

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE: NORTH WINDHAM MOVES, ROUTES 302/35/115

WIN 26662.00

Public Meeting At The Windham High School Auditorium

Reported by Robin J. Dostie, a Notary Public
and court reporter in and for the State of Maine, on
August 12, 2025, at the Windham High School Auditorium,
406 Gray Road, Windham, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE:

ERNIE MARTIN, Senior Project Manager.

BRIAN SANDERSON, Right of Way.

FROM VHB:

ETHAN FLYNN, Director of Highway Engineering.

TONY GRANDE, Director of Transportation Engineering.

ROBERT BURNS: Good evening, folks. My name is Bob Burns. I'm the Town Manager in Windham and we greatly appreciate you coming out tonight to learn more about the North Windham Moves project that the MaineDOT has put together for us.

This was a project that was just recently approved financially at our town meeting, \$31.25 million worth of project here. We believe this project will completely change the way North Windham functions in terms of traffic flow as well as pedestrian and bike activity.

Hopefully, you have the time tonight to be able to look at the plans, you know, ask us questions. We're going to open the floor up for questions later after the MaineDOT and the VHB engineers lay the project out for you, but we are here to answer any questions. If you can't get them answered tonight, feel free to call me at the town hall. Town councilors are here tonight too. They're very interested to hear what you have to say. I know there's a lot of concerns about the project and -- from big to small, so we're here to listen to them, but also here to convey to you what we think this project is going to do for you, so thank you.

1 MR. MARTIN: Thanks, Bob. Welcome, everybody.
2 I'm Ernie Martin with the Maine Department of
3 Transportation. I'm the Project Manager for the North
4 Windham Moves project. It's pretty -- pretty
5 complicated. A lot of -- a lot of moving parts.

6 Just a few housekeeping things. I think we're
7 trying to get some more of the information sheets
8 printed. I ran out, so I apologize for not bringing
9 enough. Also, there was an agenda back there with that
10 information sheet. There is some schedule stuff, which
11 I'll talk about towards the end of the presentation,
12 talk over some dates that are -- that are up and coming
13 in the future from tonight, so I'll leave that for
14 later.

15 So with me this evening, I have Ethan Flynn
16 from VHB. He's going to walk down through, you know,
17 the design elements and pieces and phases of the
18 project. Like I said, it's pretty extensive, so please
19 hold your questions until everybody is done the
20 presentation and we'll ask you to come up and ask your
21 question and we'll see if we can give you an answer.

22 As Bob mentioned, this project has been in the
23 works for a while. It started out with MaineDOT
24 Planning working with the Town of Windham to develop
25 the alternative that we're discussing tonight. A lot

1 of work went into that, a lot of discussions, a lot of
2 meetings. We feel as a department it's a very good
3 project to alleviate, you know, the safety and mobility
4 of the corridor within this area.

5 Obviously, it's just within this area. I know
6 there's been a lot of discussion from folks that have
7 reached out to me, and thank you for doing so, talking
8 about a bypass. Relatively speaking, you know, like
9 Bob said, this is a \$30 plus million project to
10 alleviate this immediate area. A bypass would be more
11 extensive in funding and that funding is just not
12 available.

13 And we are still reviewing the scope of this
14 today because the budget is a little over, so we're
15 kind of looking at pieces to -- to maybe either modify
16 or adjust as part of the project. We're working with
17 the Town in doing so as well as Federal Highway, our
18 federal partners, which orchestrated us getting this
19 \$25 million grant, which is part of the overall
20 project. When you get federal money there is a lot of
21 stipulations that go with it, so we're -- we're still
22 trying to navigate that overall funding mechanism.

23 Also with me this evening is Brian Sanderson.
24 He's our Senior Right of Way Appraiser. He's going to
25 talk a little bit about the right of way process that

1 moves forward from tonight and I'll get into that when
2 he gets done talking to give you some assemblance of a
3 schedule and the more contacts that you'll be getting
4 from MaineDOT if you're impacted by this project.

5 So with that, I'm going to turn it over to
6 Ethan and Ethan will get us down through the design.

7 MR. FLYNN: Thank you, Ernie.

8 All right. So I'm going to start with the
9 project location. Most of you, I'm sure, are familiar
10 with it. This is the project right here. I know it's
11 pretty small, but the areas in yellow are the roadways
12 that will be part of this project. The lighter
13 sections of yellow will be a mill and overlay treatment
14 where we grind down the top 2 inches of pavement and
15 put fresh pavement back. The darker shade of yellow
16 will be where we fully reconstruct the roadway or build
17 a new roadway in the instance of the East Connector or
18 extending Manchester Road/West Connector. The
19 sidewalks are shown as gray. And the green areas
20 are -- the darker areas of green will be the raised
21 islands and the lighter green will be the limits of
22 regrading. It says grass there. There may be sections
23 where there are steeper slopes that we need to
24 reinforce with stone riprap, so it's really just the
25 limits of the grading.

1 There is no buildings that are currently
2 identified that will be taken on the plans tonight, but
3 we do have some trees that were labeled as remove and
4 then the new right of way shown is in purple.

5 So the sections of the roadway, 302 is going
6 to begin at River Road and extend all the way to Whites
7 Bridge Road, which is 1.7 miles. Route 35 is going to
8 consist of Boody's Corner extending westerly to where
9 Manchester Drive is today. 115 is going to go from
10 Boody's Corner the other direction to where the East
11 Connector is. And for those that don't know that's --
12 that's currently the intersection of Dunridge Circle
13 with Residential Road. The East Connector will be
14 directly across from that. And then Whites Bridge Road
15 will go from Route 302 extending west to where the new
16 intersection of the West Connector/Manchester Drive
17 Extension is.

18 In addition, we have the new east side
19 connector, which is -- we're also going to refer to
20 that as Veterans Memorial Drive. The existing Veterans
21 Memorial Drive will be renamed Veterans Drive. But
22 that east side connector, like I said, will start at
23 Tandberg Trail at Dunridge Circle and extend north to
24 Franklin Drive. And then as I said, the west side
25 connector is going to be the extension of Manchester

1 Road to Whites Bridge Road.

2 So the background on the project, this design
3 project builds upon the North Windham Moves
4 Transportation Feasibility Study that was done by a
5 separate construction firm. They were named Gorrill
6 Palmer at the time and now they are LJB. So this
7 design builds on the planning of that feasibility
8 study. MaineDOT hired us to start design in the spring
9 of 2023 and we've already held two previous public
10 meetings, one in June in '24 and one in June '25.
11 Ernie will talk about this later, but it's also likely
12 that next year at some point we'll be back to talk
13 about construction schedule, construction phasing,
14 construction impacts.

15 So the purpose and need in that feasibility
16 study was the purpose of this project is to improve
17 local mobility and accessibility for the North Windham
18 downtown district while also providing for safety and
19 mobility improvements for the regional users along
20 Route 302 corridor. The goal of this project is to
21 build a more Complete Streets network as the foundation
22 for a more complete overall transportation system. So
23 that was our charge starting out with the design
24 building upon the concepts from that feasibility study.

25 So some kind of thinking about the design in a

1 more high level theoretical sense, this is a
2 comprehensive redesign of Route 302 for the safety and
3 mobility of all different types of users. It's an
4 integrative approach with raised islands, new connector
5 roads, coordinated traffic signals. Again, getting
6 back to that purpose and need to make it more efficient
7 and safer for traffic, both local and regional.

8 On the safety side, this is a diagram of the
9 high crash locations from 2023 to 2025. DOT defines
10 high crash locations in a three-year rolling period and
11 since '26 isn't done yet that's why we're using '23 to
12 '25. A high crash location is eight crashes in that
13 three-year period and a critical rate factor of over 1.
14 And all that means is they compare that section of road
15 or intersection to similar roads or intersections
16 throughout the state and are we experiencing more
17 crashes than we would expect.

18 The red lines are the high crash locations
19 along roadway segments. So you can see Route 302 from
20 River Road to Boody's Corner and even extending further
21 north is a constant high crash location. Then there is
22 another section there between Landing Road and Franklin
23 and another section just north of Whites Bridge Road.
24 And then there's a section of Tandberg Trail just west
25 of 302. The purple stars are dangerous intersections.

1 And then it says here most of the causes of these
2 intersections along 302 are left turns into driveways,
3 left turns out of driveways, or people getting
4 rear-ended waiting to make that left turn.

5 So to help with that we're looking at adding a
6 lot of raised median islands. This is just a
7 rendering. It's not going to be exactly what we're
8 proposing in Windham. It's going to be very similar.
9 Some of the differences is this shows concrete slipform
10 curb. We're going to have sloped granite curb and our
11 medians are going to range from 4 feet wide out to 16
12 feet wide. So where they're wider, we will see
13 plantings, trees are a discussion, but definitely low
14 growth, low maintenance plantings will be in the wider
15 sections. In those narrow sections that are only 4
16 feet you're going to likely see green painted asphalt.
17 But these are designed to prevent those left turn
18 turns, which will improve through-put and improve
19 safety. And they also provide a pedestrian refuge
20 where there are crossings across 302, you can cross two
21 lanes, pause as a pedestrian and then cross the other
22 two lanes.

23 The connector roads, these are meant to
24 provide alternate routes so they can be used as a
25 bypass if you want to avoid the traffic lights on 302,

1 but they can also be used in certain situations to
2 another route to get to commercial businesses. So
3 these are -- these are meant to reduce congestion, but
4 they also improve redundant emergency access. Some of
5 you may know the Town is in the process of moving their
6 emergency services building out to Franklin Drive
7 across from Home Depot, so that East Connector will be
8 a huge benefit to them when it's built. And then there
9 is also potential for future development on these new
10 connector roads as well.

11 With this there will be several signals that
12 will be either updated or there's a couple locations
13 that I'll show where we're adding new signals. These
14 will be fully adaptive signals, so what that means is
15 it's an intelligent signal. Signals going back in the
16 late '90s, they were set on a certain timer and it
17 didn't matter if it was rush hour or the middle of the
18 night, they would cycle through that time. Adaptive
19 signals now run based on a computer, so monitor traffic
20 in real-time and they can improve through-put and also
21 there is a like control center in Augusta that DOT
22 monitors so they can actually look at these things live
23 and make changes as well. These will all be adding new
24 pedestrian signals as well to improve crossings at all
25 of the new and existing signalized locations.

1 Based on the previous study these were some of
2 the projections that were made. Looking ahead for
3 traffic in 2040, I realized that whenever you're
4 projecting out 20 years it's a very dynamic situation.
5 You folks that live here are aware of some the
6 development that's ongoing and some future development
7 that may be happening. But they projected a cumulative
8 area traffic delay reduction of over 40 percent in the
9 p.m. and 20 percent in the a.m. Boody's Corner would
10 be reduced by 17 percent, what's going to be 100 less
11 vehicles entering per day because the expectation is
12 they would use the East and West Connector Roads.

13 So once again, these are kind of the
14 principles, reduce the conflict points with the raised
15 islands, make it more safe for pedestrians, the islands
16 provide that, also the signals will provide better
17 crossings and all that's meant to perform more
18 efficient transportation.

19 So getting into the technical aspects of the
20 presentation. So as I was saying, these are all of
21 the -- the circles you see there are the signal
22 locations. The red ones are existing signals that will
23 be updated to that adaptive technology. The blue
24 signals, the one at the East Connector on the bottom of
25 the sheet, and the one on Manchester Drive are new

1 signals that are proposed. Again, they will be
2 adaptive technology.

3 Where you see the areas in green along the
4 roadway that will be mill and overlay. As I said,
5 there may be some earthwork. There are spots where
6 we're widening to add additional turn lanes. There may
7 be drainage excavation. There may be excavation for
8 either rebuilding or adding additional sidewalk, but
9 the red sections are your full construction where it's
10 going to be new roadways.

11 This shows the new proposed pedestrian
12 facility, so we're not showing existing pedestrian
13 facilities. There is, you know, a fair amount of
14 existing pedestrians existing on the right side of 302
15 that are not shown here, but these are just the new
16 sections in blue that will be new sidewalks in blue.
17 And then in red are the new shared use path that will
18 be 10 feet or wider.

19 So now I'm going to go through each section of
20 roadway. It's a very large project. I apologize, this
21 is -- I realize this is kind of hard to see, but we're
22 looking here at Route 302 from River Road to Boody's
23 Corner. In this section on the bottom of the page,
24 we're going to be widening out a fifth lane and what
25 that's going to allow us to do is add a center turn

1 lane for this section, so that's going to allow easier
2 left turns in and out of any entrances here. Right in
3 the middle of the page you might be able to make out a
4 small green island that is going to be a new rapid
5 rectangular flashing beacon at the school. So we're
6 adding sidewalk on the top of the page so that will
7 allow folks to get to the school by foot.

8 On the left side at the Stockhouse Restaurant,
9 we -- to do this widening of five lanes we are tapering
10 back down to the existing four lanes at that
11 intersection of River Road, but even with that tapering
12 we're still widening and we're going to be proposing a
13 retaining wall immediately adjacent to their parking
14 lot. There won't be any loss of parking with that in
15 the final condition, but there may be some temporary
16 impacts to actually excavate and build a wall.

17 And on the right side of the screen you can
18 see at Boody's Corner the raising median islands that
19 will be added to that intersection to better delineate
20 and separate traffic. Boody's Corner is shown as dark
21 yellow. That's not going to be full reconstruction
22 going down and adding new gravel, but we're going to
23 take all of the pavement out and put fresh 6 inches of
24 pavement in that intersection because of the amount of
25 traffic and the amount of rutting in that intersection.

1 The DOT recommended we take it down to gravel and start
2 fresh instead of doing a mill and overlay through
3 there.

4 On top of the screen behind the existing fire
5 station you can see a green area that is stormwater
6 treatment, which we refer to BMPs, and that is meant to
7 treat stormwater and slow it down. So with this
8 project we're adding a fair amount of new impervious
9 area, which will create additional runoff so we're --
10 we have those spaced throughout the project so that
11 there are -- there are not impacts to outleting water
12 either from cleanliness or just the amount.

13 This next slide is Route 302 to Franklin
14 Drive. Travel lanes will be 11 feet wide, 3 foot
15 shoulders. There will be a new sidewalk on the left
16 side just like there was on the previous slide. And
17 you can see here the raised medians will extend from
18 Boody's Corner all the way to Franklin Drive and you
19 can see those wider sections in the middle of the
20 screen. That's where they're going to be 16 feet wide
21 and we'll have some plantings in those. The narrow
22 sections, as I said, would just be paved and painted
23 green. The reason for the narrowing at the
24 intersection is those raised median islands become a
25 left-turn lane at the intersections.

1 And the last section of 302 from Franklin
2 Drive to Whites Bridge Road, once again, 11 foot travel
3 lanes, shoulders on this section vary a little more, 3
4 1/2 to 4 feet. And this section is not going to change
5 that much from what it is today. It's just getting
6 kind of a surface treatment and drainage updates and
7 additional sidewalk. But once again, in the middle of
8 the street you can see that little -- little green
9 island, that will be another rectangular rapid flashing
10 beacon to allow pedestrians to cross Route 302 there to
11 get down to the park.

12 Now, starting off on the West Connector, this
13 is the existing Manchester Road section. So this is
14 the existing roadway section. Once again, this will be
15 a mill and overlay, 11 foot lanes, 5 foot sidewalks.
16 There will be drainage improvements. There will be a
17 new sidewalk on the left side and on -- which would be
18 the top of the screen, excuse me, and on the bottom of
19 the screen a new 10 foot illuminated shared use path
20 with an esplanade that will be separated from the
21 roadway and, as I said previously, the new signal at
22 the intersection of Tandberg.

23 This is the second half of Manchester, which
24 will be the new extension, so this will be all brand
25 new roadway. Again, we're going to continue with that

1 11 foot travel lane and 5 foot shoulder, but in this
2 section we are not doing the sidewalk on the high side
3 of the screen. We're just doing the shared use path on
4 the bottom of the screen, which will still be separated
5 by an esplanade. Here on the right side of the screen
6 you can see another BMP stormwater treatment, which --
7 and just right of that is the stream crossing, which
8 will be -- we'll be installing a large box culvert for
9 pedestrian crossing.

10 This is the profile view of the new section of
11 roadway. So anywhere we're doing mill and overlay the
12 profile road is not changing. We're going to be
13 matching existing, so I'm only going to be showing you
14 profiles where we're constructing new roadways. So you
15 can see on the left side of the screen, that's the end
16 of the existing roadway. That's where Amano Drive
17 comes out or where Lowe's is. And then you can see we
18 come up the hill, we're cutting off a fair amount of
19 material at the top of that hill and should be about 15
20 feet. And then where we're coming down the hill,
21 Trails End Road currently weaves through here and we're
22 going to have two offset intersections to maintain
23 Trails Road on either side of this new connector. And
24 then you can see the fill section at the very end where
25 we have the stream crossing and we're tying into Whites

1 Bridge Road.

2 This is the East Connector. So as I said
3 previously, this -- this -- we're expecting this road
4 to be renamed Veterans Memorial Drive. The existing
5 Veterans Memorial Drive will be changed to Veterans
6 Drive. This will be new reconstruction. Again, being
7 here 11 foot travel way, 5 foot shoulders. We'll have
8 a new illuminated path on the high side of the screen
9 and we'll have a new signal at the beginning of
10 Tandberg Trail on the left and a new single-lane
11 roundabout on the far end where the proposed emergency
12 service building is, where Home Depot is. And then in
13 those green areas, those are meant to represent future
14 or ongoing development. So the one on the bottom of
15 the screen is the proposed hotel and further down
16 Franklin is the existing residential and solar
17 development.

18 And, again, you can see here there is another
19 stormwater BMP right in the middle when you cross
20 Sandbar Road Right in the middle. There will be
21 another rapid rectangular flashing beacon here as well.
22 This one won't have a center median because it's a
23 two-lane road.

24 Here is the profile of East
25 Connector/Veteran's Memorial Drive. It's a lot flatter

1 than the Manchester Extension, but on the left side you
2 can see Tandberg Trail, the right side is the new
3 roundabout at the intersection of Franklin Drive. I
4 lost the arrow to Sandbar Road, but it's kind of
5 directly above where that label is where the
6 intersection of Sandbar Road is. And then you can see
7 there is an existing flood plain that we're just
8 skirting around and that's what that fill section is
9 and then Veterans Drive is there at the end between the
10 new proposed emergency services building and the
11 proposed hotel.

12 Franklin Drive, this is another mill and
13 overlay section. New -- new sidewalk on the bottom of
14 the screen. New shared use path on the top of the
15 screen. And, again, this is 11 foot lanes, but here
16 we're only doing 3 foot shoulders.

17 Landing Road, not a lot of work on Landing
18 Road. You can see the top and the bottom. We are
19 doing some work just to match in on the adjacent
20 intersections of 302 and on the top of the screen
21 Manchester Road. But we are building new sidewalk so
22 there will be connectivity along Landing Road from a
23 pedestrian standpoint. So today the sidewalk on the
24 left side of your screen heading up stops, there is a
25 crosswalk to the bank across from Wal-Mart. We're

1 going to continue that sidewalk across the Wal-Mart
2 frontage and add a new crosswalk right before you get
3 to Goodwill and then there is the existing sidewalk
4 there to the top of the screen.

5 Tandberg Trail on the left side. So this is
6 between Manchester and Boody's Corner. It's another
7 mill and overlay, 11 foot lanes, but here where there
8 is two lanes the shoulders are existing a little wider
9 so they're 8 feet. We're adding new sidewalk on the
10 south side. On the bottom of the screen there is
11 existing sidewalk. On -- on the top side of the screen
12 where it's in good condition it will remain, but where
13 we need to widen it for the intersection we will be
14 reconstructing it.

15 And then you can -- on -- on this slide you
16 can see we're -- there is the existing raised median
17 island at Manchester on Tandberg Trail and then we're
18 adding a new raised median island on the other end at
19 Boody's Corner.

20 Here is the other half of Tandberg Trail from
21 Boody's Corner to the new East Connector/Dunridge
22 Circle intersection. Once again, this is 11 foot
23 lanes, the sidewalks -- the shoulders there are 6 feet
24 plus. Once again, we'll be adding new sidewalk on the
25 south side maintaining the existing sidewalk on the top

1 side of the screen where it's in good condition. And
2 again, you can see the new raised median coming back
3 from Boody's Corner. And right in the middle of the
4 screen where the other school elementary school
5 entrance is right in the middle there will be another
6 rapid rectangular flashing beacon for kids getting to
7 school to safely cross Tandberg Trail.

8 Whites Bridge Road, this will be another mill
9 and overlay. You can see the new Manchester Road
10 Extension/West Connector on the left side of the
11 screen. Route 302 is on the right side of your screen.
12 There is a new shared use path on the bottom of the
13 screen and there will not be sidewalk on the opposite
14 side of the road, that is the shared use path. We are
15 widening the roadway on the left side of the screen to
16 provide a left-turning lane for folks to turn left on
17 the new Manchester Road Extension.

18 Now, I'm going to kind of zoom into some of
19 the intersections just so you guys can see those a
20 little more closely. As I said, all these
21 intersections will have adaptive signal controls, so
22 the pedestrian upgrade for pedestrian signal. These
23 will all have push buttons with auditory warnings. And
24 as I said previously, we're widening Route 302. You
25 can see on the right side of your screen but then it is

1 tapering back down to the existing four lanes at the
2 River Road/Turning Leaf intersection.

3 Here is Boody's Corner. You can see the new
4 raised median islands at this intersection to help with
5 turning movements. And the dark L, again, indicates
6 where we're taking the road down to the existing gravel
7 putting a full section of fresh pavement there.

8 Here is Route 302 and Landing Road. At our
9 first public meeting we showed a concept that was going
10 to remove that slip-lane heading in to Franklin, but
11 we -- based on feedback we decided to put that back in.
12 So that's going to remain, other than that there is not
13 extensive changes at this intersection other than the
14 new signal head and the new raised median islands on
15 Route 302.

16 And then here is Route 302 and Franklin.
17 Again, not -- not many changes here. A raised median
18 on Franklin and the end of the raised median section on
19 Route 302.

20 And then here is Whites Bridge and Route 302.
21 No significant changes here other than the signal
22 updates. And this section of roadway will receive that
23 mill and fill with new sidewalk and drainage updates.

24 Tandberg Trail and the West Connector, on here
25 there will be a brand new signal. We're widening this

1 section of Tandberg to provide that right turn onto the
2 West Connector/Manchester Road. Lamb Street will be
3 incorporated into this signal.

4 And here is Tandberg Trail and the East
5 Connector. As I said, this is directly across from
6 Dunridge Circle. The name is cutoff on the bottom of
7 the slide. This will be another new signal location.
8 You can see widening on the bottom side of your screen
9 and that's just allowing us to provide room for that
10 left-turn lane onto the new East Connector. And
11 Dunridge Circle will be incorporated in this signal as
12 well.

13 And with that, I will turn it over to the
14 Right of Way section.

15 MR. SANDERSON: Good evening. My name is
16 Brian Sanderson. I'm a Senior Property Officer for the
17 Department of Transportation in the Highway Program and
18 my main responsibility is supervising the acquisition
19 of property and the negotiating for doing that.

20 With this project there are a great number of
21 properties that will be impacted and with the
22 Constitution no property can be taken without just
23 compensation, so really that's where we get involved in
24 that. Probably in the late fall you'll be receiving a
25 letter from me, which will be the formal notification

1 that you will be impacted by the project. And shortly
2 after that you will receive correspondence from an
3 appraiser who will be coming out to take pictures of
4 the property along with the impacts along the road.
5 And they will offer you the opportunity to meet with
6 them while they're out inspecting the property. Please
7 take advantage of that. They can show you the most
8 recent plan. They can go over what the impacts will be
9 to your individual property and you can -- if you have
10 any questions or concerns, if they're not able to
11 answer that they can bring it back to Ernie's team and
12 we can get an answer for you.

13 With the timing of this project a great deal
14 of our work with the appraisal will be done over the
15 winter, which is probably the least convenient time to
16 come out and meet with property owners when there is
17 snow on the ground to see what the impacts will be. So
18 I imagine late this fall we'll try to get out there
19 before winter comes and get a majority of all of the
20 pictures taken and try to meet with as many owners who
21 would like to be met with. And then come spring when
22 all of the appraisals have been reviewed and approved
23 we'll be able to come out and make an offer to you for
24 those impacts.

25 Now, the letters you'll receive from me and

1 from the appraiser will sound like we're taking your
2 whole property, but with a project like this really
3 there is only going to be strip takings, some permanent
4 easements, and a lot of temporary construction rights.
5 Even with the temporary construction rights even though
6 that will go away at the end of the project, we still
7 need to compensate you for the time that we're using
8 your property. So everyone will be notified and that
9 will be, you know, even if it's just a driveway match.

10 And then after we're able to make all of the
11 offers to all of the owners, we will be able to file
12 what they call a notice of layout and taking with the
13 Cumberland County Registry of Deeds. When that
14 document gets filed that's when we have acquired all of
15 the rights that we'll need for the whole project
16 whether as a property owner you have settled with us or
17 not. So it just sets the time frame that we can then
18 advertise it to the contractors so they can get ready
19 to construct the project. Even after we do file that
20 notice you will receive a copy of the notice. You will
21 also receive a compensation check based on the original
22 offer we gave you. And even if you're not settled you
23 can cash that check after -- at any point and you can
24 continue to negotiate with us even during construction
25 or after.

1 Where this has a great deal of federal funding
2 in it, we are under a tight time frame to keep the
3 schedule so all of the money can be appropriated
4 properly. So we will be trying to get out there as
5 soon as we can in the fall and give you as much
6 opportunity to have an offer made to you and to
7 consider it. But coming -- come July, I believe, is
8 when we will have to file that notice of layout and
9 taking.

10 Additionally, a lot of the documentation we
11 have in our system is several years old because this
12 project has been around. If you are an impacted owner,
13 if you could, you know, update your contact information
14 with us it would be greatly appreciated. We spend a
15 lot of time trying to find either addresses, most
16 people have cell phones, that's not easy to track those
17 down. So if you are going to be impacted, if you could
18 please reach out to us and give us contact information
19 it would be greatly appreciated.

20 And if you have any questions after the
21 presentation, I'll be here after the meeting also.

22 MR. MARTIN: Thanks, Brian. So up back, and I
23 apologize I did not print enough, there is a project
24 schedule that's kind of remained -- the highlights that
25 are remaining with the project. So tonight obviously

1 we're here with what we call the final public meeting
2 to go over the project design, see where it fits,
3 getting comments. There is also going to be a virtual
4 component where this presentation will be online where
5 you can go -- you'll be able to go watch it. I'm going
6 to do what we call a every door direct mail, an EDDM,
7 so there is like 4,500 that are going to go out that
8 are in the immediate area. So if you have a post
9 office box or an address you are going to get one of
10 these. And within -- on that document there is going
11 to be a QR code that will take you to that virtual
12 public meeting. You'll be able to go on and view it.
13 The right of way component will also be part of that,
14 so you'll be able to go in and kind of research what
15 Brian just went over real quickly. It's quite a lot to
16 digest, so you'll have an opportunity to do that as
17 well. So that's going to run from September 9 to
18 September 23. It will run for a two week period where
19 you'll be able to go on and watch that -- watch that
20 presentation as well as comment on that same page. And
21 if you comment to the page, it will come in directly to
22 me as the Project Manager and we will get back to you.

23 So as Brian mentioned, you know, then we're
24 going to start to -- we're going to -- we're probably
25 going to start right of way mapping. So after we get

1 done tonight looking at all of the designs, all of the
2 comments, we're going to do what we call lock down the
3 plans, which is plan impact complete. So all of the
4 outer limits of the design are locked down so then we
5 turn it over to our right of way mappers, they start
6 mapping those impacts that Brian talked about to come
7 up with the square foot impacts and Brian's group will
8 turn around and, as Brian said, you'll get a notice
9 from an appraiser to meet you on your property to
10 review the impacts and they'll ask you a few questions,
11 appraise your property and come up with that value.

12 And then there will be a number created from
13 that appraisal based off the square foot value and then
14 you're going to come in contact with a right of way
15 negotiator, which will have all of that information in
16 their hands when they meet with you, so you're going to
17 get notice from that negotiator and they will come to
18 your house to sit with you and go down through the
19 plans, review that with them, and show you that
20 compensation that Brian mentioned.

21 So realistically, you're going to come in
22 contact with probably a DOT personnel probably three or
23 four more times. As Ethan kind of broached the
24 discussion on constructability, we're going to be back
25 in May to review how we're going to build this, right,

1 what the impacts to the traveling public is as
2 construction takes place. Our mindset right now is to
3 build the connector roads first, get those built and
4 utilize those as some sort of detour to do that work on
5 302 to try to minimize traffic flow. Obviously, we
6 haven't really dove into this yet. We're not sure
7 exactly how much nighttime construction is going to be
8 on 302 because you have a lot of traffic out there and
9 I'm not sure we have enough width to maintain two lanes
10 of traffic in each direction and construct what we have
11 to construct. So when we come back, you know, May
12 timeline next, we'll have all those plans to show you
13 exactly our thoughts on how the contract is going to go
14 about constructing the project.

15 So when that constructability meeting is over
16 then we start finalizing things. We look at our
17 utilities. There is a lot of utilities out there that
18 are going to get moved, added, relocated, that's a
19 whole other element that we're working with the local
20 utility companies to massage their facility or put new
21 in so we need to certify that document before we PS&E
22 it, plans, specs, and estimate. So along with that
23 line is Brian's process of certifying that right of way
24 because of the federal money we use, he has to certify
25 that document saying that the Department has acquired

1 all rights to construct the project. That's also a key
2 element when we get towards the tail end and get ready
3 to advertise the project. So looking at that timeline,
4 we're looking at PS&E being July/August of '27 and then
5 get it advertised sometime in September.

6 When is the contractor going to begin? We're
7 not really sure yet because that's part of looking at
8 that constructability. We do have the luxury of the
9 off road, new road, off-alignment, so technically they
10 could go in and do some construction later in the year
11 and then hopefully a light winter and they could
12 continue on, but there's too many wild cards in that
13 statement to really finalize it.

14 Bob alluded to the overall funding, you know,
15 that federal grant, that RAISE grant, which is the \$25
16 million that's part of that \$31 million overall project
17 cost, so that's a big deal. That's a big investment
18 for the state, for this 302 corridor, and it's a big
19 investment for the Town to manage the corridor within,
20 right, you know, all of the elements that come in and
21 out of that corridor that are local roads.

22 So with that, we can get into the Q&A. I can
23 either come to you with the microphone or if you want
24 to come down here to the microphone, just state your
25 name. We are having the meeting recorded, so we'll

1 have meeting minutes that we'll also post online as
2 well. Also, just make sure you did sign-in out back.
3 And Tony Grande from VHB has copies if you need copies
4 of the agenda and the project information if -- if you
5 have not -- if you do not have any.

6 So with that, I'll turn it over to you folks
7 for comments.

8 AUDIENCE MEMBER: (Jody Hill.) Thank you very
9 much for the presentation. Jody Hill from South
10 Windham. I lived in North Windham for 40 years and we
11 moved to South Windham. Going south on Route 302
12 heading towards River Road and where the Stockhouse is
13 for anybody that travels that way it's a nightmare.
14 People -- once we travel past the existing fire
15 station, we all look up ahead to see if there is a
16 left-hand blinker on the left road because that means
17 you have to fight with the other lane and nobody wants
18 to try to get through that intersection. I was looking
19 at your presentation and I didn't see anything to
20 address that left-hand turn. I know -- I don't know if
21 many people that go down through Westbrook, but on 302
22 they've changed the way they do business down there.
23 They put a straight ahead lane, a right-turn blinker
24 and a left-turn -- a left-turn blinker and right-turn
25 standard, both directions, and that's really helped

1 people from screaming past you. And River Road and
2 Stockhouse turn there's quite a bit of traffic there
3 all trying to go straight ahead. Did you address this
4 issue for that or are you planning to do that in the
5 future?

6 MR. MARTIN: So are you talking after you take
7 that left off of River onto 302 and head northbound?
8 Are you talking about people putting their-left hand
9 turn blinker off 302?

10 AUDIENCE MEMBER: Going south.

11 AUDIENCE MEMBER: Coming from Regan and taking
12 a left into Stockhouse. You need a left-turn.

13 MR. MARTIN: I don't think we're addressing
14 that as part of this project.

15 MR. FLYNN: Yeah, the adaptive signals should
16 improve capacity, but, no, it's still going to be a
17 left through-lane.

18 MR. MARTIN: Yeah, the unfortunate thing is
19 we've got a couple of things going on. We -- we had
20 to stop this project somewhere and that was a
21 logistical point as kind of stopping shy of the River
22 Road intersection on 302 because we just couldn't keep
23 going down. This -- this whole corridor needs a whole
24 makeover and this is a start. So when you think about
25 this project when it gets done, we always come in, we

1 always fix a problem, we always chase it down the road
2 to create another one and that's not going to be an
3 uncommon thing here. I think you're going to find
4 there will be some conflict points on each side of this
5 project that occur at some intersections just because
6 we -- we make this section of road run optimal, right,
7 it's going to run fluent because of that communication
8 so traffic is going to get through here faster and then
9 as you go north and south on 302 you're going to come
10 into intersections that don't function properly. So
11 obviously when we do projects like this we keep a close
12 eye on those intersections. Obviously, we're working
13 with the Town, we're already aware of a couple that
14 obviously aren't being addressed with this project, but
15 that's just something that happens. We keep our eyes
16 wide open and observe problems that happen because of
17 this project, but it's a good comment.

18 AUDIENCE MEMBER: (Jody Hill.) But my
19 question also on that is that I'm not 100 percent sure
20 because I hadn't gotten back into the scheme of things,
21 but isn't there a housing development going on, plans
22 for a development where the Stockhouse is, that traffic
23 is going to impact that intersection.

24 MR. MARTIN: Yup, we -- we are aware of that
25 and --

1 AUDIENCE MEMBER: (Jody Hill.) And that's the
2 egress on both sides is very dangerous because people
3 speed -- especially people who don't live here, they --
4 they -- there are two lanes ahead and then down to one.

5 MR. MARTIN: Yeah, and we're aware of that
6 development and I'm going to look at Bob and just get a
7 head nod, they've diminished what they're looking at
8 right now because of the impacts of what they were
9 looking to develop that intersection. Because we're
10 not doing anything to that intersection it kind of cuts
11 them off with their proposed development, but there is
12 a development proposed for that, so any further added
13 traffic to that intersection might cause them to have
14 to improve that intersection based off whatever their
15 volumes are that are coming to and from that location.

16 MR. GRANDE: Anybody else have any questions?
17 I'm going to get some exercise.

18 AUDIENCE MEMBER: (Jennifer White.) So just
19 to piggy back off from what she was asking, we own the
20 property at 679 Roosevelt Trail and that was one of our
21 questions. It's a huge issue that there is no turning
22 signal there. Is there going to be a turning lane?
23 Are you going from three lanes and then once you get
24 through that light it's going to shrink down to one
25 lane on each side? I'm a little confused by that.

1 And then the second question I have is with
2 the new lights that are going in, traffic lights, on
3 that particular intersection, where is that new pole
4 going to be? Is that going to be blocking our sign?

5 MR. MARTIN: I don't know what --

6 AUDIENCE MEMBER: And my name is Jennifer
7 White, I'm sorry. I represent 679 Roosevelt Trail.

8 MR. MARTIN: Yup. We'll see if we can pull it
9 up and... So looking at this plan, which property is
10 it?

11 AUDIENCE MEMBER: (Jennifer White.) It's the
12 one on the corner of --

13 MR. GRANDE: The one on the bottom left
14 corner; is that correct?

15 AUDIENCE MEMBER: (Jennifer White.) Where
16 Turning Leaf Drive is, it's the big long drive there.

17 AUDIENCE MEMBER: Stockhouse.

18 AUDIENCE MEMBER: (Jennifer White.) No,
19 across from the Stockhouse.

20 MR. GRANDE: Across from Stockhouse, okay.

21 AUDIENCE MEMBER: The daycare.

22 AUDIENCE MEMBER: (Jennifer White.) The
23 daycare. It's the daycare.

24 MR. MARTIN: Off Turning Leaf?

25 AUDIENCE MEMBER: (Jennifer White.) Yeah.

1 MR. MARTIN: Yup, basically on the Turning
2 Leaf side it's going to stay as it is today. So you're
3 going to come into that intersection, you'll have --
4 you have a signal that you use today, it's just going
5 to be modified to have it communicate with the other
6 signals. So is your concern pulling out of there right
7 or left or through?

8 AUDIENCE MEMBER: (Jennifer White.) Our
9 concern is when they're coming from North Windham
10 heading towards Portland and you hit that light,
11 anybody that's turning left down to Turning Leaf Drive,
12 which is only going to get crazier, it's going to be
13 really problematic. It's dangerous, number one, there
14 is just -- it would be so much better if there was some
15 kind of a turning signal or something.

16 MR. FLYNN: Yup. And so the issue, as I
17 understand, is people heading where my pointer is here.
18 In this lane you've got a left turner, they're going to
19 make a left turn, they use up the whole green cycle, so
20 you effectively only have one through-lane and I
21 believe that's the concern.

22 AUDIENCE MEMBER: (Jennifer White.) Yup.

23 MR. FLYNN: What we ran into with this is if
24 you're going to widen that intersection to five lanes
25 on this side you're -- you're going to be pushing the

1 two through-lanes out and -- or shifting 302 to the
2 bottom of the screen and that's going to carry in
3 across the roadway. So we'd have to widen on either
4 side of this road to allow those two through-lanes to
5 come back. You know, we'd either have a triangular
6 raised island here or a triangular cross-hatching to
7 bring those two lanes back. That and coordinating with
8 some of the uncertainty with the residential
9 development and how much they would be required to
10 improve this intersection that -- just the unknowns and
11 the impacts it was decided that it was outside of the
12 scope of this project.

13 AUDIENCE MEMBER: (Chris McDonald.) What
14 about the simplicity of just changing the cycle of
15 those lights and putting -- starting the -- the
16 direction towards Portland to turn green before the
17 other direction starts with the green arrow almost sort
18 of like it does down the road a bit --

19 MR. FLYNN: Yup.

20 AUDIENCE MEMBER: (Chris McDonald.) -- just
21 to give that -- that flow of traffic an ability to
22 start moving and make the left turn and then shut the
23 green arrow off and then turn it into just a straight
24 to go through.

25 MR. FLYNN: So that's -- that's a great

1 comment. With the potential residential development
2 we're unsure of what the change in traffic is going to
3 be. If -- if -- at the later stages if we can do
4 something with timing or lane designation that's
5 definitely something we can take a look at.

6 MR. MARTIN: Yeah, I think -- I think related
7 to this intersection in general we're obviously working
8 with the Town and Bob's --

9 AUDIENCE MEMBER: My name is Chris McDonald.

10 MR. MARTIN: -- looking behind the scenes to
11 see if there is a way to create another project, work
12 with the developer somehow to improve this intersection
13 because obviously the more development that occurs
14 there, in an ideal situation we -- it wasn't warranted
15 to do what you're asking us to do just because of
16 dealing with the traffic today and where we cut the
17 project short. You know, unfortunately this is the
18 problem child that probably remains because of where
19 the project limits are, but the Town is very aware of
20 the situation out there and trying to get a remedy in
21 order to make some of these improvements that you folks
22 are talking about.

23 AUDIENCE MEMBER: Thanks for this opportunity.
24 My name is Burt Crowell. I live off Pope Road
25 Extension. Lived in Windham since '71. I've seen the

1 growth. Now, I was able to go to the Town Planning
2 Board last month and listen to the updates. There is
3 an approved development that we're all aware of on 35
4 over by Shaw's. It's 172 units. There is another
5 approved 306 unit out behind Home Depot. They're two
6 buildings, 153 units per building. There is also going
7 to be a hotel out there that's been approved -- that
8 will be approved. We have the proposed development off
9 Turning Leaf, 128 units. And there is another large
10 parcel of property that is rumored to go up for sale.
11 I am wondering if this project has taken -- that's just
12 over 600 units.

13 Now, I do know that the Turning Leaf project
14 is proposed to have people enter by Osteopathic
15 Associates, that road, rather than Turning Leaf so that
16 helps a little bit. But with over 600 new units being
17 built that's at least one car per, and in many cases
18 multiple cars, so we could gut up to around 1200. So
19 with that much being introduced in that 1.7 mile strip,
20 can this new design handle that additional traffic
21 because we know that there's a lot of summer traffic.

22 Coming to this meeting, I was coming down 115
23 towards 302 traffic was already backed up past Patmans
24 and it had been since about 3:30. 135 doesn't appear
25 to be as bad, but 302 was backed up in both directions

1 for as far as I could see at the intersection and I did
2 get stuck behind a left-hand turner into Stockhouse.
3 So with this extra capacity, and I'm looking at what
4 looks like the turning lane on Route 302 heading from
5 Boody's Corner to towards Whites Bridge, that whole
6 area down as far -- we have that turning lane and it
7 looks like the median in the center takes away that
8 turning.

9 One final point, at the intersection of 302
10 turning left onto 115, I came back from Hannaford at
11 12:30. There were three cars in the center lane
12 turning left because the left-turn lane was already
13 backed up past Kentucky Fried Chicken, so add 1200 cars
14 to that. I believe that your lights that communicate
15 with each other will be a big help, but I am concerned
16 about the turning lane being removed because that did
17 reduce a lot of the back up on 302 in that section.

18 MR. MARTIN: Yup. The good thing that we
19 were -- we were on board with the Town on all three of
20 those developments, so as those developments occurred
21 they had to do a temporary traffic moving permit with
22 the Department, also working with the Town engineer and
23 Town staff, all of those counts are incorporated in
24 what's being provided by the project, so very confident
25 in those three developments on Franklin. And that's

1 why we kind of hit gridlock on Turning Leaf, you know,
2 that one there is kind of like because of the existing
3 condition and the things we've heard tonight it just
4 can't take it right now and so I know the Town is
5 working with that developer to develop something
6 whether they come in on the backside as you mentioned,
7 might be an opportunity there, but as far as moving
8 forward it's nothing related to this project. But all
9 very good comments. Thank you.

10 AUDIENCE MEMBER: (Jody Hill.) I'm sorry to
11 be a pain, but -- Jody Hill, South Windham. The young
12 lady that owns the childcare, there is a real problem
13 with that and I really hope that this development and
14 other stuff puts you in a position where you have to
15 address the River Road, 302, Stockhouse turn because
16 I -- I tried three times on the light to get out of
17 Stockhouse and turn left to go south and the two people
18 in back of me went through the daycare parking lot.
19 That's dangerous. And I've seen other people do that
20 also. And so I hope that when you're looking at this
21 development that you're looking at the safety factor as
22 well because people being people they're not going to
23 wait, they're going to go the fastest route, so please
24 look at that.

25 MR. MARTIN: Yeah. I think, you know, one of

1 the things I always mention at any public hearing is
2 like part of our design guidance is human behavior. We
3 don't have it in there. At that intersection we've sat
4 there many times when we come down to look at design
5 elements. I don't disagree with you, but I think
6 everybody is on point to get something developed there
7 moving forward after this project is done.

8 AUDIENCE MEMBER: (Jody Hill.) Thank you.

9 AUDIENCE MEMBER: (Gary Plummer.) Ernie, I've
10 always had great respect for you. At the risk of being
11 disrespectful, this may be outside the scope of the
12 project, but you're there. You're right there. This
13 could be addressed with lights. This could be
14 addressed with a turning lane. It would also address
15 the drag strip in front of the gas station there.
16 You're there. Please consider it. Please address the
17 issue while you're right there. I think it can be done
18 very inexpensively and it does not have to be another
19 project. So, Ernie, please give this consideration.

20 (Applause.)

21 AUDIENCE MEMBER: Gary Plummer.

22 AUDIENCE MEMBER: I don't -- I don't need the
23 mic. Quick question. If I'm at Boody's Corner headed
24 towards Naples and I want to go to TD Bank, how far do
25 I have to go before I crack a u-turn?

1 AUDIENCE MEMBER: Are u-eyes going to be
2 allowed at these intersections?

3 MR. MARTIN: U-turns?

4 AUDIENCE MEMBER: Yes.

5 MR. MARTIN: No.

6 AUDIENCE MEMBER: So how do you change
7 directions?

8 AUDIENCE MEMBER: Go into Shaw's Plaza, make a
9 u-turn and come back.

10 AUDIENCE MEMBER: They do that now, but I
11 thought we were going to improve that.

12 AUDIENCE MEMBER: To go through there you've
13 got to play the lights.

14 AUDIENCE MEMBER: How far down does that
15 island go, I guess is my...

16 MR. FLYNN: Can you -- can you restate --
17 you're saying you're heading north?

18 AUDIENCE MEMBER: If I'm at Boody's heading
19 towards Naples --

20 AUDIENCE MEMBER: You're heading west going
21 towards Naples.

22 AUDIENCE MEMBER: -- and I want to go into TD
23 Bank, how far do I have to go before I do a u-turn
24 before that?

25 AUDIENCE MEMBER: So TD is on 302. It's to

1 your right of your cursor.

2 AUDIENCE MEMBER: It would be a left-hand
3 turn.

4 AUDIENCE MEMBER: It will be a left-hand turn,
5 but it's up further. Keep going. Yeah, it's right
6 about there. How do you take a left moving north?

7 AUDIENCE MEMBER: You use the connector to go
8 around and come back.

9 MR. MARTIN: Yeah. You either take a right
10 into the -- I think that's the strip mall and then turn
11 around and then hit the light and take a left.

12 AUDIENCE MEMBER: You go into a private
13 property -- private parking lot and then -- and then
14 come back out on a public way?

15 MR. MARTIN: Happens all of the time.

16 AUDIENCE MEMBER: But there is a law against
17 cutting through parking lots.

18 MR. MARTIN: Well, you're not -- you're not
19 cutting through a parking lot, you're on a -- you're on
20 a public way.

21 AUDIENCE MEMBER: But you're turning into a
22 private driveway that goes into private property, so
23 it's not a public way. It's a private way.

24 MR. MARTIN: It's a signalized intersection on
25 a state road.

1 AUDIENCE MEMBER: It is, but once you leave
2 that intersection it's private property.

3 MR. MARTIN: Correct.

4 AUDIENCE MEMBER: So you're -- but you're
5 advocating that cars are going to have to go into that
6 private way to turn around.

7 MR. MARTIN: That's an option.

8 AUDIENCE MEMBER: Well, is that the only
9 option?

10 MR. MARTIN: Or you can go down to -- you can
11 go down and hit Franklin Drive or you can hit Landing
12 Road, take a left or a right on Franklin and hit the
13 Connector Road and back to 115 or 35.

14 AUDIENCE MEMBER: Well, how do you get to the
15 left?

16 MR. MARTIN: You're going to lose convenience,
17 okay, that's all I can say. You're going to have to
18 figure out a new strategy on how you navigate to and
19 from things out here. It's not perfect. It's
20 not etched -- it's change and we get that, but there's
21 no perfect answer to get you to and from my seat.
22 You're going to have to figure out a strategy on how
23 you get to these establishments to and from.

24 AUDIENCE MEMBER: I'm not sure exactly --

25 AUDIENCE MEMBER: (Barb Maurais.) All right.

1 I've got the mic right now and I may be able to ask a
2 clarifying question because I -- my name is Barb
3 Maurais. I've been a resident of Windham almost as
4 long as Gary Plummer has, so I'm in my seventh decade.

5 AUDIENCE MEMBER: (Gary Plummer.) Thanks,
6 Barb.

7 AUDIENCE MEMBER: (Barb Maurais.) You're
8 welcome.

9 So I have a couple of questions in regard
10 specifically between Franklin Drive and back to the
11 302/35/115. So you're saying that medians are going in
12 there?

13 MR. MARTIN: (Indicating yes.)

14 AUDIENCE MEMBER: (Barb Maurais.) Okay. The
15 left turn coming from Raymond onto 115, how is that
16 going to happen and how long is it going to be?
17 Because I -- when I come out of Shaw's and I want to go
18 left on 115, I am illegally getting in that left lane
19 turn at least at KFC, particularly in the afternoon, so
20 how does that work?

21 And then I have a question about -- a couple
22 more questions about the medians.

23 MR. MARTIN: You want to answer that?

24 MR. FLYNN: I'm not sure I entirely follow.

25 MR. MARTIN: So you're coming off --

1 AUDIENCE MEMBER: (Barb Maurais.) I'm coming
2 out of Shaw's Plaza, I've taken the light --

3 MR. MARTIN: Yup.

4 AUDIENCE MEMBER: (Barb Maurais.) -- a right
5 at the light --

6 MR. MARTIN: Yup.

7 AUDIENCE MEMBER: (Barb Maurais.) -- and I'm
8 trying to get in that left lane so that I can take a
9 left onto 115.

10 AUDIENCE MEMBER: The other way.

11 MR. FLYNN: Oh.

12 AUDIENCE MEMBER: Yeah, right there.

13 MR. FLYNN: Yeah. The -- so you're entering
14 the signal here onto 302 this way?

15 AUDIENCE MEMBER: (Barb Maurais.) Yup.

16 MR. FLYNN: Yeah. So -- so you'll be entering
17 into one of the two lanes -- the center of the two
18 lanes and then there will be a dedicated left-turn lane
19 here at Boody's Corner.

20 AUDIENCE MEMBER: According to that drawing
21 the entire center turning lane is gone, so basically
22 your turning lane is going to be right where it's drawn
23 right now, right where it -- it never works, but that's
24 where it is. So, yes, that's going to back up that
25 whole section.

1 MR. FLYNN: There is a left-turn lane here at
2 Boody's, right.

3 AUDIENCE MEMBER: (Barb Maurais.) At what
4 point does the left-turn lane begin? Is it at
5 Cumberland Farms?

6 AUDIENCE MEMBER: It's right where it's drawn
7 right now on the road.

8 AUDIENCE MEMBER: (Barb Maurais.) I know, I
9 can't see the building at this point.

10 AUDIENCE MEMBER: It's right in front of Dairy
11 Queen.

12 AUDIENCE MEMBER: (Barb Maurais.) Okay. So
13 it's Dairy Queen.

14 AUDIENCE MEMBER: Yeah, that's Dairy Queen.

15 AUDIENCE MEMBER: (Barb Maurais.) Okay. My
16 other question has to do with legal u-turns or as you
17 put it safer turning locations. Where are those
18 designated?

19 MR. MARTIN: You want to pull those
20 intersections, Ethan, where people can get in and out
21 of the connectors for turning?

22 AUDIENCE MEMBER: (Barb Maurais.) Because as
23 another gentleman pointed out, those are private
24 parking lots, not public ways.

25 MR. FLYNN: Yeah. So if you're heading

1 northbound and you --

2 AUDIENCE MEMBER: (Barb Maurais.)
3 Westbound.

4 MR. FLYNN: -- and you would want to make a
5 left here, your options are to turn right onto Franklin
6 and use the roundabout and then return to 302 and then
7 make a left and head in the opposite direction. If
8 it's -- if it's the next section further, you can take
9 a left onto Whites Bridge to Manchester and return on
10 Landing.

11 AUDIENCE MEMBER: (Barb Maurais.) So there is
12 no -- there are no -- I know in other towns there's
13 a -- to reverse direction, there is none of that.

14 MR. MARTIN: Yeah, we looked at the signals to
15 see if there was an opportunity to put u-turns in but
16 because of that movement and movements out of the --
17 the intersections are already -- that are already
18 turning there there is no room. It would be unsafe for
19 people to take u-turns there.

20 AUDIENCE MEMBER: (Barb Maurais.) And then my
21 final question is in regard to the multi-lanes and the
22 sidewalks, who is planning on using those? The people
23 that are in those developments in North Windham?

24 MR. MARTIN: Yeah. It's like any time we do
25 these projects, build them and they will use them.

1 Today there is a lot of sections that don't have that
2 connectivity in them and as mentioned you have a lot of
3 housing and you have a hotel, you have people coming to
4 town that stay here -- that want to stay here, it just
5 gives them safe connectivity to walk around and see
6 other things.

7 AUDIENCE MEMBER: (Barb Maurais.) So it's
8 the -- it's the North Windham congregate group that
9 would be using those because I don't see bicyclists
10 coming down 115 from Whites Bridge Road.

11 MR. MARTIN: Did it die?

12 AUDIENCE MEMBER: (Barb Maurais.) Yup. I
13 used it up.

14 MR. MARTIN: Okay. That is now dead, so we'll
15 try to navigate. We might have to have you guys come
16 down to speak here because you might be too far away
17 for Robin to pick up the -- pick up your questions.

18 AUDIENCE MEMBER: I'm hearing a number of
19 people that are kind of unsettled about making
20 left-hand turns on 302 and I'm wondering if perhaps
21 some accommodation could be incorporated in your plan
22 to allow for more of them?

23 MR. MARTIN: Yup. With that that's -- that's
24 kind of -- kind of the problem out there is where these
25 islands are being implemented there's a problem with

1 rear-end crashes, crashes in general because of
2 left-hand turn movements, so that -- those islands are
3 going to restrict left-hand turn movements and force
4 traffic to go elsewhere instead of congest and cause
5 accidents. Because there's been a lot of rear-end
6 crashes out there because of people waiting to take the
7 left except on the southern stretch between Boody's
8 Corner and River Road, we're actually adding a two-way
9 kind of turn lane like it has on the north end of the
10 project as you head out of town. So there is no
11 opportunity to add for the left turn -- restricting the
12 left-hand turns because of the accident history.

13 AUDIENCE MEMBER: Dean White, 679 Roosevelt
14 Trail. I'm co-owner of that building with my wife.
15 And my -- some of my comments will probably be kind of
16 redundant because I think everybody kind of seems to be
17 on the same page here. I will say that the medians to
18 me is going to -- they're going to hurt a lot of
19 businesses because people are not going to be able to
20 turn left into a business. And I also can say that our
21 building there at River Road on 302, I always say that
22 if -- if I had a toll booth there I could retire
23 because I have -- we have so many people, I mean, and
24 I -- so many people, I would not venture to guess how
25 many people have -- that use that as a turnaround, our

1 parking lot. So the fact that you're putting islands
2 down the middle so people can't get into businesses
3 like, you know, the Dairy Queen, I don't know, Kentucky
4 Fried Chicken, all those places, they -- they're not
5 going to have a way to get in there. My thought would
6 be possibly a rotary somewhere where people can turn
7 around because I think people are going to be turning
8 around in everybody's parking lot and it's going to
9 create a mess. I think that's pretty much what I had
10 to say except for I've always thought when I -- when I
11 saw this project at the beginning that the two
12 bottlenecks, you're not addressing either one of those.
13 There is a bottleneck at 302 and River Road and there's
14 a bottleneck as you go out of town right there where
15 Bob's Seafood is and so on and it goes from two lanes
16 down to one lane, neither of those are being addressed.
17 Yeah, you're routing -- having roads routing people all
18 over the place, but they're still all coming back into
19 that same spot and I just see a nightmare with that.
20 And I think the left-turn lanes are -- it's a very
21 valid argument and there has to be something, I think,
22 that allows people to turn around. I mean, it's
23 already a problem and then if you put islands down the
24 middle you're going to compound that problem, so I
25 think the fact that that isn't being considered is an

1 error.

2 MR. MARTIN: I think -- I think the biggest
3 thing that everybody is missing here is safety, you
4 know, based off the accident history out there that's
5 caused by left-hand turn moves 100 percent, you know,
6 so what -- what's the value? You know, is it -- I
7 guess from my seat I look at a little inconvenience
8 helps that safety factor out a lot and that's what
9 those islands are going to do. And I hear complaints.
10 I -- I hear you loud and clear. I'm very familiar with
11 this area. We're down here a lot watching, observing.

12 River Road, you know, that's a whole other
13 dynamic based on a lot of future development. That
14 whole intersection is going to change. You know, you
15 can complain about it now, it's only going to get worse
16 as development happens there. And part of the issue of
17 us not doing anything, we're aware of it, but the cost
18 of implementing safety issues at that intersection you
19 would be impacting the restaurant parking lot, you'd be
20 impacting every property around all corners of that
21 intersection to make the improvements you guys are
22 asking for. That's why we're not doing it. It's a lot
23 of additional funding to improve that intersection to
24 make it the way people want and unfortunately this
25 project doesn't have that funding to address it today.

1 As I mentioned, working with the Town, we're
2 looking at opportunities. Obviously, they're involved
3 with the developer trying to implement safety features
4 at River Road. I agree, this project has not developed
5 in some of the concerns that I heard tonight.

6 AUDIENCE MEMBER: Dustin Roma. So we've had
7 quite a bit of involvement in the design for those
8 projects that we've been talking about here tonight and
9 we've just heard a lot of folks kind of assume their
10 concerns at that Turning Leaf intersection, so and I
11 completely appreciate that, you know, projects have to
12 have an end on both sides, projects have to have a
13 budget, but certainly, you know, the way you're looking
14 at it as, you know, as expensive as it is to
15 incorporate it into this project it's just going to be
16 terribly expensive to do it any other way than this
17 way. If in the end there really is no way to include a
18 complete construction solution to that left-turn lane
19 there to the extent we can do things like incorporate
20 right of way as we're designing foundations, mast arms,
21 signals, somehow accommodating that left-turn lane in a
22 manner that if it's not built it could easily be built
23 without tearing out all of the investment that's been
24 done. I understand that DOT can't go all of the way
25 and if we continue to work together, and it sounds like

1 everybody is working together, and hopefully we can
2 come to a solution. These projects we talked about on
3 Turning Leaf we have kind of been able to work through
4 some, you know, alternatives to address the traffic
5 issues there so we've been able to kind of shift some
6 of this burden temporarily off of that intersection,
7 but, you know, it was just kind of stuck in a way from
8 the problem that the Town knows is there, the residents
9 know it's there, for economic development and safety
10 and all those things we're going to like to see that
11 left-turn lane get put in. And, again, to the extent
12 that as much effort as possible can be to not waste
13 money putting things in that the Town knows that
14 they're going to want to do differently, if we can do
15 that that would be great.

16 MR. MARTIN: Yeah, you make a good point. One
17 of the things that we could probably do is just take a
18 look at where those signal foundations are going, so if
19 in the future we can -- we can install them today
20 knowing full well it could get lined out to accommodate
21 your needs it makes sense to do so, so we'll talk
22 further.

23 AUDIENCE MEMBER: Hi. My name is Jim
24 Beauregard and I have been through this before. I'm
25 from Nashua, New Hampshire originally and we had the

1 same type of project going on and the way they handled
2 it is they put jug handles in and we had no problems at
3 all with those. So I don't want to tell you how to do
4 your job, but you might look into it and see if that's
5 anything that could work for you. All right, so that's
6 all I need to say. Thank you.

7 AUDIENCE MEMBER: So I'm Ginny Woodman. I've
8 been here 50 years and I do have three questions. I'm
9 wondering how this is going to affect safety vehicles.
10 How are they going to -- if they're going up 302, they
11 have to go up and turn around at the turnaround, isn't
12 that going to slow efficiency there? That's one
13 question. How do they get through?

14 At River Road what we're saying is it's
15 dangerous there now. It's going to get worse. And
16 people don't slow down in the parking lots. They use
17 them like roads, so if they're going to start doing
18 that around Dairy Queen that's dangerous. That's going
19 to make it worse.

20 I'm wondering why do we need sidewalks now?
21 Why can't we put the sidewalks off and use that room to
22 make a turning lanes.

23 (Applause.)

24 MR. MARTIN: The whole -- the whole purpose of
25 adding pedestrian facilities on a project is this is

1 the start according to, you know, the Town's future
2 plans as to what's going on out here. This is -- this
3 is just going to initiate additional development,
4 which, you know, that's -- that's on the Town's radar.
5 So if you can have those facilities in and around what
6 we're dealing with, it's only a bonus for development
7 to come in, businesses to come in because there's safe
8 passage for pedestrians to go from one location to the
9 next. And I -- I've heard the complaints about, you
10 know, who is going to use them. You'll be surprised
11 because we've done this in many areas across the state
12 and you build them and they start using them. Because
13 today they feel unsafe out there, there is no safe
14 refuge for people to walk. So when we build these then
15 they now have a safe refuge to walk, I think you'll be
16 surprised.

17 As far as the safety vehicles go, they put
18 their -- they put their emergency lights on, everybody
19 is supposed to turn to the right, right, and they'll
20 navigate.

21 ROBERT BURNS: Appreciate the safety comment.
22 Our fire chief is in the back of the room. We have
23 various town employees here, public works director.
24 We've all been actively involved in reviewing these
25 plans, have considered those same concerns and we do

1 feel this is going to be a big improvement to the
2 current situation, so. Thank you.

3 AUDIENCE MEMBER: Evelyn Brissette. I travel
4 the River -- Sandbar Road every day. What is going to
5 be there when you're crossing right through Sandbar
6 Road so that people will be able to come up safely?
7 What are you going to have there for us to continue to
8 the end to 115?

9 MR. MARTIN: Yup. At that -- at that
10 intersection we're going to provide what they call a
11 rapid flashing beacon, so you'll press a button and
12 flashing lights come on.

13 AUDIENCE MEMBER: (Evelyn Brissette.) In a
14 car?

15 MR. MARTIN: No, no, there is going to be
16 posts there with lights on them.

17 MR. FLYNN: Yeah, for -- for vehicles --

18 AUDIENCE MEMBER: (Evelyn Brissette.) But it
19 won't be a stop, so you're going to wait for a clearing
20 to get through.

21 MR. MARTIN: If you press that button the cars
22 have to stop.

23 AUDIENCE MEMBER: (Evelyn Brissette.) I'm in
24 a car.

25 MR. MARTIN: Oh, you're in a car.

1 AUDIENCE MEMBER: (Evelyn Brissette.) Yes.

2 MR. FLYNN: So as Sandbar crosses the East
3 Connector it will -- it will be stop controlled at
4 either end.

5 AUDIENCE MEMBER: (Evelyn Brissette.) Stop
6 light or stop sign?

7 MR. FLYNN: Stop sign.

8 AUDIENCE MEMBER: (Evelyn Brissette.) That's
9 not going to work.

10 AUDIENCE MEMBER: Four way stop signs?

11 MR. FLYNN: No, just --

12 AUDIENCE MEMBER: (Evelyn Brissette.) The way
13 the cars go through a stop sign is not going to help us
14 on Sandbar Road.

15 MR. MARTIN: Why?

16 AUDIENCE MEMBER: (Evelyn Brissette.) Why?
17 Because it's very busy, we won't be able to get
18 through.

19 MR. MARTIN: I think you'll have plenty of
20 gaps.

21 AUDIENCE MEMBER: (Evelyn Brissette.) You
22 think so?

23 AUDIENCE MEMBER: Wait. Wait. Ernie, with
24 great respect, I know what you think and I appreciate
25 that answer, but what analytics, what data do you have

1 to support that no one is going to get killed at that
2 intersection?

3 AUDIENCE MEMBER: Can I jump on this for a
4 second?

5 MR. MARTIN: Hang on. So Sandbar is an
6 intersection that we're going to monitor because we
7 don't have the total --

8 AUDIENCE MEMBER: So it's going to take one
9 death before something gets resolved?

10 MR. MARTIN: Again, it's new, right. People
11 that go down Sandbar Road fly down there today because
12 there's many times we walked out down through there and
13 you've got UPS trucks, you've got delivery trucks,
14 you've got people flying down to get to their
15 destination. It's a change. There will be stop signs
16 there with LED lights on it signifying the stop,
17 pedestrians will have their safe refuge because there
18 is a lot of pedestrians and bikes that use Sandbar to
19 do their daily exercise. That's one intersection that
20 we have to monitor. The fix if it doesn't work, it
21 will be a four way stop, you know, so that's some of
22 the stuff that we have in the background to pull out if
23 it doesn't work.

24 AUDIENCE MEMBER: And that's great, but why --
25 why wait? Why are we kicking these cans down the road

1 when you have a solution?

2 MR. MARTIN: Because we're not sure there is a
3 problem.

4 AUDIENCE MEMBER: Well, that's why I'm asking
5 about the thought versus the data. Have you collected
6 data that shows that left-hand turns off Sandbar Road
7 onto the East Connector won't be a problem?

8 MR. MARTIN: We don't know that. And the
9 other thing is people could use Sandbar as a
10 go-through, right. People could use Sandbar to come in
11 the back door, so to speak. I mean, there is a bunch
12 of scenarios that we have thought about in the
13 background, but we don't know until you physically
14 implement this. And the changes that I mentioned are
15 not that big a deal. You could make it a four way stop
16 in short order if that's the case.

17 AUDIENCE MEMBER: And I agree, I think you're
18 absolutely right that the residents from Abby, Oak, and
19 the upper part will come down to the East Connector
20 making that intersection even more congested than just
21 the Sandbar Road residents or the pedestrians or the
22 people that are walking out of that -- that housing
23 development that's there. So, again, I think you've
24 got a bottleneck that's in the making with this new
25 design that you're saying let's see how bad it gets

1 before we fix it.

2 MR. MARTIN: I don't think it's going to get
3 bad based off the projections from the traffic that we
4 have projected on Vets Memorial Drive coming down on
5 Franklin to Vets Memorial. I don't know -- I can't
6 remember, Ethan, what the -- what the counts were to
7 utilize that. And again, it's all projection. It's
8 all projections. I mean, we'll take a look at it with
9 the Town and if they want to put in a four-way stop, we
10 can do it now, but I don't think it's necessary, but
11 we'll --

12 AUDIENCE MEMBER: I would highly recommend
13 that. I walk that road now and, you know, you
14 shouldn't see -- on that little private road you
15 shouldn't see cars going in both directions as I'm
16 walking down. I can't tell you how many times on a one
17 mile walk I have to step into the woods. That's a
18 narrow road. It's only going to get worse.

19 MR. MARTIN: I've been there, done that, so I
20 agree with you. We'll take a further look at that.

21 AUDIENCE MEMBER: On the same piece -- Patrick
22 Underwood. I live at 89 Sandbar. I'm more thinking
23 about the crosswalk section there at that particular
24 intersection and there's an elderly housing complex for
25 the Augusta Housing right there behind it and that

1 section is where everybody, including, you know, the
2 disabled walk, the elderly walk, like that entire area
3 is a high risk area. I'm not -- I'm advocating for
4 something kind of in the middle because I also envision
5 from the rotary to the 115 side that also turning into
6 kind of a race track from that section. What about a
7 raised speed table as the crosswalk? Like, right
8 there. I mean, something -- as much as I hate to drive
9 across Pacific (sic) down in Portland, you know, it
10 does actually slow you down. If we put like, you know,
11 a 5 foot wide raised speed table as the crosswalk that
12 would not only accomplish them slowing down there it
13 would also accomplish them from slowing down at the
14 intersection for us to make our left-hand and
15 right-hand turns.

16 AUDIENCE MEMBER: You're at Stevens
17 Avenue.

18 AUDIENCE MEMBER: Or Stevens Avenue, yup,
19 sorry, that too.

20 AUDIENCE MEMBER: Yeah, Pacific, same
21 deal.

22 AUDIENCE MEMBER: All right. My name is
23 Steve Napolitano. I am a resident in Windham. I also
24 have a business at 753 Roosevelt Trail. First off,
25 Thank you guys for the effort. I would have liked to

1 have seen AI used for the presentation so we can see
2 our businesses and our residences on those pictures
3 versus other towns. It would have made it a lot easier
4 for all of us to get an idea of what you guys were
5 doing, okay. I thought it was a little difficult to
6 follow, but I do appreciate the effort, okay.

7 I would like a little more transparency
8 from our town. For the last several years they've been
9 throwing this idea out that this is a bypass. It is
10 absolutely not a bypass. In fact, we were at a meeting
11 with Jim at the town hall and we were trying to get a
12 definition of what a bypass was and we really couldn't
13 get that. In North Conway, that's a bypass. There is
14 nothing on it, okay. That is up there to alleviate
15 traffic. An access road, if -- if you call it that,
16 the way it's set up for Windham it's not going to
17 alleviate traffic. You're creating a city block. And
18 you're doing it on both sides. And then to put in
19 median strips in the middle and, you know, some of the
20 stats you said that the accidents at Boody's Corner
21 there were rear-ends, okay. How is a median strip
22 going to stop a rear-end accident? It absolutely makes
23 no sense to me. And there is delivery trucks that are
24 going to be coming in at all of the businesses, how are
25 they going to make that turn when you're putting trees

1 in the middle of Route 302?

2 And we don't need to mention the pan
3 handlers that are going to be up and down that
4 corridor. I'm telling you there are going to be so
5 many safety issues. You're going to be forcing cars to
6 be going in and out of parking lots and you're creating
7 more problems than helping. So they could have, you
8 know, set up the smart lights. I don't know why we
9 still haven't done that, okay. We could have had
10 businesses have restricted times to only take right
11 turns on 302. There could have been multiple ways to
12 approach this. Instead, we're spending all kinds of
13 money, which is still taxpayer funded, all right, and
14 we're doing this crazy thing taking people's land and
15 I'm not really sure what we're solving here. I think
16 we're creating more safety issues, all right. And
17 you're going to hurt a lot of businesses as well.

18 So I -- I'm very disappointed on the
19 direction that this is going. I think it could have
20 been a lot more simplified. Sorry guys, but you don't
21 really know our town. I mean, you're struggling to try
22 to find, you know, where we are here. And these people
23 are here, they're here for concerns, some may be for.
24 I believe there is a lot more that are against this
25 project, but unfortunately I do believe that you guys

1 have your mind made up and you do have your marching
2 orders. Thank you.

3 (Applause.)

4 AUDIENCE MEMBER: So I'm going to talk to all
5 of you. So I've been to all of these meetings and my
6 brother and I own the three buildings that have the
7 Planet Fitness, the Post Office, and the old Radio
8 Shack building. And it strikes me that you all are
9 right about the problems that you see and this is a
10 failure on the local level. These guys from the State,
11 they're just doing what the federal money is telling
12 them to do. It's the locals that have not fought for
13 us. I say that because if you use the Post Office in
14 Windham, you know you take your life in your hands
15 walking across, am I right?

16 AUDIENCE MEMBER: Yes.

17 AUDIENCE MEMBER: Okay. Why is that?
18 Because people want to get off 115, they cut through
19 Abby, they cut through to get to the light. With this,
20 what they just told you, the State, is we want to use
21 private land to create the cut-throughs and the
22 u-turns. So what happens, you're coming from Raymond
23 and you want to avoid that left turn at Bangor Savings
24 or Cross Insurance because it's a nightmare. It backs
25 up further than Dairy Queen almost every day. So what

1 will happen is they'll take a left into our parking
2 lot, they'll cut-through the parking lot making the
3 traffic worse for the businesses that we -- our tenants
4 and making it worse for you trying to get into the Post
5 Office because that's going to be a constant
6 thoroughfare just like it is now. So we look at from a
7 business perspective how do we slow traffic down in our
8 own parking lot because it's already being pushed in
9 there, this is just going to make it worse.

10 I'm just speaking for our plaza, but the
11 reality is this lady here hit the nail on the head.
12 Why this is disingenuous on its face to me is because
13 what they're saying to you is it's all about safety,
14 but what are they doing? They're adding pedestrians
15 into the mix to make it more unsafe. There are some
16 roads that should not be pedestrian-friendly. Route
17 302, the second busiest road in the state besides the
18 Turnpike, what can't you do on the Turnpike? You can't
19 walk. This should not be pedestrian-friendly. Where
20 this all comes from in my opinion is the Town has moved
21 to this belief that we need development, development,
22 development of all these apartment buildings, right,
23 and so they want to make it walker-friendly and they
24 think that this is going to somehow slow the traffic
25 down and make it more of an enjoyable place to live.

1 We all know the reality that that's not the case and
2 this corridor should not be walker-friendly. That's
3 just causing more problems. I could go on and on. I
4 don't want to waste your time.

5 The last thing I'll leave you is this is
6 already in stone. We're all up here talking about it.
7 There are not going to be any changes to this. The way
8 this looks right now this is happening and we can't
9 stop it, but our town officials, they could have fought
10 for us for the years before and they have not and that
11 is their failure.

12 (Applause.)

13 AUDIENCE MEMBER: Good afternoon. Ken Clark,
14 Trails End. And I'll just take off from where you were
15 at. Years and years and years ago my father joined
16 all -- a lot of other long-time residents, took this
17 downtown plan and said it's not for Windham. Windham
18 is a pass-through town. It's unfortunate. This might
19 not be what you guys want, but that's just the way it's
20 set up logistically. It's not set up in a square.
21 It's a pass-through town and that's what it's designed
22 for and you've got to accept it for what it is.
23 Unfortunately, we haven't. And the C1 zone down here,
24 all these apartments, is what's killing our taxes and
25 no one seems to think of that. Every year our taxes go

1 up and supposedly this development is going to help the
2 tax rate. My taxes continue to go up and the promises
3 and promises for every town, not just Windham, every
4 town tries to do the same thing to their residents,
5 make a promise, do this development and it's going to
6 get better. It only gets worse every single time. It
7 doesn't work. And you guys keep doing the same thing
8 to us as residents. Living in town has really just
9 lost its nostalgia completely.

10 I look at this as a funnel. A lot of
11 people, I think, made a lot of sense when they said
12 it's a bottleneck on both ends. Windham is a funnel.
13 It's full. I said it years ago, glasses get full and
14 when they get full they spill water and cause
15 accidents. Until you alleviate 302 that is where it
16 happens. That's where the bottleneck is. It starts at
17 Pat's Pizza because all of the tourists like you said
18 are trying to get up to Raymond and you can't do it and
19 now you're calling all these roads bypass roads when
20 they're roads for development. Call it what it is.
21 Don't try to placate us. We know it and it's more and
22 more development and it's just -- you're trying to put
23 it around town and it's just crazy. People are going
24 to go down these roads with a median there so now that
25 same person who could have got to their destination

1 have to go further down the same road, which isn't a
2 long shot, 302 is not that long, and then come back on
3 the other side. I mean, if you're at Windham Rental
4 trying to go in with a trailer, where do you go? Down
5 to the intersection, turn around and go into a private
6 parking lot and come back the other way? And that's
7 going to alleviate traffic by putting the same cars on
8 the same road twice as long? I don't see how that's
9 going to alleviate traffic.

10 And to pick up on the Sandbar Road, I live
11 on Trails End where there's roads going across. I can
12 guarantee you people are going to fly down that road,
13 go to Whites Bridge and take a right, therefore holding
14 up the light longer for people trying to get west up
15 302. It's just a road to nowhere with another
16 development through like four vernal pools, like six
17 back yards. One of the kids has autism, the people say
18 I have to move because I can't -- my family can't take
19 the noise. And the last place to leave is the deer and
20 the turkeys from Old Windham out there it's going to be
21 gone. And you guys told me this thing called a back
22 lot provision that if I split a piece of my land off, I
23 have to widen it right from Trails End all the way up
24 to the Town of Standish and you guys told me that you
25 don't have to do that with this bypass road because

1 supposedly this road that people are going to come up
2 to 302 from Kelly's Diner back and forth, cheat down
3 that road, he says, no, that really won't happen.

4 And, Bob, you still haven't answered my
5 email. This will be the fourth time I've asked you.
6 Two times publicly. Why couldn't you have the same
7 responsibility to the safety of the people on Trails
8 End that I would if I just want to put one house on
9 there? How come you haven't answered my email? I've
10 been waiting as long as I can, you've blown it off for
11 six months.

12 ROBERT BURNS: I haven't answered your email.
13 You're right.

14 AUDIENCE MEMBER: Thank you. I appreciate
15 that.

16 Oh, and the other thing I asked in that
17 was if you could take the median price of the houses in
18 Windham at \$430,000 what they pay in taxes versus
19 however many houses are in the apartment buildings and
20 what that apartment building owner pays in taxes,
21 you're going to find that the apartment buildings do
22 not generate a fraction of the revenue, yet you have
23 all these additional people coming into town that still
24 use the same facilities we do and we're paying for all
25 these other people to use the same facilities, roads

1 and everything else. Maybe renters have to start
2 paying taxes. You charge personal property taxes on
3 businesses, who we all claim to be so good for, we've
4 got to keep track of a drill press, a typewriter, and a
5 computer and turn that into the Town and say, oh, I've
6 got \$50 worth of personal property here. So maybe it
7 can be done.

8 And, again, I don't think you've ever
9 turned left on Trails End coming up 302 in the morning.
10 You're telling me that road doesn't have to widen to
11 put more people on it? Right where this road comes
12 across it's one lane. Right by Richardson's who have
13 lived there 90 years. One single lane. If you break
14 down driving down Trails End it's dangerous. And for
15 you to tell me that I have to widen the road for one
16 house out of my pocket but yet you guys don't have to
17 widen it when people are going to be flying up and down
18 it for twice as wide and that money is not in the
19 budget. So if you do find that your studies show or if
20 someone gets killed from an accident -- what happens
21 now? I almost got laid out the other day. That's
22 something that's not in the budget and planned on.
23 And, again, that road is going to go down, hit Whites
24 Bridge, people turn right, it's just clogging it up.
25 So you've got to fix it. Take our money. It's our

1 money. Finish off 302 then let's take a breath and see
2 where we're at. And that's where I'm hearing more
3 about the River Road and I agree that something has got
4 to be done at that end to help the bottlenecks. This
5 is not going to help. This is going to be a shit show
6 all together. That's all I got.

7 (Applause.)

8 ROBERT BURNS: I won't take long. I wanted to
9 talk to the Gigueres because I have to admit I was
10 disappointed with your comments that we haven't tried
11 to make improvements in town. I think that, you know,
12 being genuine here, we have taken a lot of time and put
13 a lot of effort forward and, you know, this -- we've
14 never called this a bypass. I haven't anyways. It's
15 always been connector roads. So this process goes back
16 into the 2000s where, you know, town funds have been
17 used to study the situation and try to find
18 improvements to what you folks live with every day,
19 right. This is the best scenario. There is no ability
20 to run an interstate, if you will, or a bypass through
21 and around this. The land doesn't exist. We have
22 natural resources, Sebago Lake on one side, we have
23 Collins Pond, et cetera on the -- to the east. So this
24 is the best attempt that there is. You know, we talk a
25 lot about safety, you know, there's people injured all

1 of the time on 302. Fire chief is here, he can talk to
2 you about crashes on 302. That's the -- the genesis of
3 this is trying to improve safety. So I think that it's
4 not perfect. Ernie has -- Ernie has admitted that, but
5 we're trying. This is a good attempt and we are
6 incredibly lucky to have the chance at funding like
7 this because without it it stays like it is.

8 AUDIENCE MEMBER: It's a lot of money.

9 AUDIENCE MEMBER: All right. Kenny
10 Cianchette. I live on Kenard Road and I don't think I
11 actually have to do that, but I just said that anyway.
12 I've got a few points. I'll turn it into the form of a
13 question and answer, it's more of a comment section, I
14 think, of today.

15 The first one, Gary is 100 percent right.
16 We have four major intersections here, River Road,
17 Boody's, Whites Bridge, and then basically Franklin, so
18 if we're not taking into account that one that's --
19 shame on us basically. We're accepting that the middle
20 lane double turning lane is good basically from River
21 Road to Boody's, but we nix it after that. I'm not
22 sure where the rational is on why it's good there but
23 not other spots. If 302 from Boody's to Franklin is a
24 high traffic area, we probably shouldn't be having bike
25 lanes in there because everybody keeps talking about

1 the safety and the crashes on that area. The connector
2 roads I agree with, which shows based on the estimates
3 that we're seeing alleviate more burden on 302. Right
4 now the middle lane has not been a problem for anyone.
5 I don't think anybody has had a problem with the middle
6 lane just the way it is right now, so I don't know why
7 we're fixing a problem that doesn't exist. So I think
8 we should keep the middle lane personally. I think if
9 we eliminate the median that takes care of a lot of the
10 gripe in this room today and a justifiable gripe if I
11 were to say so.

12 (Applause.)

13 AUDIENCE MEMBER: (Kenny Cianchette.) Next
14 up, the North Windham sprawl. You know, we have a lot
15 of residents that weren't trying to be in an apartment.
16 They wanted a nice small place on the lake, whether
17 it's Sebago or Little Sebago, and we are sprawling and
18 that's fine and I understand what has to happen, but we
19 haven't talked about any measures to deaden the traffic
20 noise for those people who are paying very high
21 property taxes right now that are basically going to
22 get blown out with all sorts of traffic noise on those
23 connector roads, so I haven't heard anything about the
24 deadening of the noise. And this is stuff that, you
25 know, I remembering hearing about and talking about two

1 years ago and I haven't seen any of these results.

2 Third, even if we take care of all these
3 things, our problem is the lights. The problem starts
4 in with the lights, so we can be as fast as we want
5 through North Windham and then we're going to get
6 stopped right there at Whites Bridge, so unless we're
7 going to put those signal lights on the smart lights,
8 if it's such a good Godsend, which I hope it is, we're
9 just going to be back to the wait. That's all we're
10 going to be doing. So it's like fixing a leg when we
11 have a blockage in the artery, it doesn't make any
12 sense.

13 So I'll leave it with one question. You
14 know, the highest elected official in terms of
15 transportation, you guys are working hard, I know
16 you're doing your job and I know, Bob, you're working
17 hard. At the State level the highest elected official
18 is the Chair of the Transportation Committee and he
19 lives in Windham and it's Tim Nangle and he is not here
20 tonight to listen to any of you guys complain about the
21 problem of this project. People aren't wholly against
22 this project right now. We're against certain elements
23 of it, that's what it comes down to. We're not wholly
24 against it saying don't do anything. What we're saying
25 is we want to make certain improvements. We want to do

1 it intelligently. It's in his lap and in the State's
2 lap right now and he's not even here and he lives in
3 this damn town. I don't know where he is. Maybe he's
4 at the Stockhouse. I can't tell you where he is right
5 now, but it's kind of ridiculous that our State
6 Senator, the Chair of the Transportation Committee is
7 not here today. I know you guys are working on it, but
8 if this is the final plan this is -- this is not --
9 this is not good. This is dumb and I think that there
10 is no reason to put that median in there. I think that
11 there should be five lanes. It's not been a problem.
12 There is going to be less traffic off of it, so there
13 is no reason to get rid of the fifth lane. Thank you.

14 (Applause.)

15 AUDIENCE MEMBER: So Bill Reiner, Town of
16 Windham, also Town Council. I got into this project
17 late. As the Town Manager said, it's been going on for
18 the past 20 years. The plan that I don't like right
19 now is that Franklin has been eliminated. We're
20 planning on putting public safety at those crossroads
21 to be able to cross 302 and get onto the other access
22 road. So that's been eliminated, so now anything going
23 to that side of town has to make a left onto 302 to get
24 to the next one to make the right. That section
25 between those two lights in one of your previous slides

1 you identify as a high crash risk area, so why are we
2 doing that? I have a problem with that. I hear what
3 everybody is saying about the medians and the u-turns.
4 Three plans ago we had a jug handle going in at what
5 would soon be the old fire station. Why was that taken
6 out? There is a simple way for at least traffic going
7 to Portland can at least turn around there and that
8 will handle half of the problem. That was the plan at
9 one time to take it out.

10 And River Road and 302, the only fix I can see
11 to that right now is that intersection is wide as hell.
12 Everybody is blowing through that at the red light. If
13 the plan says that that intersection needs to be a
14 fully controlled intersection for only one direction of
15 travel to use it at a time then the other three lanes
16 get shut down. This way there is no crossing traffic
17 going on. Thank you.

18 (Applause.)

19 AUDIENCE MEMBER: I don't have -- I don't
20 know if everybody knows this, but the DOT -- MaineDOT
21 standards for making adjustment to a road like 302 is a
22 death. Somebody has to die in order to change
23 something on 302. There were -- there's a church up in
24 Raymond that on Sundays they have a person just try to
25 direct traffic and he got maimed, so and they -- they

1 went to DOT over and over. Finally, they came to the
2 realization that they could call their, whatever you
3 call teaching kids Christianity, and call themselves a
4 school. That was the only way they could get any
5 results.

6 So my question, I guess, would be, yes,
7 there have been fender benders in Windham and, yes,
8 these corridors are going to address that, but have
9 there been deaths, serious consequences that you're
10 addressing?

11 MR. MARTIN: So as far as the Landing
12 Road/Middle Connector, that's still on the table. It's
13 not on there tonight. It's one of the things that
14 we're working collectively with the Town and Federal
15 Highway to see if we need that to save money. Right
16 now, as I mentioned, the project is over budget, you
17 know, so we're looking at ways to try to cut budget.
18 There's been a lot of good things tonight. I've got a
19 lot of -- a lot of homework to go back and take a look
20 at. River Road is one of them. Is there some
21 temporary stuff that we can do as a design team to
22 improve the situation without giving it an overhaul? I
23 don't have the answer.

24 We'll look at Sandbar. I'll look at that
25 island to see what the pulse is from the Department.

1 That island is one of the safety measures, the biggest
2 safety measure from MaineDOT's perspective to improve
3 situations on 302. I know you don't like it, but from
4 a safety measure globally throughout our process that
5 is a big safety improvement on any road, not just 302.
6 We do it all over the state when we add islands to
7 prevent certain turn movements because you have a lot
8 of stuff that's happening close to the intersection on
9 each side, been a lot of accidents there. You can say
10 there haven't been accidents there, but there's been a
11 lot of accidents there. See it on the news a lot. The
12 last time we were down here for the open house there
13 was an accident right there during the open house. You
14 know, people were sending me pictures, so the accidents
15 are real.

16 You can -- you can say the inconvenience
17 is real. It is. It happens with all these projects.
18 I've done many in-town projects, we've modified, we
19 made changes. We are not perfect. We're improving the
20 project limits that we have in front of us. Here you
21 go, Ernie, deliver this project. It has flaws all over
22 it, but I have to make the best of what I have in
23 between these two lines and make it real, make it safe
24 for all users. It's not perfect.

25 So I have some homework and I've heard you

1 and I will come back with answers for the Town and
2 share the islands, I'll share the River Road, and I
3 can't promise anything, but I've heard you and I can't
4 say I can make changes because I have a project, I have
5 a schedule, and I have a budget. The biggest thing
6 with the islands and making the improvements on 302
7 that really needs to happen, we would put a lot of your
8 businesses that have spoken tonight out of business
9 because we have to widen that roadway to make it
10 perfect. So we have restrictions on each side of this
11 corridor that we can't just arbitrarily widen it, make
12 it disastrous for all the businesses by acquiring
13 frontage or acquiring what we have to acquire. You
14 know, so there is a delicate balance on everything that
15 I've heard tonight on how we're threading this needle.

16 So I appreciate the comments. I knew some
17 of them were there, but this is my fourth public
18 hearing or public event. I've heard some of you, but
19 not to this level. That's puzzling to me, especially
20 where the Town went through a planning process to talk
21 about this very alternative that was selected to move
22 forward with. You know, so from that standpoint, I'm
23 backed into a corner right now, but I will do my best
24 to get out of that corner and try to alleviate some of
25 the concerns I've heard tonight.

1 AUDIENCE MEMBER: (Jennifer White.) Hi.
2 I'm Jennifer, 679 Roosevelt Trail. I'm not a big fan
3 of traffic circles, but it just seems like if these
4 medians if, you know, if they can't be removed, which I
5 agree with what Kenny had said that, you know, maybe
6 they don't even need to be put in. A traffic circle
7 down by Whites Bridge Road and a traffic circle
8 somewhere near Boody's Corner or someplace, someplace
9 up between that and River Road, someplace where there
10 is a traffic circle on each end you don't have to worry
11 about people can go down to the traffic circle and turn
12 around, go back up the other end, turn around, come
13 back through and it's just a flow. And it actually
14 might help with people blowing through red lights
15 because we have a huge problem in town of people
16 blowing through red lights. A lot of times when the
17 light turns green at the corner of River Road and 302,
18 I have to just sit there and wait a minute because a
19 lot of times people will just blow right through. So
20 if I'm not paying attention, I would be in a bad
21 accident.

22 And then the other thing about the
23 connector roads, I do understand what people are saying
24 because I said to my husband earlier the connector
25 roads I always thought were supposed to be put there to

1 alleviate traffic. So I think of like North Conway and
2 that's a great -- that road there is awesome, you know,
3 it truly works. But if the connector roads are really
4 being put in and they're just going to be developed,
5 it's going to cause a bigger issue so then what's going
6 to happen? They're going to be bogged down with more
7 development, more traffic. It's really not going to
8 alleviate the problem. It might for maybe a short
9 time, but the development in Windham right now is
10 crazy. So I just think that that should really be
11 considered how much development is allowed on these
12 connector roads as well as maybe some traffic circles.

13 MR. MARTIN: So I know -- I know the
14 roundabouts were -- have been -- were -- have been
15 discussed. The impacts of those roundabouts are
16 extraordinary in the areas that you're talking. You're
17 pretty much going to take all four quadrants of each
18 one of those intersections and remove the businesses
19 and those to put roundabouts. And if you just put one
20 on each end, unfortunately -- roundabouts are
21 efficient, 100 percent. You're 100 percent correct
22 there. The problem is you're just pushing those --
23 that mobility to a certain point quicker, you know, so
24 you either put roundabouts on every one of those
25 intersections, make it free-flowing all the way around,

1 people navigate or you don't do them just for the
2 simplicity of they add bottlenecks at other places
3 along the corridor. But good comments.

4 AUDIENCE MEMBER: I'll be quick. In my
5 business on 302 I've seen first responder vehicles
6 coming down 302 on either side and they're going around
7 the traffic because there are three lanes of traffic
8 and they can't get by, so they go to the other side of
9 the road, but with the median strips there they can't
10 do that, so, what, is somebody going to have to die on
11 the way to the hospital? You know, that -- that's not
12 solved. I have video of it. So until you can prove to
13 me that they can go through that, I'm not buying it.

14 And, Ernie, with all due respect, we've
15 had many conversations, I've seen people, myself
16 included, at these meetings that you're saying all of a
17 sudden you're surprised. Pretty much everything that's
18 being talked about have been brought to your attention
19 and/or town council, but now we're just going to play
20 the game that, oh, this is just a surprise. I'm so
21 disappointed.

22 MR. MARTIN: I am certainly sorry to
23 disappoint, but, you know, with these type of projects,
24 as I've already mentioned, there is 10,000 things that
25 have to come into play, not just each and everybody's

1 individual concern. It's not easy. I think we have a
2 fix. As far as the islands go, they're going to be
3 tight class curb. Fire trucks can roll-over those.
4 They're not -- they're not straight up curb. They're
5 angled curb. That doesn't mean people aren't going to
6 drive over them either. You know, but I think the
7 bottom line is there needs to be some sense of island
8 at Boody's. I don't know if it has to go all the way
9 to Franklin. That's one of the things I've got to
10 explore. Does it, in fact, have to go all the way? Is
11 there any opportunity to shorten it up? But I think at
12 that intersection you have so much going on with a
13 short distance it makes turning traffic tough to
14 navigate left-hand turns there, but I appreciate the
15 comments.

16 AUDIENCE MEMBER: I'm Barbara Maurais
17 still. Now I have a wired mic, so I will be brief. I
18 know that at last year's meeting we asked about the
19 Raymond lights being able to be coordinated and the
20 answer at that point was no. Is that still the case?

21 MR. MARTIN: That is the case that it's a
22 no, but that's one of the intersections that we have to
23 put on the radar for a future project.

24 AUDIENCE MEMBER: (Barbara Maurais.)
25 Okay. And then the other part is, I think Kenny had

1 said it, is that we're shuffling the traffic around
2 with the connectors. The choke point above Whites
3 Bridge headed toward -- west toward Raymond still
4 exists and there are -- I know that that's not part of
5 the project, but it's a problem because what's going to
6 happen is we've got multiple dump points and still no
7 place to go.

8 AUDIENCE MEMBER: I'll just say one thing
9 real quick. You said you're in a corner, bottleneck,
10 and you -- it's almost like you're saying you can't do
11 anything, but that's why these meetings are supposed
12 to -- we want to speak out because hopefully we can
13 make some suggestions and change can happen. So for
14 you to say, well, I know I heard you but I really can't
15 do anything, that's a little disappointing. I mean,
16 we're in a democracy or at least I think we are. What
17 if freeing up -- putting some money, an investment,
18 toward Raymond and working on this River Road, which I
19 hear everybody. I almost lived in that area because
20 have property on River Road and it's scary. What if
21 putting money into that, which would be a fraction of
22 this cost-improved the traffic flow in Windham? I'm
23 asking the question.

24 MR. MARTIN: Unfortunately, due to
25 MaineDOT and the Town applying for a RAISE grant and

1 the components within that application, money has to be
2 spent on that. So the money in that RAISE grant has to
3 be spent on the components that we have presented
4 tonight.

5 To say I'm not going to take your comments
6 tonight and just throw them in the trash can, that's
7 wrong. I'm physically going to go back and ask
8 questions because Ernie Martin is not the
9 decision-maker here. Ernie Martin is the deliverer,
10 okay. Like I said, I'm not doubting anything I've
11 heard tonight. My job is difficult to try to implement
12 the scope of work, the safety improvements of what this
13 project is proposed to address and that's what we're
14 here for, this project.

15 I've heard your comments, court reporter
16 right there, I will get back to the Town to address the
17 major ones. You know, there is probably four that I've
18 heard tonight that are really major: The islands; how
19 can I improve River Road within my means, meaning I
20 can't go out and buy properties, put a left-hand turn
21 movement in there; heard from the developer, we're
22 aware of it. We'll try to simplify things on that end so
23 he doesn't have to fully blow it up when it does come
24 time for him to do his development. I'll look at it to
25 see if we can massage the signal timing for those

1 through-movements and lefts. That's something I can
2 look at. I'm going to look at the islands on both
3 sides of Boody's and then I'm looking at the Middle
4 Connector. Like I said, it's not off the table, it's
5 on the table, it's just from the standpoint of funding.
6 Part of the issue that we're having these days is
7 funding because the cost of doing business is that much
8 more expensive.

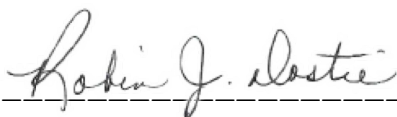
9 So with that, I thank everybody. And I
10 will be responding back to the Town Manager with
11 answers to the questions I've heard tonight. So thank
12 you.

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14 (Meeting concluded at 8:01 p.m.)
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C E R T I F I C A T E

I, Robin J. Dostie, a Court Reporter and
Notary Public within and for the State of Maine, do
hereby certify that the foregoing is a true and
accurate transcript of the proceedings as taken by me
by means of stenograph,

and I have signed:

A handwritten signature in cursive script, reading "Robin J. Dostie", is written over a horizontal dashed line.

Court Reporter/Notary Public

My Commission Expires: February 6, 2033.

DATED: August 27, 2026

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MAINE DEPARTMENT OF TRANSPORTATION

IN-PERSON PROJECT MEETING NORTH WINDHAM MOVES

TOWN OF WINDHAM - GYMNASIUM

6:00-8:00 PM Formal Presentation with Q & A

Senior Project Manager: Ernie Martin & Project Manager: Geoff Doyle

SIGN-IN SHEET

406 Gray Road, Windham Maine 04062

Date: August 12th, 2026

NAME	REPRESENTING
Bob Burns	Town of Windham
William Rance	Town Council Windham
AMANDA LESSARD	TOWN OF WINDHAM
Kevin + Cecile Dean	Windham, 41 Landing Road Abutter
Ellen Levesque	4 Merrimaner Lane
Carl S. Jody Hill	172 Ind. Dr Wind
Carl + Wendy Manchester	Town of Windham
Robert TRAVERS	"
John Lawlor	44 Pettingill Rd.
Adlene + Bob Lralbe	85 Falmouth Rd
Erik Loring	693 Roosevelt Trl
Homer + Ellen McLEMORE	20 Upland Rd.
Thomas Bertell	6 Azalea Lane Windham
Catherine Isaacs	55 Whites Bridge Rd
Doug Fortier	47 Breckett Farm Lane
Jeff Wells	20 HOTTS DR.
JOHN TAYLOR	15 TAYLOR LN
Blaine Rich	410 Pope Rd
Eric Giguere	765 Roosevelt
STEVE BRASIER	8 COLLINWOOD CIR.
Jillinda Ireland	KFC/Taco Bell (KBP Foods)
Beeward Mulholland	Town of Windham
Barb Maurais	48 Winknight Windham (resident)

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Senior Project Manager: Ernie Martin & Project Manager: Geoff Doyle

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406 Gray Road, Windham Maine 04062

Date: August 12th, 2026

NAME	REPRESENTING
DAVID NADDEAU	TWN WINDHAM
Roger & Gail (H)	SANDBAR RD. Assoc.
Erlyn Brisselle	Loon Lake
Brent Wobey	Windham Fire-ems
Randy Campbell	Campbell Properties Inc
Dick DRAPEAU	Windham, ME
Charles Woodward	Abby Commons Condo.
Guillaume B. Beauregard	Abby Commons Condo
Michael & KATHIE Adger	Four Windham
JAMES Boudreau	Whites Bridge Rd
CAMIE DAVISON	Whites Bridge Rd
Barbara Boes	Windham-Forkes Lane
Ron Boes	↓
Justin Ahern	Whites Bridge Rd
Jane Borden	✓ 20ney M H Rd
Tyler Burtzell	4 diamer way
Kara Taylor	15 Cajun Court
Stephen Magelino	29 Adelynn Dr
Tou Henricks	3 Coffee Way
Tracy Landracs	38 Whitesbridge Rd
Joyce Dunlop	24 Basin Rd
JEFF DUNLOP	" " "
Gary Plummer	Myself

MAINE DEPARTMENT OF TRANSPORTATION

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406 Gray Road, Windham Maine 04062

Date: August 12th, 2026

NAME	REPRESENTING
JACI GRASSMANN	SABBAOY PT. Rd, Assoc.
Grinnell Woodman	Percy Hawkes Rd
Bruce C. Woodman	" " "
Billy Hagar	Waxwing Bakery
HANNAH BUOYE	WAXWING BAKERY
Torrey Ham	Resident
Tim Greer	Resident
Laurel T. Parker	Resident
Donald Lewis	Resident
Brian Martin	Res. [Signature]
Dustin Roma	resident
Schuyler Morrison	Resident
Burt Crowell	resident
Dan White	" "
I 7/22/07	Self
Tony Cellars	Self
Beth Hall	Self
Richie Vraux	Rapport
MB Danish	Windham
Dale Morrell	Lifetime Muttler

[illegible]