

March 21, 2025

**Subject: Traffic Peer Review of:  
Camping World Left-Turn Lane Analysis  
480 Roosevelt Trail**

Gorrill Palmer has completed our traffic peer review of the following:

- Memorandum  
Town of Windham, ME  
480 Roosevelt Trail, Windham  
Prepared for: Grant Duchac, P.E.  
Excel Engineering  
From: Bradley Lyon, P.E., PTOE  
Griffen Steinman, EI  
Sebago Technics  
Dated: March 10, 2025

**TRIP GENERATION**

- We concur with Land Use Code 842 (Recreational Vehicle Sales) and the associated trip generation results.

**TRAFFIC COUNTS**

- We concur with ATR data, peak hours, roadway classification, weekly group mean factor, and volume distribution collected from MaineDOT.

**AUXILIARY TURN LANE WARRANT ANALYSIS**

- We concur with the data used to perform the left turn lane warrant analysis.
- In reviewing the lane warrant sheets, it appears the volume for opposing traffic for the AM Peak Hour is incorrect. The opposing volume should be 570, and what was coded was 351. It should be noted that this change does not affect the results of the analysis, and a left turn lane is still not warranted.

**NOTE:**

- We understand that on February 24th, the Planning Board requested a traffic study that included a left turn lane analysis. Per Chapter 120 Land Use (120-811. Submission Requirements), “A traffic impact study, prepared by a Maine licensed professional engineer, demonstrating the impact of the proposed project on the capacity, level of service and safety of adjacent streets, if the project or expansion will generate 50 or more trips during the a.m. or p.m. peak hour based upon the latest edition of the trip generation manual of the Institution of



*Transportation Engineers, or if required by the Planning Board.”* Currently, this traffic memorandum does not include information about safety or the level of service.

- In our opinion, due to the low trip generation, these items are not needed for this report, as long as the Towns’ request of a left turn lane warrant is satisfied. We recommend evaluating the sight distance exiting the site driveway to ensure it meets standards.

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