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NORTH WINDHAM IMPROVEMENTS

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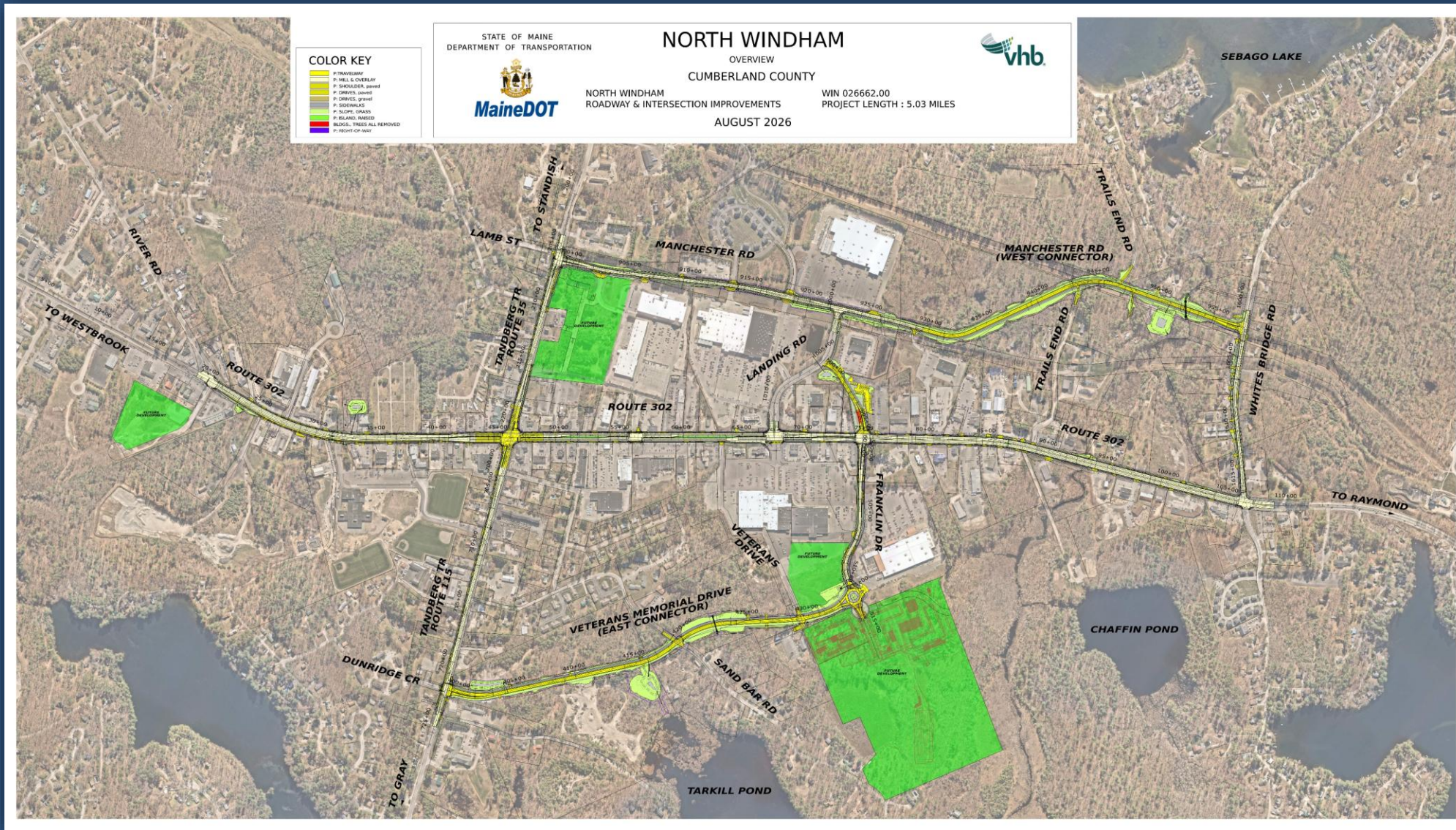
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VHB
Director of Highway Engineering



INTRODUCTIONS

PROJECT LOCATION

PROJECT LIMITS



HEAR PLAN COLOR KEY

COLOR KEY

	P: TRAVELWAY
	P: MILL & OVERLAY
	P: SHOULDER, paved
	P: DRIVES, paved
	P: DRIVES, gravel
	P: SIDEWALKS
	P: SLOPE, GRASS
	P: ISLAND, RAISED
	BLDGS., TREES ALL REMOVED
	P: RIGHT-OF-WAY

PROJECT AREA AND DESCRIPTIONS

- **Route 302** - Beginning at the River Road Intersection and extending northerly 1.7 miles to the Whites Bridge Road Intersection.
- **Route 35** - Consist of Roadway Improvements from the Intersection of 35/115 (Boody's Corner) extending westerly 0.33 miles to the Intersection of Manchester Drive
- **Route 115** - Consist of Roadway Improvements from the Intersection of 35/115 (Boody's Corner) extending easterly 0.46 miles to the Intersection of the new East Side Connector Road.
- **Whites Bridge Road** - Consist of Roadway Improvements from the Intersection of Route 302, extending westerly 0.29 miles to the New West Side Connector Road (Manchester Drive)

PROJECT AREA AND DESCRIPTIONS

- **East Side Connector Road** – Construct new road from Route 115 up to the terminus of Franklin Drive. (0.66 miles)
- **West Side Connector Road** - Consist of Roadway improvements on Manchester Drive from the intersection of Route 35 and extending 0.57 miles and a new road extending Manchester Drive northerly 0.53 miles to Whites Bridge Road.
- **Middle Connector Road**- Extends from the intersection of Route 302/Franklin Drive to the Landing Road. (0.13 miles)

BACKGROUND

PROJECT BACKGROUND

- This project is a continuation of the **North Windham Moves Transportation and Feasibility Study** (Jan. 2022) which built upon previous studies.
- MaineDOT & VHB started design in May 2023.
- MaineDOT & VHB held two previous public meetings:
 - Public Meeting #1 - June 2024
 - Public Meeting #2 - June 2025
- Public Meeting #3 (tonight)

PURPOSE AND NEED

The purpose of this project is to **improve local mobility and accessibility** for the North Windham Downtown District while also **providing for safety and mobility improvements for regional users along the Route 302 corridor**. The goal of this project is to build out **a more complete street network** as the foundation for a more complete overall transportation system.

DESIGN OVERVIEW

Corridor Overview:

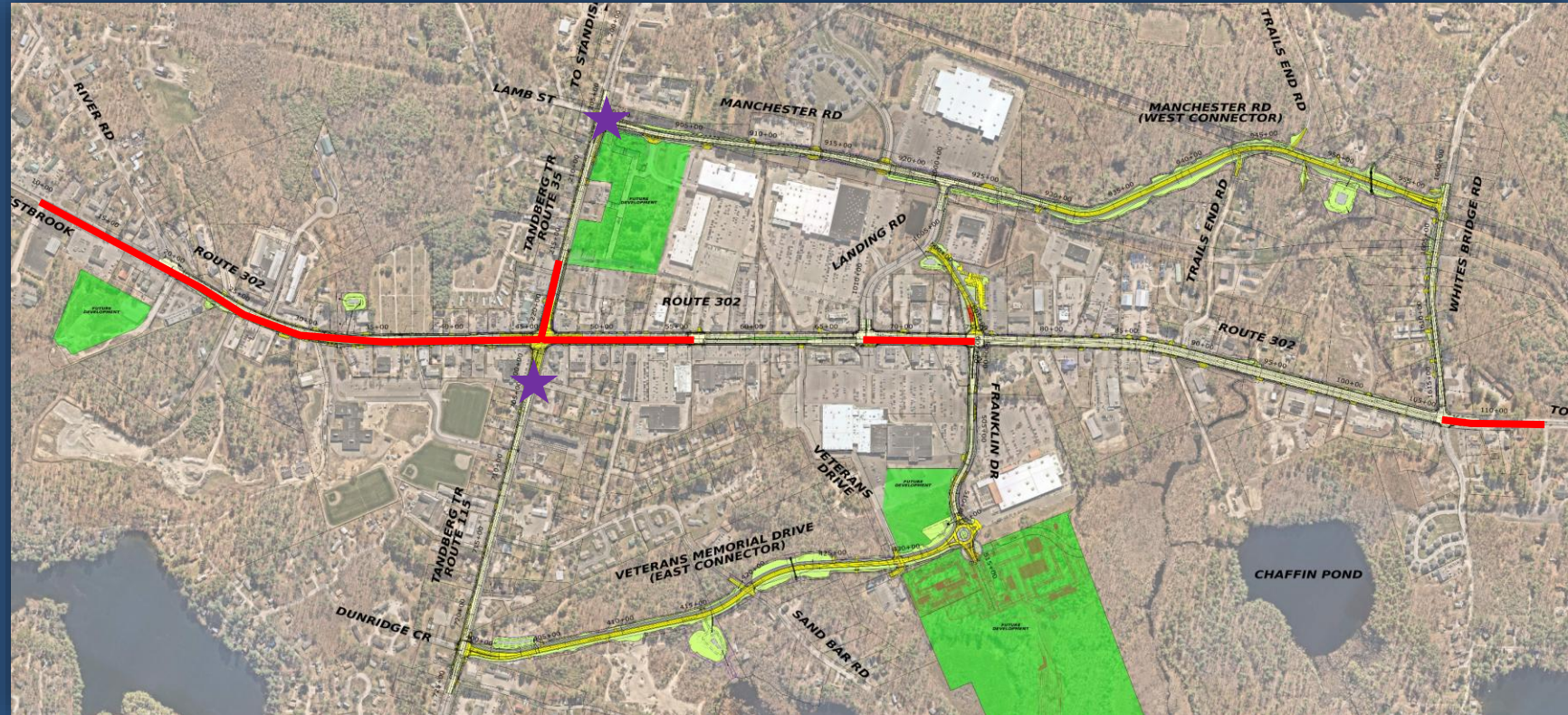


- Comprehensive Redesign of Route 302 to Improve Safety and Mobility for Motorists, Pedestrians, Bicyclists, and Businesses
- Integrated Approach: Raised Center Islands, New Connector Roads, and Coordinated Traffic Signals
- Goal: Safer, More Efficient Corridor that Meets Existing and future Traffic Demands While Maintaining Regional Mobility



HIGH CRASH LOCATIONS (HCL)

- Data is from includes 2023 through 2025
- HCL = 8 Crashes in last 3 Year AND CRF Over 1.0
- Red Lines = HCLs Along Roadways
- Stars = HCLs at Intersections
- On Route 302 Crashes are Primarily Left Turns onto Route 302, Left Turns off of Route 302, and Rear Ends of Motorists Waiting to Make a Left Turn



DESIGN OVERVIEW

Raised Center Island Medians

- Restrict Unsafe Mid-Block Left Turns and Reduce Angle/Head-On Crash Potential
- Channel Drivers to Safer, Designated Turn Locations
- Prevent Unsafe Passing and Lane Weaving in the Commercial Corridor
- Provide Pedestrian Refuge, Allowing Crossings One Direction of Traffic at a Time
- Clarify Travel Lanes, Improving Driver Expectancy and Reducing Confusion



Note: Rendering, Actual Design Will Vary

DESIGN OVERVIEW

East & West Connector Roads

- Create Alternative Local Routes Behind Route 302 (e.g., Veteran's Memorial Drive)
- Let Drivers Move Between Businesses without Re-Entering Route 302
- Reduce Delay and Congestion on the Main Highway
- Improve Emergency Access and Provide Network Redundancy
- Support Future Development while Limiting New Driveways on Route 302

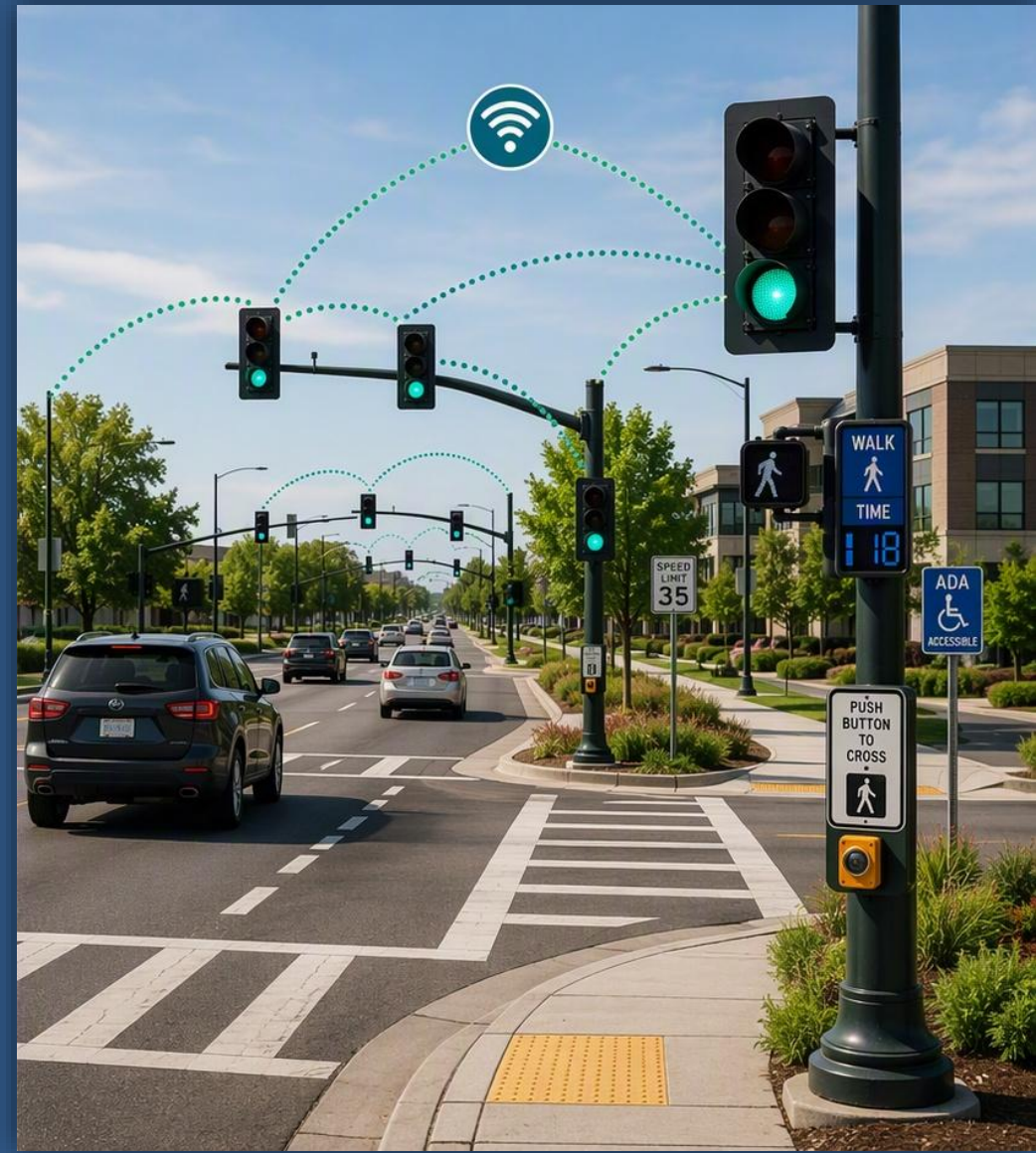


Note: Rendering, Actual Design Will Vary

DESIGN OVERVIEW

Interconnected Adaptive Traffic Signals

- Coordinate Signals to Reduce Unnecessary Stops and Queues
- Improve Traffic Progression and Reduce Rear-end Crash Risk
- Adjust Timing to Changing Traffic Conditions
- Enhance Pedestrian Crossings with Updated, ADA-Compliant Signal Equipment



Note: Rendering, Actual Design Will Vary

TRAFFIC OPERATIONS OVERVIEW

Traffic in 2040

Based on the Previous Feasibility Study:

- A Combination of the East and West Connectors Reduces Future Cumulative Area Traffic Delay by Over 40% in the PM and 20% in the AM.
- At Boody's Corner (302/35/115), Delay is Reduced by 17% with Over 7,500 Less Vehicles Entering per Day.
- The Connectors, Along with Upgrades to Traffic Signal Hardware and Adaptive Operations, Eliminated Projected Failing LOS F Intersection Delays Along the Corridor.



DESIGN OVERVIEW

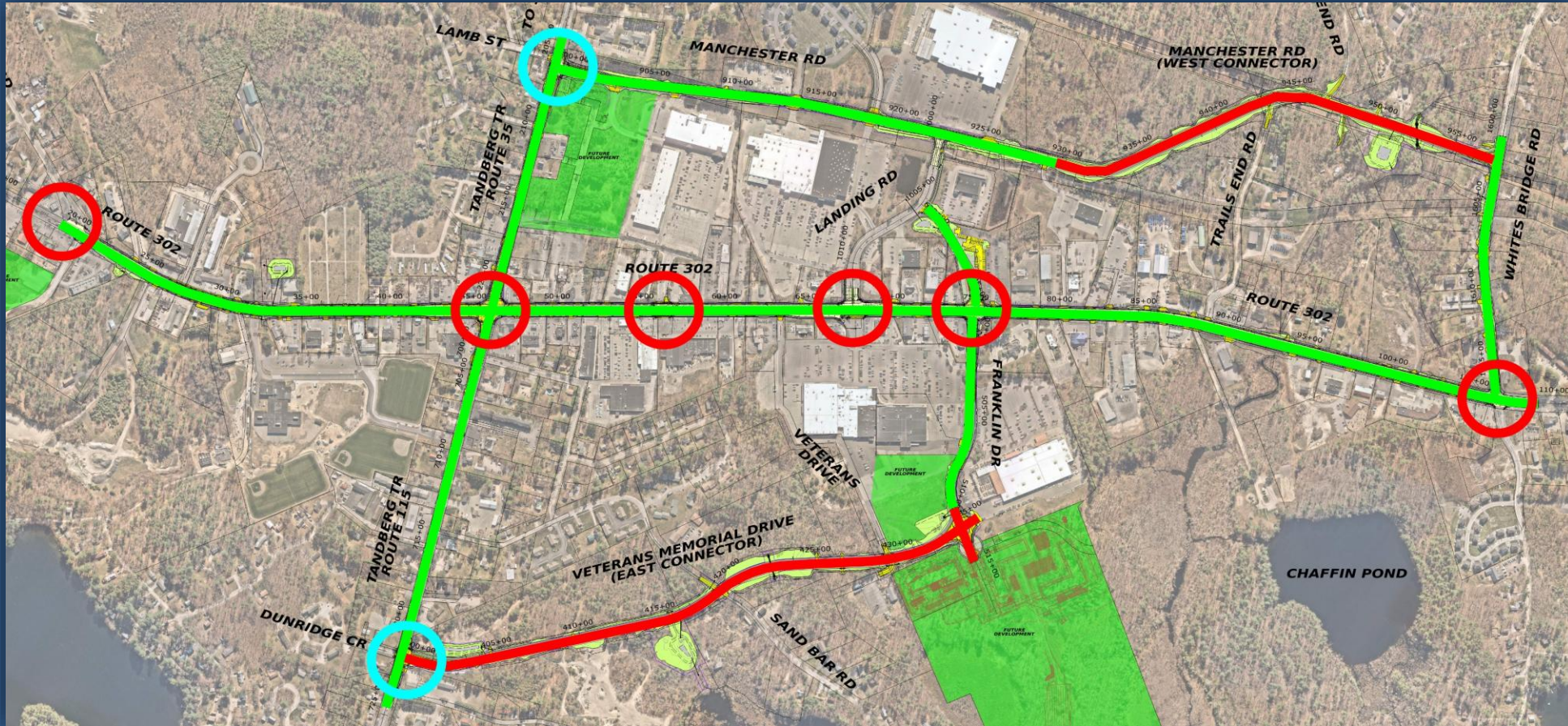
Combined Safety & Mobility Outcomes

- Fewer Conflict Points and Better Access management
- Safer, More comfortable pedestrian and bicycle environment (sidewalks, paths, crossings, lighting, ADA features)
- More organized and efficient transportation network for residents, businesses, and regional travelers
- Advances the Town of Windham's VPI/MaineDOT Preferred Alternative to Address Long-Standing Congestion and Crash Issues on Route 302



TECHNICAL PRESENTATION

PROJECT ELEMENTS



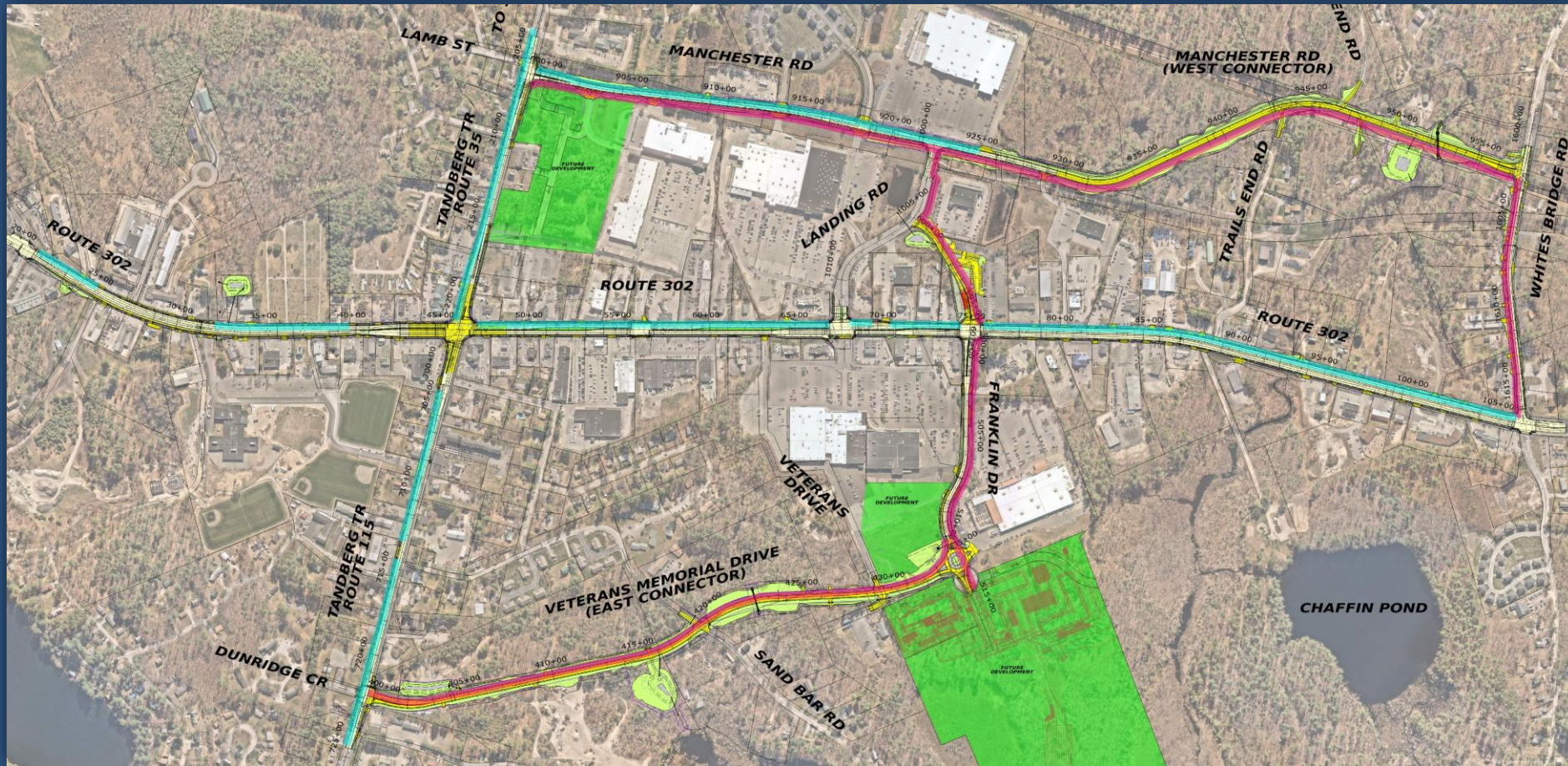
Red Lines = New Roadway/Full Construction

Green Lines = Mill and Overlay

Red Circles = Existing Signals Upgrades

Blue Circles = New Signals

NEW PEDESTRIAN FACILITIES



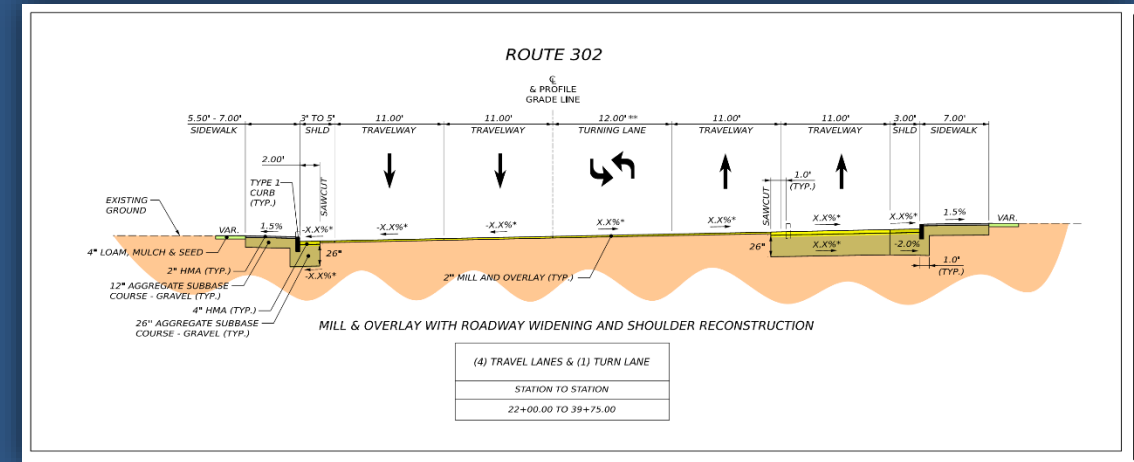
Pink Lines = New Shared-Use Path

Blue Line = New Sidewalk

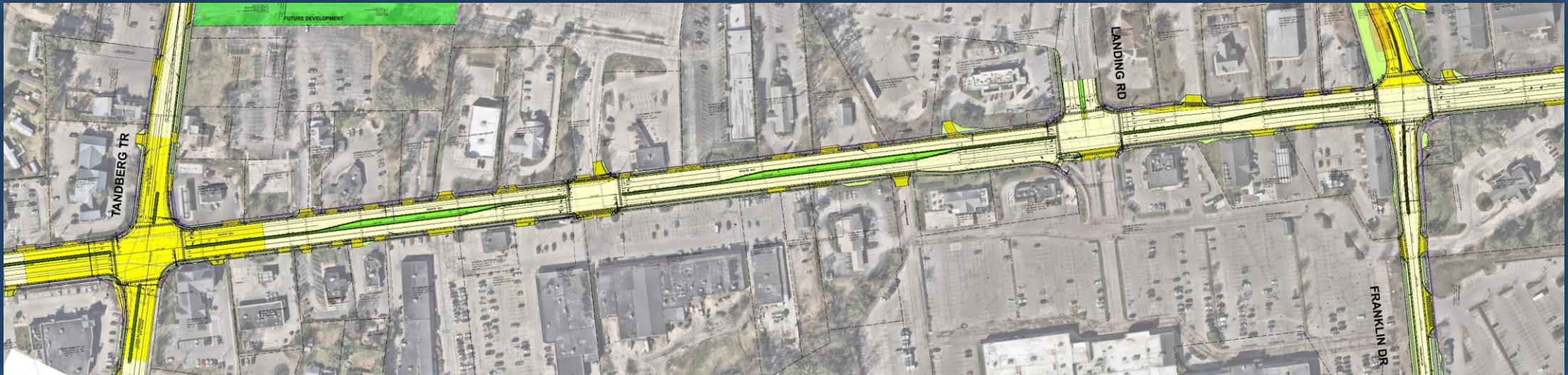
ROUTE 302 – RIVER RD TO TANDBERG TR



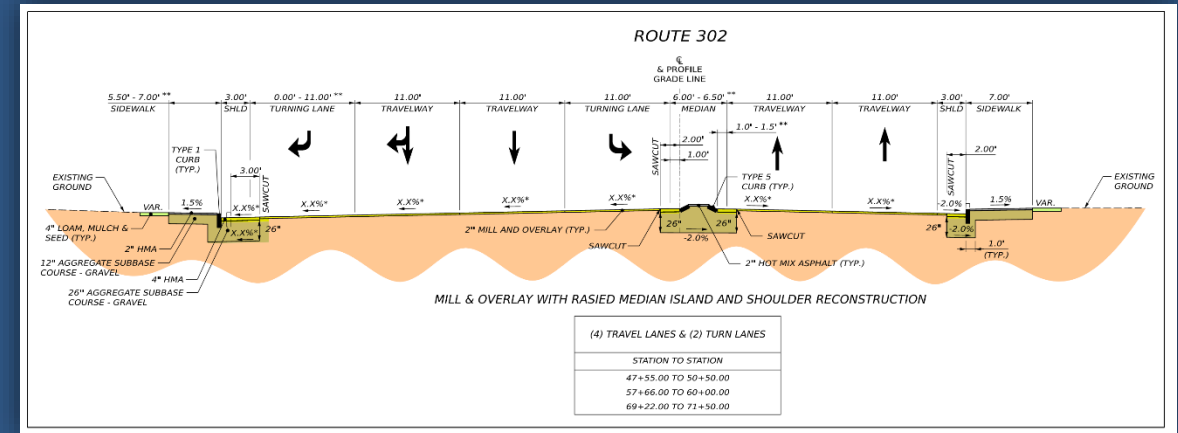
- Mill and Overlay
- Construct new 5th Lane to Provide Room for 12' Center Turn Lane
- 11' Travel Lanes and 3' Shoulders
- New 5' Sidewalk on the West Side
- Reconstruct 5' SW on East Side
- New Retaining wall by the Stockhouse Restaurant
- New Raised Median Extending Back from the intersection of Tandberg Tr
- New Rapid Rectangular Flashing Beacon at Elementary School
- New Stormwater Treatment (BMP) Behind Existing Fire Station



ROUTE 302 – TANDBERG TR TO FRANKLIN DR



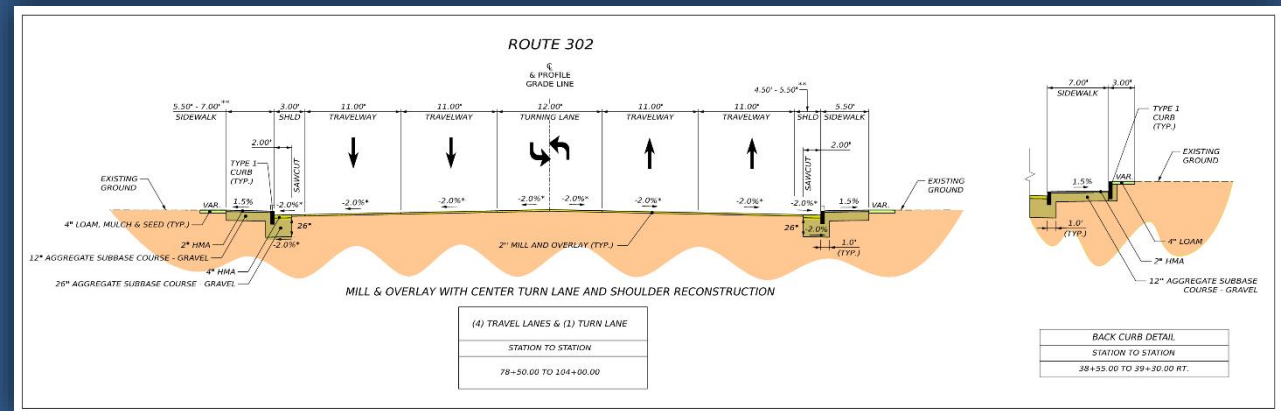
- Mill and overlay
- 11' Travel Lanes and 3' Shoulders
- New 5' Sidewalk on the West Side
- Reconstruct 5' Sidewalk on East side
- New Raised Median Extending to the Intersection of Franklin Drive



ROUTE 302 – FRANKLIN DR TO WHITES BRIDGE RD



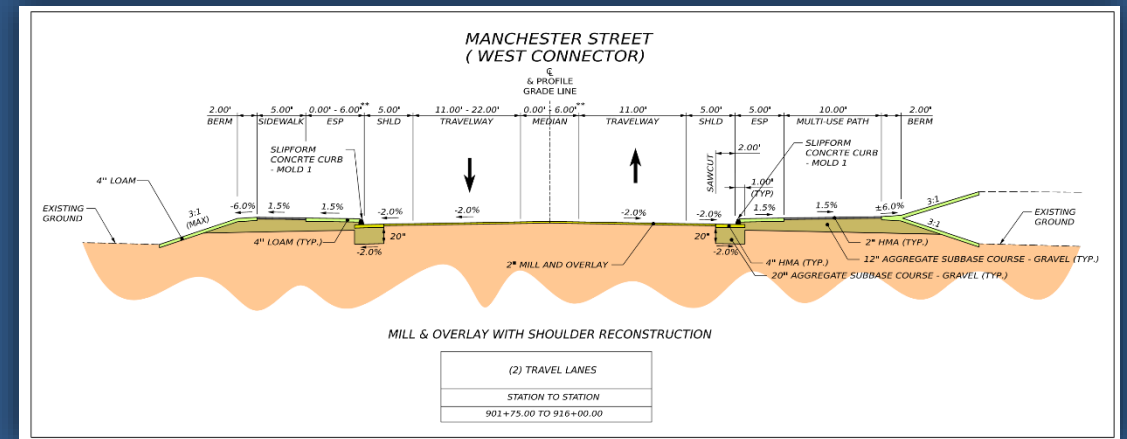
- Mill and overlay
- 11' Travel Lanes and 3.5' to 4' Shoulders
- New 5' Sidewalk on the West Side
- Reconstruct 5' Sidewalk on East side



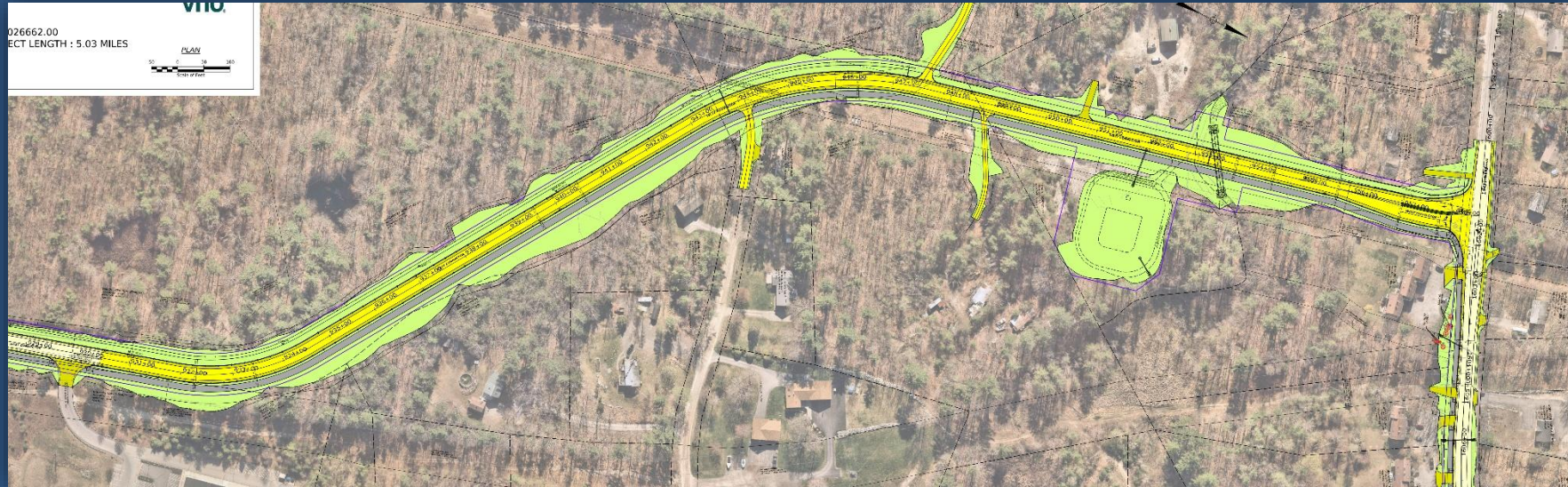
WEST CONNECTOR – MANCHESTER RD



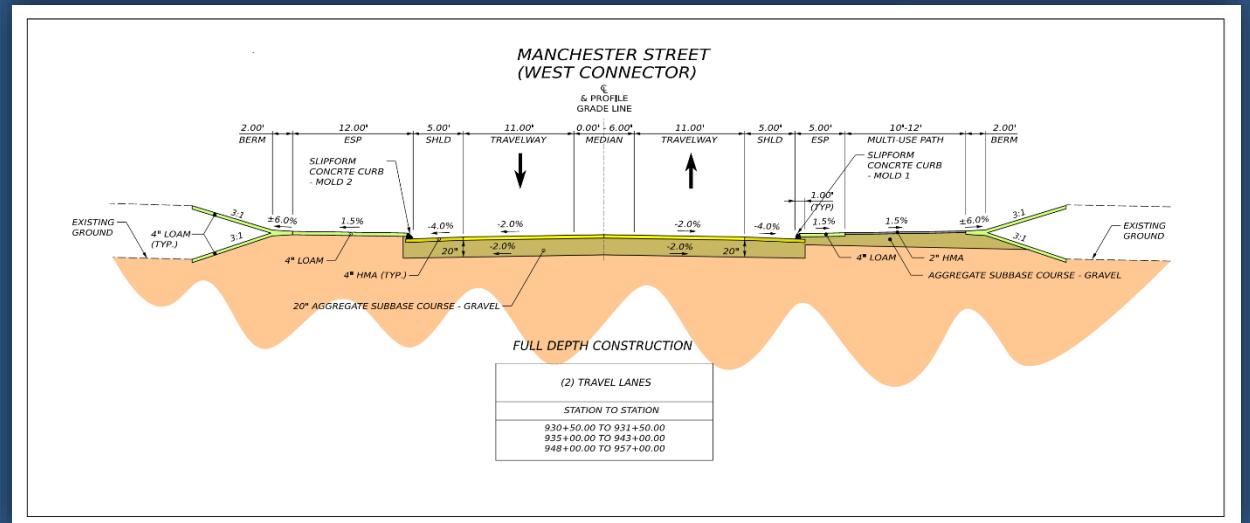
- Existing Roadway Section
- Mill and Overlay
- 11' Travel Lanes and 5' Shoulder
- New 5' Sidewalk and Illuminated 10' Shared-Use Path w/5' Esplanade, Curb, and Drainage
- New signal at the intersection of Tandberg Tr.



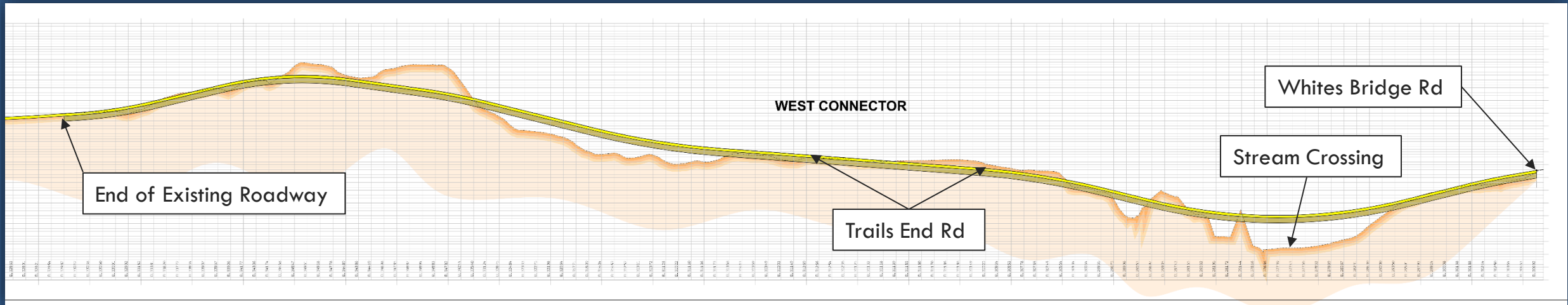
WEST CONNECTOR – NEW ROADWAY



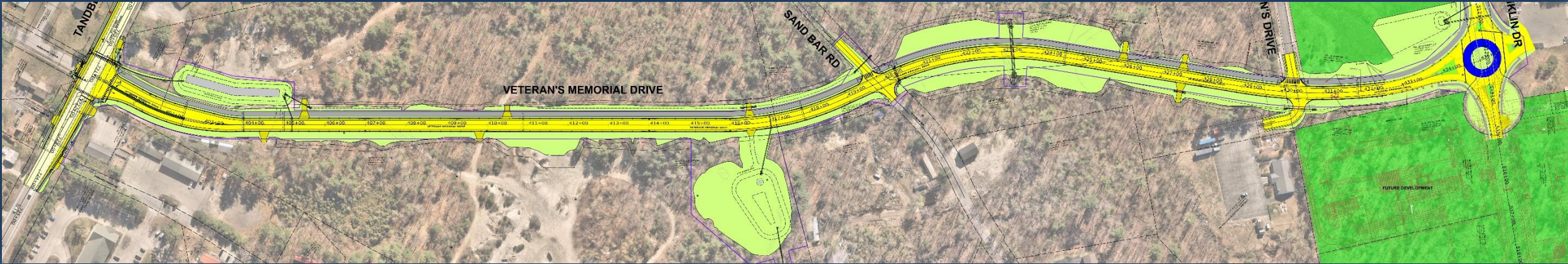
- New Reconstruction Section
- 11' Travel Lanes and 5' Shoulder
- Illuminated 10'-12' Shared-Use Path w/5' Esplanade, Curb, and Drainage
- New Intersection at Whites Bridge Rd
- New Connections to Trails End Road
- BMP and Stream Crossing at Northern End



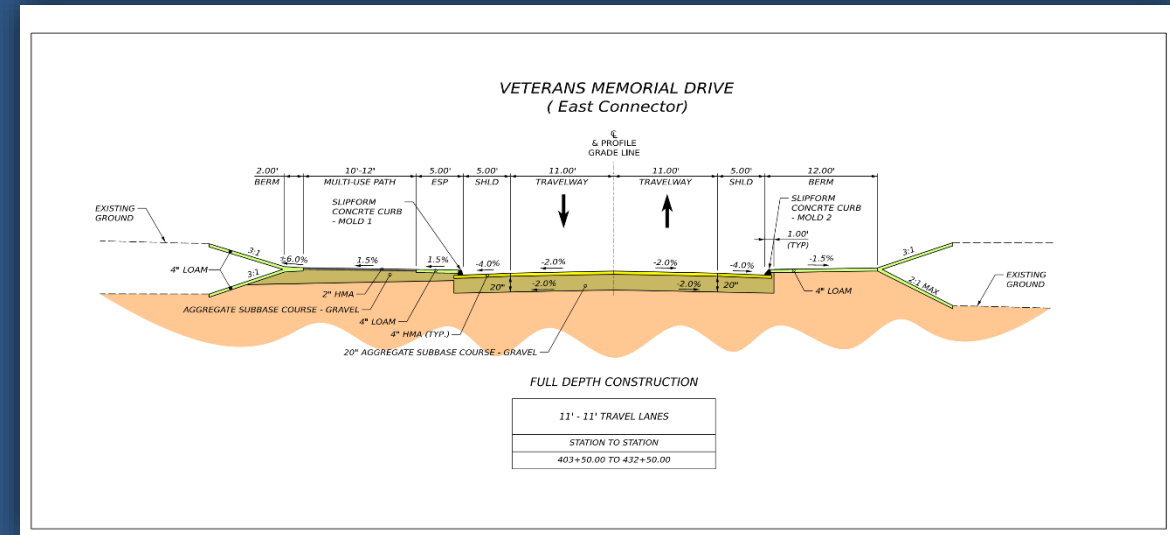
WEST CONNECTOR – NEW ROADWAY



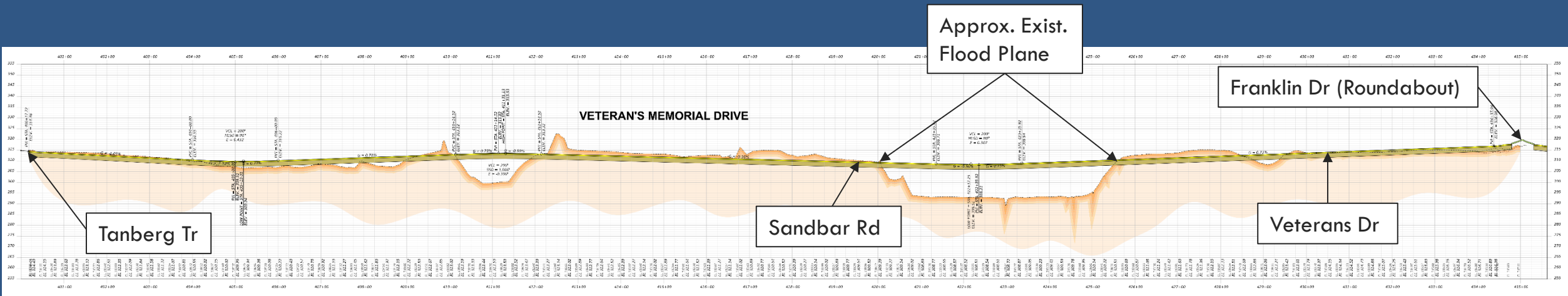
EAST CONNECTOR



- Roadway will be Named Veterans Memorial Drive. The existing Veterans Memorial Drive will be changed to Veterans Drive.
- New Reconstruction
- 11' Travel Lanes and 5' Shoulders
- Illuminated 10' to 12' Shared-Use Path w/5' Esplanade, Curb, and Drainage
- New Signal at the Intersection at Tandberg Trail
- New Single Lane Roundabout at the intersection of Franklin Dr.
- New intersection at Sand Bar Rd
- New and Updated BMPs



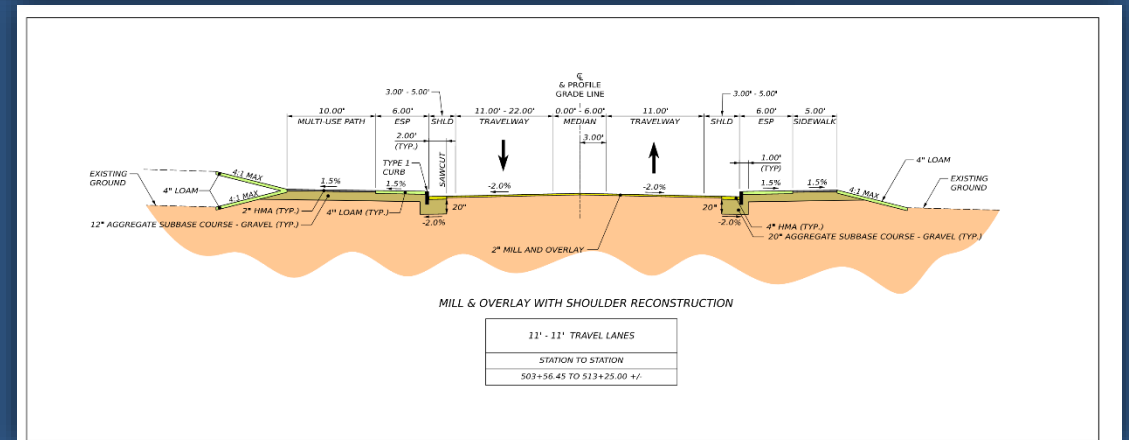
EAST CONNECTOR



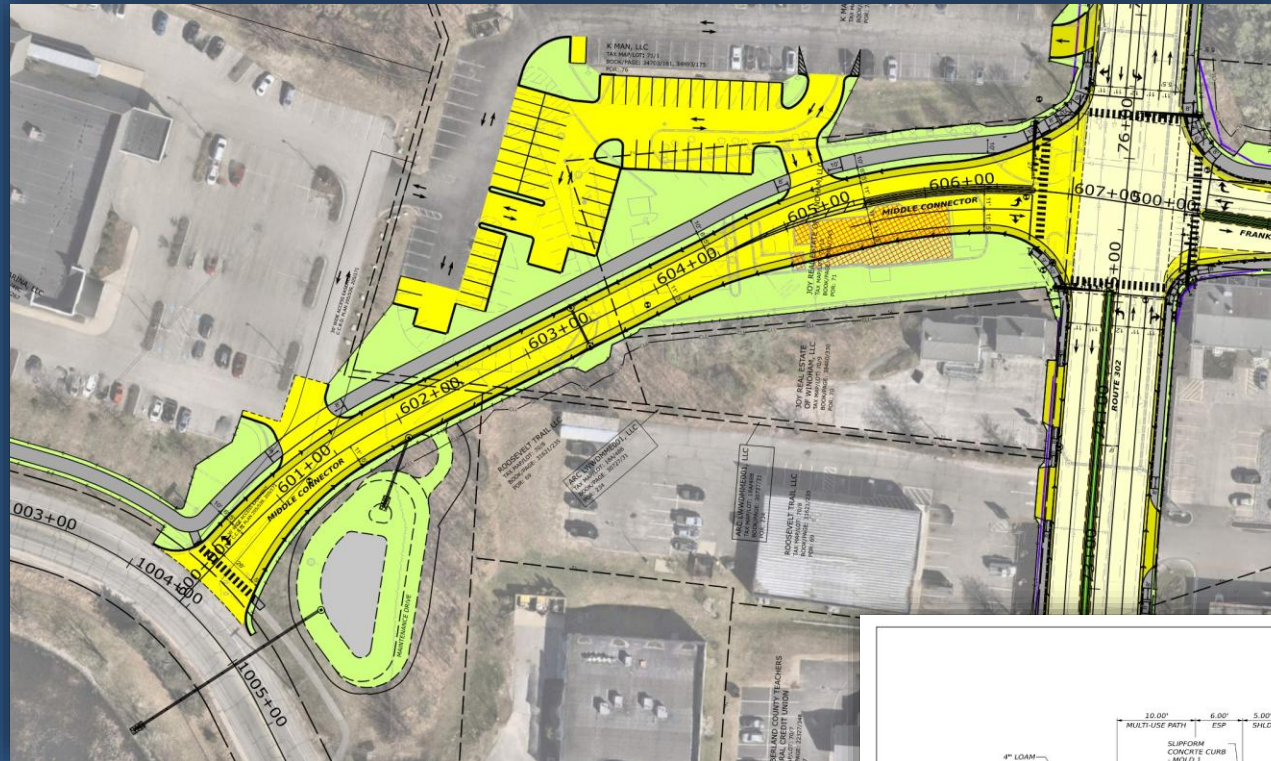
FRANKLIN DR



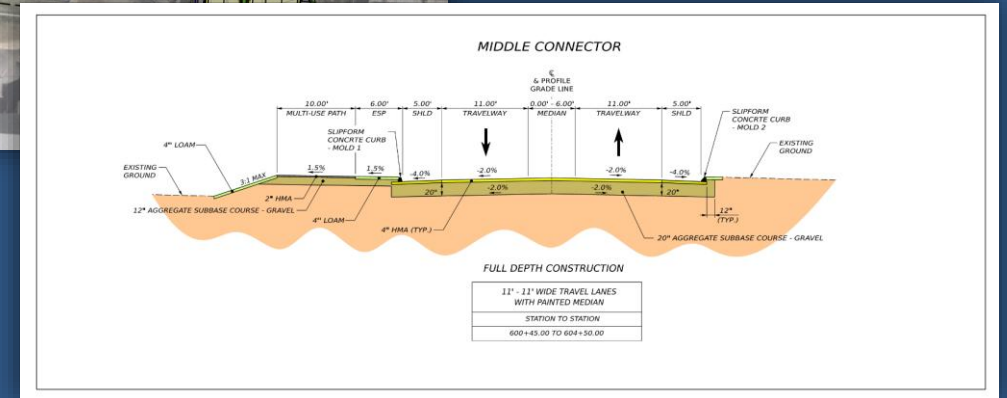
- Mill and Overlay
- 11' TW and 3' SH
- New 5' Sidewalk and Illuminated 10' Shared-Use Path w/Variable Width Esplanade, Curb, and Drainage



MIDDLE CONNECTOR

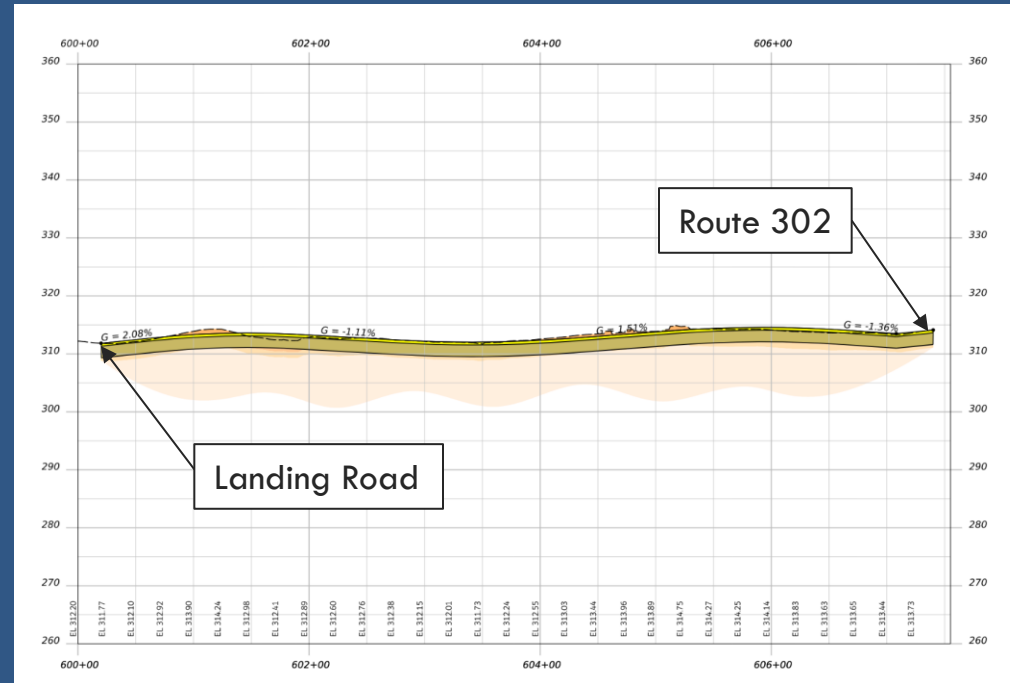


- New Reconstruction
- 11' Travel Lanes and 5' Shoulders
- Illuminated 10' Shared-Use Path w/5' Esplanade, Curb, and Drainage
- New BMP

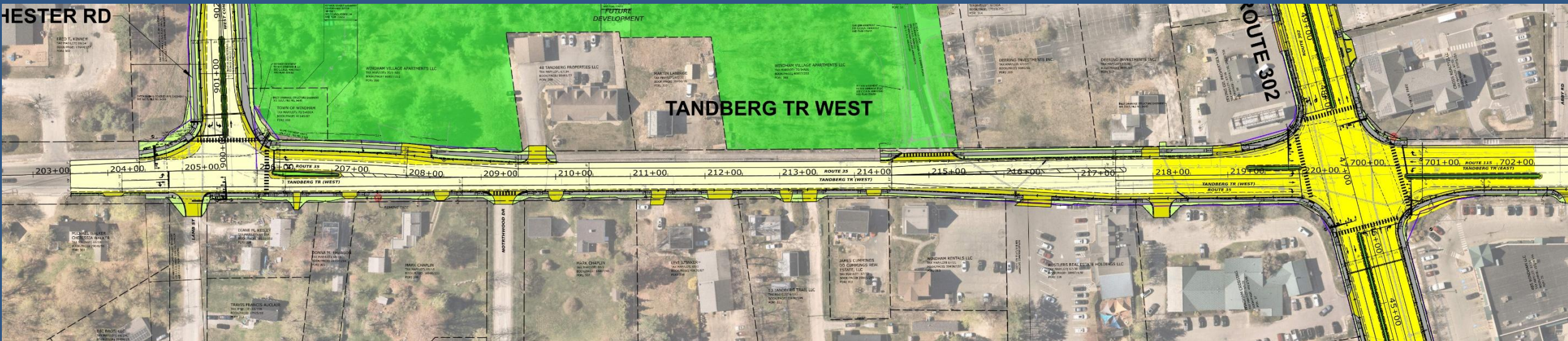


MIDDLE CONNECTOR

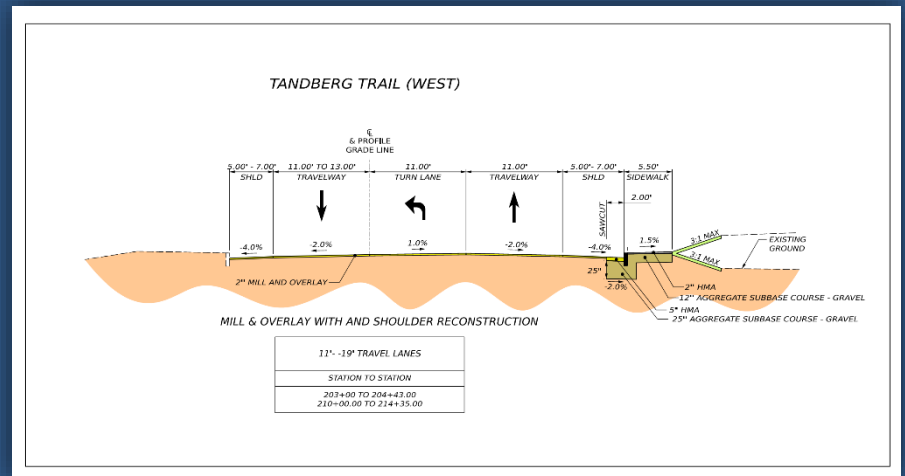
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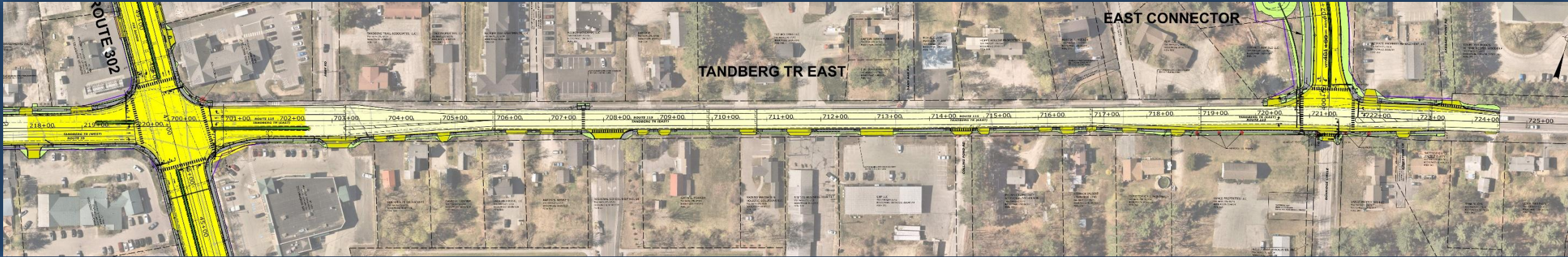
TANDBERG TRAIL - WEST



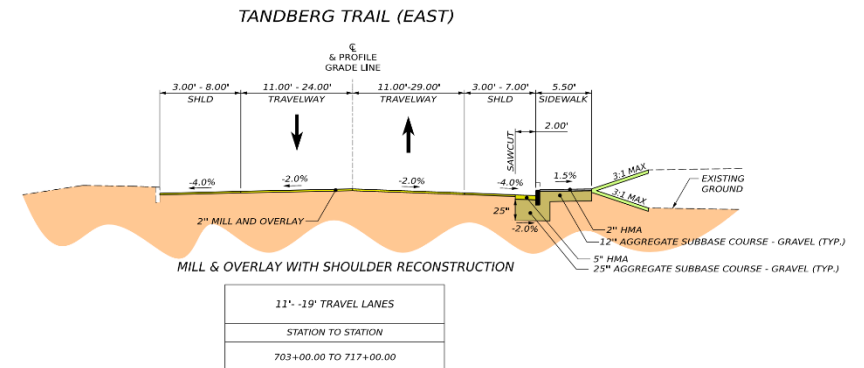
- Mill and Overlay
- 11' Travel Lane and 8' Shoulder
- New 5' Sidewalk on the South Side
- New Raised Median Extending Back from the Intersection of Route 302



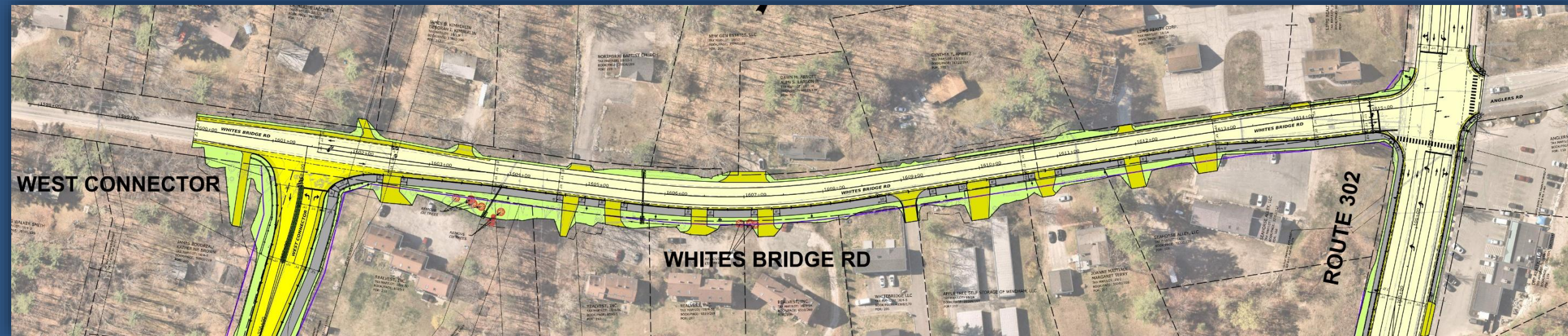
TANDBERG TRAIL - EAST



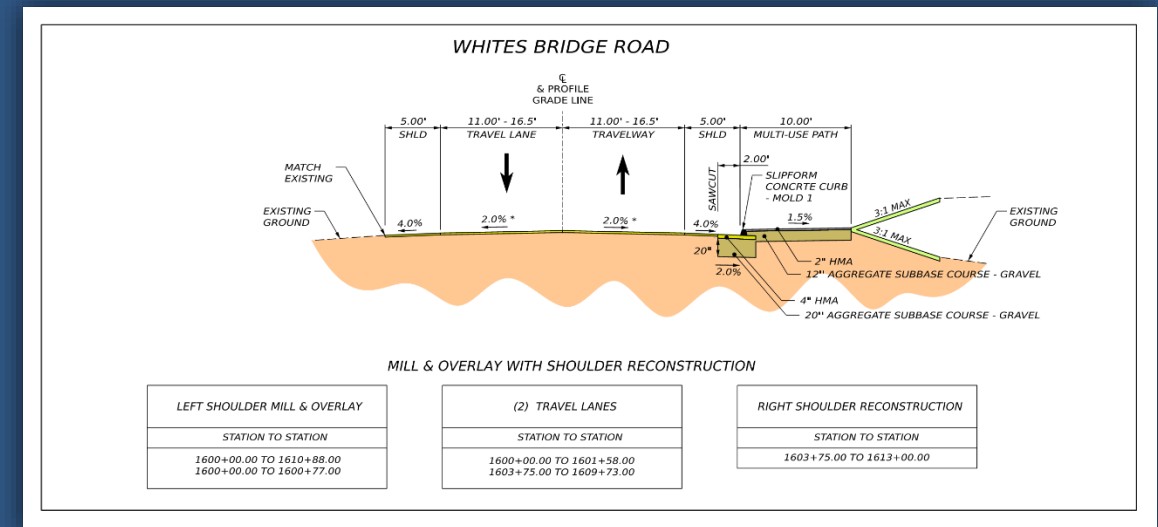
- Mill and Overlay
- 11' Travel Lanes , 6'+ Shoulder
- New 5' Sidewalk on the South Side
- New Raised Median Extending Back from the Intersection of Route 302



WHITES BRIDGE ROAD



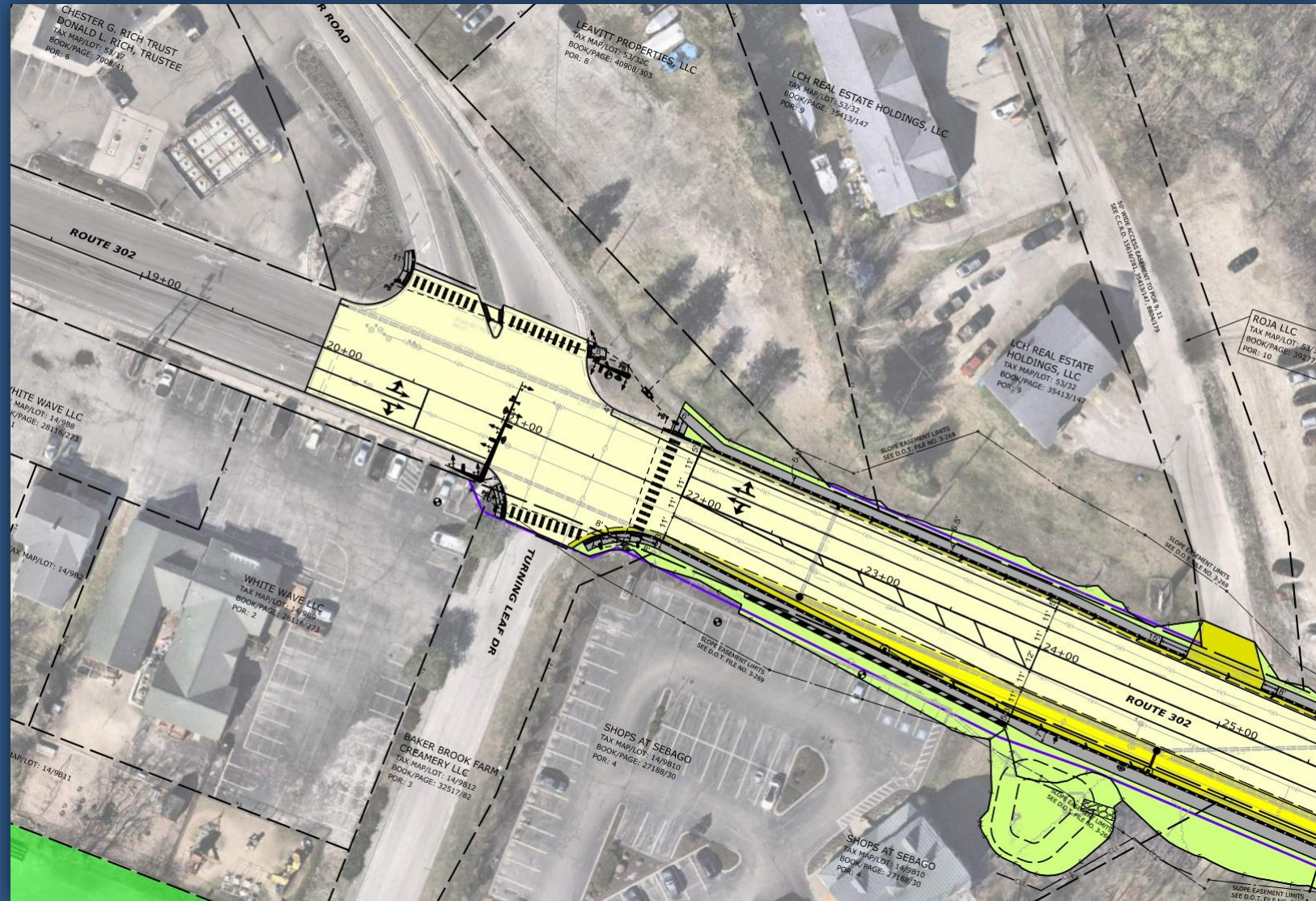
- Mill and Overlay
- 11' Travel Lanes , 5'+ Shoulders
- New Illuminated 10' Shared-Use Path on the South Side
- Roadway Widening to Provide Left Turn onto West Connector



ROUTE 302 & RIVER ROAD



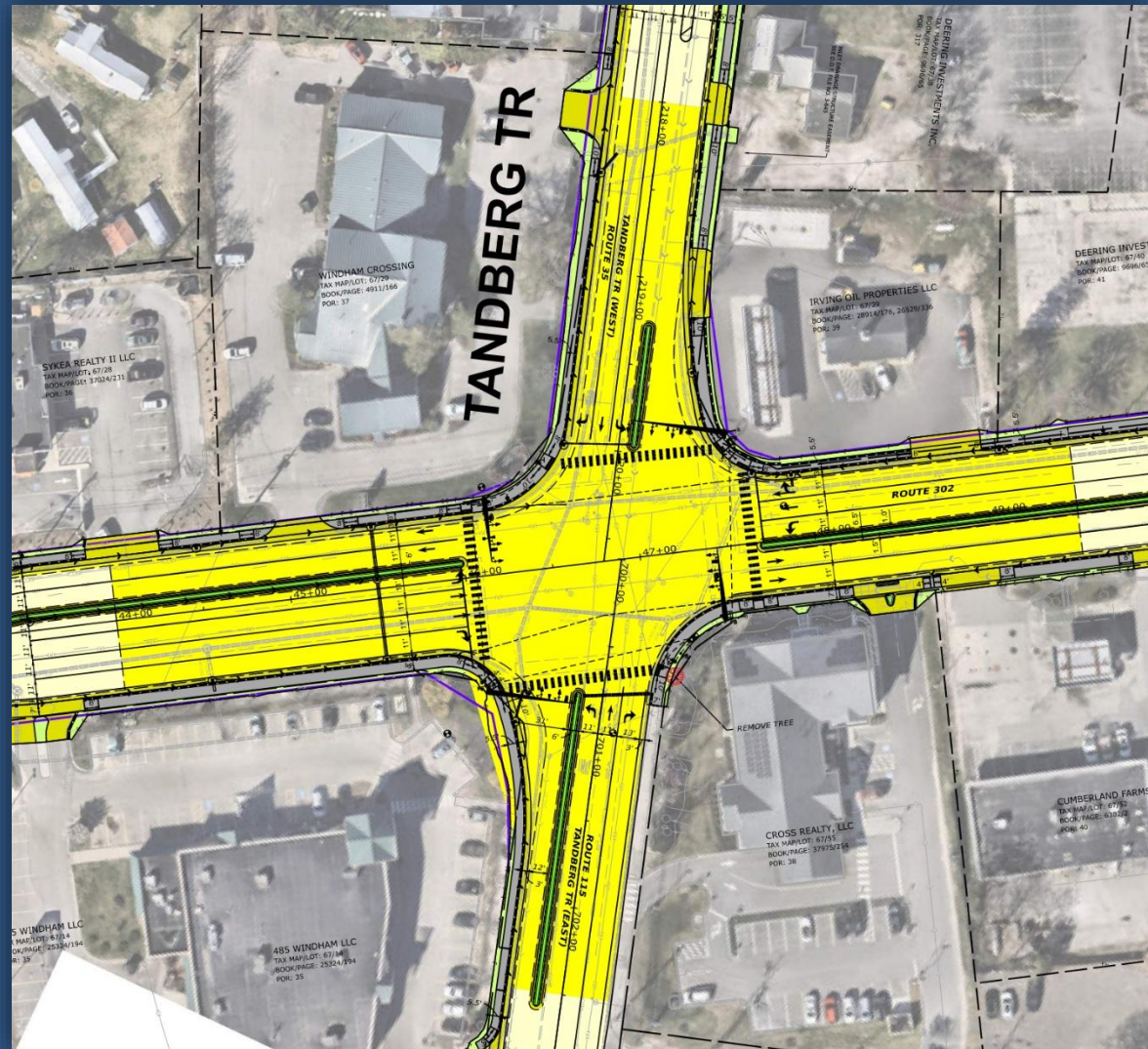
- Updated Traffic and Pedestrian Signal
- Adaptive Signal Equipped with Emergency Vehicle Preemption



ROUTE 302 & TANDBERG TRAIL



- Updated Traffic and Pedestrian Signal
- Adaptive Signal Equipped with Emergency Vehicle Preemption
- Raised Median Islands
- Full depth pavement removal



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- [illegible]

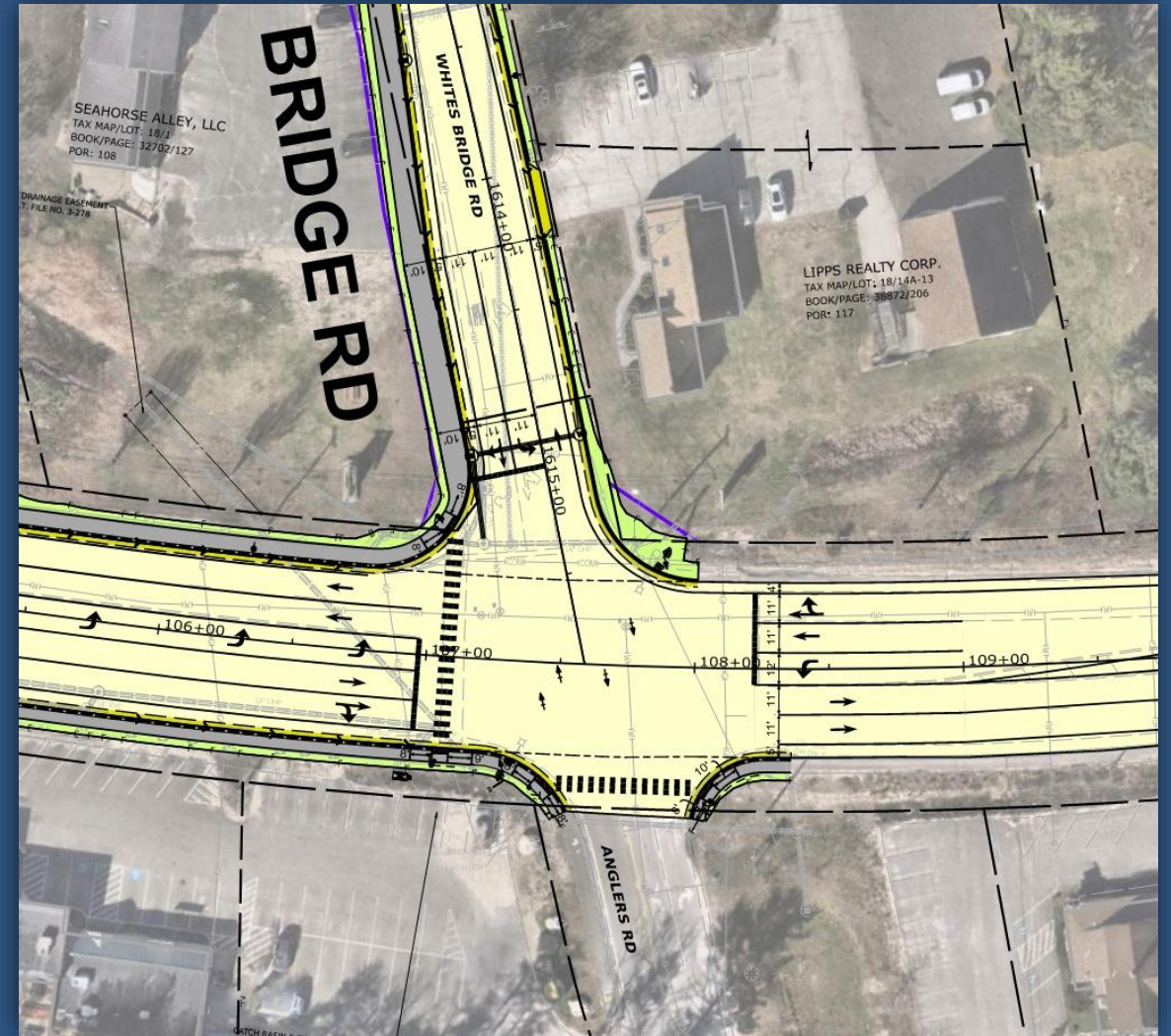
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- JOY REAL ESTATE OF WINDHAM, LLC
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BOOK/PAGE: 38460/330
PORT: 70
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TAX MAP/LOT: 70/10
BOOK/PAGE: 38460/330
PORT: 71
- K MAN, LLC
TAX MAP/LOT: 71/1
BOOK/PAGE: 34703/161, 34893/175
PORT: 76
- JOE WELLS TRAIL LLC
TAX MAP/LOT: 70/8
BOOK/PAGE: 31621/235
PORT: 69
- C.N. BROWN COMPANY
TAX MAP/LOTS: 70/118
BOOK/PAGE: 9919/203
PORT: 72
- C.N. BROWN COMPANY
TAX MAP/LOT: 70/103
BOOK/PAGE: 9919/203
PORT: 72
- JLB WINDHAM LLC
TAX MAP/LOT: 70/28-1
BOOK/PAGE: 22404/243
PORT: 74
- NORWAY SAVINGS BANK
TAX MAP/LOT: 70/28A
BOOK/PAGE: 11501/223
PORT: 75
- NORWAY SAVINGS BANK
TAX MAP/LOT: 70/28A
BOOK/PAGE: 10638/59, 11501/223
PORT: 75
- ROUTE 302
- FRANKLIN DR
- MIDDLE CONNECTOR
- 76+00 77+00 78+00
- 500+00

ROUTE 302 & WHITES BRIDGE ROAD



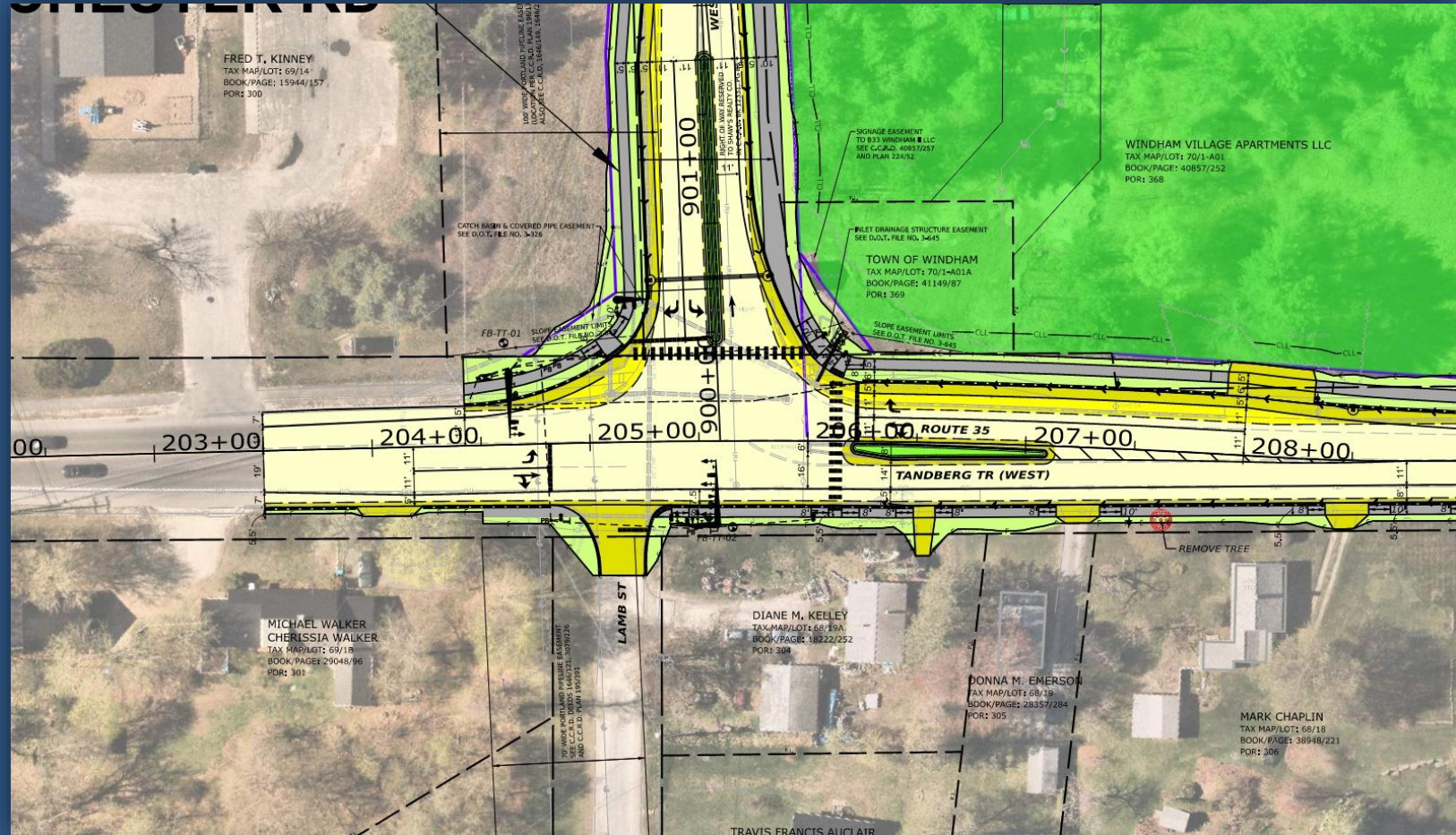
- Updated Traffic and Pedestrian Signal
- Adaptive Signal Equipped with Emergency Vehicle Preemption
- New shared-use path on Whites Bridge Rd



TANDBERG TRAIL & WEST CONNECTOR



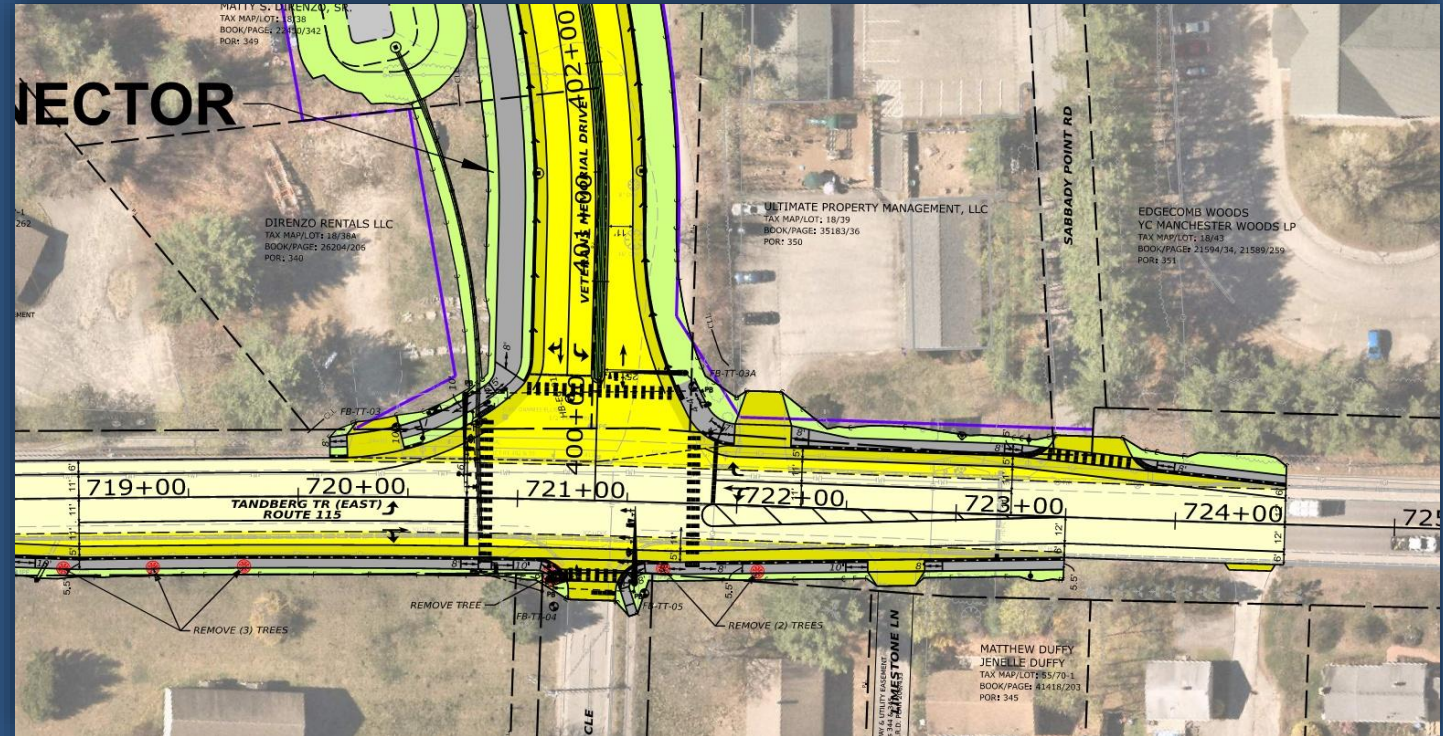
- New Traffic and Pedestrian Signal
- Adaptive Signal Equipped with Emergency Vehicle Preemption
- Maintain Existing Raised Median Islands
- Widen Roadway for Right-Turn Lane
- New Shared-Use Path on Manchester Rd/West Connector



TANDBERG TRAIL & EAST CONNECTOR



- New Traffic and Pedestrian Signal
- Adaptive Signal Equipped with Emergency Vehicle Preemption
- New Forth Leg of Existing Intersection (Dunridge Cir)
- East Connector Will Have a Raised Median Island
- New Shared-Used Path on East Connector



RIGHT OF WAY

TIMELINE & NEXT STEPS