

Applicant: Graiver Homes, Inc.
40 Farm Gate Road
Falmouth, ME 04105
Project Location: 770 Roosevelt Trail, Windham
Windham Tax Map #70, Lot #1A
Project: Residential Development
Identification #: Reg. 01-XXXXX-A-N
Permit Category: 100 - 200 PCE's
Traffic Engineer: Gorrill Palmer
Attn: Randy Dunton, PE, PTOE
300 Southborough Drive, Suite 200
South Portland, ME 04106
(207) 772-2515

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the MaineDOT's Regulations, the Maine Department of Transportation has considered the application of Graiver Homes, Inc. with supportive data, agency review and other related materials on file.

PROJECT DESCRIPTION

The proposed project is a multi-family residential development including 172 apartments in 14 separate three-story buildings at 770 Roosevelt Trail in the Town of Windham. The site is a 9 acre undeveloped parcel with frontage on Tanberg Trail (Route 35), Manchester Road, and the Shaw's / Staples Plaza access drives. Access is proposed via two full movement entrances onto the Shaw's / Staples Plaza access drives.

The development is estimated to generate 81 trips during the weekday AM Peak Hour of Adjacent Street, 107 trips during the weekday PM Peak Hour of Adjacent Street, and 71 trips during the Saturday Peak Hour of Generator.

Findings

Based on a review of the files and related information, MaineDOT approves the Traffic Movement Permit Application of Graiver Homes, Inc. subject to the following conditions:

MITIGATION

The mitigation is intended to describe that conceptually shown on the following plans provided by Gorrill Palmer:

1. "Site & Subdivision Plan" Dwg C004, dated 8/08/24

If the descriptions contained herein conflict with the plans, these descriptions shall take precedence over the plans. Not all the mitigation discussed herein may be shown on those or any plan. The following mitigation shall be constructed or implemented to MaineDOT's satisfaction prior to opening the proposed facility, unless otherwise noted in the permit or approved by MaineDOT.

Pedestrian Mitigation Requirements

All Pedestrian facilities, signs and markings shall meet ADA criteria, MUTCD standards, Town of Windham requirements, and the MaineDOT crosswalk policy.

On-Site Mitigation

Entrances

With frontage on Tanberg Trail, Manchester Road, and the Shaw's / Staples Plaza, access is proposed via two full movement entrances onto the private unnamed Shaw's / Staples Plaza access drives, which connect to Tanberg Trail and Manchester Road. One access is proposed approximately 240 feet east of the intersection with Manchester Road, the second access approximately 220 feet north of the intersection with Tanberg Trail.

The Applicant shall complete and maintain tree and brush clearing along the parcel frontage to ensure adequate sight distance at the proposed entrances.

Pedestrian Accommodations

Reference the Site Plan

Internal to the site, provide sidewalks and crosswalks interconnecting all buildings and parking areas throughout the development and along the entrance drives.

General Requirements for All Entrances

The entrances shall provide overhead illumination, if not existing, to illuminate the intersections per MaineDOT standards at a minimum. Overhead lighting shall have an average of 0.6 to 1.0 foot candles, with the maximum to minimum lighting ratio of not more than 10:1 and an average to minimum light level of not more than 4:1.

Off-Site Mitigation

Pedestrian Accommodations

Staples Access Drive. Reconstruct the existing pedestrian sidewalk on the west side of the Staples Access Drive from Tanberg Trail to the Plaza property line.

Shaw's Access Drive. On the south side of the Shaw's Access Drive, construct a new pedestrian sidewalk from Manchester Road to the existing sidewalk, and reconstruct the existing section to the Plaza property line.

Manchester Road. Construct a sidewalk on Manchester Road between the Shaw's Access Drive and Tanberg Trail.

Safety Impact Fee

The Applicant shall pay the MaineDOT an Impact Fee for the following high crash location (HCL) to address safety concerns given the additional vehicular traffic volumes through this corridor from the project. Fee to be paid prior to initial occupancy of the development.

- Intersection of Tanberg and Manchester Road: \$6,000

Mobility Impact Fees

The Applicant shall pay the Town of Windham a “North Route 302 Road Improvements Impact Fee” to address mobility concerns given the additional vehicular traffic volumes through the following intersection from the project. Fee to be paid prior to initial occupancy of the development.

- Roosevelt Trail / White’s Bridges Road / Angler’s Road intersection: \$7,653

The Applicant shall pay the MaineDOT an Impact Fee towards future roadway improvements to address mobility concerns given the additional vehicular traffic volumes through the following corridor from the project. Fee to be paid prior to initial occupancy of the development. If this impact fee is used to fund an MPI (Municipal Partnership Initiative) or a PPI (Planning Partnership Initiative), the full impact fee collected must be applied to the total project cost. If this impact fee is used to fund a Federally funded project, the full impact fee collected must be applied to the combined State and Municipal share.

- Roosevelt Trail (Route 302): \$50,854

Overall Requirements

A. Provide all necessary auxiliary signs, striping, and pavement markings to implement the improvements described herein according to MaineDOT and/or National standards. All Flashing LED Stop, Stop Ahead, and blank-out signs shall be a minimum of 36” x 36”. Flashing LED chevrons shall be a minimum of 30” x 36”.

B. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State’s “Installations and Obstructions” law. No signage, plantings, or structures shall be allowed within the “clear zone” if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: “On-Premise Signs”.

C. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect/inaccurate, the applicant shall request in writing from MaineDOT a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.

D. If the proposed project affects the State Highway and drainage systems and requires improvement to that system, the applicant must obtain approval of the design plans and coordinate work through MaineDOT’s Region Engineer in Scarborough, who can be reached by phone at (207) 885-7000.

E. This permit will lapse 5 years from the date signed for all development for which building permits have not been issued. This permit will lapse 7 years from the date signed for all development for which occupancy permits have not been issued.

By:

Stephen Landry, P.E.
State Traffic Engineer

Date: _____

DRAFT