costs and Impacts
- Meet Purpose & Need

Old Orchard Beach / Saco, Ocean Park Road Study
WIN 26660.00
EVALUATION MATRIX

CRITERIA	Option 1 Roundabout at end of I-195	Option 2 Signal at end of I-195	Option 3 Unsignalized at end of I-195	No Build Do Nothing
Traffic Operations (LOS) (I-195/Smithwheel/Halfway)	LOS A/A/C	LOS C/A/C	LOS A/A/C	LOS A/A/F
Improves Accessibility (all Modes)	Yes	Yes	Yes	No
Addresses High Crash Locations (HCL)	Yes	Yes	Yes	No
Improves Safety (vehicles)	Safest	Less than Option 1	Less than Option 2	No
Improves Safety (pedestrians, bicycles)	Less than Option 2	Safest	Less than Option 1	No
Addresses Speed Concerns (from I-195)	Best	Less than Option 1	No	No
Improves Confusing Geometry (Halfway)	Yes	Yes	Yes	No
Improves Smithwheel Road Access	Yes	Yes	Yes	No
Improves Weave (I-195 to Smithwheel)	Yes	Yes	Better than No Build	No
Avoids Confusing Geometry (End of I-195)	Multilane Roundabout	Best	Similar to No Build	No
Property Impacts	All Options Same	All Options Same	All Options Same	None
Gateway Opportunities	Yes	Less than Option 1	Less than Option 2	No
Total Project Costs (Construction, PE, CE, ROW)	\$15.9M	\$16.0M	\$15.4M	None
Meets Purpose & Need	Yes	Yes	No	No

RECOMMENDATION: Option 1, Roundabout at the end of Interstate 195

Final Recommendations

- Roundabout Option
- Saco, Main Street
- Remove Right Turn Lane into Campground
- Turning Movements at Old Salt Road, Campground Entrance & Smithwheel
- Short Term Safety Improvements
- Revisit Roundabout Configuration, Consider Separating WB Traffic with a Median

Additional Comments

There are two transit stops along the Ocean Park Road corridor, one eastbound and one westbound. Both transit stops shall be maintained in the proposed design. Unfortunately, there is not enough right of way space to provide for separated transit facilities and buses are expected to use the shoulders and travel lane at the stop locations.

The concept plans show a dedicated right turn lane into the campground entrance on all concepts. The study team has reviewed the traffic operations with or without a right turn lane and found no noticeable difference in operations. It is the recommendation of this study team to remove the right turn lane into the campground and instead provide a thru-right lane in the eastbound direction on Ocean Park Road. This change will reduce the crosswalk distance for pedestrians.

The intersection layout for the relocated campground entrance should be designed to accommodate a fire truck and large campers without encroaching into opposing lanes.

The Old Salt Road intersection with Temple Ave should be designed to accommodate a delivery truck without encroachment into the opposing lanes.

There are existing overhead signs on Ocean Park Road eastbound near the Smithwheel Road intersection that should be relocated closer to the Halfway intersection. Those sign messages are “Old Orchard Beach (left)” and Ocean Park & Saco (thru right).” The size of the signs should be increased when they are replaced.

Signing is recommended at the exit drive for the Golden Nozzle Car Wash (located on Saco Ave opposite Oregon Ave) to restrict left turn movements. The raised center median on Saco Ave will discourage left turn movements, but signage should be installed to

reinforce this restriction. Safety concerns exist if left turn movements are allowed.

Bike signage (W11-1 and “STATE LAW: 3 FEET MIN TO PASS BICYCLES OR PEDESTRIANS”) is recommended at the termination of bike lanes on all legs of the selected option.

Bike signage (“BICYCLES MAY USE FULL LANE”) is recommended on approaches to the intersections to reinforce the shared lane markings.

Raised crosswalks to slow traffic and improve yield compliance at pedestrian crossings should be considered and discussed during the design process. The study team understands that vertical traffic calming is permitted per the Maine DOT design guidance however study team also understands that challenges may exist for operators of truck/trailer/camper combinations as well as emergency responders to navigate vertical traffic calming features.

A five second lead pedestrian interval (LPI) is recommended for the traffic signal timings. This would allow time for pedestrians to enter the crosswalk before turning vehicles are allowed to proceed.

The design phase should consider implementation of stormwater treatment to minimize potential impacts to the Goosefare Brook and its tributaries. Treatments options may include bioretention cells, tree filters, etc.

A shared use pathway is proposed from Ocean Park Road in Saco to the Smithwheel Road intersection. As redevelopment occurs along the corridor, it is recommended that the shared use pathway be extended from the Smithwheel Road intersection to the Halfway intersection.

Consideration for separating the westbound traffic on Ocean Park Road entering I-195 with a median in the roundabout option should be investigated during the design phase.

Next Steps

- Funding & Partnering Opportunities with MaineDOT, Saco, Old Orchard Beach
- Design Phase
- Construction Phase

