

February 26, 2023

Jonathan LaBonte

Transportation Systems Director, City of Auburn
60 Court Street
Auburn, Maine 04210

**Subject: Traffic Peer Review of:
MaineDOT TMP Application Sections 1-6 (City has delegated review authority)
Baseball & Softball Fields
Stevens Mill Road - Auburn, ME**

Dear Jonathan,

Per the City's request, Gorrill Palmer has completed our traffic peer review of the following:

Traffic Movement Permit Application – Sections 1-6
Stevens Mill Road, Auburn, Maine
Prepared for: Auburn Suburban Baseball & Softball
Prepared By: Barton and Loguidice, LLC
Dated January 11, 2023

Because the City has delegated review authority for the MaineDOT Traffic Movement Permit (TMP) process, we have completed our review consistent with their requirements. The MaineDOT Rules and Regulations are attached. The submittal requirements start on page 15. The following is a summary of our findings:

Prior to Section 1:

- A. A tax map was not provided.
- B. The Notice of Intent to File did not specify which MaineDOT Region Office the application was filed.

Section 1:

- A.
 - The site plan provided was not stamped or signed.
 - There was no description of adjacent land uses.
 - The 18-foot wide access road seems narrow given the potential for significant volumes of traffic on the access road at once when games are both starting and getting over.
 - There was no discussion in this section on the pedestrian and bicycle accommodations on the adjacent roadway network. This would be critical given the proposed use.
- B. More information should be provided regarding other modes of transportation. Are bicycle racks being provided?
- C. The required regional map for the area should include: "This map shall include pedestrian, bicycle and transit Trip generators, origins and destinations within a radius of ¼ mile for urban/suburban contexts and a radius of up to 1 mile for more rural contexts." This project would fall into the rural 1-mile radius category.
- D. According to the application, there is no "Other Development" that should be considered.
- E. The trip generation is based on operational evaluation and not the typical ITE Trip Generation Manual. Gorrill Palmer concurs with this approach. Table 1.1 provided in the submittal is difficult to understand



and will need to be discussed further at the scoping meeting. We disagree with the assumption of only two fields used at one time without practices going on at the same time. It would be our expectation that more than two fields would be used on a Saturday. The other assumptions appear reasonable, with the exception of the additional spectators, which appears low. However, increasing this assumption would not be expected to change the conclusions of the evaluation.

- F. Based on the information provided, the trip distribution appears reasonable.
- G. The trip assignment in the application is based on using surrounding AADT information. We concur that this approach is typically a reasonable approach to determine trip assignment given the known information. However, based on a review of the population density, it is our opinion that the 36% to/from the north on Hotel Road appears to high, and we would expect a higher % of traffic to/from the south and east than what is presented. This can be discussed in more detail at the scoping meeting.

Section 2:

- A. The application presents there is one high crash location within the study area; the intersection of Stevens Mill Road / Hotel Road. We concur based on the information provided.
- B. A MaineDOT collision diagram was provided. The application identifies the contributing cause “failure to yield”. The evaluation should explore crash patterns such as time of day, time of year, day of week, which years (is it getting worse? better? Were they concentrated in any single year?) etc. The application provided 3 potential mitigations; 24-inch stop bars, clearing of trees/shrubs, potential for “all way” stop. Additional mitigation that could also be considered; oversized stop signs with or without “flags”, “STOP AHEAD” signs, raised center medians on the Stevens Mill Road approaches.
- C. No discussion was provided.
- D. The application should identify pedestrian or bicycle crashes within the study area. If any are identified, are there any recommendations to improve pedestrian or bicycle safety.

Section 3:

- A. A site plan was provided; however, it was not stamped/signed. The description provided does not identify if the driveway is paved, gravel, or other material. The 18-foot width, in our opinion, is too narrow to accommodate the forecast traffic volumes coming and going from the site. How is this project proposing to accommodate bicycles? Will the project provide bicycle racks?
- B. The application did not provide the required stamped/signed plan view of the driveway. The applicant is required to provide this figure with the details as described in the MaineDOT Rules and Regulations.
- C. The sight distance was described within Section 3 but is required to be shown on a plan view of the driveway as described in the MaineDOT Rules and Regulations. The sight distance evaluation stated it was based on a speed limit of 25 mph for Stevens Mill Road. Based on the MaineDOT map viewer, this section of Stevens Mill Road is “unposted”. Because the road is rural in nature and “unposted”, the assumed speed limit should be 45 mph. The sight distance evaluation should be redone accordingly. The applicant should compare/contrast the City’s and MaineDOT’ s sight distance criteria and describe the sight distance criteria used to do the evaluation.
- D. The applicant should provide a point-by-point response to the required items in the MaineDOT Rules and Regulations application and confirm that criteria will be met or exceeded. Although the City will have input on the design, the design should meet the more restrictive of the two criteria (MaineDOT and City).

Section 4:

A signed Quitclaim Deed was provided.

Section 5:

According to the application, “There are no known rights-of-way or easements that encumber the existing property.”



Section 6:

According to the application, “Auburn Suburban Baseball and Softball, is anticipating start of construction during summer 2023 with a spring 2024 completion.”

We look forward to discussing this project more at the scoping meeting.

Sincerely,

GORRILL PALMER

A handwritten signature in cursive script that reads "Randy Dunton".

Randy Dunton, PE, PTOE

Project Manager

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Attachments: Chapter 305: Rules and Regulations Pertaining to Traffic Movement Permits

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