



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

Applicant: New Gen Estates, LLC
50 Maine Mall Road
South Portland, ME 04106
Project Location: Franklin Drive, Windham
Windham Tax Map #18, Lot #26-6
Project: Residential Development
Identification #: Reg. 01-000458 -A-N
Permit Category: 200+ PCE's
Traffic Engineer: Sebago Technics, Inc.
Attn: Derek H. Caldwell, PE, PTOE
75 John Roberts Road, Suite 4A
South Portland, ME 04106
(207) 200-2100

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 New Gen Estates, LLC with supportive data, agency review and other related materials on file.

PROJECT DESCRIPTION

The proposed project is a 137-room hotel, multi-family residential development including 306 dwelling units, and a solar array off of Franklin Drive in the Town of Windham. The proposed location of the hotel is Lot 1, the residential is Lot #2, and the solar array is Lot #3. Access to Lot #1 is proposed via a full movement entrance from the Franklin Drive and a full movement entrance from the East Connector Road. Access to Lot #2 is proposed via two full movement entrances from Franklin Drive. Access to Lot #3 is proposed via Lot #2.

The development is estimated to generate 176 trips during the weekday AM Peak Hour of Adjacent Street, 191 trips during the weekday PM Peak Hour of Adjacent Street, and 212 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 New Gen Estates, LLC subject to the following conditions:

MITIGATION

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

1. “Concept Master Plan” Dwg C004, dated 1/23/2025

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 the current ADA/PROWAG standards, MUTCD standards, Town of Windham requirements, MaineDOT Pedestrian Lighting Guidelines and the MaineDOT crosswalk policy.

On-Site Mitigation

Entrances

The applicant has proposed extending Franklin Drive approximately 390 feet. With frontage on the proposed extension of Franklin Drive and the East Connector, access to the hotel is proposed via a full movement entrance from the Franklin Drive extension and a full movement entrance from the East Connector. One access is proposed approximately 200 feet east of the intersection with the East Connector, the second access is proposed approximately 300 feet south of the intersection with Franklin Drive.

Access to the residential lot is proposed via two full movement entrances from Franklin Drive extension. One access is proposed approximately 80 feet east of the intersection with the East Connector, the second access is proposed approximately 460 feet east of the intersection with the East Connector. Access to solar array is proposed via the residential lot.

The Applicant shall complete and maintain tree and brush clearing along the parcel frontages 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

The Applicant shall pay the MaineDOT an Impact Fee for Franklin Drive pedestrian accommodations to address the gap between the site and the existing pedestrian generators on Franklin Drive. Fee to be paid prior to initial occupancy of the development.

- Franklin Drive Pedestrian Facility Fee: \$55,000

Safety Impact Fee

The Applicant shall pay the MaineDOT a Safety Impact Fee of \$67,000 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.

- Segment: Route 302 from Landing Road to Franklin Drive: \$22,000

- Segment: Route 302 from Shopping Center to Route 35: \$31,000

- Intersection of Route 115 and Abby Road: \$10,000

- Intersection of Route 302 and Route 35: \$4,000

Total Safety Impact Fee: \$67,000

Mobility Impact Fees

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.

- Roosevelt Trail (Route 302) Mobility Impact Fee: \$135,000

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:

A handwritten signature in black ink, appearing to read 'Jeff Pulver', with a long horizontal line extending to the right.

Jeffrey Pulver, PE, PTOE
Assistant State Traffic Engineer

Date: 5/26/2026