

Gorham By-Pass Q & A

1. *What is the history of the Gorham By-Pass?*

The Gorham By-Pass was originally discussed by the community during the 1950s and was included in the Town's 1960 Comprehensive Plan. Since then, there have been sixteen studies involving the Gorham By-Pass. The most recent study was requested by the Town and done under the direction of the Maine Department of Transportation to comply with comprehensive federal environmental laws. The initial public meeting for the study took place in July 1999 and over 21 public meetings were eventually held from mid 1999 to early 2002. The study cost in excess of \$1 million and is now completed.

2. *How much did the study cost the Town?*

The Town contributed \$25,000 to the study. The balance of funding came from the Federal Government and State Government.

3. *What is the Gorham By-Pass?*

The Gorham By-Pass consists of two roads. The Southern Route starts on South Street (Route 114) between Waterhouse Road and Straw Road and travels northwesterly to Brandy Brook Hill (near Curves) on Route 25. The By-Pass will have a right-of-way of 200 feet and be a limited access road, meaning that direct access from abutting properties will not be allowed. It will have two 12-foot travel lanes and will be fenced. There will also be a Flaggy Meadow Road bridge to carry traffic over the bypass on the southerly route.

The Northern Route starts at Mosher's Corner (intersection of Routes 25 and 237) and travels northwesterly over Fort Hill Road and intersects with Route 25 just below Rust Road. Before construction can begin on the Northern Route, Congress will need to appropriate more funds for the project. Both roads are two-lane roads (1 lane in each direction) and combined are approximately 8.4 miles in length.

4. *Where will the money come from to build the By-Pass?*

Congress recently appropriated \$15,720,000 for the By-Pass project. There is also some additional funding in the Maine Department of Transportation budget. These funds are intended to construct the Southern Route first. Any money that remains after completion of the Southern Route would probably go towards starting the Northern Route. Additional money from Congress would be needed to complete the Northern Route.

5. *When will the project start?*

The State will likely start construction of the 3.4 mile bypass late next year.

6. *When will construction on the Northern Route begin?*

At this point, we don't know and couldn't provide even a reasonable or educated guess. Before construction can begin, Congress will need to appropriate more funds for the project.

7. *If I own property in the area of the By-Pass, what will happen?*

The DOT has confirmed that 40 properties will be affected. The list includes six houses and one business, which are directly in the proposed right of way. According to the MDOT, property owners will be offered fair market prices following real estate appraisals on their properties. In addition, those having to move would get money to help defer their moving expenses.

For more details about the acquisition process, please contact the Maine Department of Transportation in Augusta (telephone #207-624-3300) and ask for a copy of [The State of Maine: A Landowner's Guide to the Property Acquisition Process](#).

8. *Is there some place where I can view the Southern and Northern By-Pass Routes?*

Yes, there are large aerial photos with the Southern and Northern Routes posted in the hallway of the Municipal Center.

9. *I have heard talk about a turnpike toll road coming to Gorham. Is this related to the By-Pass?*

Yes, they are related. First, the purpose of the Gorham By-Pass is to reduce traffic in Gorham Village and improve traffic safety in the Village by diverting the large trucks currently making a turning movement at the Route 25/114 intersection in the Village onto the By-Pass. The By-Pass was not intended to solve another traffic congestion problem at the intersection of Routes 22/114.

A turnpike road that connects onto the By-Pass would reduce traffic congestion at the 22/114 intersection and other local roads and allow traffic to flow directly out to the turnpike.