

April 6, 2018

Mr. Jon Earle, PE  
Windham Town Engineer  
Town of Windham  
8 School Road  
Windham, ME 04062

**Subject: Route 302 Phasing Plan**

Dear Jon,

T.Y. Lin International (TYLI) is excited to present, to the Town of Windham (Town), the developed Phasing Plan for the further implementation of the Route 302 Improvements. The steps taken to the develop the phasing are discussed below.

## **I. COST UPDATE**

The first step in developing the phasing was updating the preliminary cost estimate. It had been almost two years since it was originally submitted. The estimate will serve as the basis to define what funding is necessary to implement the project. Therefore, current costs will help make sure the estimate is relevant and as useful as possible. The updated cost information was compiled from bid information from several recent local projects as well as recent MaineDOT bid histories. The costs were then compared against inflation adjusted prices. After the cost information was reviewed, the unit prices in the estimate were then updated.

## **II. RIGHT-OF-WAY COSTS**

The next step in developing the phasing was to develop an initial estimate for costs associated with right-of-way (ROW). This is quite challenging due to the number of dynamic variables that affect the ROW process. The development of the ROW costs began by reviewing the basic nature of the Route 302 Improvements. The Improvements are understood to be positive and would result in facilities that benefit the community, businesses, residents and visitors alike. Because of this it is assumed that there would be little resistance during the ROW process. It is also assumed that the majority of the Improvements would be constructed within the existing ROW. Where this is not possible and the improvements would infringe upon the existing ROW, easements would be needed. Those easement are expected to be primarily temporary easements and construction and maintenance easements. In these situations the owners would be entitled to just compensation. Based on the nature of the project and minimal anticipated impacts to the properties, modest costs are being carried for easement acquisitions. In addition to those costs, the ROW costs used for this estimate also include the ancillary costs associated with ROW research, mapping, negotiations and other miscellaneous tasks necessary to complete the ROW process. See Attachment-C for ROW Costs. These costs are based on the information currently available and project impacts known at this time. The values approximate and may vary depending on the nature of the research and negotiations for each parcel.

## **II. DEFINE PHASES**

The last step was the definition of the phases. The primary goal for the phasing was to break the overall project into logical segments, which would be more feasible to fund and therefor construct. The idea is that once the initial phase is funded and constructed, this would build momentum for additional funding and construction of subsequent phases.

*An Affirmative Action / Equal Opportunity Employer M/F/D/V*

## a. PHASE DEFINITION

After reviewing the plans, logical locations to start and end construction, connectivity, safety and probability of certain segments being funded, the overall project was broken into eight phases. See Attachments A and B for definition and limits of these phases.

## b. SAFETY AND MOBILITY

A review of the transportation benefits from implementation of the improvements was qualified according to safety, mobility, and multi-modal benefits. We have summarized quantitative and qualitative metrics for each of the proposed phases. Safety benefits were based upon the most recent available MaineDOT crash data (2014-2016).

### Phase 1

**Safety** – this location is designated as High Crash Location (42 crashes/CRF = 1.03) and would benefit from intersection enhancement. Of the 42 reported crashes, several were rear-end collision caused by vehicles stopping/slowing to make turns. Key improvement elements that would enhance safety include:

- Several driveways will be narrowed including Republicash; Amato's; and 725 Roosevelt.
- The driveway to Cross Insurance will be closed. This driveway is located within the functional area of the intersection.

**Mobility** – No significant mobility benefits are expected. However, pedestrian facility connectivity will reduce the need for automobile travel between land uses.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed. Current conditions are very unsafe for pedestrians.

- Extend the proposed Route 35 sidewalk to the intersection for crossings.
- Currently pedestrians can't safely cross the intersection from the northwest quadrant of the intersection. New crosswalks and supporting signal equipment will be added on the northerly Route 302 and Route 35 approaches.
- One crash involved a pedestrian and the unexpected nature of someone crossing the street.

### Phase 2

**Safety** – this location is designated as High Crash Location (39 crashes/CRF = 2.21) and would benefit from roadway enhancement. Key improvements elements that would enhance safety include:

- Several driveways will be narrowed including TD Bank; and Maine Pawn Jewelry.
- The driveway to Bank of America will be closed. This driveway is located within the functional area of the intersection.
- The majority of crashes involved driveway movements (Many involved vehicles turning into TD Bank – the driveway being closed).

**Mobility** – Some mobility benefits are expected. The project includes full replace of the traffic signal from span wire to mast arm. This would allow for video detection and improved signal head visibility and most importantly enhanced signal timing. Pedestrian facility connectivity will improve and reduce the need for automobile travel.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed. Current conditions provide pedestrian facilities on the east side of Route 302 only and the Shaw's Plaza and northbound Route 302 approaches do not have crosswalks.

- A sidewalk will be added on the west side of Route 302.
- Currently pedestrians can't safely cross Shaw's Drive and the northerly leg of Route 302.

### **Phase 3**

**Safety** – this location is not designated as High Crash Location (18 crashes/CRF = 0.93) but would still benefit from roadway enhancement (it is close to being a HCL). Key improvements elements that would enhance safety include:

- The McDonald's driveway will be narrowed/modified.
- Driveways to Evergreen Credit Union and the vacant Restaurant on the opposite side will be closed.

**Mobility** – Some mobility benefits are expected. The project includes full replace of the traffic signal at Landing Road from span wire to mast arm. This would allow for video detection and improved signal head visibility and most importantly enhanced signal timing. Pedestrian facility connectivity will improve and reduce the need for automobile travel.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed. Current conditions provide pedestrian facilities on the east side of Route 302 only and the Landing Road and northbound Route 302 approaches do not have crosswalks.

- A sidewalk will be added on the west side of Route 302.
- Currently pedestrians can't safely cross Landing Road and the northerly leg of Route 302.
- The channelize right lane into the Windham Mall will be controlled by the signal for safer pedestrian crossings.

### **Phase 4**

**Safety** – this location is not designated as High Crash Location (12 crashes/CRF = 0.98) but would still benefit from roadway enhancement (it is close to being a HCL). Key improvements elements that would enhance safety include:

- CITGO; and Dyer & Harrison driveways will be narrowed/modified.

**Mobility** – Some mobility benefits are expected. The project includes full replace of the traffic signal at Franklin Drive from span wire to mast arm. This would allow for video detection and improved signal head visibility and most importantly enhanced signal timing. Pedestrian facility connectivity will improve and reduce the need for automobile travel.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed. Current conditions provide pedestrian facilities on the east side of Route 302 only and no facilities to cross Route 302 are provided.

- A sidewalk will be added on the west side of Route 302.
- Currently pedestrians can't safely cross Route 302. A crosswalk will be added.

### **Phase 5**

**Safety** – this location is designated as High Crash Location (59 crashes/CRF = 1.68) and would benefit from roadway enhancement. Key improvements elements that would enhance safety include:

- Rose's; The Children's Adventure; and Fire Department driveways will be narrowed/modified.
- Several driveways will be closed including Lifetime Muffler; SunDeck; and Medical Reimbursement Service.

- Most crashes were related to movements entering and exiting driveways.

**Mobility** – Some mobility benefits are expected. The project includes full replace of the traffic signal at River Road from span wire to mast arm. This would allow for video detection and improved signal head visibility and most importantly enhanced signal timing. Pedestrian facility connectivity will improve and reduce the need for automobile travel.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed. Current conditions provide pedestrian facilities on the east side of Route 302 only. Manchester Elementary School is located in this area and this work enhances Safe Route to School initiatives.

- A sidewalk will be added on the west side of Route 302.
- Sidewalks on the east side will be improved to be fully ADA compliant.
- A crosswalk will be provided at River Road that will allow crossing of Route 302.

## **Phase 6**

**Safety** – this location is not designated as High Crash Location but would still benefit from roadway enhancement. Key improvements elements that would enhance safety include:

- 75 Tandberg TR, RTE 115 Business Park, 75 Tandberg TR and Patman's Redemption driveways will be narrowed/modified.

**Mobility** – No mobility benefits are expected.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed.

- A sidewalk will be added on the south side of Route 115.
- A crosswalk will be provided at Collins Pond Road that will allow crossing of Route 115.

## **Phase 7**

**Safety** – this location is not designated as High Crash Location but would still benefit from roadway enhancement. Key improvements elements that would enhance safety include:

- Pavement Striping

**Mobility** – No mobility benefits are expected.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed.

- A sidewalk will be added on the south side of Route 35.
- A crosswalk will be provided at Northwood Dr that will allow crossing of Route 35.
- A crosswalk will be provided at Northwood Dr that will allow crossing of Northwood Dr.
- Pedestrian lighting would be provided from Robin Lane Extending to Boody's Corner.

## **Phase 8**

**Safety** – this location is designated as High Crash Location (40 crashes with a segment CRF of 1.14) and would still benefit from roadway enhancement. Key improvements elements that would enhance safety include:

- Median Island provided in front of Homestead Mortgage Loans, Carpet Town, Hearing Aid Center and Portland Mattress.
- Pratt Abbot, Richards Boat Yard, and Mattress Town driveways will be narrowed/modified.

**Mobility** – No mobility benefits are expected.

**Multi-Modal Benefits** – Significant pedestrian improvements are proposed.

- A sidewalk will be added on the west side of Route 302.

#### IV. SUMMARY

The Phasing Plan divides the RTE 302 Improvements into eight phases. The cost for each of the eight phases is summarized in Attachment D. The average order of magnitude for each phase is 1 million dollars. At roughly \$1.6 million dollars Phase 5 has the highest cost and significantly higher than the other phases. However, the work for this phase is consistent along the length of the segment. Therefore this phase could easily be broken up into more phases based on length. Increase phasing would need to be weighed against the public's tolerance for increased number and duration of construction disruptions. Phase 3 is also slightly higher than the average phasing cost. This is largely due to the traffic signals and lighting in this segment. Phase 6 and 7 are substantially lower than the other phases. This can be attributed to smaller scopes of work for these segments. In each of these phases the work is primarily limited to addition of a sidewalk on one side of the road with ample ROW for construction for a significant length of the work. Also there is no landscaping in either of these sections and little to no lighting or signal work.

Several assumptions have been made in the development of these costs. These are noted in the footnotes on the Attachments as well as on the plans. We look forward to your input to further refine these assumptions and costs.

As specified in the scope we plan to meet with you to discuss the results further. At your convenience, please contact me at (207) 347-4354 or thomas.errico@tylin.com to schedule this meeting.

Sincerely,

A handwritten signature in black ink that reads "Thomas A. Errico". The signature is fluid and cursive, with "Thomas" on the first line and "A. Errico" on the second line.

T.Y. LIN INTERNATIONAL

Thomas A. Errico, PE

Senior Associate

# **ATTACHMENT - A**

**WINDHAM 21ST CENTURY MASTER PLAN IMPROVEMENTS - PHASING**

Windham, Maine

**PROJECT PHASING**

Based on May 31, 2016 Plans

Date 4/6/2018

PHASE	LOCATION	FROM	TO	INCLUDED FACILITIES	BEGIN STA	END STA
PHASE 1	BOODY'S CORNER	Boody's Cnrr (south)	Boody's Cnrr (north)	sidewalk, signals, street scape, lighting	48+25	59+50
PHASE 2	SHAW'S DRIVE	Boody's Cnrr (north)	Shaw's Drive	sidewalk, signals, street scape, lighting	59+50	68+00
PHASE 3	LANDING ROAD	Shaw's Drive	Landing Road	sidewalk, signals, street scape, lighting	68+00	80+00
PHASE 4	FRANKLIN DRIVE	Landing Road	Franklin Drive	sidewalk, signals, street scape, lighting	80+00	88+75
PHASE 5	RIVER ROAD TO BOODY'S CORNER	Franklin Drive	Boody's Corner (south)	sidewalk, signals, street scape, lighting	88+75	48+25
PHASE 6	ROUTE 115 - SOUTH SIDE	Boody's Corner (south)	RTE 115 - Collins Pond	sidewalk, ped xing	403+00	414+50
PHASE 7	ROUTE 35 - SOUTH SIDE	RTE 115 - Boody's Cnrr (east)	RTE 35 - Lamb St	sidewalk, ped xing	303+50	316+75
PHASE 8	FRANKLIN DRIVE TO WHITES BRIDGE ROAD	RTE 35 - Lamb St	Franklin Drive (north)	sidewalk, street scape	88+75	116+50

## Notes:

- 1 Stations rounded to nearest 25 for convenience. Exact limits to be determined in final design.

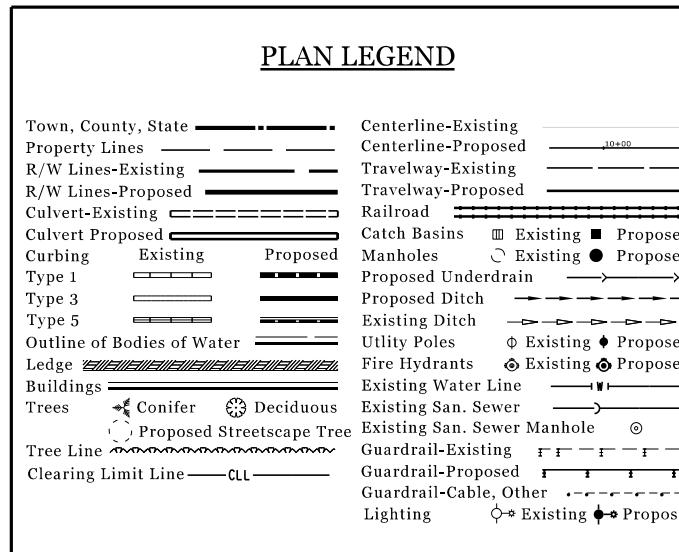
# **ATTACHMENT - B**

Date: 6/2/2016

Username:

Division: HIGHWAY

Filename: ...\\00\\HIGHWAY\\MASTER\\Title.dgn



# WINDHAM

## CUMBERLAND COUNTY

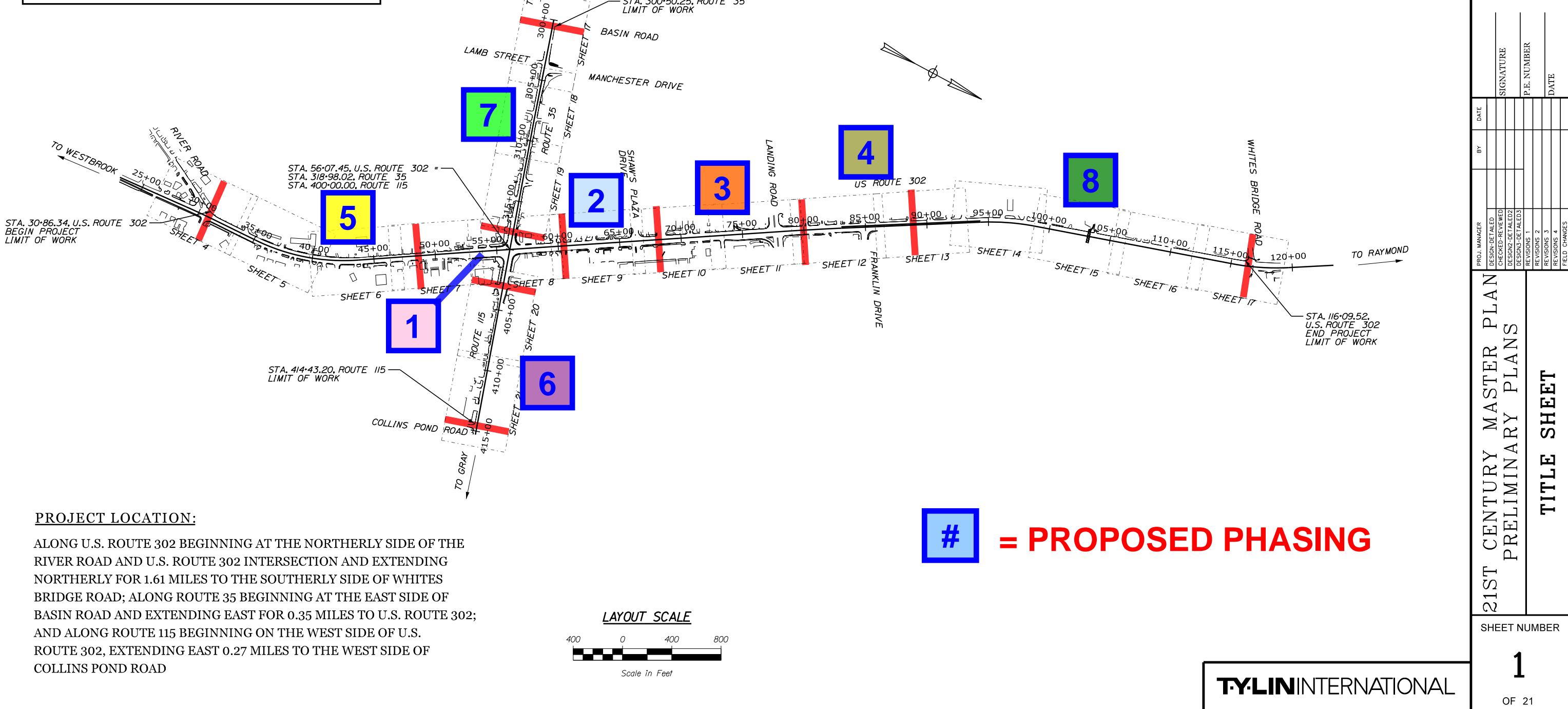
### U.S. ROUTE 302

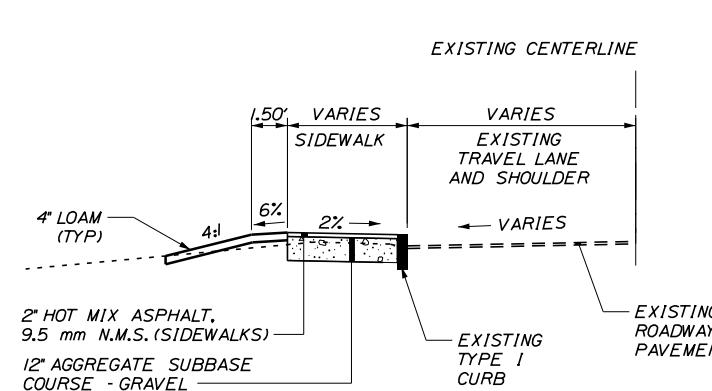
### 21ST CENTURY MASTER PLAN PRELIMINARY DESIGN

PROJECT LENGTH: 2.23 MILES

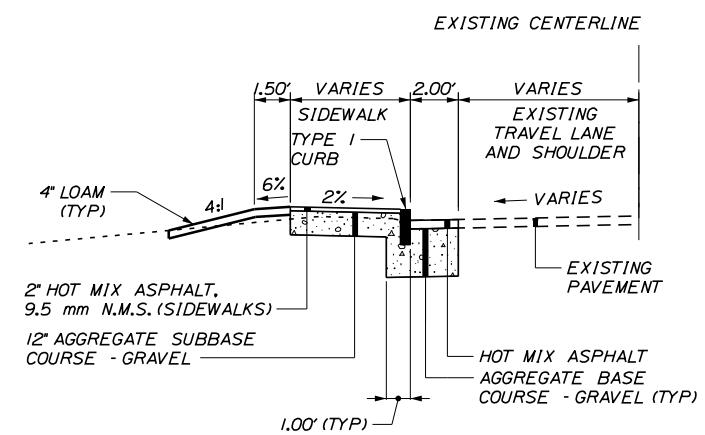
#### INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2
General Notes	2
Plans	3-21

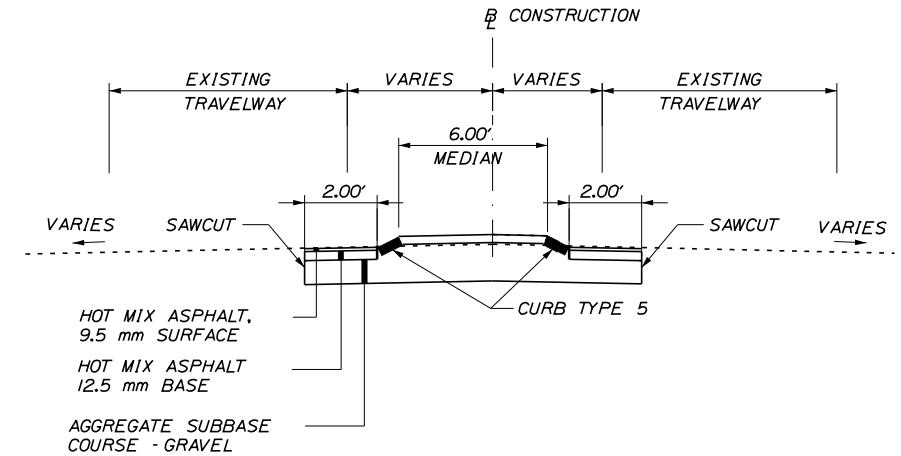
TOWN OF  
WINDHAM, MAINE



SIDEWALK DETAIL  
EXISTING CURB RETAINED  
N.T.S.



SIDEWALK DETAIL  
NEW CURB  
N.T.S.



MEDIAN ISLAND DETAIL  
NEW CURB  
N.T.S.

**NOTES:**

1. PROPOSED SIDEWALK FOR THE WEST SIDE OF U.S. ROUTE 302 FROM THE ROUTE 35 INSTERSECTION TO THE FRANKLIN DRIVE INTERSECTION SHALL BE 8FT WIDE UNLESS OTHERWISE NOTED. ALL OTHER PROPOSED SIDEWALK SHALL BE 5FT WIDE UNLESS OTHERWISE NOTED.

**GENERAL NOTES**

1. COORDINATE THE PLANTING OF ALL NEW STREET TREES WITH ABOVE AND BELOW GROUND UTILITIES IN ADDITION TO EXISTING BUSINESS AND DIRECTIONAL SIGNAGE.
2. THE MATURE CANOPY OF ALL NEW AND REPLACEMENT TREES SHALL BE 10FT CLEAR VERTICALLY AND 8FT CLEAR HORIZONTALLY FROM OVERHEAD UTILITIES.
3. ALL NEW AND REPLACEMENT TREES SHALL BE BE PLANTED WITH A ROOT BARRIER WITH THE TRUNK A MINIMUM OF 2FT FROM THE EDGE OF SIDEWALK OR PARKING AREA. STREET TREES SHALL NOT BE PLANTED CLOSER THAN 30FT ON CENTER.

TOWN OF  
WINDHAM, MAINE

PROJ. MANAGER	DESIGN-DETAILED	BY	DATE	SIGNATURE
	CHECKED-REVIEWED			
	DESIGN2-DETAILED2			
	DESIGN3-DETAILED3			
	REVISIONS 1			P.E. NUMBER
	REVISIONS 2			DATE
	REVISIONS 3			
	FIELD CHANGES			

SHEET NUMBER

2

OF 21

Date: 6/22/2016

Username:

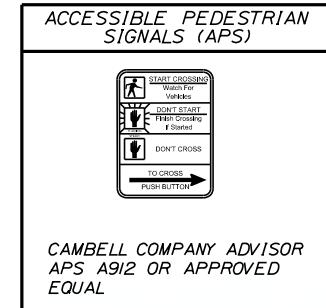
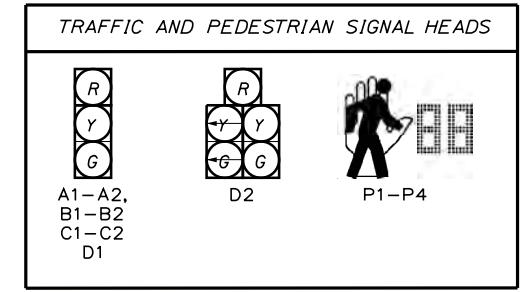
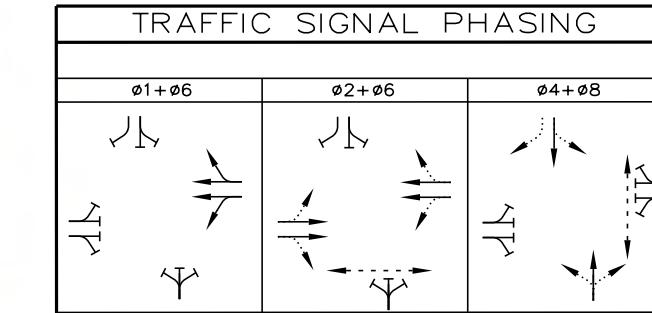
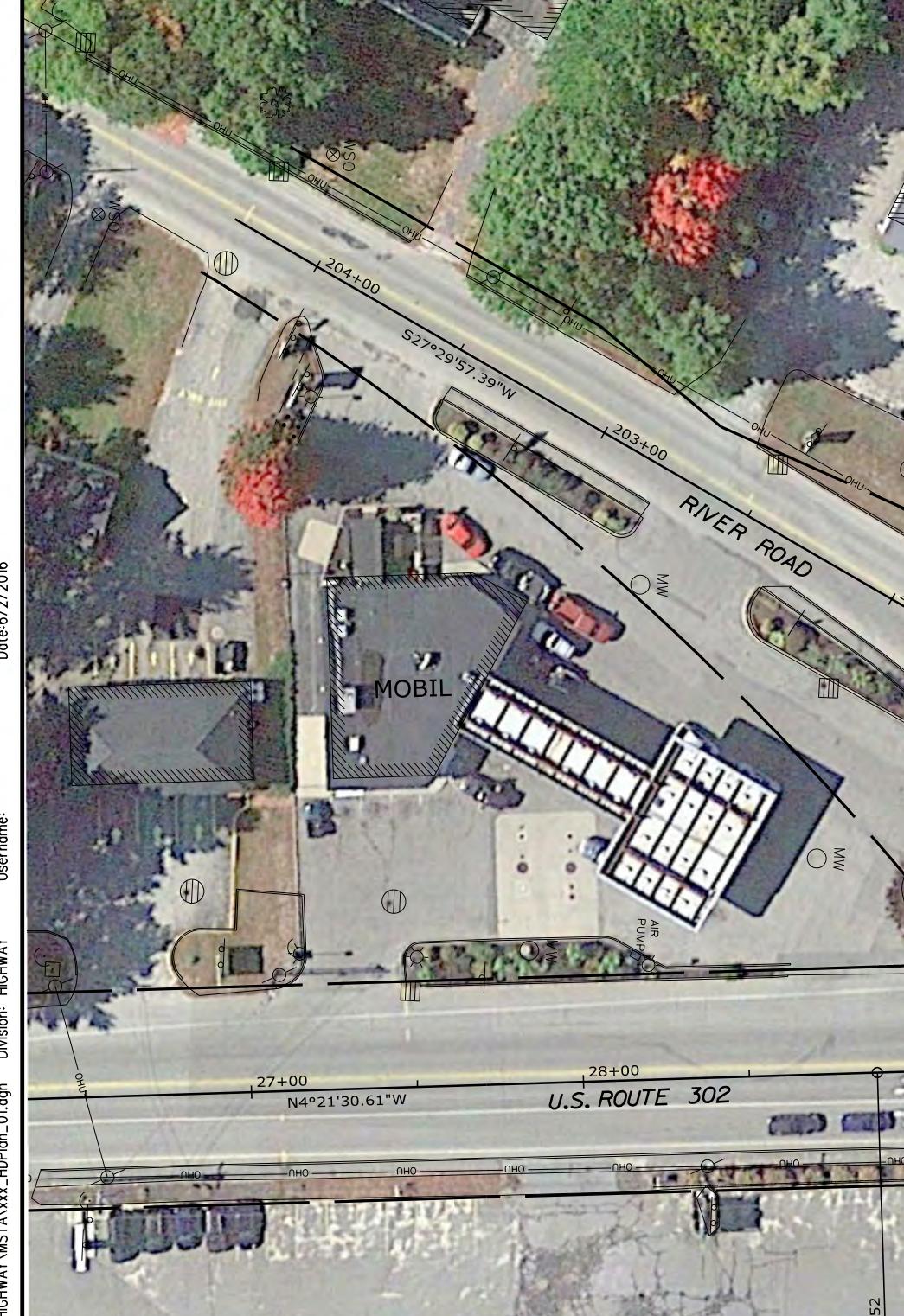
Highway:

Division:

Highway:

File name:

EQUIPMENT SCHEDULE	
ITEM	QUANTITY
PEDESTAL POLES	3
5-SECTION SIGNAL HEAD	1
3-SECTION SIGNAL HEAD	7
PEDESTRIAN SIGNAL HEAD	4
PUSH BUTTON	4
PRECAST CONCRETE JUNCTION BOX	3
VIDEO DETECTION	1
CONTROLLER CABINET AND FOUNDATION	1
PREEMPTION SYSTEM	1
MAST ARM POLE WITH 20' AND 50' MAST ARMS	1
MAST ARM POLE WITH 30' MAST ARM	1

TOWN OF  
WINDHAM, MAINE

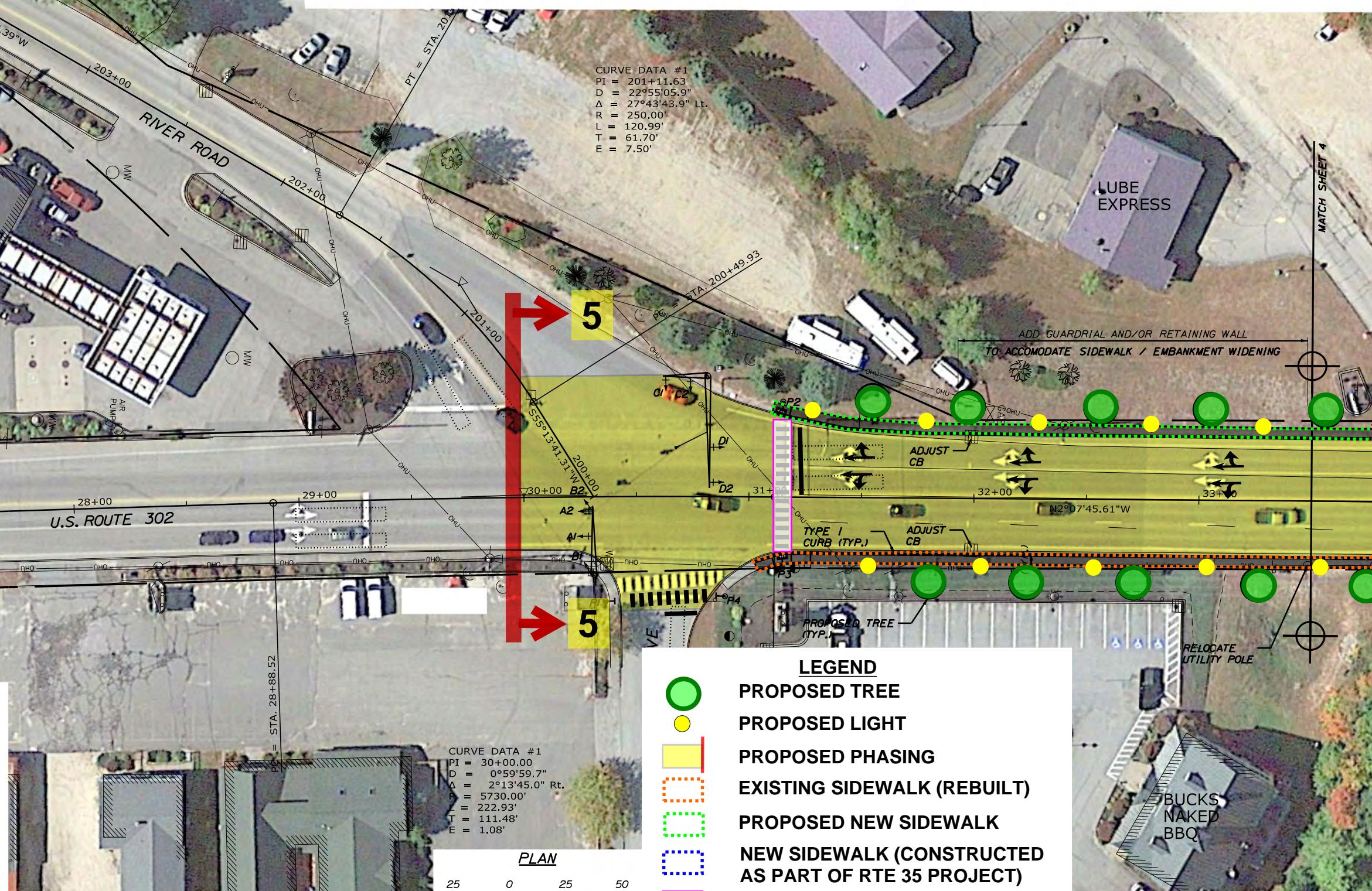
PROJ. MANAGER	DESIGN-DETAILED	BY	DATE	SIGNATURE
	DESIGN2-DETAILED2			
	DESIGN3-DETAILED3			
REVISIONS 1				P.E. NUMBER
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				DATE

21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

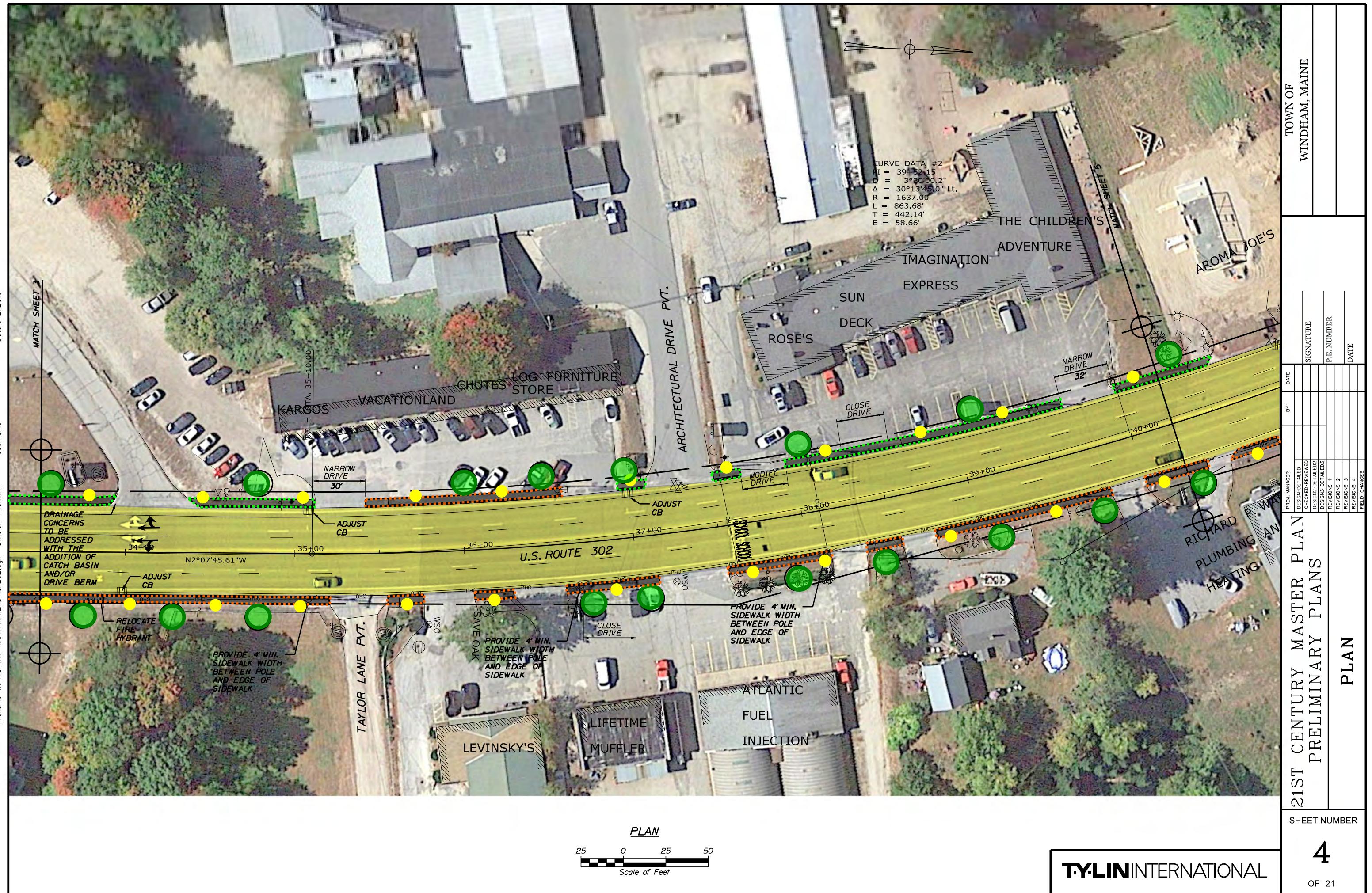
PLAN

3

OF 21



TY-LIN INTERNATIONAL

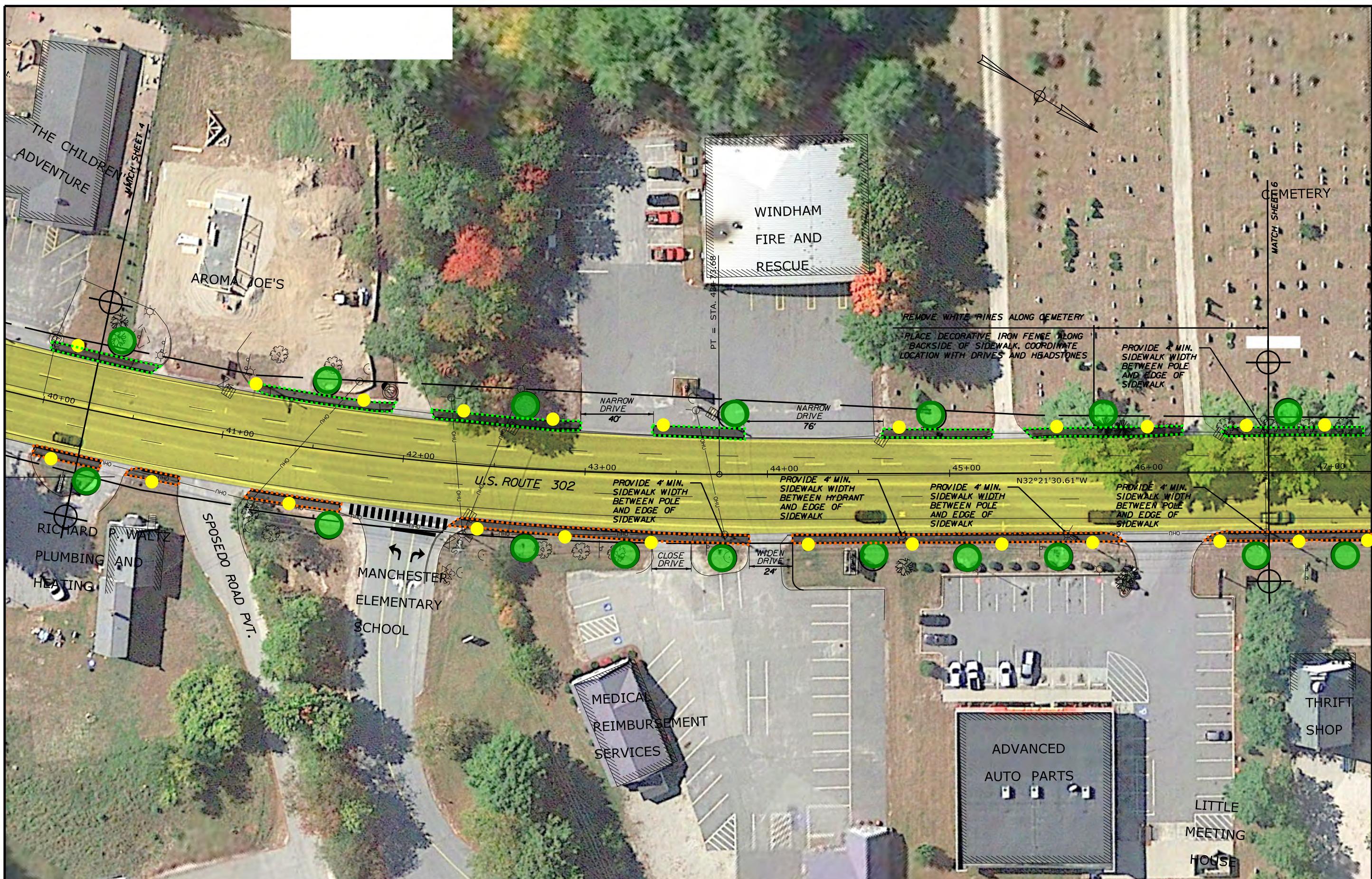


Date: 6/2/2016

Username:

Division: HIGHWAY

File name: ... \HIGHWAY\MASTER\xxx\_HDPlan\_03.dgn



PLAN

25 0 25 50  
Scale of Feet

TY-LIN INTERNATIONAL

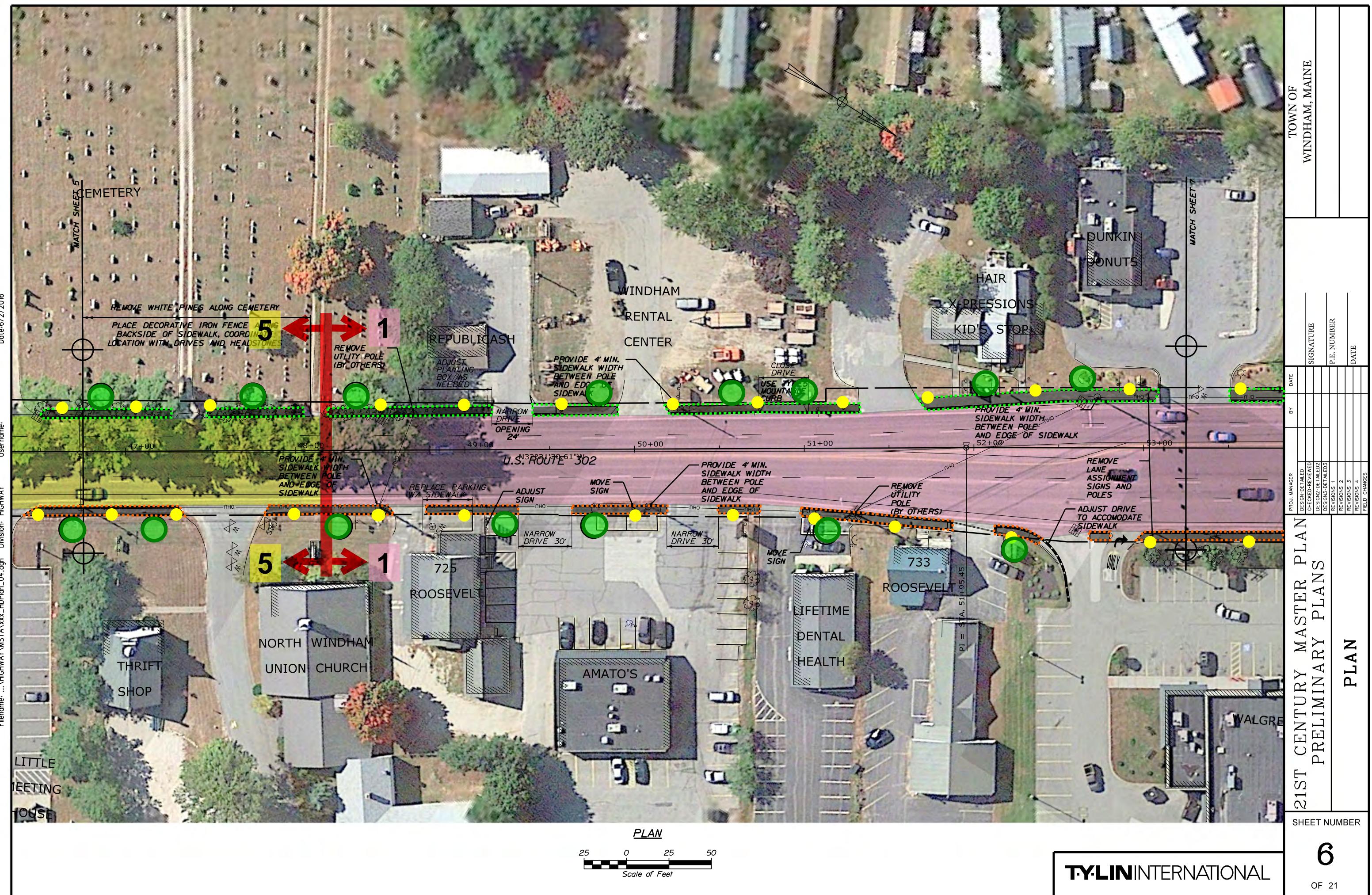
OF 21

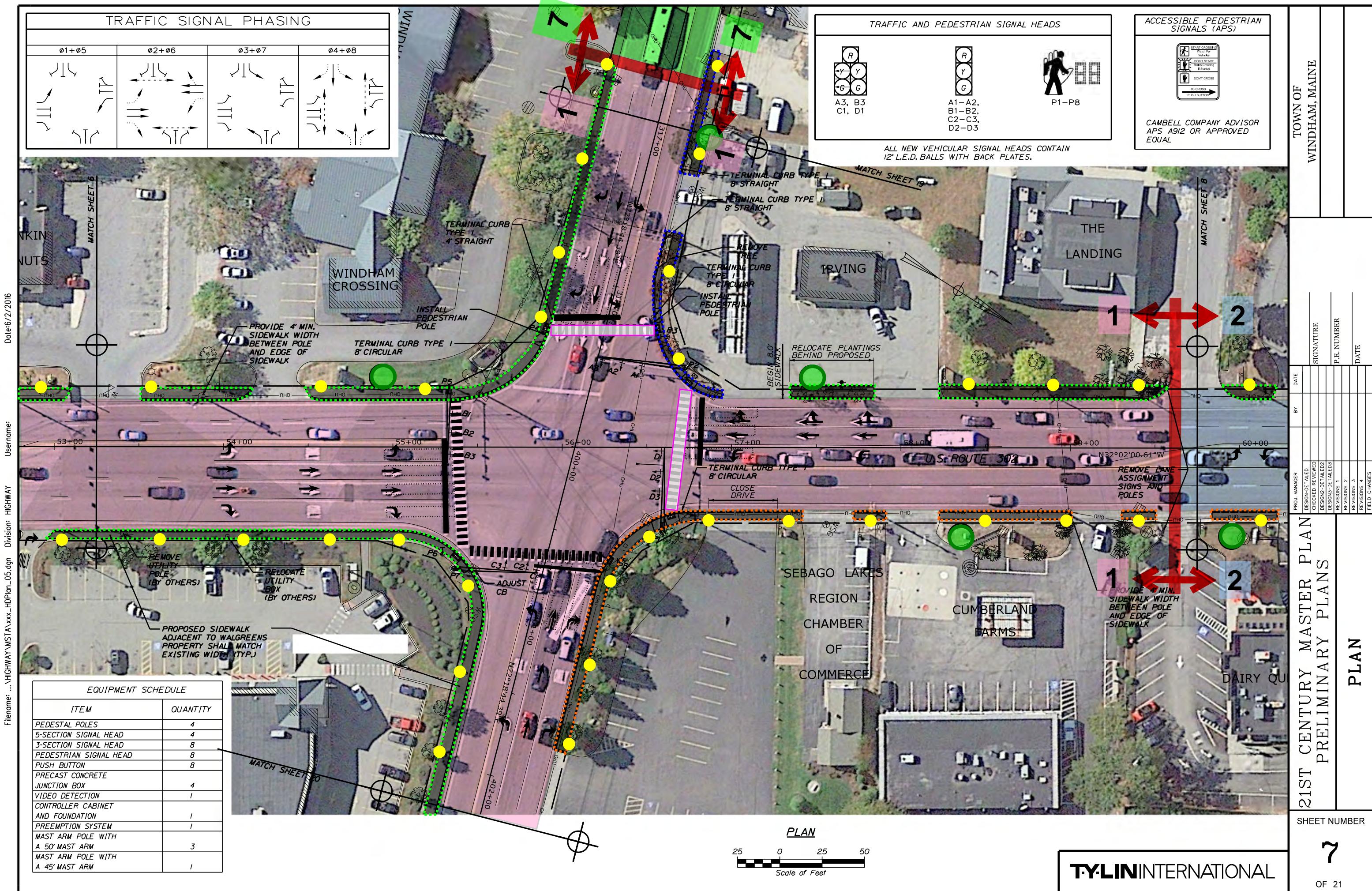
TOWN OF  
WINDHAM, MAINE

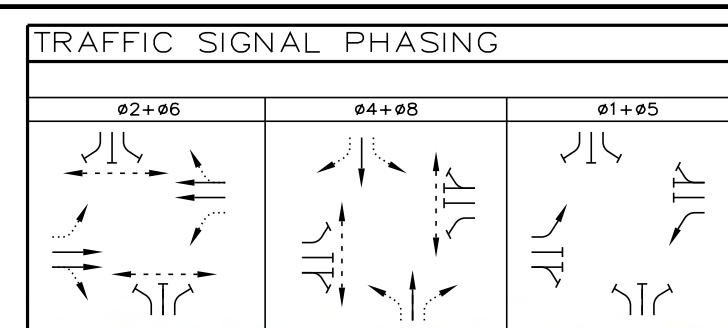
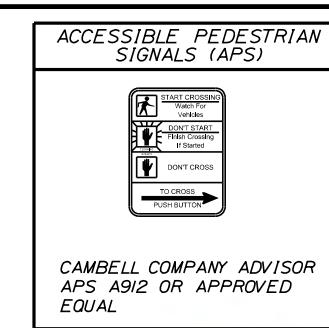
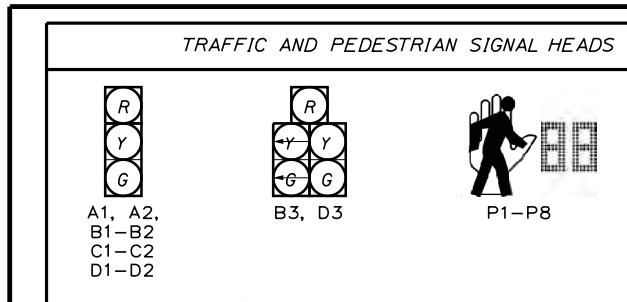
21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS  
PLAN

SHEET NUMBER

5







ALL NEW VEHICULAR SIGNAL HEADS CONTAIN 12" L.E.D. BALLS WITH BACK PLATES.

Date: 6/22/2016

Username:

Highway:

Division:

File Name:

...\\HIGHWAY\\MASTER\\Plan\_06.dgn



EQUIPMENT SCHEDULE

ITEM	QUANTITY
PEDESTAL POLES	4
5-SECTION SIGNAL HEAD	2
3-SECTION SIGNAL HEAD	8
PEDESTRIAN SIGNAL HEAD	8
PUSH BUTTON	8
PRECAST CONCRETE JUNCTION BOX	4
VIDEO DETECTION	1
CONTROLLER CABINET AND FOUNDATION	1
PREEMPTION SYSTEM	1
MAST ARM POLE WITH A 40' MAST ARM	2
MAST ARM POLE WITH A 50' MAST ARM	1
MAST ARM POLE WITH A 30' MAST ARM	1

TOWN OF WINDHAM, MAINE

SIGNATURE  
P.E. NUMBER  
DATE

21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

8

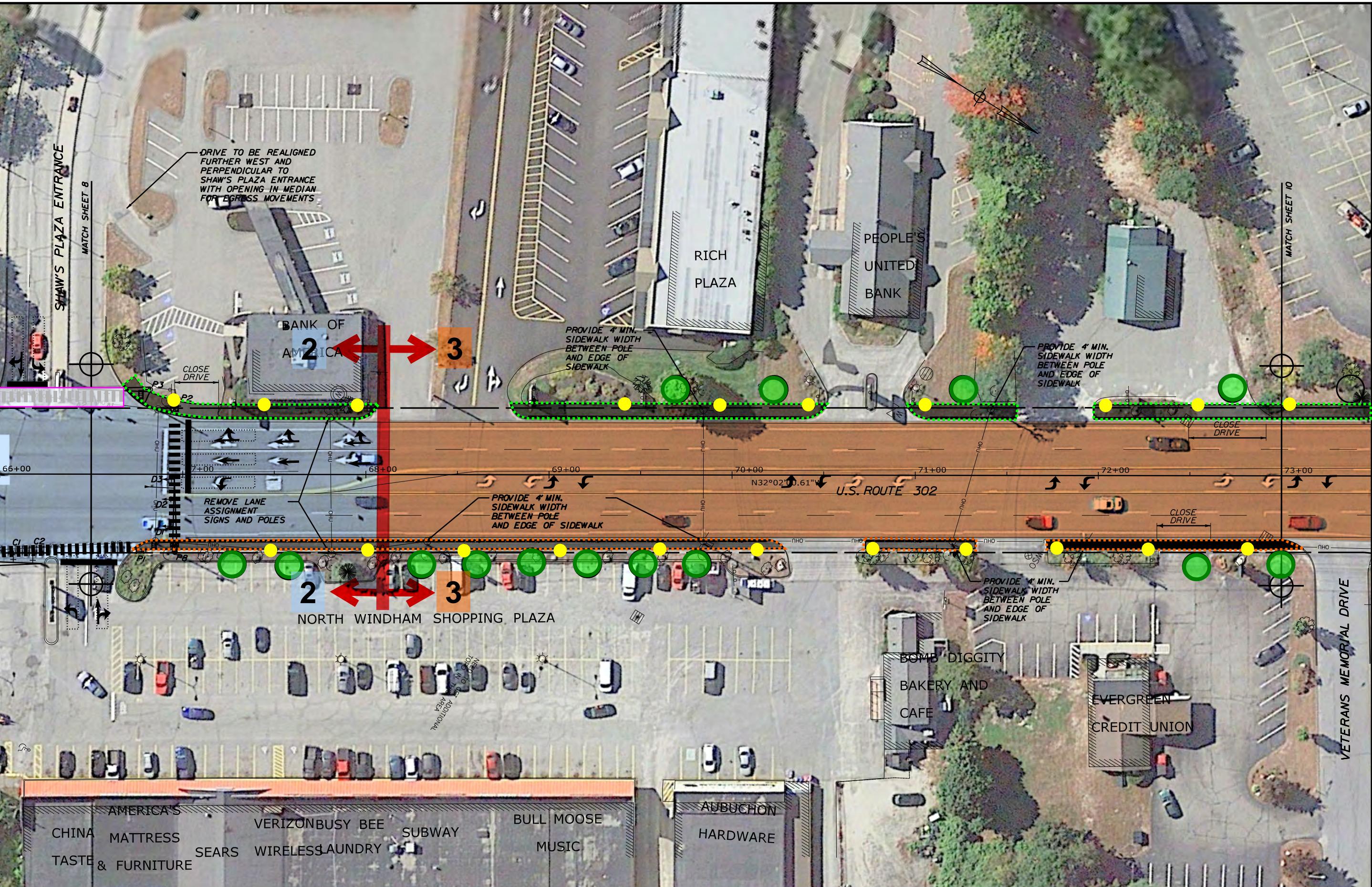
OF 21

Date: 6/2/2016

Username:

Division: HIGHWAY

File name: ... \HIGHWAY\MASTER\xxx\_HDPlan\_07.dgn



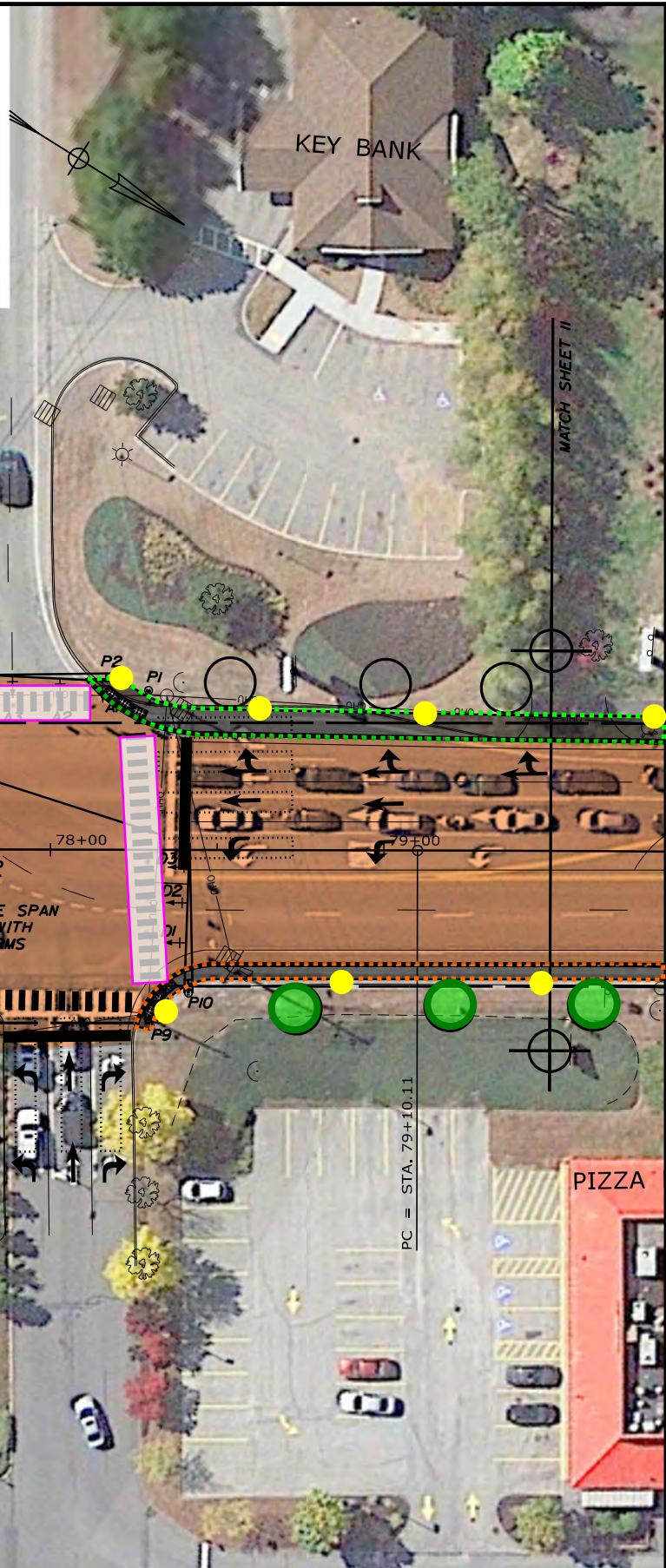
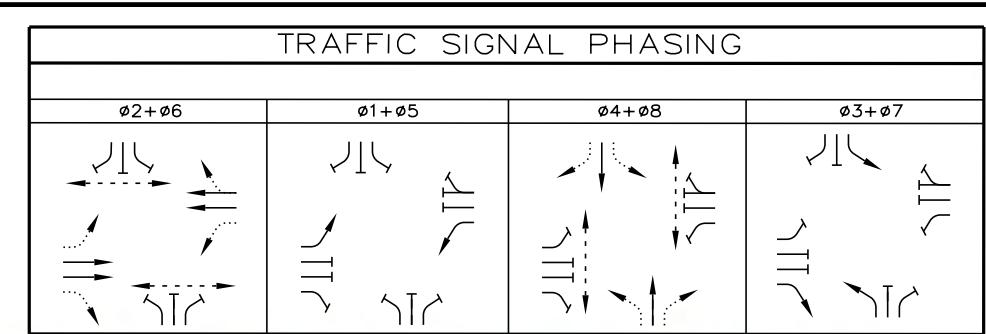
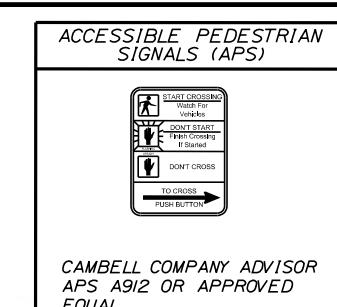
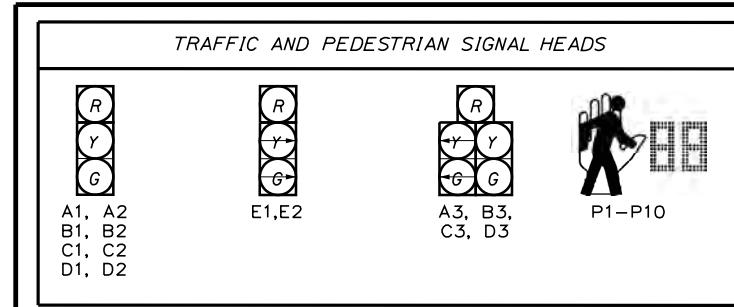
TOWN OF  
WINDHAM, MAINE

SIGNATURE  
P.E. NUMBER  
DATE

21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

9

OF 21



TOWN OF WINDHAM, MAINE

21ST CENTURY MASTER PLAN PRELIMINARY PLANS

PLAN

PROJ. MANAGER: DATE: BY: DATE: SIGNATURE: P.E. NUMBER: DATE:

DESIGN-DETAILED  
DESIGN-2-DETAILED  
DESIGN-3-DETAILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

21ST CENTURY MASTER PLAN PRELIMINARY PLANS

10 OF 21

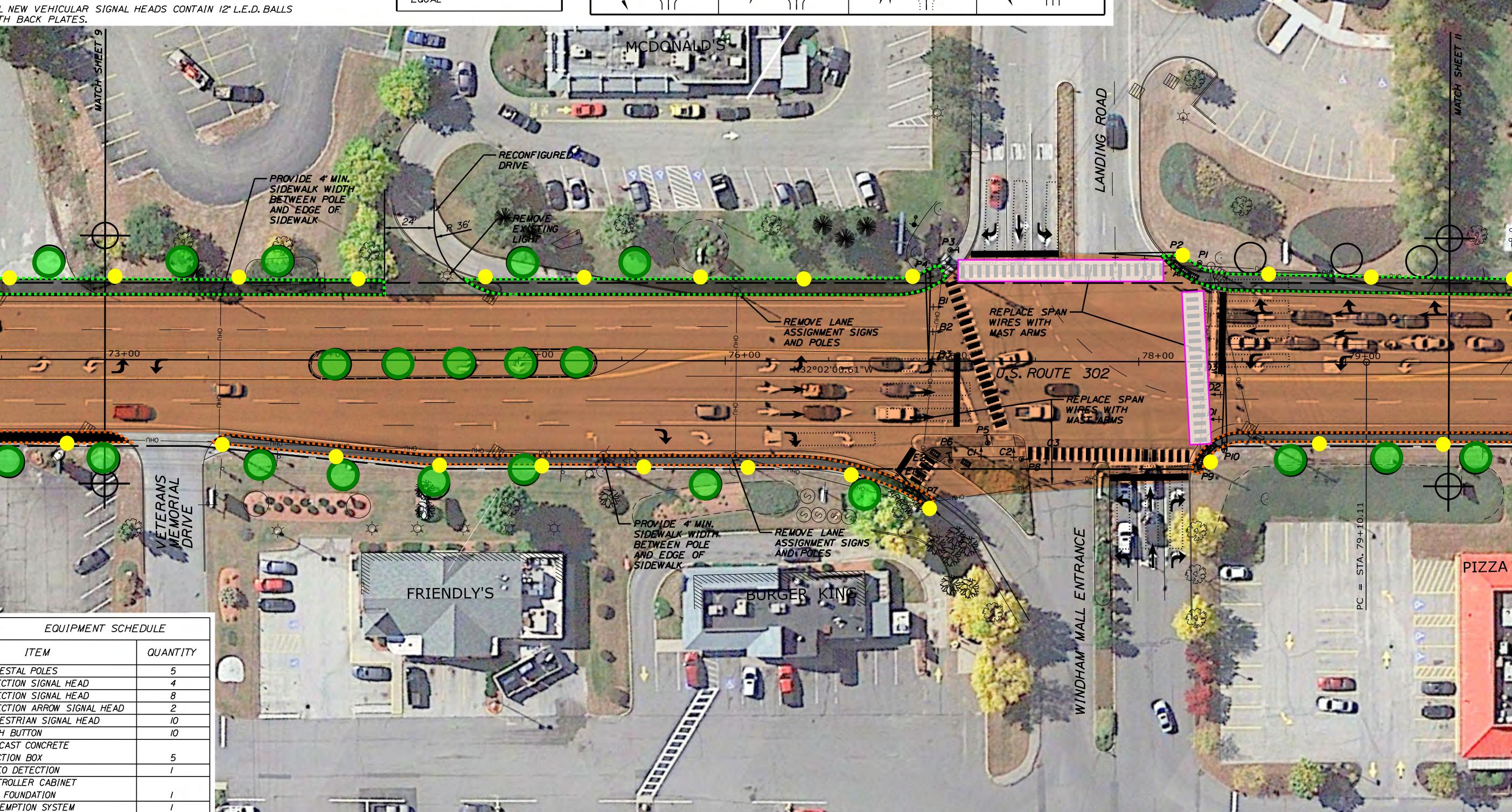
TY-LIN INTERNATIONAL

Date: 6/2/2016

Username:

Division: HIGHWAY

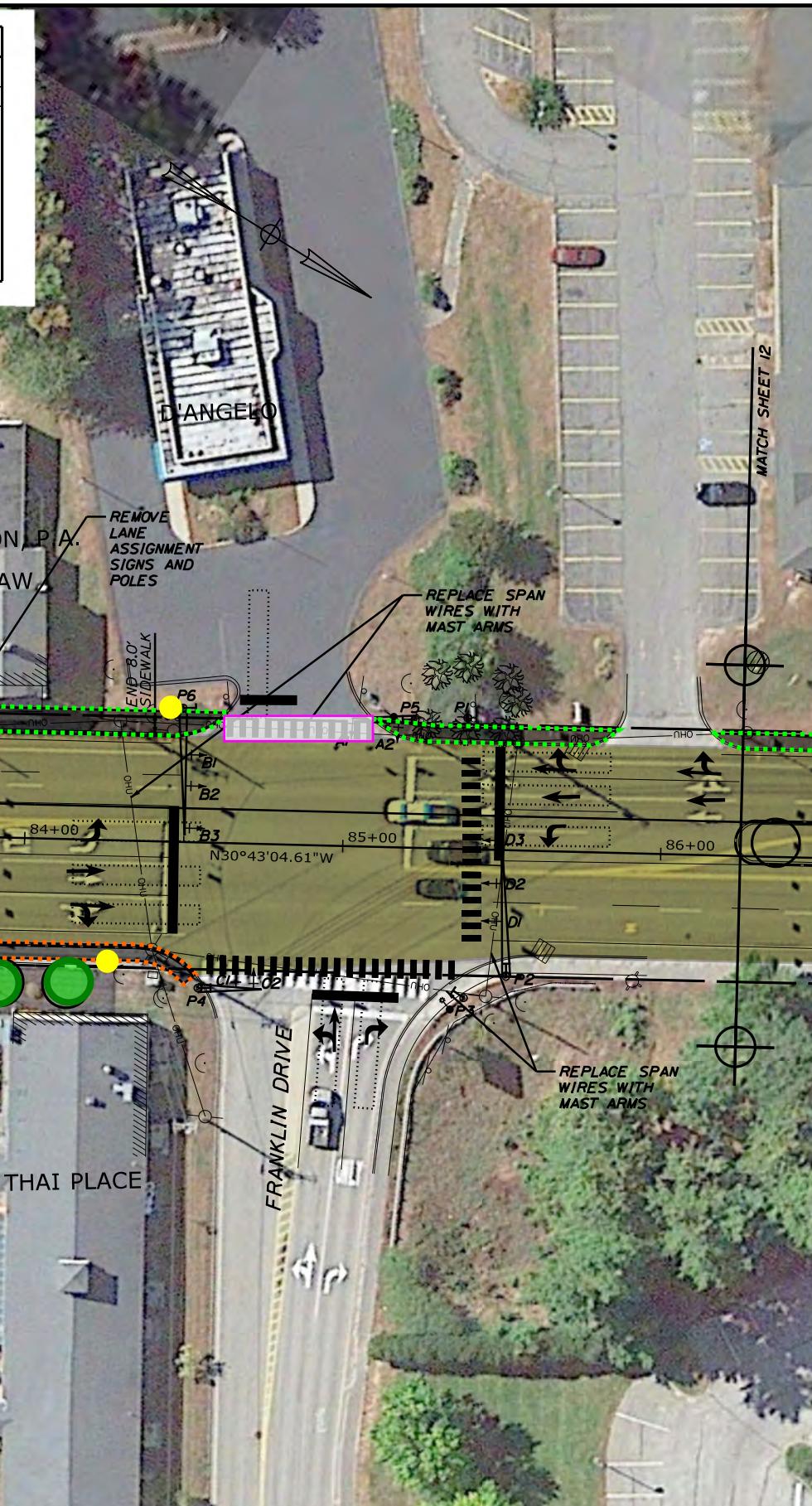
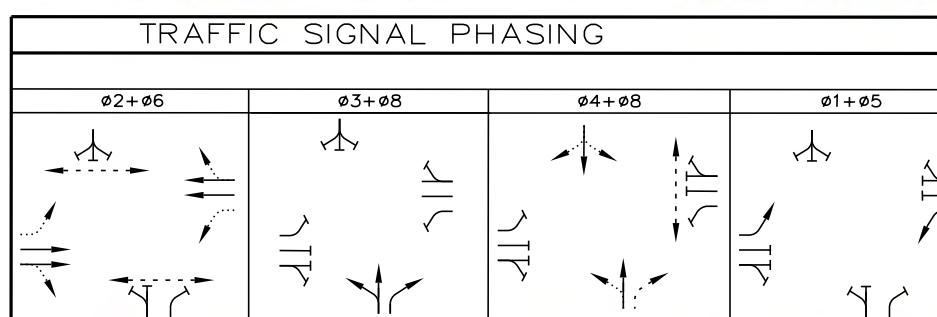
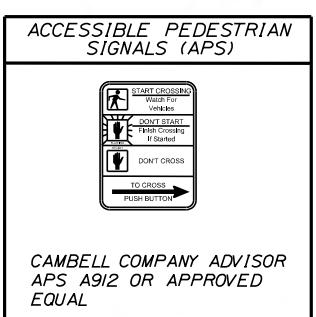
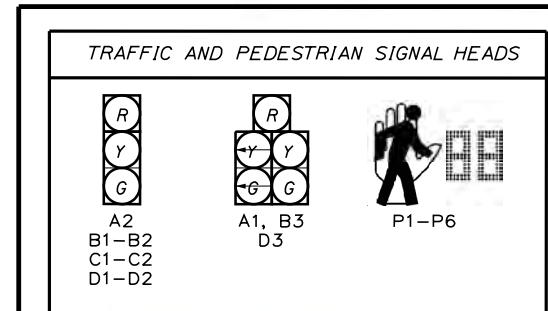
Filename: ...\\HIGHWAY\\MASTER\\xxx\_HDPlan\_08.dgn



PLAN

25 0 25 50

Scale of Feet



TOWN OF  
WINDHAM, MAINE

Match Sheet 10

Match Sheet 12

Date: 6/2/2016

Username:

Division: HIGHWAY

PC = STA. 79+10.11

PT = STA. 83+04.78

N 30° 43' 04.61" W

21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

PLAN

Sheet Number 11  
of 21

Proj. Manager	Design-Detailed	By	Date
Design-2-Detailed	Reviewed		
Design-3-Detailed			
Revisions 1			
Revisions 2			
Revisions 3			
Revisions 4			
Field Changes			

TY-LIN INTERNATIONAL

ALL NEW VEHICULAR SIGNAL HEADS CONTAIN  
12" L.E.D. BALLS WITH BACK PLATES.

File name: ...HIGHWAY\MASTER\09.dgn

EQUIPMENT SCHEDULE

ITEM	QUANTITY
PEDESTAL POLES	2
5-SECTION SIGNAL HEAD	3
3-SECTION SIGNAL HEAD	7
PEDESTRIAN SIGNAL HEAD	6
PUSH BUTTON	6
PRECAST CONCRETE JUNCTION BOX	4
VIDEO DETECTION	1
CONTROLLER CABINET AND FOUNDATION	1
PREEMPTION SYSTEM	1
MAST ARM POLE WITH A 20' MAST ARM	2
MAST ARM POLE WITH A 40' MAST ARM	1
MAST ARM POLE WITH A 45' MAST ARM	1

CURVE DATA #3  
PI = 81+07.45  
D = 0'20"0.0'  
Δ = 1°18'56.0" Rt.  
R = 17189.00'  
L = 394.67'  
T = 197.35'  
E = 1.13'

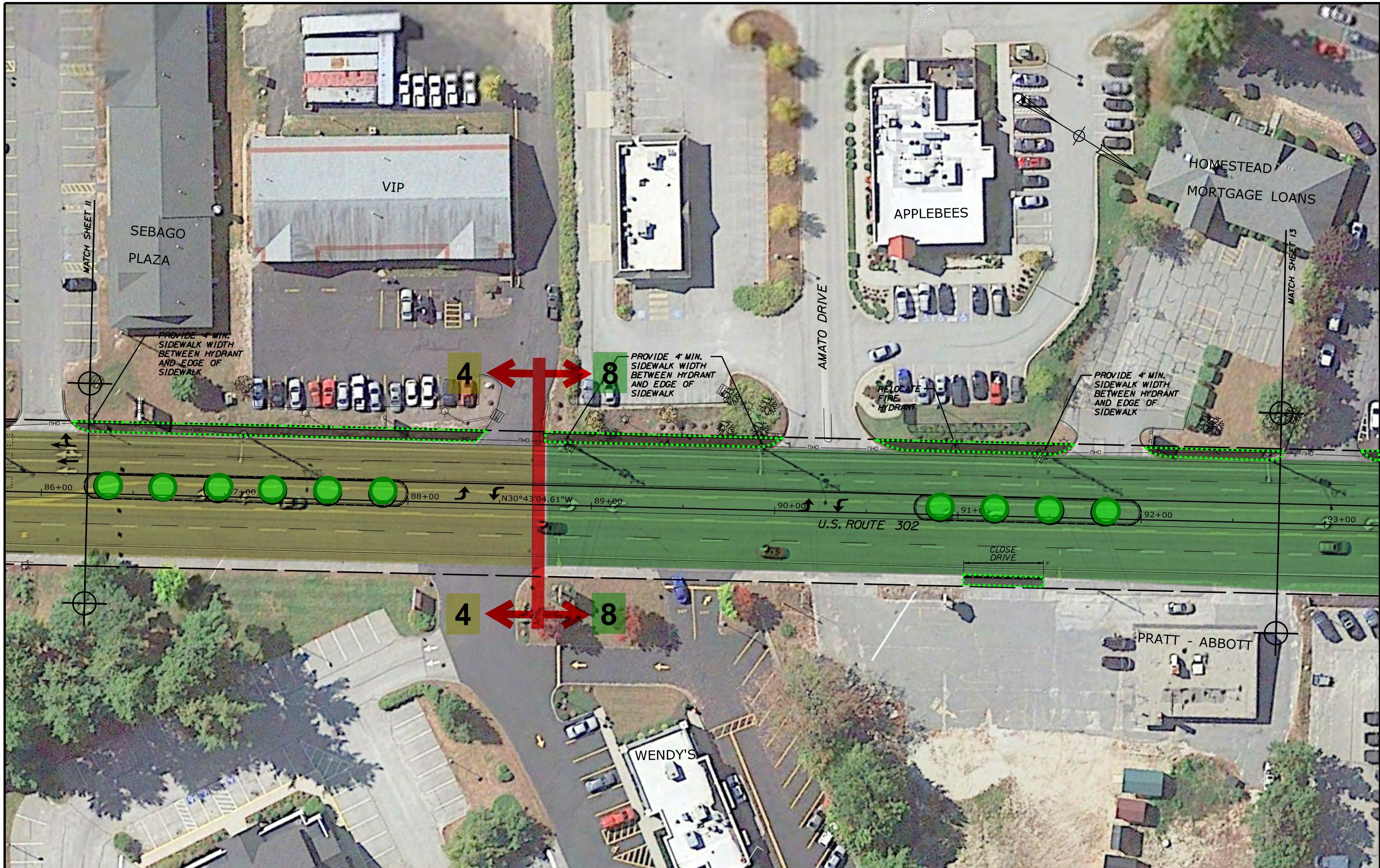
PLAN  
25 0 25 50  
Scale of Feet

Date: 6/2/2016

Username:

Division: HIGHWAY

Filename: ...\\HIGHWAY\\MASTER\\xxx\_HDPlan\_10.dgn



TOWN OF WINDHAM, MAINE

SIGNATURE

DATE

P.E. NUMBER

DATE

21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

PLAN

SHEET NUMBER

12

OF 21

Date: 6/2/2016

Username:

Division: HIGHWAY

File name: ... \HIGHWAY\MASTER\Plan\_11.dgn



PLAN  
25 0 25 50  
Scale of Feet

File name: ... \HIGHWAY\MASTER\HDP\Plan\_12.dgn

Division: HIGHWAY

Date: 6/2/2016

Username:

Highway:



25 0 25 50  
Scale of Feet

Date: 6/2/2016

Username:

Highway Division:

File name:



15

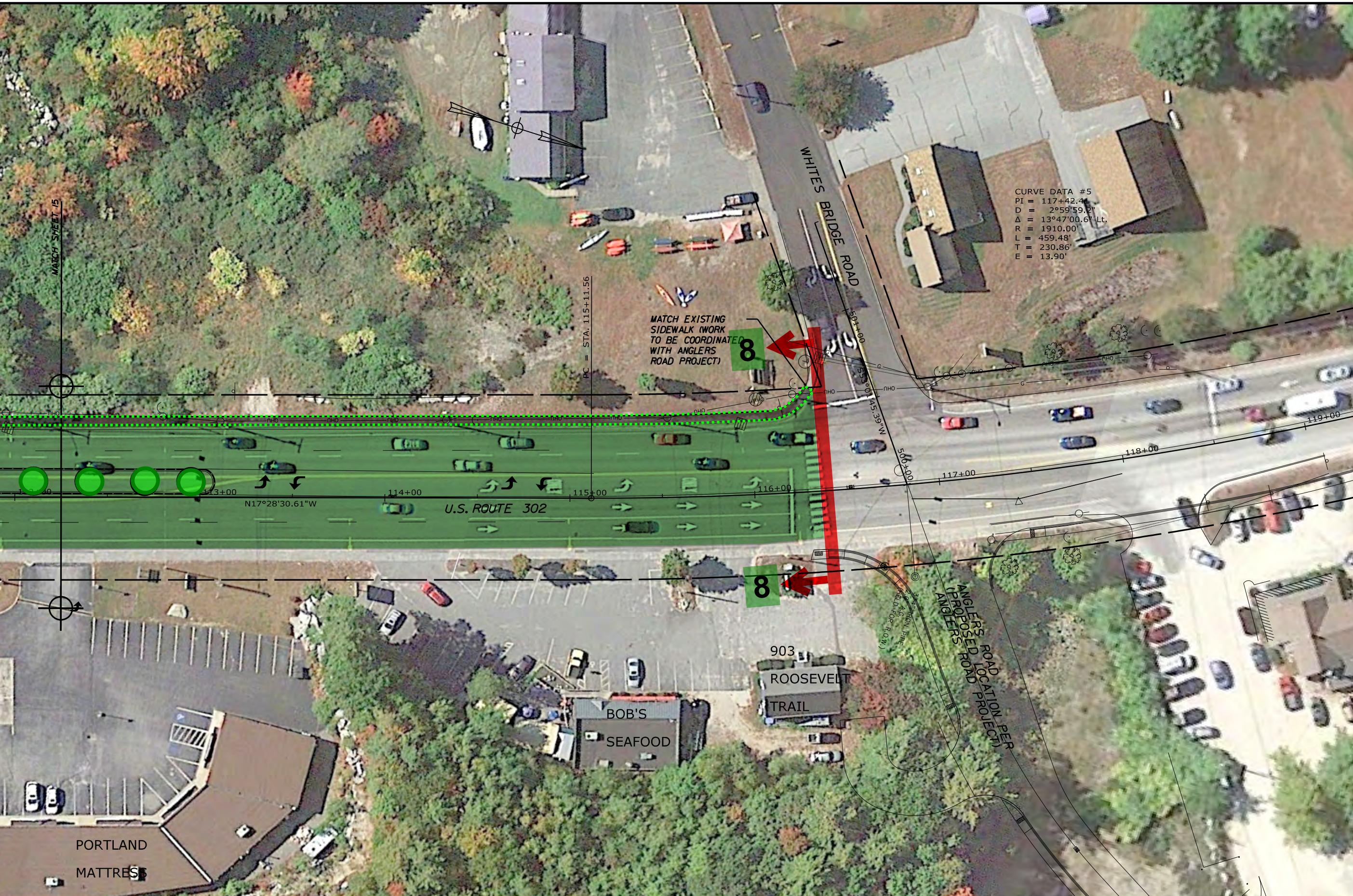
OF 21

Date: 6/2/2016

Username:

Division: HIGHWAY

Filename: ...\\HIGHWAY\\MASTER\\xxx\_HDPlan\_14.dgn



TOWN OF  
WINDHAM, MAINE

SIGNATURE  
P.E. NUMBER  
DATE

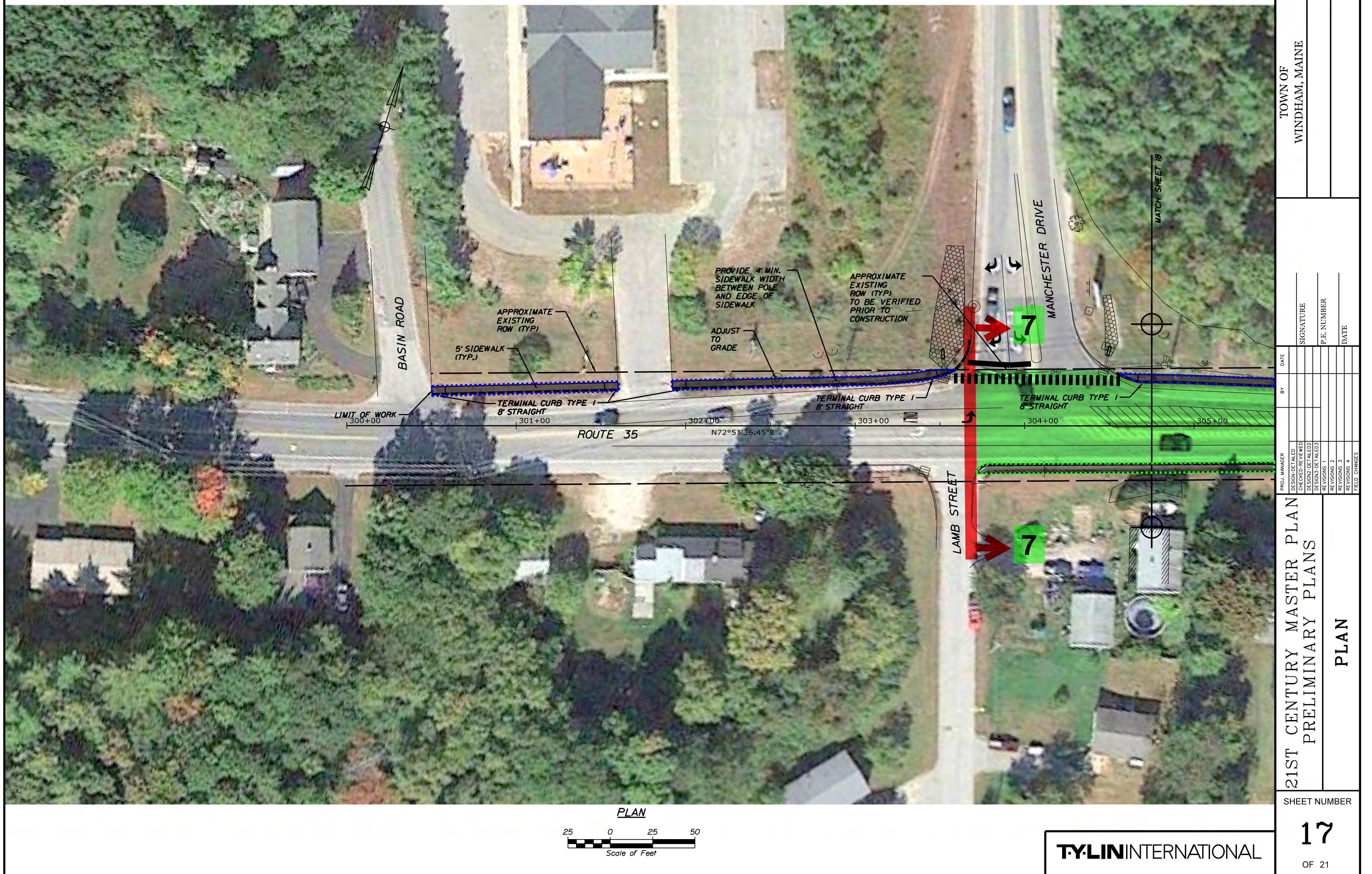
21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

Date:6/2/2016

Username:

division: HIGHWAY

**Filename**

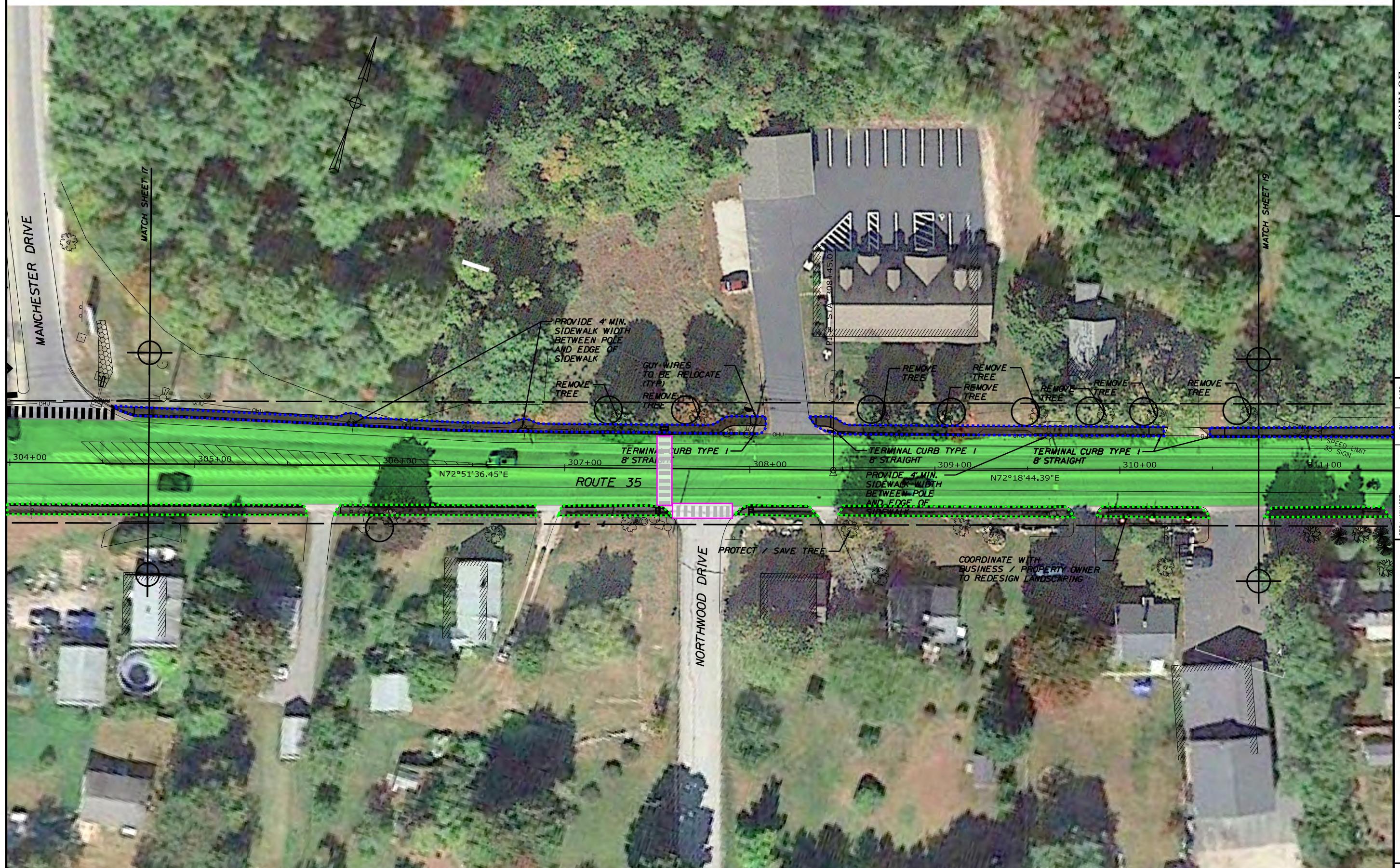


Date: 6/2/2016

Username:

Division: HIGHWAY

File name: ... \HIGHWAY\MASTER\xxx\_HDPlan\_16.dgn



TOWN OF  
WINDHAM, MAINE

SIGNATURE  
P.E. NUMBER  
DATE

BY

DATE

21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

SHEET NUMBER

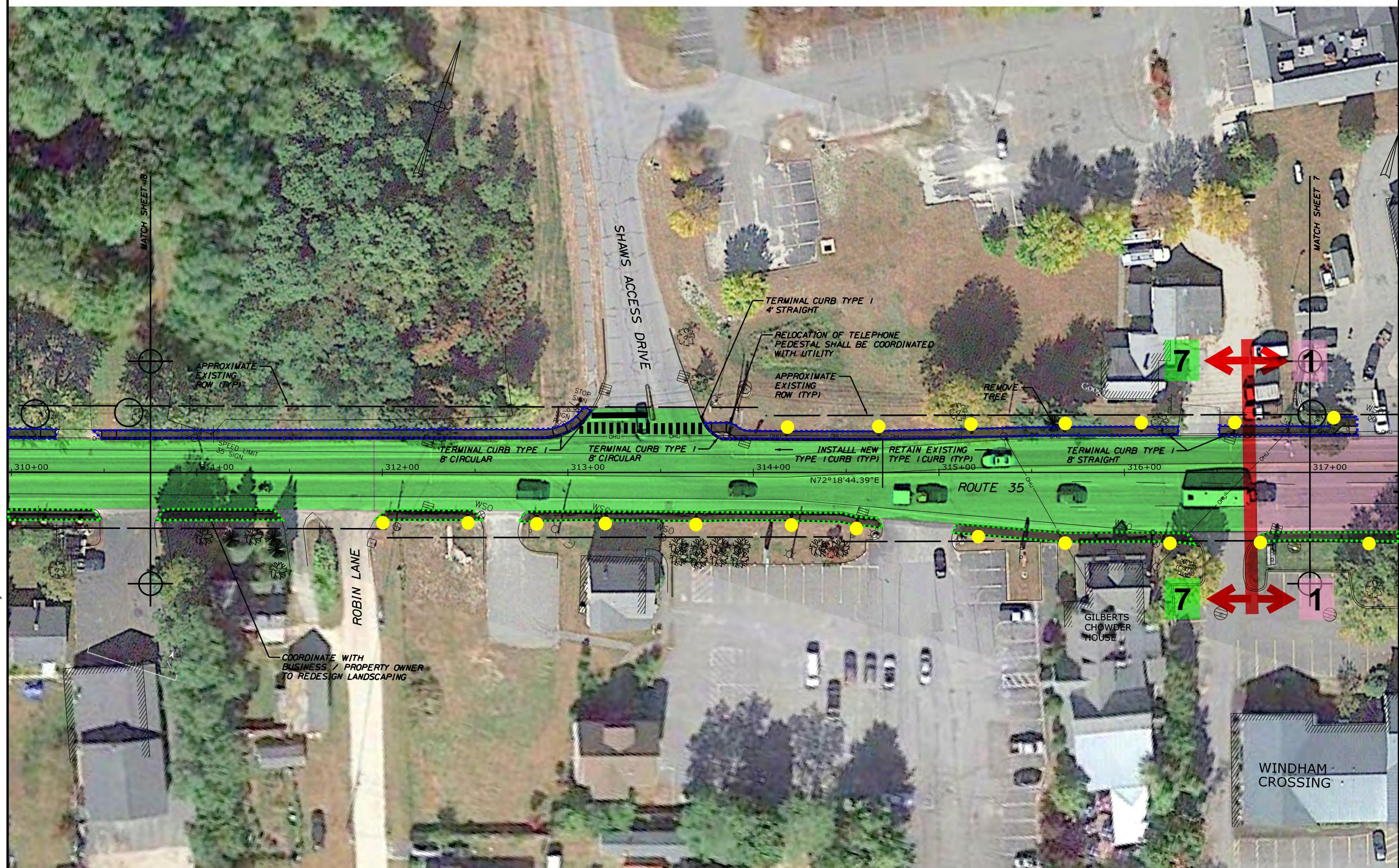
18

OF 21

Date: 6/2/2016

Username:

File name: ... HIGHWAYMASTER\HPlan\_17.dgn Division: HIGHWAY



TOWN OF  
WINDHAM, MAINE

SIGNATURE  
P.E. NUMBER  
DATE

BY  
DATE

21ST CENTURY MASTER PLAN  
PRELIMINARY PLANS

19  
OF 21

Date: 6/2/2016

Username:

Division: HIGHWAY

File name: ... \HIGHWAY\MASTER\Plan\_18.dgn



21ST CENTURY MASTER PLAN PRELIMINARY PLANS			
PLAN			
SHEET NUMBER			
20			
OF 21			
TY-LIN INTERNATIONAL			
TOWN OF WINDHAM, MAINE			
MATCH SHEET 21			



# **ATTACHMENT - C**

**WINDHAM 21ST CENTURY MASTER PLAN IMPROVEMENTS - PHASING**

Windham, Maine

**PRELIMINARY ESTIMATE OF RIGHT OF WAY COSTS**

Based on May 31, 2016 Plans

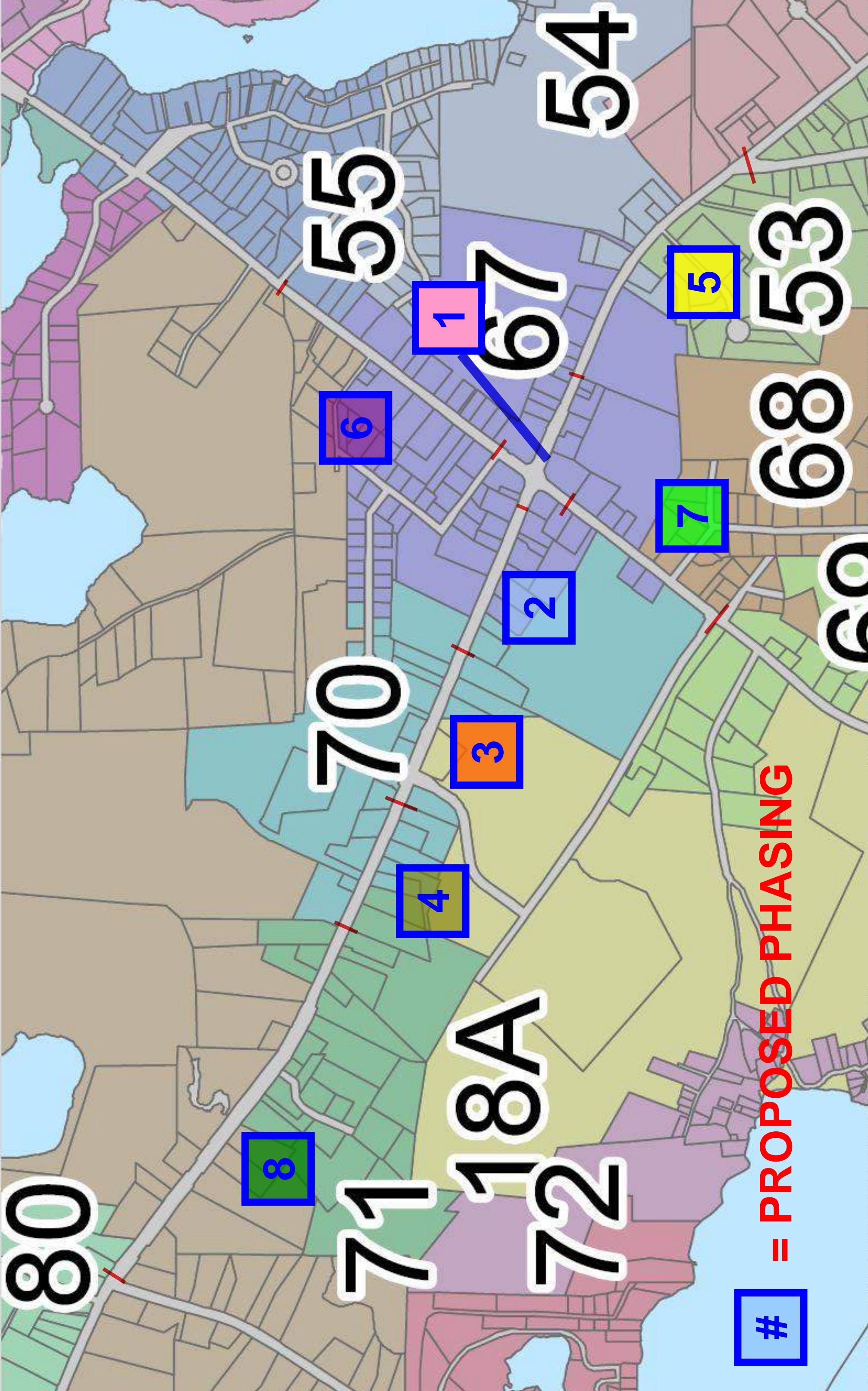
<b>RIGHT-OF-WAY COSTS</b>					
<b>PHASE</b>	<b>Total No. Abutting Parcels</b>	<b>Anticipated Easements Needed</b>		<b>Additional Research, Mapping, &amp; Other ROW Effort</b>	<b>ROW COST</b>
		<b>Const. &amp; Maintenance</b>	<b>Grading</b>		
est. cost per parcel ->	\$2,750.00	\$2,000.00	\$1,250.00		
1	20	3	16	1	\$45,000.00
2	15	7	8	0	\$40,000.00
3	14	6	8	0	\$35,000.00
4	12	5	3	4	\$25,000.00
5	23	3	14	6	\$45,000.00
6	12	0	1	11	\$20,000.00
7	7	1	0	6	\$15,000.00
8	17	0	7	10	\$30,000.00
<b>Totals</b>	<b>120</b>	<b>25</b>	<b>57</b>	<b>38</b>	<b>\$255,000.00</b>

**NOTES:**

1. Right-of-way costs are based a number of dynamic factors and as such are highly variable. The costs in the table are approximate and subject to change.
2. The costs represent title research, ROW mapping, negotiations and just compensation for easements,
3. Project is understood to be well received by the community. Impacts to properties are anticipated to be minimal. As such, costs represent a fluid right-of-way process.
4. ROW costs assume no additional ROW research or cost for properties adjacent to RTE 35 sidewalk work
5. ROW costs assume only ROW costs for parcels directly adjacent to limits of construction (i.e. limited costs were carried for the north side of RTE 115 due to limited construction on that side of the road).
6. Number of parcels has been conservatively developed. It is subject to change based on grading and slope treatments which will be determined during final design

**= PROPOSED PHASING**

**#**



# **ATTACHMENT - D**

# PROJECT PROGRESS ESTIMATE

Windham, Maine

Based on May 31, 2016 Plans

## NOTE(S)

- 1. Due to uncertainty of the scheduling cost have not been inflated to construction year dollars.
- 2. The Slope Stabilization line items are based on a anticipated MSE Wall treatment at each area.
- 3. Design and associated costs are expected to evolve based on further input from property owner meetings and public meetings.
- 4. Costs are influenced by aesthetic options for items such as the fence and light poles.
- 5. Estimate does not include ancillary construction costs associated with business/property owner relations (landscaping, signs etc. adjacent to project)
- 6. No utility costs have been included in this estimate. See supplemental utility estimate for additional costs pertaining to the Under Ground Utilities Feasibility Study.
- 7. Striping may need to be done in conjunction w/ future overlay project thus influencing schedule and costs.
- 8. This project has been developed based on approximate Right of Way. Verification of existing ROW is necessary before final design can be done.
- 9. ROW costs are highly variable and subject to a number of influences. The costs provided in this estimate are based on the expectation that a significant portion of the project will be able to be constructed within the existing ROW. It is assumed that for those portions which may extend beyond the existing ROW, temporary easements and construction and maintenance easements will be able to be obtained without extensive effort or expense.
- 10. Costs have been developed assuming minimal replacement and/or resetting of existing granite curb.
- 11. Final design of this project should be coordinated with other roadway and utility projects in the area.
- 12. Full pavement overlay of roadway surfaces is not included as part of this estimate.
- 13. By breaking the overall project into phases some economies of scale are lost. This estimat