From:	Will Haskell
To:	DeCarlo Brown; Christopher DiMatteo
Cc:	James Attianese; Randy Dunton
Subject:	FW: Northeast Rehabilitation Hospital - Raydon Road - York - Traffic Peer Review
Date:	Monday, July 11, 2022 4:40:18 PM
Attachments:	image001.png image002.png

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Hi DeCarlo and Chris,

The Design Engineer did not provide a comment response that addressed the prior traffic review comments (see below). Randy did indicate that the latest submission did address his comment #3. Comment #4 also appears to have been addressed as the sight distance is shown on plan C131.

Thank you,

William C. Haskell | Principal

GORRILL PALMER

707 Sable Oaks Drive, Suite 30 | South Portland, ME 04106
207.772.2515 x235 (office) | 207.318.7052 (mobile)
www.gorrillpalmer.com

From: Randy Dunton <rdunton@gorrillpalmer.com>
Sent: Monday, May 9, 2022 2:45 PM
To: Will Haskell <whaskell@gorrillpalmer.com>
Subject: Northeast Rehabilitation Hospital - Raydon Road - York - Traffic Peer Review

Hi Will,

The following is my review of the Traffic Assessment Memo to J. Hilary Rockett from Jason Adams of McMahon dated March 30, 2022.

1. The traffic assessment was stamped as a "Draft". The applicant should provide a final copy stamped and signed by a "Maine-licensed Professional Engineer" as required per the Town Ordinance.
2. Crash History – The Traffic Assessment reviewed the time period of 2017-2021, a five year period. Typically, the standard is to review the latest three-year crash history and compare that to the MaineDOT criteria for determining a high crash location. The Traffic Assessment states "None of these intersections were considered MaineDOT high crash locations for

the study period selected". Since MaineDOT criteria is based on the latest three-year crash history and the time period reviewed is for a five-year period, it is unclear what that statement means. There was no crash history attached for review so that it could be further reviewed.

3. Project Trip Generation - Based on the description of the proposed use provided, the Land Use Code appears reasonable. The trip generation for this use can be based on beds, square feet, or employees. Typically, the trip generation is based on a variable that is consistent such as square feet or beds and not on a variable that is subject to change such as employees. The applicant should explain why the employee variable was chosen for trip generation and identify what the other variables would yield for trip generation results. Copies of calculations should be provided for review. Does using the other independent variables trigger the need for a full traffic study (35 vehicles in a peak hour).
4. Sight Distance – the traffic assessment uses AASHTO to review sight distances. The Traffic Assessment should be revised to reflect a review of how available sight distances compare to the Town's requirements (York Zoning Ordinance Section 15-A.5.A). The applicant should show the required sight distance on a plan that is "to scale" to ensure no proposed plantings or signage will restrict sight distance.
5. Site Access – The Traffic Assessment identifies that the site will have two full movement access driveways. The "Context" and "Site" plans provided in the plan set show arrows that would imply that the northern most access is enter only. This should be clarified.

Hope this helps.

Randy Dunton P.E., PTOE | Project Manager

GORRILL PALMER

707 Sable Oaks Drive, Suite 30 | South Portland, ME 04106
207.772.2515 x 246 (office) | 207.239.7430 (mobile)
www.gorrillpalmer.com