



September 29, 2021

Stephen Puleo, Town Planner
Town of Windham Planning Board
8 School Road
Windham, ME 04062

Re: Response to Comments
Site Plan for Camping World – FRHP Lincolnshire, LLC

Dear Steve:

Enclosed please find the following information regarding the above referenced project:

- Revised Site Plan Application Form listing the new landowner FRHP Lincolnshire, LLC as the project applicant.
- Revised plan set showing FRHP Lincolnshire, LLC as the project applicant
- Traffic Assessment prepared by John Adams, PE, PTOE with Barton & Loguidice
- Current deed for the property showing FRHP Lincolnshire, LLC as the owner
- A page from the Camping World Holdings, LLC Annual Report for 2020 showing cash on the balance sheet in the amount of \$37 million to demonstrate financial capacity to complete the project.
- MDEP Site Law Permit Order

We also offer the following responses to the individual comments that were provided to us in a compiled memo from town staff:

Questions from Fire and Police:

- Customers cuing on Route 302 seems to happen often before and after hours, most often before. If the entrance on Danielle Drive was available this may help to alleviate that congestion on the two-lane section of the 302.
 - Response: The attached Traffic Assessment provides analysis of how the traffic situation will be improved at the project site.
- Will Danielle Drive remain as an access point on a regular basis?
 - Response: The Danielle Drive access will be open during normal business hours and gated during off-hours. The gate will have a knox box for emergency access.
- Some delineation of aisle, travel lane/fire lane would be helpful to ensure through access to the site during business hours and after hours in the event of an emergency. The facility is extremely busy and access for a fire or medical emergency could be especially challenging and time consuming.
 - Response: The site plan shows delineated parking spaces and drive aisles for vehicle movement. The attached Traffic Assessment provides additional explanation.

Questions from Environmental & Sustainability Coordinator:

- Their proposed snow storage facility is sited too close to their stormwater infrastructure. I can see them pushing it into the infrastructure if they run out of room.
 - Response: Snow storage will not take place in the Underdrained Filter Basins, wetlands or the Wet Pond. There will be ample space around the perimeter of the gravel areas to provide snow storage.
- It appears they list some sort of pond near the Roosevelt Trail side of the project. Is this the existing infrastructure?
 - Response: Yes, the pond near Roosevelt Trail was part of the original design and has already been built.
- Do they have updated ESC plans for this project?
 - Response: The attached plans show updated Erosion and Sedimentation Controls that have been approved by the Maine DEP as part of their Site Law Permit review.
- Who will be completing the project?
 - Response: Camping World is the new operator of the facility and they will be responsible for completing the construction activities and performing long-term maintenance.
- There should be a condition of approval on the site to require 3PI to conduct annual post-construction stormwater certifications. Can you confirm?
 - Response: If the Town could provide us with language for the Condition of Approval we will add it to the Site Plan.
- Is this gravel or pavement?
 - Response: It is proposed as gravel surface.

Upon your review of this information, please let us know if you have any questions or require any additional information.

Sincerely,

DM ROMA CONSULTING ENGINEERS

Dustin Roma

Dustin M. Roma, P.E.
President

Final Plan - Major Site Plan

Project Name: CAMPING WORLD (FORMERLY LEE'S FAMILY TRAILER)

Tax Map: 15 **Lot:** 1-A

Estimated square footage of building(s): NONE

If no buildings proposed, estimated square footage of total development: 6 ACRES

Is the total disturbance proposed > 1 acre? ☒ **Yes** ☐ **No**

Contact Information

1. Applicant

Name: FRHP LINCOLNSHIRE, LLC

Mailing Address: 250 PARKWAY DRIVE, SUITE 270, LINCOLNSHIRE, IL 60069

Telephone: (315) 521 - 2398 **Fax:** _____ **E-mail:** KBOSTROM@CAMPINGWORLD.COM

2. Record owner of property

X (Check here if same as applicant)

Name: _____

Mailing Address: _____

Telephone: _____ **Fax:** _____ **E-mail:** _____

3. Contact Person/Agent (if completed and signed by applicant's agent, provide written documentation of authority to act on behalf of applicant)

Name: DUSTIN ROMA

Company Name: DM ROMA CONSULTING ENGINEERS

Mailing Address: PO BOX 1116, WINDHAM, ME 04062

Telephone: 310 - 0506 **Fax:** _____ **E-mail:** DUSTIN@DMROMA.COM

I certify all the information in this application form and accompanying materials is true and accurate to the best of my knowledge.

Dustin Roma
Signature

9-29-2021
Date

FIRST AMERICAN TITLE

Prepared By

Adams & Bullock, P.A.

PO Box 1417

Portland, ME 04104

After Recording Return To

FRHP Lincolnshire, LLC

250 Parkway Drive, Suite 270

Lincolnshire, Illinois

60069

DLN: 1002140139277**QUITCLAIM DEED WITH COVENANT**

(Maine Statutory Short Form)

KNOW ALL PERSONS BY THESE PRESENTS, that **LEE'S FAMILY TRAILER ACQUISITION, LLC**, a Maine limited liability company with a mailing address of 480 Roosevelt Trail, Windham, Maine 04062, for consideration paid, grants with **QUITCLAIM COVENANT** to **FRHP LINCOLNSHIRE, LLC**, a Minnesota limited liability company with a principal office address located at 250 Parkway Drive, Suite 270, Lincolnshire, Illinois, 60069 the following real estate situated in the Town of Windham, County of Cumberland and State of Maine, more specifically bounded and described as follows:

See Exhibit A

Meaning and intending to convey and hereby conveying precisely the same premises conveyed to the Grantor herein under the following deeds:

- 1) Deed from Moose Landing North to Lee's Family Trailer Acquisition, LLC dated November 12, 2020 and recorded in the Cumberland County Registry of Deeds in Book 37428, Page 138;
- 2) Deed from Skillin's Windham, LLC to Lee's Family Trailer Acquisition, LLC dated November 3, 2017 and recorded in the Cumberland County Registry of Deeds in Book 34458, Page ~~66~~ **3**
- 3) Deed from Lee's Family Trailer Sales & Service to Lee's Family Trailer Acquisition, LLC dated March 31, 2017 and recorded in the Cumberland County Registry of Deeds in Book 33935, Page 203.

IN WITNESS WHEREOF, the abovementioned LEE'S FAMILY TRAILER ACQUISITION, LLC sets its hand and seal this 10 day of April, 2020.

LEE'S FAMILY TRAILER ACQUISITION, LLC

By: Daniel P. Craffey

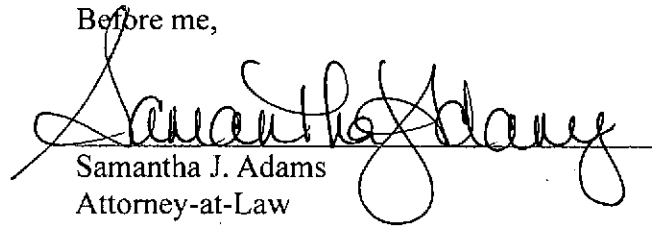
Its: Member

MAINE REAL ESTATE TAX-Paid

State of Maine
Cumberland, ss.

Then personally appeared the abovenamed Daniel P. Craffey as Member of Lee's Family Trailer Acquisition, LLC and acknowledged the foregoing to be his free act and deed in his stated capacity.

Before me,



Samantha J. Adams
Attorney-at-Law
MBN: 5260

EXHIBIT A
LEGAL DESCRIPTION

Parcel 1

A certain parcel or lot of land situated in said Windham, County of Cumberland and State of Maine, being more particularly bounded and described as follows:

Beginning at the most easterly corner of land now or formerly owned by E. G. and Wilson Ward lying on the southerly side of the "New Road", so-called, leading from Raymond to Portland; thence on the southerly side of said Road in a southeasterly course to the division fence between land now or formerly owned by Joseph B. Jordan and Isaac R. Jordan; thence southwesterly on the line of said fence to land now or formerly owned by John M. Webb; thence northwesterly on the line of said Webb's land to land now or formerly owned by said E. G. and Wilson Ward, and thence to the first named bounds.

The above described premises are conveyed together with and subject to any and all easements or encumbrances of record, insofar as the same are in force and applicable.

Parcel 2

A certain parcel of land situated on the southwesterly side of Roosevelt Trail in the Town of Windham, County of Cumberland, State of Maine being bounded and described as follows:

Beginning on the southwesterly sideline of Roosevelt Trail at land now or formerly of SS Realty, LLC as described in a deed recorded in Book 31012, Page 281 in the Cumberland County Registry of Deeds (CCRD);

Thence, South 53° 41' 09" East, by and along the southwesterly sideline of Roosevelt Trail, a distance of 134.07 feet to land now or formerly of Lee's Family Trailer Acquisition, LLC as described in a deed recorded in Book 33935, Page 203, CCRD;

Thence, South 36° 18' 56" West, y and along land of Lee's Family Trailer Acquisition, LLC and land now or formerly of William Stultz and Andrea Stults as described in a deed recorded in Book 32885, Page 97 CCRD, a distance of 737.19 feet;

Thence, North 53° 41' 04" West a distance of 295.73 feet to a point of curvature;

Thence, northerly by and along a curve concave to the left having a radius of 225.00 feet, an arc distance of 290.47 feet, said curve has a chord which bears North 17° 56' 14" West a distance of 270.7; feet;

Thence, North 54° 55' 17" West a distance of 6/13 feet to the southeasterly sideline of Danielle Drive;

Thence, North 35° 04' 43: East, by and along the southeasterly sideline of Danielle Drive, land now or formerly of Biskup Properties, LLC as described in Book 26241, Page 142 CCRD and

land now or formerly of Shawn Cohen and Jean Cohen as described in a deed recorded in Book 19350, Page 79 CCRD, a distance of 579.29 feet to the southwesterly sideline of Roosevelt Trail;

Thence, South 53° 41' 07" East, by and along the southwesterly sideline of Roosevelt Trail, a distance of 50.01 feet to land of SS Realty, LLC;

Thence, South 35° 04' 43" West, by and along land of SS Realty, LLC a distance of 516.00 feet;

Thence South 53° 39' 53" East, by and along land of SS Realty, LLC a distance of 338.00 feet;

Thence North 36° 24' 40" East by and along land of SS Realty, LLC a distance of 516.00 feet to the Point of Beginning.

Bearings are Grid North.

Parcel 3

A certain lot or parcel of land lying on the southwesterly side of Roosevelt Trail (Route 302) in the Town of Windham, County of Cumberland, State of Maine, bounded and described as follows:

Beginning at a point on the southwesterly sideline of Roosevelt Trail at a 5/8" capped iron rod (PLS 2320") at the northeasterly corner of land now or formerly of Shawn F. Cohen and Jean M. Cohen as described in a deed recorded in the Cumberland County Registry of Deeds in Book 19350, Page 79.

Thence:

1) South 53°42'03" East by said Roosevelt Trail a distance of Fifty and 01/100 (50.01) feet to a point at the northwesterly corner of "DMK Parcel" as shown on a plan entitled "ALTA/ACSM Land Title Survey" made for Oak Engineers by Titcomb Associates dated April 26, 2011 and revised through May 6, 2011.

2) South 35°03'46" West by said DMK parcel a distance of Five Hundred Sixteen and 00/100 (516.00) feet to a point

3) South 53°40'50" East by said DMK Parcel a distance of Three Hundred Thirty-Eight and 00/100 (338.00) feet to a point.

4) North 36°23'43" East by said DMK Parcel a distance of Five Hundred Sixteen and 00/100 (516.00) feet to a point in the southwesterly sideline of said Roosevelt Trail,

5) South 53°42'03" East by said Roosevelt Trail a distance of One Hundred Thirty-Four and 08/100

(134.08) feet to a point at the northwesterly corner of land now or formerly of Lee's Family Trailer Sales & Service as described in a deed recorded in said Registry in Book 6460, Page 312.

6) South $36^{\circ}17'59''$ West by said land of Lee's Family Trailer Sales & Service and by land now or formerly of Peter A. Woodbury and Marrylee B. Woodbury as described in a deed recorded in said Registry in Book 4076, Page 38 a distance of One Thousand One Hundred Forty-Six and $87/100$

(1,146.87) feet to a point at the northeasterly corner of land now or formerly of Windham Hill Woods Condominiums as described in a deed recorded in said Registry in Book 8987, Page 256.

7) North $53^{\circ}19'49''$ West by said land of Windham Hill Woods Condominiums a distance of Five Hundred Nine and $40/100$ (509.40) feet to a point and land now or formerly of DKD LLC as described in a deed recorded in said Registry in Book 15379, Page 40.

8) North $35^{\circ}03'46''$ East by said land of DKD LLC; by the terminus of Danielle Drive; by land now or formerly of Biskup Properties, LLC as described in a deed recorded in said Registry in Book 26241, Page 142; and by said land of Cohen a distance of One Thousand One Hundred Forty-Three and $84/100$ (1,143.84) feet to the point of beginning.

Bearings are referenced to grid north, Maine State Plane Coordinate System, NAD83, West Zone.

Excepting and reserving from said conveyance the following:

Beginning on the southwesterly sideline of Roosevelt Trail at land now or formerly of SS Realty, LLC as described in a deed recorded in Book 31012, Page 281 in the Cumberland County Registry of Deeds (CCRD);

Thence South $53^{\circ}41'09''$ East, by and along the southwesterly sideline of Roosevelt Trail, a distance of 134.07 feet to land now or formerly of Lee's Family Trailer Acquisition, LLC as described in a deed recorded in Book 33935, Page 203 CCRD;

Thence South $36^{\circ}18'56''$ West, by and along land of Lee's Family trailer Acquisition, LLC and land now or formerly of William Stultz and Andrea Stultz as described in a deed recorded in Book 32885 Page 97 CCRD, a distance of 737.19 feet;

Thence North $53^{\circ}41'04''$ West a distance of 295.73 feet to a point of curvature;

Thence northerly by and along a curve concave to the left having a radius of 225.00 feet, an arc distance of 290.47 feet, said curve has a chord which bears North $17^{\circ}56'14''$ West a distance of 270.72 feet;

Thence North $54^{\circ}55'17''$ West a distance of 6.13 feet to the southeasterly sideline of Danielle Drive;

Thence North $35^{\circ}04'43''$ East, by and along the southeasterly sideline of Danielle Drive, land now or formerly of Biskup Properties, LLC as described in Book 26241, Page 142 CCRD and land now or formerly of Shawn Cohen and Jean Cohen as described in a deed recorded in Book 19350, Page 79 CCRD, a distance of 579.29 feet to the southwesterly sideline of Roosevelt Trail;

Thence South 53° 41' 07" East, by and along the southwesterly sideline of Roosevelt Trail, a distance of 50.01 feet to land of SS Realty, LLC;

Thence South 35° 04' 43" West, by and along land of SS Realty, LLC, a distance of 516.00 feet;

Thence South 53° 39' 53" East, by and along land of SS Realty, LLC, a distance of 338.00 feet;

Thence North 36° 24' 40" East, by and along of SS Realty, LLC, a distance of 516.00 feet to the Point of Beginning.

The above described premises are conveyed together with and subject to any and all easements or encumbrances of record, insofar as the same are in force and applicable.

Schedule I: Condensed Financial Information of Registrant

Camping World Holdings, Inc.
Condensed Balance Sheets
(Parent Company Only)
(In Thousands Except Share Amounts)

	December 31, 2020	December 31, 2019
Assets		
Current assets:		
Cash and cash equivalents	\$ 37,355	\$ 44,991
Prepaid income taxes and other	4,073	1,388
Total current assets	41,428	46,379
Deferred tax asset	163,759	127,689
Investment in subsidiaries	(32,479)	(91,879)
Total assets	<u>\$ 172,708</u>	<u>\$ 82,189</u>
Liabilities and stockholders' equity		
Current liabilities:		
Current portion of liabilities under Tax Receivable Agreement	\$ 8,089	\$ 6,563
Total current liabilities	8,089	6,563
Liabilities under Tax Receivable Agreement, net of current portion	137,845	108,228
Total liabilities	145,934	114,791
Commitments and contingencies	—	—
Stockholders' equity (deficit):		
Preferred stock, par value \$0.01 per share – 20,000,000 shares authorized; none issued and outstanding as of December 31, 2020 and December 31, 2019	—	—
Class A common stock, par value \$0.01 per share – 250,000,000 shares authorized; 43,083,008 issued and 42,226,389 outstanding as of December 31, 2020 and 37,701,584 issued and 37,488,989 outstanding as of December 31, 2019	428	375
Class B common stock, par value \$0.0001 per share – 75,000,000 shares authorized; 69,066,445 issued as of December 31, 2020 and December 31, 2019; and 45,999,132 and 50,706,629 outstanding as of December 31, 2020 and December 31, 2019	5	5
Class C common stock, par value \$0.0001 per share – one share authorized, issued and outstanding as of December 31, 2020 and December 31, 2019	—	—
Additional paid-in capital	63,342	50,152
Treasury stock, at cost; 572,447 and 0 shares as of December 31, 2020 and December 31, 2019	(15,187)	—
Retained deficit	(21,814)	(83,134)
Total stockholders' equity (deficit)	26,774	(32,602)
Total liabilities and stockholders' equity	<u>\$ 172,708</u>	<u>\$ 82,189</u>

See accompanying Notes to Condensed Financial Information



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

FRHP LINCOLNSHIRE, LLC) SITE LOCATION OF DEVELOPMENT ACT
Windham, Cumberland County)
PARKING LOT EXPANSION)
L-27551-26-C-N (approval, after-the-fact)) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S. §§ 481–489-E and Chapters 375, 500, 501, and 502 of Department rules, the Department of Environmental Protection has considered the application of FRHP LINCOLNSHIRE, LLC with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: The Lee’s Family Trailer dealership was initially constructed in 1985 with a sales building and outdoor display area that utilized a building and parking lot that was constructed for a restaurant circa 1977; this included 1.1 acres of structure, as defined in the Site Location of Development Law (Site Law). In 1993, an expansion was constructed that included paved and gravel outdoor display areas, a service building and a vegetated winter storage area; this resulted in an additional 1.7 acres of structure (not including the vegetated winter storage area) for a total of 2.8 acres of structure. Since 1993, the business has grown and the winter storage area (1.6 acres) is no longer vegetated and qualifies as structure as under Site Law and qualifies as impervious area as defined in the Stormwater Management Law. The project is on Lot 1A and 2 on the Town of Windham’s Tax Map 15. The project is located at 480 Roosevelt Trail in Windham.

The west side of the land owned by the applicant was previously owned by Moose Landing North LLC. Moose Landing North received approval in Department Order #L-27551-NJ-A-N / L-27551-TC-B-N and Permit by Rule (PBR) #64088, dated October 3, 2017, for the extension of Danielle Drive and addition of a five lot commercial subdivision. The extension to Danielle Drive was not constructed. Lot 5 of that subdivision was developed by Lee’s Family Trailer Acquisitions LLC as overflow parking; this included the underdrained soil filter for this lot and some deviations from the approved design plans. The subdivision approval from the town lapsed and all the subdivision property was conveyed to Lee’s Family Trailer Acquisitions LLC on November 12, 2020. The applicant subsequently started construction of additional RV and trailer parking within the subdivision in the fall of 2020 without transferring or amending the Stormwater Management permit, or submitting an application for a Site Law permit. The town placed a stop work order on the project and the site was subsequently stabilized with temporary erosion control measures. Lee’s Family Trailer Acquisitions LLC submitted a Site Law Application on April 5, 2021. The property was

transferred to FRHP Lincolnshire, LLC with a deed filed in the Cumberland County Registry of Deeds on April 12, 2021 (Book 38058 Page 108).

B. Summary: The applicant seeks after-the-fact approval to expand its surface parking areas on its approximately 15.5-acre parcel for parking of motorhomes (RVs) and travel trailers (trailers). The site had 2.8 acres of impervious area and the applicant seeks approval to add 6.5 acres of impervious area for a total of 9.3 acres of impervious area. The site had 5.8 of developed area and the applicant proposes to add 10.0 acres of developed (including redeveloping 2.7 acres) for a total of 13.1 acres of developed area. The project is shown on a set of plans the first of which is titled "Lee's Family Trailer Sales & Service Surface Parking Facility, Roosevelt Trail & Danielle Drive, Windham, Maine," prepared by DM Roma Consulting Engineers, and dated April 1, 2021, with a last revision date on any of the plans of July 29, 2021.

The Department accepted a Natural Resources Protection Act (NRPA) Permit by Rule Notification Form (PBR #73302) on April 12, 2021, for activities adjacent to a natural resource and outfall pipes associated with the proposed project that will be constructed in accordance with Chapter 305, Sections 2 and 7 of Permit by Rule Standards. The Department accepted a Notice of Intent to Comply with Maine Construction General Permit (NOI #72101) on April 12, 2021 in the Pleasant River watershed pursuant to the Stormwater Management Law.

C. Current Use of Site: The site contains a business currently called Camping World of Windham that is housed in three buildings surrounded by parking for customers, employees, and display and storage of RVs and trailers.

2. FINANCIAL CAPACITY:

The total cost of the project is estimated to be \$375,000. The applicant is a subsidiary of Camping World Holdings LLC. The applicant submitted the condensed financial information of Camping World Holdings Inc. Camping World Holdings LLC's 2020 annual report shows a cash and cash equivalents in excess of the estimated cost to construct and maintain the proposed project.

The Department finds that the applicant has demonstrated adequate financial capacity to comply with Department standards.

3. TECHNICAL ABILITY:

The applicant retained the services of DM Roma Consulting Engineers to provide civil engineering and permitting assistance. Survey, Inc. provided professional land surveying for the project. Donald Murphy was retained to provide natural resources mapping for the project, and Albert Frick Associates was retained to provide soil mapping services for the project.

The Department finds that the applicant has demonstrated adequate technical ability to comply with Department standards.

4. NOISE:

The noise associated with the operation of the business is predominantly from operating engines of the vehicles and maintenance activities which are generally enclosed in a workshop area. Sound associated with registered and inspected vehicles which enter the development and are moving, starting, and stopping is exempt per Chapter 375, § 10(C)(5)(c). The sound from the maintenance activities and sound associated with moving trailers and RVs in and out of the new parking areas is not expected to exceed the hourly sound limits at the property line.

Noise from the construction of developments between the hours of 7:00 a.m. to 7:00 p.m. or during daylight hours, whichever is longer, is also not regulated pursuant to 38 M.R.S. § 484(3)(A). The applicant proposes to limit any construction to the hours of 7:00 a.m. and 7:00 p.m.

The Department finds that the applicant has made adequate provision for the control of excessive environmental noise from the proposed project.

5. SCENIC CHARACTER:

The site of the proposed project is located in a section of Route 302 that is currently commercially developed. On the northwest side of the site is a Tractor Supply Company retail store and parking lot, and commercial development on Danielle Drive. Across Route 302, to the northeast, are two commercial buildings and a parking lot. To the southeast is a small commercial building and parking lot. To the southwest of the proposed development is forested area. The proposed project will be of the same scenic character as the surrounding commercial development.

Based on the project's location and design, the Department finds that the proposed project will not have an unreasonable adverse effect on the scenic character of the surrounding area.

6. WILDLIFE AND FISHERIES:

The Maine Department of Inland Fisheries and Wildlife (MDIFW) reviewed the proposed project. In its comments, MDIFW stated that it found no records of any Essential or Significant Wildlife Habitats, or other wildlife habitats of special concern associated with this site. No fisheries concerns were identified.

The Department finds that the applicant has made adequate provision for the protection of wildlife and fisheries.

7. HISTORIC SITES AND UNUSUAL NATURAL AREAS:

The Maine Historic Preservation Commission reviewed the proposed project and stated that it will have no effect upon any structure or site of historic, architectural, or archaeological significance as defined by the National Historic Preservation Act of 1966.

The Maine Natural Areas Program database does not contain any records documenting the existence of rare or unique botanical features on the project site.

The Department finds that the proposed development will not have an adverse effect on the preservation of any historic sites or unusual natural areas either on or near the development site.

8. BUFFER STRIPS:

There is a small stream that crosses the south corner of the site, adjacent to the vegetated winter storage area from the 1993 expansion. Two underdrained soil filter are proposed to be constructed on the edge of the previously vegetated winter storage area and will be located between 25 and 75 feet away from the stream. The area between the stream and the underdrained soil filters will remain in forested.

The Department finds that the applicant has made adequate provision for buffer strips.

9. SOILS:

The applicant submitted a soil survey map and report based on the soils found at the project site. This report was prepared by a certified soils scientist from Albert Frick Associates and reviewed by staff from the Division of Environmental Assessment (DEA) of the Bureau of Water Quality (BWQ). The BWQ stated that several of the test pits, including those in or near proposed filter basins, show standing water at depths two-to-three feet below ground surface. In some cases this standing water appears to be perched on firm clay or silty loam or at the base of a coarser fill layer, but this shallow water table, where observed, is commonly near or above the elevation of proposed underdrain pipes and possibly the base of outlet structures. It should be expected that this water will be problematic for construction of these features. The explorations showing shallowest water depths to standing water were conducted in March, and work during a dry season might not present the same problems. However, the applicant should expect issues with sediment removal from water pumped from these areas and with construction and conditions within excavations, particularly with installation of the specified 30-mil liners. Dewatering during construction should be able to overcome these issues.

The Department finds that, based on this report, and DEA's review, the soils on the project site present no limitations to the proposed project that cannot be overcome through standard engineering practices.

10. STORMWATER MANAGEMENT:

The proposed project includes approximately 10 acres of developed area, of which 6.5 acres is impervious area. It lies within the watershed of Ditch Brook and the Pleasant River. The applicant submitted a stormwater management plan based on the Basic, General, and Flooding Standards contained in Chapter 500 Stormwater Management rules (06-096 C.M.R. Chap. 500, effective August 12, 2015). The proposed stormwater management system consists of a wet pond and two underdrained soil filters.

A. Basic Standards:

(1) Erosion and Sedimentation Control: The applicant submitted an Erosion and Sedimentation Control Plan that is based on the performance standards contained in Appendix A of Chapter 500 and the Best Management Practices outlined in the Maine Erosion and Sediment Control BMPs, which were developed by the Department. This plan and plan sheets containing erosion control details were reviewed by and revised in response to the comments of the Bureau of Land Resources (BLR).

Erosion control details will be included on the final construction plans and the erosion control narrative will be included in the project specifications to be provided to the construction contractor.

(2) Inspection and Maintenance: The applicant submitted a maintenance plan that addresses both short and long-term maintenance requirements. The maintenance plan is based on the standards contained in Appendix B of Chapter 500. This plan was reviewed by and revised in response to the comments of the BLR. The applicant will be responsible for the maintenance of the stormwater management system.

Grit, sediment, and other materials removed from stormwater structures during maintenance activities must be disposed of in compliance with the Maine Solid Waste Management Rules.

(3) Housekeeping: The proposed project will comply with the performance standards outlined in Appendix C of Chapter 500.

Based on BLR's review of the erosion and sedimentation control plan and the maintenance plan, the Department finds that the proposed project meets the Basic Standards contained in Chapter 500, § 4(B) provided that grit, sediment, and other materials removed from stormwater structures during maintenance activities must be disposed of in compliance with the Maine Solid Waste Management Rules.

B. General Standards:

The applicant's stormwater management plan includes general treatment measures that will mitigate for the increased frequency and duration of channel erosive flows due to runoff from smaller storms, provide for effective treatment of pollutants in stormwater,

and mitigate potential temperature impacts. This mitigation is being achieved by using Best Management Practices (BMPs) that will treat runoff from 99% of the impervious area and 92% of the developed area.

The stormwater management system proposed by the applicant was reviewed by and revised in response to comments from the BLR. After a final review the BLR commented that the proposed stormwater management system is designed in accordance with the General Standards contained in Chapter 500, § 4(C).

Based on the stormwater system's design and the BLR's review, the Department finds that the applicant has made adequate provision to ensure that the proposed project will meet the General Standards contained in Chapter 500, § 4(C).

C. **Flooding Standard:**

The applicant is proposing to utilize a stormwater management system based on estimates of pre- and post-development stormwater runoff flows obtained by using Hydrocad, a stormwater modeling software that utilizes the methodologies outlined in Technical Releases #55 and #20 from the U.S.D.A. Soil Conservation Service and detains stormwater from 24-hour storms of 2-, 10-, and 25-year frequency. The post-development peak flow from the site will not exceed the pre-development peak flow from the site and the peak flow of the receiving waters will not be increased as a result of stormwater runoff from the development site.

The BLR commented that the proposed system is designed in accordance with the Flooding Standard contained in Chapter 500, § 4(F).

Based on the system's design and BLR's review, the Department finds that the applicant has made adequate provision to ensure that the proposed project will meet the Flooding Standard contained in Chapter 500, § 4(F) for peak flow from the project site, and channel limits and runoff areas.

11. **GROUNDWATER:**

The project site is not located over a mapped sand and gravel aquifer. The proposed project does not propose any withdrawal from, or discharge to, the groundwater.

The Department finds that the proposed project will not have an unreasonable adverse effect on ground water quality.

12. **WATER SUPPLY:**

The existing facility is currently supplied with water from the Portland Water District. Based on the water usage records of the existing facility for the past year, the average water usage is approximately 540 gallons of water per day and a peak daily usage of

1,013 gallons per day for the meter reading dated August 1, 2020. No additional water usage is anticipated to be required when the proposed gravel parking areas are completed.

The Department finds that the applicant has made adequate provision for securing and maintaining a sufficient and healthful water supply.

13. WASTEWATER DISPOSAL:

The existing facility has an existing subsurface wastewater disposal system. Based on the past year's water usage records from the Portland Water District, the average daily flow for the year is 540 gallons per day with peak flows of approximately 1,013 gallons per day in July 2020. No additional wastewater flows are anticipated after completion of the proposed parking areas. It is common for a camping trailer and RV service center to provide a pumping service to empty the wastewater holding tanks prior to servicing the RV. The applicant does not have a dedicated wastewater disposal field for emptying the holding tanks of the trailers and RVs. The applicant currently contracts with a sewage pumping service to pump the holding tanks and dispose of the wastewater off-site at a licensed facility. The applicant submitted the HHE-200 form for the existing wastewater disposal system which was designed by site evaluator Clifford English on November 1, 1977. The design flow for the existing system was 1,540 gallons per day which was based on the building being used for a 44-seat restaurant using 35 gallons of water per day per seat.

This information was reviewed by the DEA. In its review comments, DEA stated that the existing wastewater disposal system appears to be adequately sized for the described use. DEA also stated that wastewater from the trailers and RVs, or any other wastewater source other than the normal sanitary wastewater from the facility, is not allowed to be disposed of in the existing wastewater disposal field. Such wastewaters must be disposed of off-site, consistent with contracting with a sewage pumping service to pump the sewage tank and dispose of the wastewater off-site at a licensed facility.

Based on the DEA's comments, the Department finds that the proposed use of the existing wastewater disposal system is adequately sized provided that only normal sanitary wastewater from the building is disposed of in the existing subsurface wastewater system, and that wastewater from holding tanks in the camping trailers and RVs and any other source of wastewater is collected and hauled for disposal by contracting with a sewage pumping service to dispose of the wastewater off-site at a licensed facility.

14. SOLID WASTE:

When completed, the proposed project is anticipated to generate 500 cubic yards of municipal solid waste per year. All municipal solid wastes from the proposed project will be hauled by Pine Tree Waste and the waste will be disposed of at the Juniper Ridge Landfill in Old Town, which is currently in substantial compliance with the Maine Solid Waste Management Rules.

Any stumps and grubbings remaining at the site will be either be ground on site for use as mulch or in erosion control mix for the site or transported to the O-Pit operated by Shaw Brothers in Windham. Any land clearing debris must be transported by a licensed non-hazardous waste transporter. This method of disposal is in compliance with the Maine Solid Waste Management Rules.

The proposed project does not propose any building construction so the proposed project will not generate any construction or demolition debris.

Based on the above information, the Department finds that the applicant has made adequate provision for solid waste disposal provided that any land clearing debris is transported by a licensed non-hazardous waste transporter.

15. FLOODING:

The applicant submitted excerpts from the Federal Emergency Management Agency Flood Insurance Rate Map Community Panels 230189 0015 B and 230189 0035 B with the project location on them. The proposed project is not located within the 100-year flood plain of any river or stream.

The Department finds that the proposed project is unlikely to cause or increase flooding or cause an unreasonable flood hazard to any structure.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S. §§ 481–489-E:

- A. The applicant has provided adequate evidence of financial capacity and technical ability to develop the project in a manner consistent with state environmental standards.
- B. The applicant has made adequate provision for fitting the development harmoniously into the existing natural environment and the development will not adversely affect existing uses, scenic character, air quality, water quality or other natural resources in the municipality or in neighboring municipalities.
- C. The proposed development will be built on soil types which are suitable to the nature of the undertaking and will not cause unreasonable erosion of soil or sediment nor inhibit the natural transfer of soil provided that grit, sediment, and other materials removed from stormwater structures during maintenance activities are disposed of in compliance with the Maine Solid Waste Management Rules.
- D. The proposed development meets the standards for storm water management in 38 M.R.S. § 420-D and the standard for erosion and sedimentation control in 38 M.R.S. § 420-C.
- E. The proposed development will not pose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.

- F. The applicant has made adequate provision of utilities, including water supplies, sewerage facilities and solid waste disposal required for the development and the development will not have an unreasonable adverse effect on the existing or proposed utilities in the municipality or area served by those services, provided that only normal sanitary wastewater from the building is disposed of in the existing subsurface waste water system; and that wastewater from holding tanks in the camping trailers and RVs and any other source wastewater is collected and hauled for disposal by contracting with a sewage pumping service to dispose of the wastewater off-site at a licensed facility, and that any land clearing debris is transported by a licensed non-hazardous waste transporter.
- G. The activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties nor create an unreasonable flood hazard to any structure.

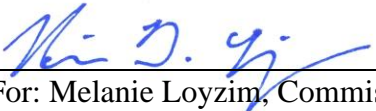
THEREFORE, the Department grants after-the-fact APPROVAL for the application of FRHP LINCOLNSHIRE, LLC to construct parking lots for storage of trailers and RVs as described herein, SUBJECT TO THE FOLLOWING CONDITIONS and all applicable standards and regulations:

1. The Standard Conditions of Approval, a copy attached.
2. In addition to any specific erosion control measures described in this or previous orders, the applicant shall take all necessary actions to ensure that its activities or those of its agents do not result in noticeable erosion of soils or fugitive dust emissions on the site during the construction and operation of the project covered by this approval.
3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.
4. The applicant shall dispose of all grit, sediment, and other materials removed from stormwater structures during maintenance activities must in compliance with the Maine Solid Waste Management Rules.
5. The applicant shall use the subsurface wastewater disposal system for the disposal of the normal sanitary wastewater from the building only and shall dispose of the wastewater from the camping trailers and RVs and any other sources of wastewater by contracting with a sewage pumping service to dispose of the wastewater off-site at a licensed facility.
6. Any land clearing debris shall be transported by a licensed non-hazardous waste transporter.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 21ST DAY OF SEPTEMBER, 2021.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: 
For: Melanie Loyzim, Commissioner

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES.

CGW/L27551CN/ATS#87446

FILED
September 22nd, 2021
State of Maine
Board of Environmental Protection

Department of Environmental Protection
SITE LOCATION OF DEVELOPMENT (SITE)
STANDARD CONDITIONS

- A. Approval of Variations from Plans.** The granting of this approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation. Further subdivision of proposed lots by the applicant or future owners is specifically prohibited without prior approval of the Board, and the applicant shall include deed restrictions to that effect.
- B. Compliance with All Applicable Laws.** The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. Compliance with All Terms and Conditions of Approval.** The applicant shall submit all reports and information requested by the Board or the Department demonstrating that the applicant has complied or will comply with all preconstruction terms and conditions of this approval. All preconstruction terms and conditions must be met before construction begins.
- D. Advertising.** Advertising relating to matters included in this application shall refer to this approval only if it notes that the approval has been granted WITH CONDITIONS, and indicates where copies of those conditions may be obtained.
- E. Transfer of Development.** Unless otherwise provided in this approval, the applicant shall not sell, lease, assign or otherwise transfer the development or any portion thereof without prior written approval of the Board where the purpose or consequence of the transfer is to transfer any of the obligations of the developer as incorporated in this approval. Such approval shall be granted only if the applicant or transferee demonstrates to the Board that the transferee has the technical capacity and financial ability to comply with conditions of this approval and the proposals and plans contained in the application and supporting documents submitted by the applicant.
- F. Time frame for approvals.** If the construction or operation of the activity is not begun within four years, this approval shall lapse and the applicant shall reapply to the Board for a new approval. The applicant may not begin construction or operation of the development until a new approval is granted. A reapplication for approval may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- G. Approval Included in Contract Bids.** A copy of this approval must be included in or attached to all contract bid specifications for the development.
- H. Approval Shown to Contractors.** Work done by a contractor pursuant to this approval shall not begin before the contractor has been shown by the developer a copy of this approval.

STORMWATER STANDARD CONDITIONS

STRICT CONFORMANCE WITH THE STANDARD AND SPECIAL CONDITIONS OF THIS APPROVAL IS NECESSARY FOR THE PROJECT TO MEET THE STATUTORY CRITERIA FOR APPROVAL

Standard conditions of approval. Unless otherwise specifically stated in the approval, a department approval is subject to the following standard conditions pursuant to Chapter 500 Stormwater Management Law.

- (1) Approval of variations from plans. The granting of this approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the permittee. Any variation from these plans, proposals, and supporting documents must be reviewed and approved by the department prior to implementation. Any variation undertaken without approval of the department is in violation of 38 M.R.S. §420-D(8) and is subject to penalties under 38 M.R.S. §349.
- (2) Compliance with all terms and conditions of approval. The applicant shall submit all reports and information requested by the department demonstrating that the applicant has complied or will comply with all terms and conditions of this approval. All preconstruction terms and conditions must be met before construction begins.
- (3) Advertising. Advertising relating to matters included in this application may not refer to this approval unless it notes that the approval has been granted WITH CONDITIONS, and indicates where copies of those conditions may be obtained.
- (4) Transfer of project. Unless otherwise provided in this approval, the applicant may not sell, lease, assign, or otherwise transfer the project or any portion thereof without written approval by the department where the purpose or consequence of the transfer is to transfer any of the obligations of the developer as incorporated in this approval. Such approval may only be granted if the applicant or transferee demonstrates to the department that the transferee agrees to comply with conditions of this approval and the proposals and plans contained in the application and supporting documents submitted by the applicant. Approval of a transfer of the permit must be applied for no later than two weeks after any transfer of property subject to the license.
- (5) Time frame for approvals. If the construction or operation of the activity is not begun within four years, this approval shall lapse and the applicant shall reapply to the department for a new approval. The applicant may not begin construction or operation of the project until a new approval is granted. A reapplication for approval may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- (6) Certification. Contracts must specify that “all work is to comply with the conditions of the Stormwater Permit.” Work done by a contractor or subcontractor pursuant to this approval may not begin before the contractor and any subcontractors have been shown a copy of this approval with the conditions by the permittee, and the permittee and each contractor and sub-contractor has certified, on a form provided by the department, that the approval and conditions have been received and read, and that the work will be carried out in accordance with the approval and conditions. Completed certification forms must be forwarded to the department.

- (7) **Maintenance.** The components of the stormwater management system must be adequately maintained to ensure that the system operates as designed, and as approved by the Department. If maintenance responsibility is to be transferred from the permittee to another entity, a transfer request must be filed with the Department which includes the name and contact information for the person or entity responsible for this maintenance. The form must be signed by the responsible person or agent of the responsible entity.
- (8) **Recertification requirement.** Within three months of the expiration of each five-year interval from the date of issuance of the permit, the permittee shall certify the following to the department.
- (a) All areas of the project site have been inspected for areas of erosion, and appropriate steps have been taken to permanently stabilize these areas.
 - (b) All aspects of the stormwater control system are operating as approved, have been inspected for damage, wear, and malfunction, and appropriate steps have been taken to repair or replace the system, or portions of the system, as necessary.
 - (c) The stormwater maintenance plan for the site is being implemented as approved by the Department, and the maintenance log is being maintained.
 - (d) All proprietary systems have been maintained according to the manufacturer's recommendations. Where required by the Department, the permittee shall execute a 5-year maintenance contract with a qualified professional for the coming 5-year interval. The maintenance contract must include provisions for routine inspections, cleaning and general maintenance.
 - (e) The Department may waive some or all of these recertification requirements on a case-by-case basis for permittees subject to the Department's Multi-Sector General Permit ("MSGP") and/or Maine Pollutant Discharge Elimination System ("MEPDES") programs where it is demonstrated that these programs are providing stormwater control that is at least as effective as required pursuant to this Chapter.
- (9) **Transfer of property subject to the license.** If any portion of the property subject to the license containing areas of flow or areas that are flooded are transferred to a new property owner, restrictive covenants protecting these areas must be included in any deeds or leases, and recorded at the appropriate county registry of deeds. Also, in all transfers of such areas and areas containing parts of the stormwater management system, deed restrictions must be included making the property transfer subject to all applicable terms and conditions of the permit. These terms and conditions must be incorporated by specific and prominent reference to the permit in the deed. All transfers must include in the restrictions the requirement that any subsequent transfer must specifically include the same restrictions unless their removal or modification is approved by the Department. These restrictions must be written to be enforceable by the Department, and must reference the permit number.
- (10) **Severability.** The invalidity or unenforceability of any provision, or part thereof, of this permit shall not affect the remainder of the provision or any other provisions. This permit shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.



DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: August 2021

Contact: (207) 314-1458

SUMMARY

This document provides information regarding a person's rights and obligations in filing an administrative or judicial appeal of a licensing decision made by the Department of Environmental Protection's (DEP) Commissioner.

Except as provided below, there are two methods available to an aggrieved person seeking to appeal a licensing decision made by the DEP Commissioner: (1) an administrative process before the Board of Environmental Protection (Board); or (2) a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development ([35-A M.R.S. § 3451\(4\)](#)) or a general permit for an offshore wind energy demonstration project ([38 M.R.S. § 480-HH\(1\)](#)) or a general permit for a tidal energy demonstration project ([38 M.R.S. § 636-A](#)) must be taken to the Supreme Judicial Court sitting as the Law Court.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

A person filing an appeal with the Board should review Organization and Powers, [38 M.R.S. §§ 341-D\(4\)](#) and [346](#); the Maine Administrative Procedure Act, 5 M.R.S. § [11001](#); and the DEP's [Rule Concerning the Processing of Applications and Other Administrative Matters \(Chapter 2\)](#), 06-096 C.M.R. ch. 2.

DEADLINE TO SUBMIT AN APPEAL TO THE BOARD

Not more than 30 days following the filing of a license decision by the Commissioner with the Board, an aggrieved person may appeal to the Board for review of the Commissioner's decision. The filing of an appeal with the Board, in care of the Board Clerk, is complete when the Board receives the submission by the close of business on the due date (5:00 p.m. on the 30th calendar day from which the Commissioner's decision was filed with the Board, as determined by the received time stamp on the document or electronic mail). Appeals filed after 5:00 p.m. on the 30th calendar day from which the Commissioner's decision was filed with the Board will be dismissed as untimely, absent a showing of good cause.

HOW TO SUBMIT AN APPEAL TO THE BOARD

An appeal to the Board may be submitted via postal mail or electronic mail and must contain all signatures and required appeal contents. An electronic filing must contain the scanned original signature of the appellant(s). The appeal documents must be sent to the following address.

Chair, Board of Environmental Protection
c/o Board Clerk
17 State House Station
Augusta, ME 04333-0017
ruth.a.burke@maine.gov

The DEP may also request the submittal of the original signed paper appeal documents when the appeal is filed electronically. The risk of material not being received in a timely manner is on the sender, regardless of the method used.

At the time an appeal is filed with the Board, the appellant must send a copy of the appeal to: (1) the Commissioner of the DEP (Maine Department of Environmental Protection, 17 State House Station, Augusta, Maine 04333-0017); (2) the licensee; and if a hearing was held on the application, (3) any intervenors in that hearing proceeding. **Please contact the DEP at 207-287-7688 with questions or for contact information regarding a specific licensing decision.**

REQUIRED APPEAL CONTENTS

A complete appeal must contain the following information at the time the appeal is submitted.

1. *Aggrieved status.* The appeal must explain how the appellant has standing to bring the appeal. This requires an explanation of how the appellant may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions, or conditions objected to or believed to be in error.* The appeal must identify the specific findings of fact, conclusions of law, license conditions, or other aspects of the written license decision or of the license review process that the appellant objects to or believes to be in error.
3. *The basis of the objections or challenge.* For the objections identified in Item #2, the appeal must state why the appellant believes that the license decision is incorrect and should be modified or reversed. If possible, the appeal should cite specific evidence in the record or specific licensing criteria that the appellant believes were not properly considered or fully addressed.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license to changes in specific license conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those matters specifically raised in the written notice of appeal.
6. *Request for hearing.* If the appellant wishes the Board to hold a public hearing on the appeal, a request for hearing must be filed as part of the notice of appeal, and it must include an offer of proof regarding the testimony and other evidence that would be presented at the hearing. The offer of proof must consist of a statement of the substance of the evidence, its relevance to the issues on appeal, and whether any witnesses would testify. The Board will hear the arguments in favor of and in opposition to a hearing on the appeal and the presentations on the merits of an appeal at a regularly scheduled meeting. If the Board decides to hold a public hearing on an appeal, that hearing will then be scheduled for a later date.
7. *New or additional evidence to be offered.* If an appellant wants to provide evidence not previously provided to DEP staff during the DEP's review of the application, the request and the proposed supplemental evidence must be submitted with the appeal. The Board may allow new or additional evidence to be considered in an appeal only under limited circumstances. The proposed supplemental evidence must be relevant and material, and (a) the person seeking to add information to the record must show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process; or (b) the evidence itself must be newly discovered and therefore unable to have been presented earlier in the process. Requirements for supplemental evidence are set forth in [Chapter 2 § 24](#).

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, and is made accessible by the DEP. Upon request, the DEP will make application materials available to review and photocopy during normal working hours. There may be a charge for copies or copying services.

2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing the appeal.* DEP staff will provide this information upon request and answer general questions regarding the appeal process.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed, the license normally remains in effect pending the processing of the appeal. Unless a stay of the decision is requested and granted, a licensee may proceed with a project pending the outcome of an appeal, but the licensee runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will acknowledge receipt of an appeal, and it will provide the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials admitted by the Board as supplementary evidence, any materials admitted in response to the appeal, relevant excerpts from the DEP's administrative record for the application, and the DEP staff's recommendation, in the form of a proposed Board Order, will be provided to Board members. The appellant, the licensee, and parties of record are notified in advance of the date set for the Board's consideration of an appeal or request for a hearing. The appellant and the licensee will have an opportunity to address the Board at the Board meeting. The Board will decide whether to hold a hearing on appeal when one is requested before deciding the merits of the appeal. The Board's decision on appeal may be to affirm all or part, affirm with conditions, order a hearing to be held as expeditiously as possible, reverse all or part of the decision of the Commissioner, or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, the licensee, and parties of record of its decision on appeal.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court (see [38 M.R.S. § 346\(1\)](#); 06-096 C.M.R. ch. 2; [5 M.R.S. § 11001](#); and M.R. Civ. P. 80C). A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board Clerk at 207-287-2811 or the Board Executive Analyst at 207-314-1458 bill.hinkel@maine.gov, or for judicial appeals contact the court clerk's office in which the appeal will be filed.

Note: This information sheet, in conjunction with a review of the statutory and regulatory provisions referred to herein, is provided to help a person to understand their rights and obligations in filing an administrative or judicial appeal. The DEP provides this information sheet for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

Traffic Assessment

Date: September 23, 2021

To: **Dustin Roma, P.E.**
DM Roma Consulting Engineers

From: John Q. Adams, P.E., PTOE
Senior Managing Engineer
Barton & Loguidice, LLC.

Re: Traffic Assessment
Camping World
480 Roosevelt Trail (Route 302), Windham, ME

~~~~~

### Introduction

The purpose of this traffic assessment was to evaluate traffic operations and safety at the existing Camping World facility located on Route 302 in Windham. More specifically, this assessment reviewed traffic operations and safety at the site entrances on Route 302 and internally reviewed how customer enter and exit the site and park while visiting Camping World. Based on our current understanding of the program and operations, the facility sells recreational vehicles (RV), provides service and repair of recreational vehicles and also has an on-site retail store for recreational vehicle and camping accessories and related equipment.

Camping world recently purchased the Recreational Sales and Service facility which was operated under previous ownership. Since there purchase of the facility, they have sought to improve the experience of the customers by improving safety and operations for customers and staff both entering and exiting the facility as well as while on-site.

To that end, Camping World has put on emphasis on improving safety and operations by implementing the following modifications and improvements:

- Increasing the size of the program space available to meet current and modern RV sales and service standards so that there is appropriate spacing of available inventory and movement of customers and staff throughout the site.
- Better defining customer parking areas
- Delineating and better organizing processing of sales customers and service customers
- Providing improved operations at the site entrances on Route 302.

Existing access to the site is provided by two driveways directly on Route 302 and a new rear entrance to the site from Danielle Drive via Route 302. Employees tend to use the Danielle Drive entrance to the site, which should help reduce traffic and congestion at the Route 302 entrances. The site entrances directly on Route 302 are approximately 150 ft. apart, with the northerly entrance providing full-access and the southerly entrance providing exit it only access.

### **Traffic Assessment Tasks**

In performing this traffic assessment, we completed the following tasks and items:

1. Field visit to the site during a typically busy high traffic volume time period
2. Reviewed and measured existing sight distances at the facility entrances on Route 302
3. Requested and reviewed Maine DOT Crash data available for the latest 3-year period.
4. Observed traffic operations at the site entrances and internally at the customer parking areas and service drop-off areas.

Once these activities were completed, we prepared this memo to summarize initial findings and conclusions.

1. Field Site Visit – We visited the site on Friday July 16, 2021 from 3:30 PM until 5 PM, with the Summer season being the busiest time of the year. This time period observed has been identified as one of the busiest time periods for the facility during a typical week. We



observed vehicles entering and exiting the site for service and for sales activities. As shown on the site plan and photo to the left, there are thirteen designated parking spaces for customers immediately upon entering the full-access entrance and it is located to the left (south) of the entrance and provides two rows of angled parking and a center aisle for easy entry into and out of the parking area. As vehicles exit they can continue in the same

direction and leave via the exit only entrance located at the southerly end of the site. For services customers there are two large RV/trailer parking spaces conveniently located in front of them as they enter the site. The parking spaces are large and can fit RV's and trailers. There are three parking spaces located at the retail store, which is located on the



right (north) as a customer enter the facility, with two of the spaces marked for handicap customer use. These are shown in the photo to the right.

2. Existing Sight Distance Measurements – Existing sight distance measurements were collected at the two site entrances on Route 302. Sight distance requirements are based on the posted speed limit of



Route 302. Based on locations of posted speed limit signs, the posted speed is 45mph south of the site and 40mph to the north, this would correspond to sight distance requirements of 450 ft. to the south of the site and 400 ft. north of the site. Our field measurements looking both left and right from the entrances indicated that the existing sight distances are in excess of the requirements based on the posted speed. The photos below show views of sight distances from the north and south entrances.

Northerly Site Entrance Looking Left (north)



Southerly Entrance Looking Right (South)



More specifically, the sight distance from the northerly driveway was in excess of 700 ft. looking to the left (north) and in excess of 1500 ft. looking to the right (south). Similar results were determined for the southerly driveway. Overall the existing site entrances on Route 302 provide more than adequate sight distances.

3. Review of Maine DOT Crash Data

We requested and reviewed crash data for the section of Route 302 from Varney Mill Road southerly to Harriett Avenue, for the latest available three-year period (2018 – 2020).

The results indicate that there were no high crash locations (HCL) as defined by Maine DOT within this area analyzed. Maine DOT defines HCLs as locations that have 8 or more crashes in a three-year period and a critical rate factor of greater than 1.0. More specifically the crash data indicated the following:

- Intersection: Route 302 at Varney Mill Rd, 3 total crashes, CRF 0.55
- Section: Route 302 from Varney Mill Rd to Harriett Ave, 5 total crashes, CRF 0.28

In total there were 8 crashes, of which 3 were intersection movement type, 3 went off road, 1 object in road, and 1 rear-end/sideswipe. Overall there does not appear to be any significant safety issues along this section of Route 302 at this time.

4. Observation of Site Entering & Exiting Trips & Operations – Observations of site traffic entering and exiting the site were made during the time period of 3:30 – 5PM on Friday 7/16/21. This corresponded to a typically very busy time period for the use. We stationed ourselves near both site entrances so that we could both observe traffic operations and record site trips. Our review indicated that the 3:30 to 4:30 hour was the busiest or peak time during our observations.

- In total there were 38 trip-ends counted during the peak hour of 3:30 to 4:30PM
- Of the 38 trip-ends 16 were entering trips and 22 were exiting trips
- Of the entering trips, 5 were left-turns in and 11 were right-turns in
- Of the exiting trips, 11 were left turns out and 11 were right-turns out
- Of the exiting left-turn trips, 7 used the northerly entrance and 4 used the southerly exit
- Of the exiting right-turn trips, 6 used the northerly entrance and 5 used the southerly exit

Overall both entrances on Route 302 functioned satisfactorily without significant queues or delays encountered during our observations. For vehicles exiting the site, we generally observed queue lengths of 2 vehicles or less for both entrances. For the left-turns entering the site from Route 302 we generally observed a temporary one car queue as a vehicle was waiting for an appropriate gap in the opposing traffic to make the turn into the site.

### **Summary**

- Camping world is expanding their program space to better serve their customer and to meet current optimal standards for RV/Trailer sales. By increasing available space of their property they will be able to provide a safer and more defined site for RV/Trailer Sales and Service.
- The current site entrances on Route 302 provide more than adequate sight distances.
- A review of the latest available, Maine DOT Crash History (2018 – 2020) for this area of Route 302 did not reveal significant crash patterns or safety concerns.
- Employees are using the new rear entrance to the site from Danielle Drive which should help reduce traffic and congestion at the Route 302 entrances.
- Based on our review of traffic operations at the site entrances on Route 302 during a typically busiest time of the year and week (Friday 7/16/21 between 3:30 and 5PM) indicated that they appear to operate safely and satisfactory at this time.
- Our field observations on 7/16/21 revealed that during the peak hour of our observations, (3:30 to 4:30) the site entrances on Route 302 produced a total of 38 trip-ends, with 16 entering the site and 22 exiting the site.

### **Recommendations**

- We recommend that additional signing be added to the southerly site entrance to emphasize and communicate to motorists that it functions as an Exit Only access, this can be accomplished by adding a “Do Not Enter” sign facing Route 302, and an “Exit Only” sign with a directional arrow. We also recommend that Directional Pavement Marking Arrows be added and maintained at this exit only site entrance.

## **APPENDIX**

**-Maine DOT Crash Data**

**-Site plan**



## Crash Summary Report

### Report Selections and Input Parameters

#### REPORT SELECTIONS

☒ **Crash Summary I**      ☐ **Section Detail**      ☒ **Crash Summary II**      ☐ **1320 Public**      ☐ **1320 Private**      ☐ **1320 Summary**

#### REPORT DESCRIPTION

Windham

Rte. 302/Roosevelt Trl. from Harriett Ave. to Varney Mill Rd.

#### REPORT PARAMETERS

Year 2018, Start Month 1 through Year 2020 End Month: 12

Route: **0302X**

Start Node: **17274**

Start Offset: **0.40**

☒ **Exclude First Node**

End Node: **16912**

End Offset: **0**

☐ **Exclude Last Node**

## Crash Summary I

| Nodes        |               |                    |               |                |     |               |   |          |           |           |    |                |                  |                            |               |      |
|--------------|---------------|--------------------|---------------|----------------|-----|---------------|---|----------|-----------|-----------|----|----------------|------------------|----------------------------|---------------|------|
| Node         | Route - MP    | Node Description   |               |                | U/R | Total Crashes | K | Injury A | Crashes B | Crashes C | PD | Percent Injury | Annual M Ent-Veh | Crash Rate                 | Critical Rate | CRF  |
| 16912        | 0302X - 13.20 | Int of DANIELLE DR | ROOSEVELT TRL | VARNEY MILL RD | 2   | 3             | 0 | 0        | 0         | 2         | 1  | 66.7           | 4.776            | 0.21                       | 0.38          | 0.00 |
|              |               |                    |               |                |     |               |   |          |           |           |    |                |                  | Statewide Crash Rate: 0.15 |               |      |
| Study Years: | 3.00          | NODE TOTALS:       |               |                |     | 3             | 0 | 0        | 0         | 2         | 1  | 66.7           | 4.776            | 0.21                       | 0.38          | 0.55 |

## Crash Summary I

| Sections           |          |               |                       |                 |                       |                              |   |             |              |              |    |                   |                |            |                  |        |      |
|--------------------|----------|---------------|-----------------------|-----------------|-----------------------|------------------------------|---|-------------|--------------|--------------|----|-------------------|----------------|------------|------------------|--------|------|
| Start Node         | End Node | Element       | Offset<br>Begin - End | Route - MP      | Section U/R<br>Length | Total<br>Crashes             | K | Injury<br>A | Crashes<br>B | Crashes<br>C | PD | Percent<br>Injury | Annual<br>HMVM | Crash Rate | Critical<br>Rate | CRF    |      |
| 16912              | 17274    | 3106448       | 0.40 - 0.76           | 0302X - 12.84   | 0.36                  | 2                            | 5 | 0           | 0            | 0            | 0  | 5                 | 0.0            | 0.01572    | 106.01           | 375.58 | 0.00 |
| Int of DANIELLE DR |          | ROOSEVELT TRL |                       | VARNEY US 302   |                       | Statewide Crash Rate: 213.05 |   |             |              |              |    |                   |                |            |                  |        |      |
| MILL RD            |          |               |                       |                 |                       |                              |   |             |              |              |    |                   |                |            |                  |        |      |
| Study Years:       |          | 3.00          |                       | Section Totals: |                       | 0.36                         | 5 | 0           | 0            | 0            | 0  | 5                 | 0.0            | 0.01572    | 106.01           | 375.58 | 0.28 |
|                    |          |               |                       | Grand Totals:   |                       | 0.36                         | 8 | 0           | 0            | 0            | 2  | 6                 | 25.0           | 0.01572    | 169.61           | 520.30 | 0.33 |

## Crash Summary

### Section Details

| Section Details |          |         |             |               |               |                |   |   |   |    |              |            |                  |               |
|-----------------|----------|---------|-------------|---------------|---------------|----------------|---|---|---|----|--------------|------------|------------------|---------------|
| Start Node      | End Node | Element | Offset      | Route - MP    | Total Crashes | Injury Crashes |   |   |   |    | Crash Report | Crash Date | Crash Mile Point | Injury Degree |
|                 |          |         | Begin - End |               |               | K              | A | B | C | PD |              |            |                  |               |
| 16912           | 17274    | 3106448 | 0.40 - 0.76 | 0302X - 12.44 | 5             | 0              | 0 | 0 | 0 | 5  | 2020-2357    | 01/19/2020 | 12.92            | PD            |
|                 |          |         |             |               |               |                |   |   |   |    | 2019-45190   | 03/10/2019 | 12.93            | PD            |
|                 |          |         |             |               |               |                |   |   |   |    | 2019-69495   | 10/29/2019 | 12.96            | PD            |
|                 |          |         |             |               |               |                |   |   |   |    | 2019-3916    | 01/31/2019 | 13.01            | PD            |
|                 |          |         |             |               |               |                |   |   |   |    | 2020-28800   | 11/22/2020 | 13.02            | PD            |
|                 |          |         |             |               |               |                |   |   |   |    | Totals:      |            |                  |               |

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## Crash Summary II - Characteristics

### Crashes by Day and Hour

| Day Of Week | AM |   |   |   |   |   |   |   |   |   |    | Hour of Day |    |   |   |   |   |   |   |   |   |   | PM |    |   |   |  |  |  |  |  |  |  | Un | Tot |
|-------------|----|---|---|---|---|---|---|---|---|---|----|-------------|----|---|---|---|---|---|---|---|---|---|----|----|---|---|--|--|--|--|--|--|--|----|-----|
|             | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11          | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |   |   |  |  |  |  |  |  |  |    |     |
| SUNDAY      | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 1  | 0 | 3 |  |  |  |  |  |  |  |    |     |
| MONDAY      | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0 | 0 |  |  |  |  |  |  |  |    |     |
| TUESDAY     | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1  | 0           | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0 | 2 |  |  |  |  |  |  |  |    |     |
| WEDNESDAY   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0 | 0 |  |  |  |  |  |  |  |    |     |
| THURSDAY    | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0 | 1 |  |  |  |  |  |  |  |    |     |
| FRIDAY      | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0 | 1 |  |  |  |  |  |  |  |    |     |
| SATURDAY    | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0 | 1 |  |  |  |  |  |  |  |    |     |
| Totals      | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1  | 0           | 1  | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0  | 1  | 0 | 8 |  |  |  |  |  |  |  |    |     |

### Vehicle Counts by Type

| Unit Type                                     | Total | Unit Type       | Total     |
|-----------------------------------------------|-------|-----------------|-----------|
| 1-Passenger Car                               | 3     | 23-Bicyclist    | 0         |
| 2-(Sport) Utility Vehicle                     | 5     | 24-Witness      | 1         |
| 3-Passenger Van                               | 1     | 25-Other        | 0         |
| 4-Cargo Van (10K lbs or Less)                 | 1     | 26-Construction | 0         |
| 5-Pickup                                      | 2     | 27-Farm Vehicle | 0         |
| 6-Motor Home                                  | 0     | <b>Total</b>    | <b>14</b> |
| 7-School Bus                                  | 0     |                 |           |
| 8-Transit Bus                                 | 0     |                 |           |
| 9-Motor Coach                                 | 0     |                 |           |
| 10-Other Bus                                  | 0     |                 |           |
| 11-Motorcycle                                 | 0     |                 |           |
| 12-Moped                                      | 0     |                 |           |
| 13-Low Speed Vehicle                          | 0     |                 |           |
| 14-Autocycle                                  | 0     |                 |           |
| 15-Experimental                               | 0     |                 |           |
| 16-Other Light Trucks (10,000 lbs or Less)    | 0     |                 |           |
| 17-Medium/Heavy Trucks (More than 10,000 lbs) | 1     |                 |           |
| 18-ATV - (4 wheel)                            | 0     |                 |           |
| 20-ATV - (2 wheel)                            | 0     |                 |           |
| 21-Snowmobile                                 | 0     |                 |           |
| 22-Pedestrian                                 | 0     |                 |           |

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## Crash Summary II - Characteristics

### Crashes by Driver Action at Time of Crash

| Driver Action at Time of Crash                                                                   | Dr 1     | Dr 2     | Dr 3     | Dr 4     | Dr 5     | Other    | Total     |
|--------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|-----------|
| No Contributing Action                                                                           | 1        | 3        | 1        | 0        | 0        | 0        | 5         |
| Ran Off Roadway                                                                                  | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Failed to Yield Right-of-Way                                                                     | 2        | 0        | 0        | 0        | 0        | 0        | 2         |
| Ran Red Light                                                                                    | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Ran Stop Sign                                                                                    | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Disregarded Other Traffic Sign                                                                   | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Disregarded Other Road Markings                                                                  | 0        | 1        | 0        | 0        | 0        | 0        | 1         |
| Exceeded Posted Speed Limit                                                                      | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Drove Too Fast For Conditions                                                                    | 1        | 0        | 0        | 0        | 0        | 0        | 1         |
| Improper Turn                                                                                    | 2        | 0        | 0        | 0        | 0        | 0        | 2         |
| Improper Backing                                                                                 | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Improper Passing                                                                                 | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Wrong Way                                                                                        | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Followed Too Closely                                                                             | 1        | 0        | 0        | 0        | 0        | 0        | 1         |
| Failed to Keep in Proper Lane                                                                    | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner            | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Over-Correcting/Over-Steering                                                                    | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Other Contributing Action                                                                        | 1        | 0        | 0        | 0        | 0        | 0        | 1         |
| Unknown                                                                                          | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| <b>Total</b>                                                                                     | <b>8</b> | <b>4</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>13</b> |

### Crashes by Apparent Physical Condition And Driver

| Apparent Physical Condition                      | Dr 1     | Dr 2     | Dr 3     | Dr 4     | Dr 5     | Other    | Total     |
|--------------------------------------------------|----------|----------|----------|----------|----------|----------|-----------|
| Apparently Normal                                | 7        | 4        | 1        | 0        | 0        | 0        | 12        |
| Physically Impaired or Handicapped               | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Emotional(Depressed, Angry, Disturbed, etc.)     | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Ill (Sick)                                       | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Asleep or Fatigued                               | 1        | 0        | 0        | 0        | 0        | 0        | 1         |
| Under the Influence of Medications/Drugs/Alcohol | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| Other                                            | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| <b>Total</b>                                     | <b>8</b> | <b>4</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>13</b> |

### Driver Age by Unit Type

| Age          | Driver    | Bicycle  | SnowMobile | Pedestrian | ATV      | Total     |
|--------------|-----------|----------|------------|------------|----------|-----------|
| 09-Under     | 0         | 0        | 0          | 0          | 0        | 0         |
| 10-14        | 0         | 0        | 0          | 0          | 0        | 0         |
| 15-19        | 0         | 0        | 0          | 0          | 0        | 0         |
| 20-24        | 2         | 0        | 0          | 0          | 0        | 2         |
| 25-29        | 1         | 0        | 0          | 0          | 0        | 1         |
| 30-39        | 1         | 0        | 0          | 0          | 0        | 1         |
| 40-49        | 2         | 0        | 0          | 0          | 0        | 2         |
| 50-59        | 3         | 0        | 0          | 0          | 0        | 3         |
| 60-69        | 3         | 0        | 0          | 0          | 0        | 3         |
| 70-79        | 0         | 0        | 0          | 0          | 0        | 0         |
| 80-Over      | 1         | 0        | 0          | 0          | 0        | 1         |
| Unknown      | 0         | 0        | 0          | 0          | 0        | 0         |
| <b>Total</b> | <b>13</b> | <b>0</b> | <b>0</b>   | <b>0</b>   | <b>0</b> | <b>13</b> |

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## Crash Summary II - Characteristics

| Most Harmful Event                                                              |       |                                                      |           |
|---------------------------------------------------------------------------------|-------|------------------------------------------------------|-----------|
| Most Harmful Event                                                              | Total | Most Harmful Event                                   | Total     |
| 1-Overturn / Rollover                                                           | 0     | 38-Other Fixed Object (wall, building, tunnel, etc.) | 0         |
| 2-Fire / Explosion                                                              | 0     | 39-Unknown                                           | 0         |
| 3-Immersion                                                                     | 0     | 40-Gate or Cable                                     | 0         |
| 4-Jackknife                                                                     | 0     | 41-Pressure Ridge                                    | 0         |
| 5-Cargo / Equipment Loss Or Shift                                               | 0     | <b>Total</b>                                         | <b>13</b> |
| 6-Fell / Jumped from Motor Vehicle                                              | 0     |                                                      |           |
| 7-Thrown or Falling Object                                                      | 0     |                                                      |           |
| 8-Other Non-Collision                                                           | 0     |                                                      |           |
| 9-Pedestrian                                                                    | 0     |                                                      |           |
| 10-Pedalcycle                                                                   | 0     |                                                      |           |
| 11-Railway Vehicle - Train, Engine                                              | 0     |                                                      |           |
| 12-Animal                                                                       | 0     |                                                      |           |
| 13-Motor Vehicle in Transport                                                   | 11    |                                                      |           |
| 14-Parked Motor Vehicle                                                         | 0     |                                                      |           |
| 15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle | 0     |                                                      |           |
| 16-Work Zone / Maintenance Equipment                                            | 0     |                                                      |           |
| 17-Other Non-Fixed Object                                                       | 0     |                                                      |           |
| 18-Impact Attenuator / Crash Cushion                                            | 0     |                                                      |           |
| 19-Bridge Overhead Structure                                                    | 0     |                                                      |           |
| 20-Bridge Pier or Support                                                       | 0     |                                                      |           |
| 21-Bridge Rail                                                                  | 0     |                                                      |           |
| 22-Cable Barrier                                                                | 0     |                                                      |           |
| 23-Culvert                                                                      | 0     |                                                      |           |
| 24-Curb                                                                         | 0     |                                                      |           |
| 25-Ditch                                                                        | 0     |                                                      |           |
| 26-Embankment                                                                   | 0     |                                                      |           |
| 27-Guardrail Face                                                               | 0     |                                                      |           |
| 28-Guardrail End                                                                | 2     |                                                      |           |
| 29-Concrete Traffic Barrier                                                     | 0     |                                                      |           |
| 30-Other Traffic Barrier                                                        | 0     |                                                      |           |
| 31-Tree (Standing)                                                              | 0     |                                                      |           |
| 32-Utility Pole / Light Support                                                 | 0     |                                                      |           |
| 33-Traffic Sign Support                                                         | 0     |                                                      |           |
| 34-Traffic Signal Support                                                       | 0     |                                                      |           |
| 35-Fence                                                                        | 0     |                                                      |           |
| 36-Mailbox                                                                      | 0     |                                                      |           |
| 37-Other Post Pole or Support                                                   | 0     |                                                      |           |

| Traffic Control Devices           |          |  |
|-----------------------------------|----------|--|
| Traffic Control Device            | Total    |  |
| 1-Traffic Signals (Stop & Go)     | 0        |  |
| 2-Traffic Signals (Flashing)      | 0        |  |
| 3-Advisory/Warning Sign           | 0        |  |
| 4-Stop Signs - All Approaches     | 0        |  |
| 5-Stop Signs - Other              | 3        |  |
| 6-Yield Sign                      | 0        |  |
| 7-Curve Warning Sign              | 0        |  |
| 8-Officer, Flagman, School Patrol | 0        |  |
| 9-School Bus Stop Arm             | 0        |  |
| 10-School Zone Sign               | 0        |  |
| 11-R.R. Crossing Device           | 0        |  |
| 12-No Passing Zone                | 0        |  |
| 13-None                           | 5        |  |
| 14-Other                          | 0        |  |
| <b>Total</b>                      | <b>8</b> |  |

| Injury Data   |                |                    |
|---------------|----------------|--------------------|
| Severity Code | Injury Crashes | Number Of Injuries |
| K             | 0              | 0                  |
| A             | 0              | 0                  |
| B             | 0              | 0                  |
| C             | 2              | 3                  |
| PD            | 6              | 0                  |
| <b>Total</b>  | <b>8</b>       | <b>3</b>           |

| Road Character   |          |
|------------------|----------|
| Road Grade       | Total    |
| 1-Level          | 8        |
| 2-On Grade       | 0        |
| 3-Top of Hill    | 0        |
| 4-Bottom of Hill | 0        |
| 5-Other          | 0        |
| <b>Total</b>     | <b>8</b> |

| Light                     |          |
|---------------------------|----------|
| Light Condition           | Total    |
| 1-Daylight                | 4        |
| 2-Dawn                    | 0        |
| 3-Dusk                    | 1        |
| 4-Dark - Lighted          | 0        |
| 5-Dark - Not Lighted      | 3        |
| 6-Dark - Unknown Lighting | 0        |
| 7-Unknown                 | 0        |
| <b>Total</b>              | <b>8</b> |

**Crash Summary II - Characteristics****Crashes by Year and Month**

| Month        | 2018     | 2019     | 2020     | Total    |
|--------------|----------|----------|----------|----------|
| JANUARY      | 0        | 1        | 1        | 2        |
| FEBRUARY     | 0        | 0        | 0        | 0        |
| MARCH        | 0        | 1        | 0        | 1        |
| APRIL        | 0        | 0        | 0        | 0        |
| MAY          | 0        | 0        | 0        | 0        |
| JUNE         | 0        | 0        | 0        | 0        |
| JULY         | 0        | 0        | 0        | 0        |
| AUGUST       | 0        | 0        | 0        | 0        |
| SEPTEMBER    | 0        | 0        | 0        | 0        |
| OCTOBER      | 0        | 1        | 0        | 1        |
| NOVEMBER     | 0        | 1        | 1        | 2        |
| DECEMBER     | 1        | 0        | 1        | 2        |
| <b>Total</b> | <b>1</b> | <b>4</b> | <b>3</b> | <b>8</b> |

Report is limited to the last 10 years of data.



**Crash Summary II - Characteristics****Crashes by Crash Type and Type of Location**

| <b>Crash Type</b>        | <b>Straight Road</b> | <b>Curved Road</b> | <b>Three Leg Intersection</b> | <b>Four Leg Intersection</b> | <b>Five or More Leg Intersection</b> | <b>Driveways</b> | <b>Bridges</b> | <b>Interchanges</b> | <b>Other</b> | <b>Parking Lot</b> | <b>Private Way</b> | <b>Cross Over</b> | <b>Railroad Crossing</b> | <b>Traffic Circle-Roundabout</b> | <b>Total</b> |
|--------------------------|----------------------|--------------------|-------------------------------|------------------------------|--------------------------------------|------------------|----------------|---------------------|--------------|--------------------|--------------------|-------------------|--------------------------|----------------------------------|--------------|
| Object in Road           | 1                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 1            |
| Rear End - Sideswipe     | 1                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 1            |
| Head-on - Sideswipe      | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Intersection Movement    | 0                    | 0                  | 0                             | 3                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 3            |
| Pedestrians              | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Train                    | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Went Off Road            | 2                    | 0                  | 0                             | 0                            | 0                                    | 1                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 3            |
| All Other Animal         | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Bicycle                  | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Other                    | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Jackknife                | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Rollover                 | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Fire                     | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Submersion               | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Thrown or Falling Object | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Bear                     | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Deer                     | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Moose                    | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| Turkey                   | 0                    | 0                  | 0                             | 0                            | 0                                    | 0                | 0              | 0                   | 0            | 0                  | 0                  | 0                 | 0                        | 0                                | 0            |
| <b>Total</b>             | <b>4</b>             | <b>0</b>           | <b>0</b>                      | <b>3</b>                     | <b>0</b>                             | <b>1</b>         | <b>0</b>       | <b>0</b>            | <b>0</b>     | <b>0</b>           | <b>0</b>           | <b>0</b>          | <b>0</b>                 | <b>0</b>                         | <b>8</b>     |

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## Crash Summary II - Characteristics

### Crashes by Weather, Light Condition and Road Surface

| Weather<br>Light                | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|---------------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Blowing Sand, Soil, Dirt</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted              | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                            | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                        | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                            | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| <b>Blowing Snow</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted              | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                            | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                        | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                            | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| <b>Clear</b>                    |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted              | 3   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 3     |
| Dark - Unknown Lighting         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                            | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                        | 1   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 1     |
| Dusk                            | 1   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 1     |
| Unknown                         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| <b>Cloudy</b>                   |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted              | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                            | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                        | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                            | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |

Maine Department Of Transportation - Office of Safety, Crash Records Section

## Crash Summary II - Characteristics

### Crashes by Weather, Light Condition and Road Surface

| Weather<br>Light         | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|--------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Fog, Smog, Smoke</b>  |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted           | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted       | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                 | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| <b>Other</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted           | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted       | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                 | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| <b>Rain</b>              |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted           | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted       | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                 | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 2   | 2     |
| Dusk                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| <b>Severe Crosswinds</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted           | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted       | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                 | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                     | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |

## Maine Department Of Transportation - Office of Safety, Crash Records Section

**Crash Summary II - Characteristics****Crashes by Weather, Light Condition and Road Surface**

| <b>Weather<br/>Light</b>                      | <b>Dry</b> | <b>Ice/Frost</b> | <b>Mud, Dirt,<br/>Gravel</b> | <b>Oil</b> | <b>Other</b> | <b>Sand</b> | <b>Slush</b> | <b>Snow</b> | <b>Unknown</b> | <b>Water<br/>(Standing,<br/>Moving)</b> | <b>Wet</b> | <b>Total</b> |
|-----------------------------------------------|------------|------------------|------------------------------|------------|--------------|-------------|--------------|-------------|----------------|-----------------------------------------|------------|--------------|
| <b>Sleet, Hail (Freezing Rain or Drizzle)</b> |            |                  |                              |            |              |             |              |             |                |                                         |            |              |
| Dark - Lighted                                | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Dark - Not Lighted                            | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Dark - Unknown Lighting                       | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Dawn                                          | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Daylight                                      | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Dusk                                          | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Unknown                                       | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| <b>Snow</b>                                   |            |                  |                              |            |              |             |              |             |                |                                         |            |              |
| Dark - Lighted                                | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Dark - Not Lighted                            | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Dark - Unknown Lighting                       | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Dawn                                          | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Daylight                                      | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 1           | 0              | 0                                       | 0          | 1            |
| Dusk                                          | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| Unknown                                       | 0          | 0                | 0                            | 0          | 0            | 0           | 0            | 0           | 0              | 0                                       | 0          | 0            |
| <b>TOTAL</b>                                  | <b>5</b>   | <b>0</b>         | <b>0</b>                     | <b>0</b>   | <b>0</b>     | <b>0</b>    | <b>0</b>     | <b>1</b>    | <b>0</b>       | <b>0</b>                                | <b>2</b>   | <b>8</b>     |

