



August 13-14, 2015, under Table 1—Study Area Intersection Information. Under Attachment C, Figure No. 1, it is stated that “initial volumes at the Tandberg Trail /Manchester Drive intersection and the Roosevelt Trail / Tandberg Trail intersection are the 2021 adjusted volumes...” Please clarify whether the volumes for Tandberg Trail @ Roosevelt Trail are from 2015 or 2021. If the raw counts are from 2015 then we recommend updated turning movement counts be collected for Tandberg Trail @ Roosevelt Trail.

Response: On May 14, 2024, the development team met the Peer Review team and other Windham staff members to discuss the traffic evaluation and the associated comments. As part of this discussion, it was determined that in lieu of additional analysis and evaluations, the applicant would pay a mobility fee that would assist in the installation of an Advanced Traffic Control System for the Route 302 corridor. This is consistent with other projects that were recently approved. In an email to the Town of Windham, dated May 30, 2024, we identified that Mobility Impact Fee to be \$8,274.

- *Please show the seasonal adjustment calculations performed for both Manchester Drive and Roosevelt Trail as part of the “North Windham Moves” study. These likely should be redone to account for MaineDOT’s latest 2023 Weekly Group Mean Factors.*

Response: Please see the previous response related to the traffic evaluation.

Trip Generation & Distribution

- *While we agree with using LUC 220- Multi-Family Housing, Low Rise for this land use, we have concerns with the trip generation calculations presented, particularly with the PM Peak Hour of the Adjacent Street and Generator. MaineDOT’s Trip Rate Guidelines state “when the fitted curve has an R^2 value greater than or equal to 0.8, the fitted curve should be used to determine trip rates”. Both the PM Peak Hour of the Adjacent Street and the Generator meet this criteria, therefore the fitted curve formula should be used. This, in turn, appears to increase the trips for the development to 95 and 107 for the PM Peak Hour of the Adjacent Street and the Generator, respectively. Given that the PM Peak Hour of the Generator exceeds 100 trips utilizing this methodology, it’s in our professional opinion that a Traffic Movement Permit (TMP) from the MaineDOT would be required. It should also be noted that even when using the average rate the PM Peak Hour of the Generator is at 98 trips, therefore we would recommend a letter of concurrence from MaineDOT be obtained to determine the need for a TMP for this development.*

Response: As discussed previously with the Town, Gorrill Palmer completed a turning movement count at a similar development and confirmed our use of the proposed trip generation rates. The supplemental count actually showed our trip generation for this project could be high.

Capacity Analysis

- *We generally agree with the findings of this Section with the acknowledgment that the signalized intersection of Tandberg Trail and Roosevelt Trail is operating at a failing level of service. Confirmation should be made that the adaptive signal control system is implemented before occupancy of the development to minimize the impacts that this development would have on the traffic signal.*

Response: No response necessary from the Applicant.



- *A reference is made to “Table 6” that we believe is meant to reference “Table 4”.*

Response: This Table 6 reference is intended to be labeled as Table 4.

Lane Warrant Analysis

- *While we generally agree with the conclusions, it should be noted that the use of NCHRP 457 should utilize volumes adjusted to the average day and not the 30th design hour. This further enforces that a right turn lane likely is not warranted at the Staples entrance.*

Response: Understood.

Safety Review

- *The signalized intersection of Tandberg Trail @ Roosevelt Trail should be included as part of the safety review since this intersection was identified as part of the Study Area. We understand this intersection is being improved and is part of the “North Windham Moves” study. Still, crash patterns should be investigated to determine if these improvements will address these issues.*

Response: As previously mentioned, this intersection is being improved with a portion of the Mobility Impact Fee for the Route 302 corridor. For additional safety review within the study area, the applicant discussed with the Town a proposed Safety Fee for the intersection of Manchester Drive and Route 35. In the email to the Town on May 30, 2024, the applicant proposed a \$10,000 Safety Impact Fee for this intersection based on this intersection having no clear identified mitigation.

Driveway Location & Sight Distance Evaluation

No comments.

Pedestrian Accommodations

- *Consideration should be given to connecting the internal sidewalk network of the site to Tandberg Trail along Manchester Drive in addition to the sidewalk being proposed along the Staples access drive.*

Response: The Applicant has provided a sidewalk connection along Manchester Drive to address this comment. Please see revised plans included with this response package that detail the sidewalk construction and design.



Town Impact Fee

- *This should be recalculated pending determination from the MaineDOT on the trip generation calculations for the PM peak hour.*

Response: Please see the aforementioned trip generation and calculation for the Town Impact Fee estimate at the intersection of US 302-Whites Bridge Road-Anglers Road.

CLOSURE

As discussed with your office, an electronic version of this response letter and subdivision plan are submitted for your review. We look forward to continuing discussion of this project with you at the June 10th Planning Board meeting.

If you have any questions on the information being submitted, please contact our office.

Sincerely,

GORRILL PALMER

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