

**From:** dustin@dmroma.com  
**Sent:** Friday, December 5, 2025 12:23 PM  
**To:** Amanda L. Lessard  
**Cc:** Stephen J. Puleo; 'Blaine Rich'  
**Subject:** Turning Leaf Heights  
**Attachments:** Phase 1 Trip Gen\_Turning Leaf Drive Windham.xlsx

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Hi Amanda,

We have been communicating with Maine DOT regarding the Turning Leaf Heights project in an attempt to get some answers on permitting and how our anticipated vehicle trips align with the design assumptions on the North Windham Moves project. The Maine DOT is currently utilizing the 11<sup>th</sup> Edition of the Trip Gen Manual which has two alternative methods to calculate vehicle trip generation – one utilizing a table and one utilizing a curve equation. If we use the table method, the proposed 152 dwelling units would be less than 100 trips and not require a Traffic Movement Permit, and if we use the curve equation the proposed 152 dwelling units suggests over 100 vehicle trip-ends and we will need to obtain a TMP. This is because the duplex and 4-unit condo dwellings utilize the table method for trip generation and the multifamily apartment units utilize the curve equation, and then they are added together for a combined total. The MDOT has adopted certain methodology to determine when to utilize the curve equation and when to utilize the table, and based on this methodology they have determined that a TMP would be required for the proposed 152 dwelling units.

Once the Maine DOT begins to use the 12<sup>th</sup> Edition Trip Gen Manual, a TMP may not be required because the project is right on the bubble of 100 trips.

We have not been able to get any information in regard to the assumptions made in the North Windham Moves project and whether MDOT believes the Roosevelt Trail/River Road/Turning Leaf intersection will continue to perform adequately without a left-turn southbound lane based on increased traffic growth projections.

We have had some discussions among the project team about the anticipated timeline of construction for the project, and we would like to discuss a potential phasing of the Town approvals. At this time, we anticipate that the construction of the 56 units and associated improvements on Lot 1 would be built as a second phase, and all other project components would be built as an initial project phase. It might be 2 to 3 years before any construction on Lot 1 begins, other than tree clearing and mass grading to create a construction laydown yard. I understand that it is the policy of the Town to require phased approvals for projects with construction timelines that span several years.

I would like to schedule a meeting next week to sit down and discuss how we might phase approvals for this project so that we can maintain our intended construction timeline to be able to begin this project in the spring of 2026. I am hopeful that the Maine DOT will have more information to share with us in the coming months as they finalize their Preliminary Design Report for the North Windham

Moves project which will help us determine how the full buildout of our project will align with the State's projections for growth and functionality of the signalized intersection. I have attached a spreadsheet showing the trip generation calculation for 64 units of apartments on Lot 3 and 32 units of townhouses on Lot 2 which generates a combined total of 84 trips in the PM Peak Hour.

Our hope is that we can achieve the following:

- Receive Preliminary Subdivision Approval for the entire 152-unit project and 5 lots
- Receive Final Subdivision Approval to divide the property into 5 lots with road extensions
- Receive Final Site Plan and Subdivision Approval for the development of Lots 2, 3, 4 & 5
- Postpone Final Site Plan and Subdivision Approval on Lot 1 until a later date

Please let me know when you have some time available next week for me and Blaine to come in for a meeting, and let me know if there is any additional information that we can provide to help facilitate the discussion.

Thanks,

**Dustin M. Roma, P.E.**



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