

SUMMARY MEMORANDUM

Mr. Kyle Corbeil, P.E.
Project Engineer
Woodard & Curran
One Merchants Plaza
Bangor, ME 04401

May 24, 2016

RE: Traffic Impact Review for Hampden Solid Waste Processing Facility

The purpose of this memorandum is to summarize additional traffic review of the proposed Solid Waste Processing Facility in regard to traffic. Maine Traffic Resources (MTR) has reviewed the most recent traffic submittal, "Traffic Impact Study Addendum 2", prepared by Victor Smith in response to our May 17th review memorandum. That memorandum specifically requested the following items in italics:

1. *It should be confirmed that there is no other development pending that needs to be considered in the future traffic analysis.* This was confirmed and satisfactorily addressed.
2. *LOS for the site drive intersection for build conditions without a right-turn lane on Coldbrook Road since none is being proposed.* This was provided and there are no capacity concerns at the site drive without the right-turn lane.
3. *LOS for the AM and PM peak hours of the adjacent street system for the intersection of the I-95 southbound ramps and Coldbrook Road.* Analysis for the peak hours of the adjacent street system were not provided as requested. Mr. Smith indicates that the greatest impact will be during the peak hour of the facility. MTR requested this information since the traffic study was reporting that the LOS "F" constraint was only for 15 minutes a day. However, under build conditions the off ramp will also be at LOS "E" (capacity) during the AM peak hour of the facility also indicating capacity concerns.

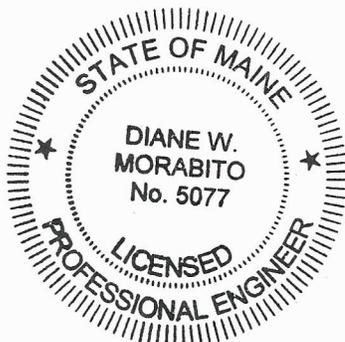
Since CES did not provide the requested peak hour analyses MTR ran Synchro analysis for the AM and PM peak hours of the SB off-ramp intersection. Similar but slightly better delays and LOS were obtained, primarily due to greater peak hour factors (more steady volumes during this period). Hence, no further analysis is required.

4. *Given the poor level of service for the southbound I-95 off-ramp and the high left turning volumes MTR requests traffic signal warrant analysis, including peak hours and four hours, at a minimum, for this intersection.* It is customary in a traffic study to evaluate options to improve conditions when LOS "F" conditions are determined. The signal warrant analysis requested was not provided. Mr. Smith indicates he did not

have sufficient traffic counts to do the analysis. However, he could have evaluated two of the three volume warrants (peak hour and four hour) with the information he had available. The addendum states that they are looking at striping solutions to the intersection and also suggest that since the intersection is in Hermon that the Hampden Planning Board should not be concerned. The Board should determine if they want additional analysis of this intersection or expect some form of mitigation.

5. *The intersection of Route 202 and Western Avenue is approaching the high crash criteria with a CRF of 0.93 and 18 crashes over the three-year study period. Mr. Smith indicates that the vast majority of accidents are rear-end collisions and it is simply due to inattention. Rear-end collisions at signalized intersections can often be attributed to improper traffic signal timing. Further evaluation of safety and signal timings is recommended for this intersection. While Mr. Smith did not evaluate the signal timings, as requested, he did provide additional data indicating that the accident problem is primarily due to inattention and distraction, generally fulfilling the purpose of the request and satisfying this request.*
6. *Additional signage and pavement markings should be shown on the plan. It is understood that the access road will be reviewed in regard to the Town Ways Ordinance by the Town Council and that this information will be provided for that process.*
7. *Additional information on how haul routes are to be mandated or travel time data to demonstrate that the intersections of concern won't be significantly impacted by trucks. Some Google Maps travel time data was provided indicating that trucks will use Route 202 to access the site and not Route 1A. In addition, it was stated that the applicants will be given haul route maps excluding the intersection of Route 1A and Coldbrook Road. Based upon this information, Route 1A will probably not be a primary haul route. The Board should determine if any additional actions should be required.*
8. *Stamped and signed copies of the traffic study and addendums should be submitted to the Town for the record. It is understood that a stamped and signed copy will be provided to the Town.*

As always, if you or the Town of Hampden have any questions or concerns regarding these comments please do not hesitate to contact me.



Sincerely,

A handwritten signature in black ink that reads "Diane W. Morabito" followed by a stylized flourish.

Diane W. Morabito, P.E. PTOE
President