

Natalie Thomsen

From: Stephen J. Puleo
Sent: Monday, July 27, 2026 11:46 AM
To: Natalie Thomsen
Subject: FW: Roosevelt Trail, Windham - curblane alignment

Hi Natalie,

Please put this the project file.

Steve Puleo

Planning Director

sjpuleo@windhammaine.us | www.windhammaine.us

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Public Hours: Monday 7:00–5:00 | Tuesday 7:00–6:00 | Wednesday 7:00–5:00 Thursday 7:00–4:00 | Friday Closed

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From: Skelley, John <John.Skelley@maine.gov>
Sent: Monday, July 27, 2026 11:41 AM
To: dustin@dmroma.com
Cc: John Q. Adams <jadams@bartonandloguidice.com>; 'Jacob Sirois' <jsirois@bartonandloguidice.com>; Stephen J. Puleo <sjpuleo@windhammaine.us>; Mark T. Arienti <mtarienti@windhammaine.us>; 'Blaine Rich' <brich@pas-maine.com>
Subject: RE: Roosevelt Trail, Windham - curblane alignment

Warning: Unusual sender <john.skelley@maine.gov>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Hi Dustin,

Apologies for seeing this now for sure.

Few things/thoughts:

- Is the development a TMP? Since this is within Windham's Urban Compact if it doesn't get to TMP level it usually just stays with the Town at that point. Not sure if Mark or the PB have the requirement for the shoulder widening here.
 - o What's the left turning movement here? Is it enough to warrant a left turn lane?
- Don't think DOT would have an issue with the curb line move if it creates a quasi- passing lane (something that is acceptable within the driveway/entrance rules), but it's already 6 feet in width

now. Does it need to go out to 10 feet or is 8 feet okay (or even 6 feet as it is now)? 10 foot shoulder is fairly wide and with a 12 foot travel lane it's basically creating a 22 foot width of road that someone down the line might just use as a passing lane regardless of turning traffic.

- Big consideration would be drainage and moving any basins that might be there already that are catching gutter flow.
- ROW is here: [https://mdotapps.maine.gov/PropertyPlans/8806_fr-014-1\(41\).pdf](https://mdotapps.maine.gov/PropertyPlans/8806_fr-014-1(41).pdf). Looks to be around Station 552+00 based on stationing from Page Road.
- If you aren't moving the fog line and striping another lane the clear zone and DFO offsets are probably unchanged.

Thanks,

John Skelley, P.E.
MaineDOT

From: dustin@dmroma.com <dustin@dmroma.com>

Sent: Tuesday, July 21, 2026 11:24 AM

To: Skelley, John <John.Skelley@maine.gov>

Cc: John Q. Adams <jadams@bartonandloguidice.com>; 'Jacob Sirois' <jsirois@bartonandloguidice.com>; 'Stephen J. Puleo' <sjpuleo@windhammaine.us>; Mark T. Arienti <mtarienti@windhammaine.us>; 'Blaine Rich' <brich@pas-maine.com>

Subject: Roosevelt Trail, Windham - curblane alignment

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi John,

We have designed a residential development in North Windham that will have access to Roosevelt Trail utilizing Drive In Lane. John Adams and Jacob Sirois with Barton & Loguidice have been assisting us with traffic analysis for the project, and the Town of Windham has been consulting with Randy Dunton at LJB for review of the traffic impact associated with this project.

To improve the safety and mobility associated with the intersection of Roosevelt Trail and Drive In Lane, we are proposing to modify the alignment of the existing curb line on the west side of Roosevelt Trail for a segment that extends approximately 275 feet north and 230 feet south of Drive In Lane. The existing curb is located approximately 18 feet off the centerline (12 ft travel lane with 6 ft shoulder) and we would like to remove the existing curb and install new curbing that would be 22 feet off the centerline. This would create a 10-foot shoulder between the travel lane and the curb that would be utilized as an informal by-pass lane for vehicles that may be queued for a southbound left-turn movement on to Drive In Lane. We would saw cut the pavement at the edge of the travel lane and rebuild the 10-foot shoulder between the travel lane and curb to an appropriate gravel and pavement thickness to support vehicle traffic.

At this point we are trying to complete our local approvals through the Planning Board with a commitment that the developer would rebuild the west/southbound shoulder for a 500-foot-long segment as generally shown on the attached plan, subject to a final review and approval of the construction plans in full coordination with the Town and MDOT. We would like to get an indication if MDOT would generally be willing to allow the west/southbound curb line to be pushed out an additional 4 feet in this location so that we can finalize our local permitting. We intend to have further discussion with the property owners along this stretch of roadway to investigate if there are any opportunities to improve the curb cut situation while we are doing this work.

Please let me know if you have any questions and if there is any additional information that you need.

Dustin M. Roma, P.E.



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