

**Town of Kittery
Planning Board Meeting
March 28, 2024**

ITEM 1—181 State Road—Marijuana Business Site Plan — Final Review

Action: Approve plan or continue review. Mike Sudak, on behalf of owner/applicant IDC5 LLC, is proposing to replace an existing restaurant and single-family dwelling with a 2,000 square foot marijuana retail store and associated parking on the properties of 181-185 State Road, Tax Map 22, Lots 4-1 and 4-2, a parcel split by the Business Local and Old Post Road Commercial (C-3) Zone.

PROCESS SUMMARY

REQ'D	ACTION	COMMENTS	STATUS
NO	Sketch Plan Acceptance/Approval	8/24/23	Continued
YES	Planning board determination of completeness	12/14/23	Accepted
NO	Site Visit	1/8/24	Held
YES	Public Hearing	1/11/24	Held
YES	Preliminary Plan Approval	1/11/24	Approved
YES	Final Plan Review and Decision	3/28/24	Pending

Applicant: Prior to the signing of the approved Plan any **Conditions of Approval related to the Findings of Fact along with waivers and variances (by the BOA) must be placed on the Final Plan and, when applicable, recorded at the York County Registry of Deeds. PLACE THE MAP AND LOT NUMBER IN 1/4" HIGH LETTERS AT LOWER RIGHT BORDER OF ALL PLAN SHEETS.** As per Section 16.4.4.L - Grading/Construction Final Plan Required. - Grading or construction of roads, grading of land or lots, or construction of buildings is prohibited until the original copy of the approved final plan endorsed has been duly recorded in the York County registry of deeds when applicable.

OTHER PERMITS AND REQUIREMENTS

- MDOT permitting and approval of proposed driveways.
- State Fire Marshal NFPA #13 fire protection system approval.
- DEP construction permitting and site review.
- Council vote to license marijuana business approval

PROJECT INTRODUCTION

This is the final review for a proposed marijuana retail business on the property of 181-185 State Road. The parcel is located along the northern frontage of the Kittery Traffic Circle and currently contains a single-family dwelling and the La Casita restaurant, both of which are part of the same condominium. The lot is split between the C-3 and B-L zones, with the majority of the parcel (and the entirety of the proposed building) located in the C-3 zone.

Both existing buildings would be demolished and replaced by a single-story, 2,000 sq ft. storefront intended for retail sale and storage of marijuana, not to be grown on-site. The new business would be sited in roughly the same location as the existing restaurant, and one curb-cut would be removed. The applicant proposes a one-way entrance off the traffic circle, and a one-way exit onto the spur road between the traffic circle and highway on-ramp. Parking is met in excess of the minimum requirements, and the applicant proposes sidewalks internally and along

32 the frontage of the entire lot. The proposed development would connect to existing Town water,
33 sewer, and electric utilities.

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35 At a previous sketch review in 2022, the planning board denied the plan, arguing the store's
36 impacts to traffic would constitute a failure to promote public safety and general welfare.
37 However, traffic impact studies are a requirement at the preliminary stage. Applicants are not
38 required to provide a traffic impact study at the sketch review, nor are they expected to fully plan
39 out traffic impact mitigation at that stage. The Town and applicant both obtained legal
40 consultation, who agreed the decision "not to accept" the sketch plan was in violation of Town
41 code procedures. The terms of a legal settlement agreement between the Town and the
42 applicant required the board to continue sketch review of the application or accept it as
43 complete, provided the required submission materials were provided by the applicant. The
44 planning board decided to continue the sketch plan application on 8/24/23, after providing
45 feedback to the applicant regarding what they would like to see in the preliminary site plan
46 application. Sketch review is an optional step for site plan applications, meaning acceptance was
47 not required before moving forward to the preliminary stage.

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49 The planning board accepted the preliminary site plan application as complete on 12/14/23, then
50 scheduled a site walk for 1/8/24 and a public hearing to be held on 1/11/24. Third-party engineer
51 review by CMA received on 12/18/23 confirmed all identified issues were minor and did not require
52 plan resubmission. After closing the public hearing on 1/11/24, the planning board confirmed they
53 were satisfied by the analysis and proposed mitigation efforts of the traffic impact study, then
54 approved the preliminary site plan on the condition that the traffic study be amended to include
55 peak trip times during 2-3 PM, and a narrative be submitted with the final site plan outlining how
56 the proposed development meets the criteria of a special exception.

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58 The applicant has provided both requirements of the conditional approval, and a third-party
59 engineer has confirmed all identified issues in the final plan set are deemed minor enough to be
60 addressed before plan recording. **Staff believe approval is warranted at this time but suggest**
61 **the planning board vote on the proposed zone boundary line extension listed below.**

62 **WAIVERS REQUESTED**

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65 1. The applicant is requesting a zone boundary line extension to allow the parcel to be held to
66 the standards of the C-3 Zone, which is within the jurisdiction of the planning board per
67 **§16.1.8.B.(5)**. The C-3 and B-L Zones have different landscaping requirements, and a
68 boundary line extension would allow the entire development to follow the standard of just
69 the C-3 Zone.
- 70 a. At previous meetings, the planning board said they were amenable to this request, as
71 long as a note be added to the plan requiring plantings be replaced in-perpetuity. The
72 applicant has added this note to the plan set.

74 **STAFF COMMENTS**

75 Listed below are additional comments provided by staff in addition to general review of
76 standards:
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1. The cover letter notes the planning board voted for approval of a zone boundary line extension, but a vote was not held on the boundary line after the public hearing. Staff believe the planning board should vote to approve the request the same way they vote on any waiver or modification.
2. The cover letter notes the planning board did not request motion sensors for the proposed business. Per **16.5.32.B.(11)**, this requirement is optional and up to the discretion of the planning board.
3. The traffic study accounted for peak “summer hours.” Weekday evening and Saturday midday peak flow projected no negligible vehicle queueing. The traffic study accounts for anticipated trips for all 4 hotels currently being proposed on Route 1 and the Route 1 Bypass.
4. As requested, the applicant provided an update to the traffic impact study looking at the 2-3 PM time frame that constitutes a peak trip time around the traffic circle due to worker commutes from the Portsmouth Naval Shipyard. The addendum states there are no anticipated changes to the level of service when looking at this trip time.
5. Following feedback from the planning board, the landscaping plan has been updated to provide limited height plantings within the front setback which do not impede the sight lines of the building from vehicles in the Kittery Traffic Circle.
6. Following a request from the planning board, note #20 of the site plan addresses visual screening during construction. A 6-foot temporary fence will be placed during construction and remain until the evergreen hedges are established to provide sufficient visual screening of the property.
7. Staff will require a narrative detailing efforts to mitigate impacts to traffic during installation of any public utility lines along the Kittery Traffic Circle. This will be provided before issuance of a building permit.
8. During the first preliminary review, traffic engineer Jeff Dirk stated the applicants planned to share the cost of a traffic safety assessment of the traffic circle with the applicants of the 120 US Route 1 site plan. A note has been added to this site plan stating that the completion of the traffic safety assessment is required before occupancy can be issued.
 - a. Planning staff have listed it as a condition of approval in the draft findings of fact. It is up to the planning board whether they would prefer it be a note on the site plan or a condition of approval.
9. At the public hearing, the planning board requested the applicant look into a shared driveway with the owner of the property abutting the exit driveway. After consulting the Technical Review Committee, no department heads have strong opinions on this, but consensus landed around seeing no positive impact to either property. Additionally, planning staff discourage a shared exit driveway, as it has the potential to generate unnecessary confusion between two neighboring businesses and their separate customers.
10. The plan set now includes a vehicle routing plan to show adequate emergency response vehicle access,
11. Following MDOT requirements, the applicant has adjusted the plan to allow an 8-foot-wide pedestrian travel-way. This includes widening the sidewalks abutting the parking lot from 4 feet to 5 feet.
 - a. The applicant has also shifted the opening of the entrance driveway further from the Route 236 exit on the traffic circle, as requested by the police chief.
12. The applicant has provided “do not enter” signs at both driveways to further discourage two-way traffic.
13. The applicant has provided a narrative in their cover letter outlining the criteria of a special exception use. Planning staff believe the applicant has satisfied the requirement with the submitted narrative. The specific criteria are further discussed in the Findings of Fact.

PROJECT ANALYSIS

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Staff reviewed the application and provided materials and have provided their determination on the requirements and standards below. All requirements that have not been met or require further discussion are highlighted. The standards for both the C-3 and B-L zone are listed. Because the majority of the parcel and development are in the C-3 zone, those standards are listed first, with the B-L zone standards listed after. Stricter standards typically apply on a split-zoned parcel, except when related to a proposed development or structure that is located entirely within one zone.

Code Ref.	§16.4 Land Use Zone Standards	
	Standard	Determination
§16.4.21.B/C. §16.4.17.B/C.	Permitted/Special Exception Uses	The proposed use is a special exception in the C-3 zone. The proposed use is not permitted in the B-L zone. The entire storefront is located outside of the portion zoned B-L.
§16.4.21.E.(2).(a). §16.4.17.D.(1).(g).	Lot size: 40,000 sq ft. minimum BL zone: no minimum	The property is a legally non-conforming parcel. The development does not increase nonconformance due to lot size. It appears the standard is satisfied.
§16.4.21.E.(2).(b). §16.4.17.D.(1).(h).	Street frontage: no requirements in C-3 Zone BL zone: no minimum	It appears the standard is satisfied.
§16.4.21.E.(2).(c). §16.4.17.D.(1).(i).	Front setback: 15 ft minimum BL zone: 20 ft maximum NOTE: The Planning Board may, at its discretion, allow a greater setback when public amenities such as benches, pocket parks, outdoor dining or seating areas are proposed. Properties in the C-3 Zone with frontage on Old Post Road, including those lots which also have frontage on Route 1 Bypass, are required to have at least a fifteen-foot setback on Old Post Road.	It appears the standard is satisfied.
§16.4.21.E.(2).(d). §16.4.17.D.(1).(j).	Rear and side setbacks: 10 ft minimum. BL zone: 10 ft minimum	Assessor records state the adjacent property on 187 State Road is an office, not a residential property.

	NOTE: the minimum setback is 15 ft when abutting a residential property	It appears the standard is satisfied.
§16.4.21.E.(2).(e). §16.4.17.D.(1).(k).	Building height: 40 ft maximum BL zone: 40 ft maximum	It appears the standard is satisfied.
§16.4.21.E.(2).(f).[3].[a]. §16.4.17.D.(1).(l/m).	Imperious surface: 70% maximum for currently developed lots, and stormwater must be managed on site using low-impact and utilize DEP best management practices BL zone: No maximum. All stormwater must use low-impact development utilize DEP best management practices	The impervious surface maximum standard is met. Third party engineer review has confirmed the proposed stormwater management report is sufficient.
§16.4.21.E.(2).(m).	Underground utilities are required	It appears the standard is satisfied
§16.4.21.E.(3). §16.4.17.D.(2).	C-3 parking standards: <ul style="list-style-type: none"> • parking areas must be visually screened when abutting residential properties. • Spaces must be 19' x 9' in dimension. BL zone: <ul style="list-style-type: none"> • parking must be located to the side or rear of the building. • Screening is required for new or revised parking when it abuts public streets. Such screening can utilize plantings or fencing and does not require a parking lot be completely obscured from view. 	The proposal does not abut any residential properties. It appears the standard is satisfied.
§16.4.21.E.(3). §16.4.17.D.(3).	The proposal must meet Kittery's building design standards. BL zone: a lighting plan must be submitted as part of the preliminary site plan application.	The proposed developments appear to meet the design handbook guidelines.
§16.4.21.E.(3). §16.4.17.D.(4).	C-3 zone Landscaping improvements: <ul style="list-style-type: none"> • minimum 15 ft vegetated landscape planter strips between the lot and adjacent all rights-of-way. • One street tree for every 50 feet of street frontage 	The standards for the C-3 Zone appear to be met for the proposed development. Conformance will be contingent on approval of the zone boundary request listed above.

	<p>BL zone landscaping improvements:</p> <ul style="list-style-type: none"> • Minimum 15 ft vegetated planter strip between the lot and adjacent rights-of-way. • One street tree for every 25 feet of street frontage. • Plantings must be replaced within one year, in perpetuity. 	
§16.4.21.E.(3).(d). §16.4.17.D.(2).(d).	Traffic circulation standards: sidewalks are required within the site to internally connect the property to the abutting traffic circle.	The standard appears to be satisfied.
§16.4.21.E.(3).(e). §16.4.21.E.(2).(n).	Open Space standards: 20% minimum (reduced to 10% for lots of 40,000 sq ft. or less) BL zone: 15% minimum.	The plan meets the strictest minimum requirement. It appears the standard is satisfied.
Code Ref.	§16.5 Performance Standards	
	Standard	Determination
§16.5.14.C	Corner Lots	The property is considered a corner lot between State Road and US Route 1. Frontage is considered to be along State Road, the ROW where access to the parcel is provided.
§16.5.10	Essential Services	<p>Wastewater and Water District staff have both confirmed sufficient capacity for the entire proposed development.</p> <p>The applicant will provide a narrative detailing mitigation to traffic impacts along the Traffic Circle during utility installation before issuance of a building permit.</p>
§16.5.23	Signs	Any proposed sign has to submit a permit for approval through Code Enforcement
§16.5.27	Street Standards: sidewalks are required along the entire ROW for the Route 1 Bypass and Wilson Road	The plan proposes sidewalks connecting the lot to the abutting intersection.

<p>§16.7.11.F.(e).</p>	<p>Retail stores require 1 parking space for each 175 sq ft of gross floor area. For 2,000 sq ft, 11 spaces would be required.</p> <p>Warehousing and storage uses require 1 space for each 500 sq ft. For 2,000 sq ft, 4 spaces would be required.</p> <p>Because the retail store use has the stricter minimum standard, 11 spaces are required</p>	<p>The plan exceeds parking minimums.</p> <p>The plan appears to meet ADA space requirements</p>
<p>§16.5.32.</p>	<p>Marijuana business standards:</p> <ul style="list-style-type: none"> • Must not be located within 1,000 feet of a public or private school or public recreation facility. • May not have any odor of marijuana detectable outside of business • Marijuana grown on-site must be located indoors. • Marijuana business must conform to design standards. • Marijuana business must have a building footprint within 400 sq ft and 2,000 sq ft • Proposed business must conform with all relevant parking requirements. • Marijuana business requires fire suppression measures and fire alarms to the satisfaction of the Fire Chief. • Marijuana business requires 24 hour video surveillance covering interior and exterior of facility. • Any proposed wastewater discharge must be signed off by wastewater department. • Exterior lighting is required and must conform with the Design handbook. Motion sensors may be added if required by the planning board. 	<p>All applicable standards for a retail business appear to be met.</p> <p>The Fire Chief has provided written confirmation of his “satisfaction” of the proposed fire management measures.</p>

§13.1.6.5/§13.1.6.6	<p>Sewer impact fees and special sewer entrance fees:</p> <p>Impact fee: \$3,750 Entrance fee: \$2,500 Total cost: \$6,250</p>	This is an estimate provided by planning and development staff. Actual total will be provided by the Wastewater Department during permitting process.
Code Ref.	§16.1.8.B.(5).(a). Criteria for proposed zone boundary line extension	
	Standard	Determination
§16.1.8.B.(5).(a).[1]	Must not prevent the orderly and reasonable use of properties in the adjacent zone	The standard appears to be met
§16.1.8.B.(5).(a).[2]	Must be in harmony with the character of the adjacent zone	<p>Staff believe the proposed retail business is considered “in harmony with” the adjacent Business-Local Zone.</p> <p>The standard appears to be met</p>
§16.1.8.B.(5).(a).[3]	Must not adversely affect property values of the adjacent zone’s immediate neighborhoods	<p>The only portion of the Business-Local Zone that abuts the property is the Kittery Traffic Circle and other MDOT property.</p> <p>The standard does not appear applicable.</p>
§16.1.8.B.(5).(a).[4]	Not create traffic hazards or undue traffic congestion on streets in the adjacent zone	<p>The landscaping requirements along the road frontage require more visual screening in the B-L zone than the C-3 zone. Granting this boundary line extension would reduce the risk of impacted visibility from more intense visual screening along the traffic circle.</p> <p>The standard appears to be met.</p>
§16.1.8.B.(5).(a).[5]	Not give off obnoxious gases, odors, smoke, or soot	The proposed marijuana business is required to contain all odors and smoke within the building.

		The standard appears to be met.
§16.1.8.B.(5).(a).[6]	Not cause disturbing emission of electrical discharges, dust, light, vibration, or noise	Staff do not consider the proposed light pole on the driveway as disturbing, as the further illumination it would provide on the abutting Kittery traffic Circle would not be an adverse impact. The standard appears to be met.
§16.1.8.B.(5).(a).[7]	Be adequately screened from the adjacent zone	Staff believe the screening requirements of the Commercial-3 zone are adequate for the portion of the lot zoned Business-Local. The standard appears to be met.
Code Ref.	§16.7.10 Preliminary Site Plan Requirements	
	Standard	Determination
§16.7.10.C.(4).(a-i).	<ul style="list-style-type: none"> • Paper plan sheets no smaller than 11" x 17" • Scale of drawing no greater than 1 inch = 30 feet • Code block in right-hand corner • Standard boundary survey of existing conditions • Compass with arrow pointing true north • Locus map of property • Vicinity map and aerial photograph • Surveyed acreage of parcel(s), rights-of-way, wetlands, and amount of street frontage • Names and addresses of owners of record abutting property 	Provided
§16.7.10.C.(4).(j).	Existing conditions survey including all identified structures, natural resources, rights-of-way, and utilities located on and within 100 feet of the property.	Provided

§16.7.10.C.(4).(k).	<ul style="list-style-type: none"> • Proposed development area including: • Location and detail of proposed structures and signs • Proposed utilities including power, water, and sewer. • Sewage facilities type and placement. • Domestic water source • Lot lines, rights-of-way, and street alignments • Road and other paved area plans • Existing and proposed setbacks • Storage areas for waste or hazardous materials • Topographic contours of existing contours and finished grade elevations • Locations and dimensions of artificial features such as pedestrian ways, sidewalks, curb cuts, driveways, fences, retaining walls, 	Provided
§16.7.10.C.(4).(l).	Natural features or site elements to be preserved.	Provided
§16.7.10.C.(4).(m).	Identified property encumbrances.	Provided
§16.7.10.C.(4).(n).	Kittery Water District approval letter.	Provided
§16.7.10.C.(4).(o).	Erosion and sedimentation control plan.	Provided
§16.7.10.C.(4).(p).	Stormwater management plan and drainage analysis.	Provided
§16.7.10.C.(4).(q).	Soil survey.	Provided
§16.7.10.C.(4).(r).	Vehicular traffic report.	Provided
§16.7.10.C.(4).(s).	Traffic impact analysis.	Provided
§16.7.10.C.(4).(t).	Test pit analysis.	Provided
§16.7.10.C.(4).(u).	Approval letter from Town sewage.	Provided
§16.7.10.C.(4).(v).	Evaluation of development by Technical Review Committee department heads.	Provided
§16.7.10.C.(4).(w).	<p>Additional submissions as required:</p> <ul style="list-style-type: none"> • All additional requirements of a marijuana business per §16.5.32 • A formal lot boundary adjustment request • A narrative justifying approval of a special exception use. 	Provided

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DISCUSSION, NEXT STEPS, AND RECOMMENDATIONS

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The purpose of final review is for the planning board to see an application in its entirety, incorporate feedback from the public, and further solidify their stance on any requested modifications to standards. The applicant has provided the required traffic study addendum, special exception narrative, and all other requirements for new marijuana businesses in the Town. Staff and third-party engineering review have found the proposed development is in conformance with Town code and believe approval may be granted at this time. Because the boundary line extension affects which landscaping standards are required, the planning board should treat this as any other modification or waiver.

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RECOMMENDED MOTIONS

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Below are recommended motions for the Board's use and consideration:

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Motion to approve the application

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Move to approve the final site plan by Mike Sudak, on behalf of owner/applicant IDC 5 LLC.

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Motion to continue the application

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Move to continue review of the final site plan by Mike Sudak, on behalf of owner/applicant IDC 5 LLC.

**Kittery Planning Board
Findings of Fact
For 181 State Road
Site Plan Review**

**DRAFT
M 22 L 4-1 & 4-2**

Note: This approval by the Planning Board constitutes an agreement between the Town and the Developer incorporating the Development plan and supporting documentation, the Findings of Fact, and all waivers and/or conditions approved and required by the Planning Board.

WHEREAS: Mike Sudak, on behalf of owner/applicant IDC5 LLC, is proposing to replace an existing restaurant and single-family dwelling with a 2,000 square foot marijuana retail store and associated parking on the properties of 181-185 State Road, Tax Map 22, Lots 4-1 and 4-2, a parcel split by the Business Local (B-L) and Old Post Road Commercial (C-3) Zone.

Pursuant to the Plan Review meetings conducted by the Planning Board as noted in the Plan Review Notes dated 3/21/24.

REQ'D	ACTION	COMMENTS	STATUS
NO	Sketch Plan	8/24/23	Continued
YES	Completeness/Acceptance	12/14/23	Accepted
NO	Site Visit	1/8/24	Held
YES	Public Hearing	1/11/24	Held
YES	Preliminary Plan Approval	1/11/24	Approved
YES	Final Plan Approval	3/28/24	Approved

Pursuant to the application and plan and other documents considered to be a part of a plan review decision by the Planning Board in this Finding of Fact consisting of the following (hereinafter the "Plan"):

1. Final site plan application received 2/28/24 from Mike Sudak of Attar Engineering.
2. Stormwater Management Report received 2/28/24 from Mike Sudak of Attar Engineering.

NOW THEREFORE, based on the entire record before the Planning Board and pursuant to the applicable standards in the Land Use and Development Code, the Planning Board makes the following factual findings and conclusions:

Chapter 16.7 GENERAL DEVELOPMENT REQUIREMENTS

16.7.10.D.(5).(b). Findings of Fact

Action by the Board shall be based upon findings of fact which certify or waive compliance with all the required standards of this title, and which certify that the development satisfies the following requirements:

Development Conforms to Local Ordinances.

Standard: *The proposed development conforms to a duly adopted comprehensive plan as per adopted provisions in the Town Code, zoning ordinance, subdivision regulation or ordinance, development plan or land use plan, if any. In making this determination, the municipal reviewing authority may interpret these ordinances and plans.*

Finding: Located in a split-zone parcel, the proposed development conforms to the requirements listed in Title 16 for the C-3 and B-L Zone. The applicant is requesting a boundary line extension to allow uniform conformance of landscaping standards for the development.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Water Supply Sufficient.

Standard: *The proposed development has sufficient water available for the reasonably foreseeable needs of the development.*

Finding: The proposed development has received confirmation from Kittery Water District that sufficient capacity exists to service all water and fire suppression needs.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Sewage Disposal Adequate.

Standard: *The proposed development will provide for adequate sewage waste disposal and will not cause an unreasonable burden on municipal services if they are utilized.*

Finding: The proposed development must remove the existing septic system and connect to Town sewer utilities. The Town Wastewater Department has confirmed sufficient capacity for anticipated wastewater needs.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Stormwater Managed.

Standard: *The proposed development will provide for adequate stormwater management.*

Finding: The proposed development necessitated a stormwater management system which was reviewed by the Town's peer review engineering firm and found to be satisfactory.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Traffic Managed.

Standard: *The proposed development will:*

[a] Not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed; and

[b] Provide adequate traffic circulation, both on-site and off-site.

Finding: The proposed development generated enough traffic to require a relevant impact study. The study proposed mitigation methods to ensure the property would not have an adverse impact to traffic to the abutting rights-of-way.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Parking and Loading.

Standard: *Provisions have been made for safe internal vehicular circulation, loading and service areas, and parking associated with the proposed development.*

Finding: The proposed development has submitted a plan to show adequate room for emergency vehicle access, and exceeds parking requirements.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Utilities.

Standard: *The size, type, and locations of all public utilities and private utilities to serve the proposed development will be installed per accepted engineering practices*

Finding: Public and private utility infrastructure have adequate capacity to service the entire proposed development. The utility plan has been found satisfactory after third-party engineer review.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Erosion controlled.

Standard: *The proposed development will not cause unreasonable soil erosion or a reduction in the land's capacity to hold water so that a dangerous or unhealthy condition results.*

Finding: The proposed development will be required to provide erosion and sedimentation controls during construction and the approved stormwater management system will control the stormwater on-site.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Groundwater protected.

Standard: *The proposed development will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater.*

Finding: It appears the proposed development will not cause any unreasonable adverse effects of the quantity or quality of groundwater.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Freshwater wetlands identified.

Standard: *All freshwater wetlands within the project area have been identified on any maps submitted as part of the application, regardless of the size of these wetlands.*

Finding: There are no freshwater wetlands on the site.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

River, stream or brook identified.

Standard: *Any river, stream or brook within or abutting the proposed project area has been identified on any maps submitted as part of the application. For purposes of this section, "river, stream or brook" has the same meaning as in 38 M.R.S. § 480-B, subsection 9. Municipal solid waste disposal available. The proposed development will not cause an unreasonable burden on the municipality's ability to dispose of solid waste, if municipal services are to be used.*

Finding: It appears that a stream does not exist in or abutting the property within 75 feet.

Conclusion: This standard appears to be met.

Vote of _ in favor _ against _ abstaining

Water body quality and shoreline protected.

Standard: *Whenever situated entirely or partially within 250 feet of any wetland, the proposed development will not adversely affect the quality of that body of water or unreasonably affect the shoreline of that body of water. Flood areas identified and development conditioned. All flood-prone areas within the project area have been identified on maps submitted as part of the application. Water and air pollution minimized. The proposed development will not result in undue water or air pollution. In making this determination, the following must be considered:*

- [a] Elevation of the land above sea level and its relation to the floodplains;*
- [b] Nature of soils and subsoils and their ability to adequately support waste disposal;*
- [c] Slope of the land and its effect on effluents;*
- [d] Availability of streams for disposal of effluents;*
- [e] Applicable state and local health and water resource rules and regulations; and*
- [f] Safe transportation, disposal and storage of hazardous materials.*

Finding: It appears that the proposed development will not adversely affect the quality of any water or wetland body.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Aesthetic, cultural and natural values protected.

Standard: *The proposed development will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the Department of Inland Fisheries and Wildlife or the municipality, or rare and irreplaceable natural areas, or any public rights for physical or visual access to the shoreline.*

Finding: The proposed development does not appear to have an adverse effect on aesthetic, cultural and natural values as described in the standard.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Environmental considerations.

Standard: *The proposed development will not result in undue levels of lighting, noise, vibrations, smoke, heat, glare, fumes, dust, toxic matter, odors, or electromagnetic interference.*

Finding: The proposed development will not produce any adverse effects that would cause undue environmental degradation. Existing mature vegetation will be preserved to the greatest practical extent.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Utilization of the site.

Standard: *The proposed development does reflect the natural capabilities of the site to support development.*

Finding: It appears that the proposed development is designed in a manner that respects the natural capabilities of the lot.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Developer financially and technically capable.

Standard: *Developer is financially and technically capable to meet the standards of this section.*

Finding: It appears the developer is financially and technically capable of executing the project. A cost estimate and performance guarantee will be provided to Planning Staff prior to any permitting.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

16.7.10.D.(5).(f). Special Exception Criteria

If a special exception use is requested, the board must also determine that the special exception use will:

Maintain Harmony with Adjacent Properties.

Standard: *The special exception use will not prevent the orderly and reasonable use of adjacent properties or of properties in adjacent use zones.*

Finding: The proposed commercial use appears to be in harmony with the adjacent properties zoned for business and commercial use.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Maintain Harmony with Adjacent Uses.

Standard: The special exception use will not prevent the orderly and reasonable use of permitted or legally established uses in the zone wherein the proposed use is to be located, or of permitted or legally established uses in adjacent use zones

Finding: By providing pedestrian access from the property to abutting commercial businesses, the proposed development appears to have a positive impact to the adjacent commercial uses.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Maintain Public Safety.

Standard: The special exception must not adversely affect the safety, the health, and the welfare of the Town.

Finding: The applicant has provided traffic mitigation options to prevent an adverse impact to traffic safety. By expanding the pedestrian travel-way and providing fences to block light pollution prior to landscaping plantings, the project will maintain public safety along the Kittery Traffic Circle.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Conformance with Title 16

Standard: *The special exception must be in harmony with and promote the general purposes and intent of this title..*

Finding: The proposed development appears to conform to the criteria, purposes, and intent of Title 16.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

Based on the foregoing Findings, the Kittery Planning Board finds the applicant has satisfied each of the review standards for approval and, therefore, the Kittery Planning Board hereby grants final approval for the Development at the above referenced property, including any waivers granted or conditions as noted.

Waivers:

1. Zone boundary line extension to allow the parcel to be held exclusively to the standards of the C-3 Zone, to allow for a uniform landscaping plan.

Conditions of Approval (to be included as notes on the final plan in addition to the existing notes):

1. Without prior approval, no changes, erasures, modifications or revisions may be made to any Planning Board approved final plan.
2. Applicant/contractor will follow Maine DEP Best Management Practices for all work associated with site and building construction to ensure adequate erosion control and slope stabilization.
3. Prior to the commencement of grading and/or construction within a building envelope, as shown on the Plan, the owner and/or developer must stake all corners of the envelope. These markers must remain in place until the Code Enforcement Officer determines construction is completed and there is no danger of damage to areas that are, per Planning Board approval, to remain undisturbed.
4. The applicant will provide a safety assessment for the Kittery Traffic Circle, which will be reviewed by a third-party engineer and Town Planning staff, prior to issuance of occupancy.
5. All Notices to Applicant contained in the Findings of Fact (dated: 3/28/24).

Conditions of Approval (Not to be included as notes on the final plan):

1. Incorporate any plan revisions on the site plan as recommended by Staff, Planning Board, or Peer Review Engineer, and submit for Staff review prior to endorsement and recording of the plan.

Notices to Applicant:

1. Prior to the release of the signed plans, the applicant must pay all outstanding fees associated with review, including, but not limited to, Town Attorney fees, peer review, newspaper advertisements and abutter notification.
2. State law requires all subdivision and shoreland development plans, and any plans receiving waivers or variances, be recorded at the York County Registry of Deeds within 90 days of the final approval.

3. Three (3) paper copies of the final recorded plan and any and all related state/federal permits or legal documents that may be required, must be submitted to the Town Planning Department. Date of Planning Board approval shall be included on the final plan in the Signature Block.
4. This approval by the Town Planning Board constitutes an agreement between the Town and the Developer, incorporating the Plan and supporting documentation, the Findings of Fact, and any Conditions of Approval.

The Planning Board authorizes the Planning Board Chair, or Vice Chair, to sign the Final Plan and the Findings of Fact upon confirmation of compliance with any conditions of approval.

Vote of __ in favor __ against __ abstaining

APPROVED BY THE KITTERY PLANNING BOARD ON 3/28/24

Dutch Dunkelberger, Planning Board Chair

Per Title 16.2.12.B(1) - An aggrieved party with legal standing may appeal a final decision of the Planning Board to the York County Superior Court in accordance with Maine Rules of Civil Procedures Section 80B, within forty-five (45) days from the date the decision by the Planning Board was rendered.

GENERAL NOTES (CONT.)

7.) PARKING CALCULATION AS PER §16.7.11.F.(4):
RETAIL STORES: 1 PARKING SPACE/175 SQ. FT. GROSS FLOOR AREA
2,000 SQ. FT. GROSS FLOOR AREA PROPOSED
[2,000 / 175] = 11.43 SPACES
WAREHOUSE AND STORAGE: 1 PARKING SPACE/500 SQ. FT. GROSS FLOOR AREA
TOTAL PARKING REQUIREMENT = 11.43 => 11 SPACES PER §16.7.11.F.(4)
21 SPACES PROPOSED (1 ADA)

8.) IMPERVIOUS COVERAGE CALCULATION:
TOTAL PARCEL AREA = 37,317 SQ. FT.
EXT. & PRP. SIDEWALK AREA = 1,202 SQ. FT.
PRP. PAVEMENT AREA = 12,314 SQ. FT.
PRP. BUILDING FOOTPRINT = 2,000 SQ. FT.
[12,314 + 2,000 + 1,202] = 15,516 SQ. FT. TOTAL IMPERVIOUS
[15,516 / 37,317] = 41.6% < 70% MAX => OK

9.) OPEN SPACE CALCULATION:
TOTAL PARCEL AREA = 37,317 SQ. FT.
OPEN SPACE BLOCK 1 = 4,562 SQ. FT.
OPEN SPACE BLOCK 2 = 2,718 SQ. FT.
[4,562 + 2,718] = 7,280 SQ. FT.
[7,280 / 37,317] = 19.5% > 10% => OK

10.) THE CONTRACTOR MUST CONTACT DIG SAFE AND ALL LOCAL UTILITY DISTRICTS PRIOR TO THE START OF CONSTRUCTION TO VERIFY THE LOCATION OF EXISTING SUBSURFACE UTILITIES AND CONDITIONS. LOCATING AND PROTECTING ANY UNDERGROUND OR ABOVE-GROUND UTILITY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

11.) THIS DEVELOPMENT IS CURRENTLY SERVICED BY AND PROPOSES TO CONTINUE TO BE SERVICED BY KITTERY WATER DISTRICT (KWD). THE DEVELOPMENT SHALL ALSO BE SERVICED BY KITTERY SEWER SERVICES (KSS) THROUGH THE NEW EXTENSION DEPICTED WITHIN THE PLAN SET. ALL UTILITY MATERIALS, SIZES, AND CONSTRUCTION PRACTICES SHALL BE IN ACCORDANCE WITH STANDARDS OF THE KITTERY WATER DISTRICT (KWD) AND KITTERY SEWER SERVICES (KSS).

12.) PARKING LANDSCAPING REQUIREMENTS PER §16.4.21.E.(3),(c) AND §16.7.11.F.(4),(g):
A VEGETATED LANDSCAPE PLANTER STRIP MUST BE PROVIDED A MINIMUM OF 15' IN DEPTH ADJACENT TO THE RIGHT-OF-WAY OF ALL PUBLIC ROADS. THE ENTIRE LANDSCAPE PLANTER STRIP MUST BE VEGETATED EXCEPT FOR APPROVED DRIVEWAYS, WALKWAYS, BIKEWAYS, AND SCREENED UTILITY EQUIPMENT.

STREET-SIDE TREES MAY BE SPACED ALONG THE FRONTAGE OR GROUPED/CLUSTERED TO ENHANCE THE VISUAL QUALITY OF THE SITE. THE TREES MUST BE A MINIMUM OF 2" CALIPER AND BE AT LEAST 12" HIGH AT THE TIME OF PLANTING. EXISTING LARGE HEALTHY TREES MUST BE PRESERVED IF PRACTICAL AND WILL COUNT TOWARDS THIS REQUIREMENT.

PARKING LANDSCAPING IS REQUIRED FOR PARKING AREAS CONTAINING 10 OR MORE PARKING SPACES AND MUST HAVE AT LEAST 1 TREE/8 SPACES. SUCH TREES ARE TO BE LOCATED EITHER WITHIN THE LOT OR WITHIN 5' OF IT. SUCH TREES ARE TO BE AT LEAST 1 1/2" WITH NO LESS THAN 25 SQ. FT. OF UNPAVED SOIL OR PERMEABLE SURFACE AREA PER TREE.

13.) HOURS OF OPERATION:
MONDAY THRU FRIDAY: 8:00A - 8:00P
SATURDAY & SUNDAY: 8:00A - 8:00P

14.) SNOW STORAGE LOCATIONS ARE DEPICTED ON THE PLANS. IN INSTANCES WHERE THE DEVELOPED LOT REACHES ITS CAPACITY FOR SNOW STORAGE, ALL EXCESS SNOW SHALL BE CARRIED OFF-SITE.

15.) THE CLOSEST FIRE HYDRANT IS LOCATED APPROXIMATELY 200' FROM THE NORTHEASTERN CORNER OF THE PARCEL, AT THE INTERSECTION OF ROGERS ROAD AND STATE ROAD (U.S. ROUTE 1).

16.) MARIJUANA BUSINESS STANDARDS AS PER §16.5.32.B:
(5) THE AREA OF ANY MARIJUANA BUSINESS ACCESSIBLE TO CUSTOMERS MUST BE NO LESS THAN 400 SQ. FT. AND NO MORE THAN 2,000 SQ. FT.

(7) ANY BUILDING CONTAINING A MARIJUANA BUSINESS MUST BE PROTECTED BY FIRE SUPPRESSION MEASURES AND FIRE ALARMS TO THE SATISFACTION OF THE FIRE CHIEF AND IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES.

(8) THE OWNER OF ANY MARIJUANA BUSINESS, AT THE TIME OF APPLICATION FOR A BUILDING PERMIT, MUST PROVIDE AN AFFIDAVIT FROM A MASTER ELECTRICIAN OR ELECTRICAL ENGINEER CERTIFYING THAT THE ELECTRICAL COMPONENTS CAN MEET THE ELECTRICAL LOAD DEMANDS OF THE USE.

(9) SECURITY - THE LICENSED PREMISES MUST HAVE VIDEO SURVEILLANCE CAPABLE OF COVERING THE EXTERIOR AND INTERIOR OF THE FACILITY. THE VIDEO SURVEILLANCE SYSTEM MUST BE OPERATED WITH CONTINUOUS RECORDING 24 HOURS PER DAY, SEVEN DAYS PER WEEK AND VIDEO RETAINED FOR A MINIMUM DURATION OF 30 DAYS. SUCH RECORDS MUST BE MADE AVAILABLE TO LAW ENFORCEMENT AGENCIES WHEN INVESTIGATING A CRIMINAL COMPLAINT.

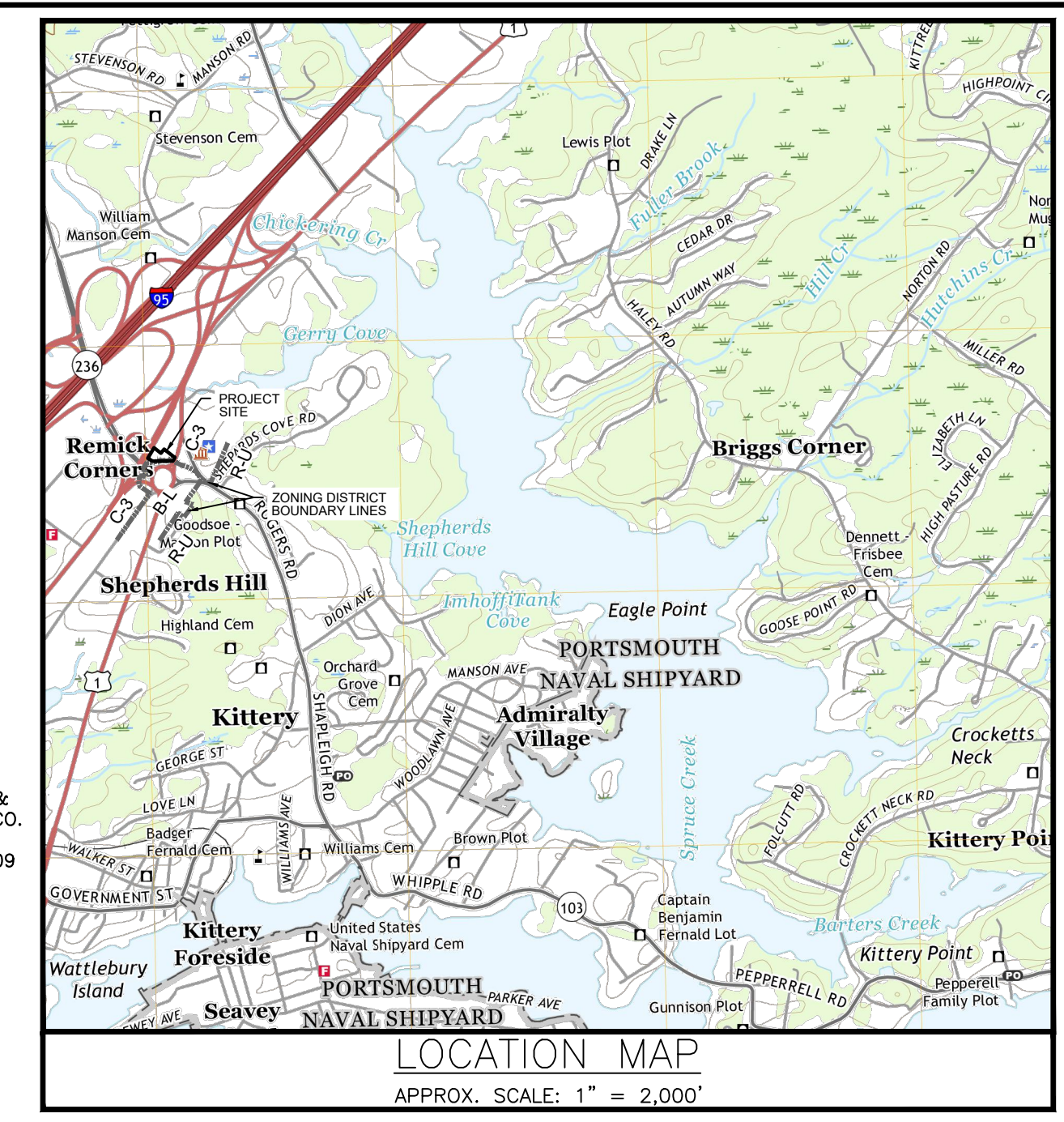
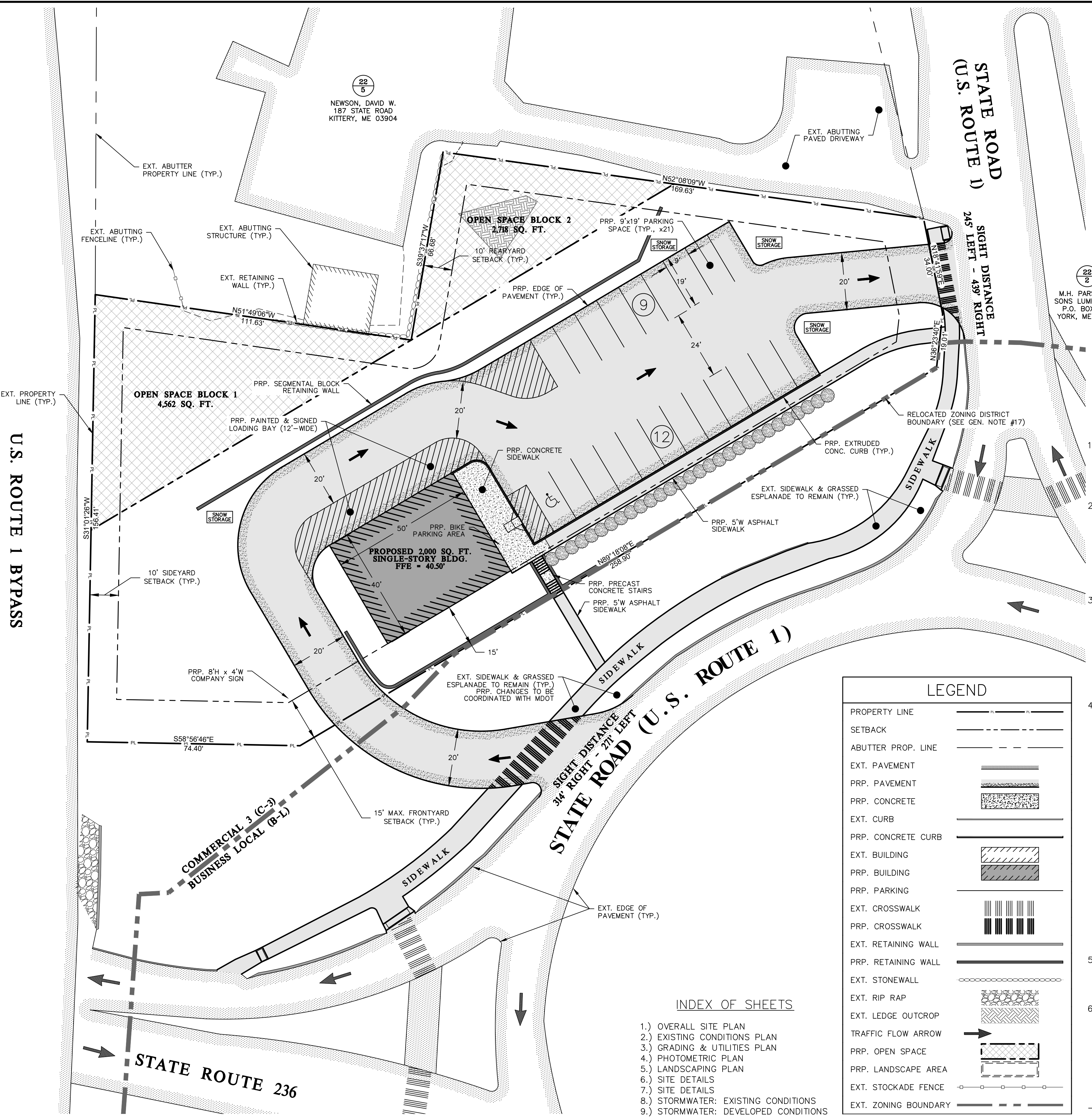
(11) THE LICENSED PREMISES MUST HAVE EXTERIOR LIGHTING THAT CONFORMS WITH THIS TITLE AND THE TOWN OF KITTERY'S DESIGN HANDBOOK. THE PLANNING BOARD, AT ITS DISCRETION, MAY REQUIRE MOTION SENSORS COVERING THE FULL PERIMETER OF THE BUILDING(S).

17.) PER GENERAL DEVELOPMENT REQUIREMENTS §16.1.8.B.(5): THE PLANNING BOARD MAY GRANT A ZONE BOUNDARY LINE EXTENSION OF NOT MORE THAN 50 FEET FOR SPLIT-ZONED LOTS. THE APPLICANT IS REQUESTING AN EXTENSION OF THE C-3 ZONE INTO THE B-L ZONE A MAXIMUM DISTANCE OF 24' TO ALLOW FOR THE ENTIRE SUBJECT PARCEL TO BE SUBJECT TO THE REGULATIONS AND REQUIREMENTS SUMMARIZED IN GENERAL NOTE #4.

18.) PER §16.4.17.D.(2),(c).[2] REQUIRED PLANTINGS THAT DO NOT SURVIVE MUST BE REPLACED WITHIN ONE YEAR. THIS REQUIREMENT DOES NOT EXPIRE AND RUNS WITH THE LAND. THIS PROVISION IS TYPICALLY A REQUIREMENT OF THE B-L ZONING DISTRICT BUT NOT THE C-3 ZONE WHERE THIS DEVELOPMENT IS PROPOSED, BUT THIS REQUIREMENT SHALL APPLY TO THIS PARCEL IN ITS ENTIRETY.

19.) THIS APPLICATION IS SUBJECT TO A JOINT TRAFFIC SAFETY ASSESSMENT FOR THE ABUTTING KITTERY TRAFFIC CIRCLE, AND SHALL SHARE COSTS WITH THE APPLICATION PREPARED FOR 120 ROUTE 1. THIS DEVELOPMENT MAY NOT RECEIVE ITS CERTIFICATE OF OCCUPANCY UNTIL THE TRAFFIC SAFETY ASSESSMENT IS PREPARED AND PROVIDED TO THE TOWN OF KITTERY.

20.) THE REQUIREMENTS OF §16.4.21.E.(3),(g) - SEE GENERAL NOTE #6 - SHALL BE SATISFIED DURING CONSTRUCTION BY THE INSTALLATION OF A TEMPORARY FENCE, TIMBER OR CHAIN LINK WITH ACCOMPANYING PRIVACY SCREEN, AT A HEIGHT OF 6' AND SPANNING THE LENGTH OF THE ABUTTING PROPOSED PARKING LOT AISLE. THIS FENCE SHALL BE MAINTAINED UNTIL THE PERMANENT VEGETATED EVERGREEN HEDGE IS ESTABLISHED, WHICH IS REQUIRED TO OCCUR PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. SEE LANDSCAPE PLAN SHEET 5.

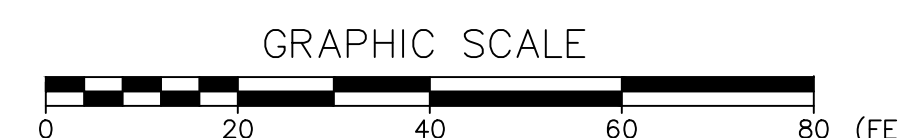


- 1.) THIS PLAN DEPICTS THE DEVELOPMENT OF THE SUBJECT PARCEL INTO AN ADULT-USE MARIJUANA RETAIL STORE SERVICED BY A PAVED TRAVELWAY AND ASSOCIATED PARKING LOT...
2.) THE SUBJECT PARCEL, LOCATED OFF OF STATE ROAD (U.S. ROUTE 1, KITTERY TRAFFIC CIRCLE)...
3.) DIMENSIONAL REQUIREMENTS FOR THE B-L ZONING DISTRICT AS PER §16.4.17.D.(1): LOT SIZE: NO MINIMUM, PROVIDED §16.4.17.D.(1),(g) IS MET...
4.) DIMENSIONAL REQUIREMENTS FOR THE C-3 ZONING DISTRICT AS PER §16.4.21.E.(2): LOT SIZE: 40,000 SQ. FT. (MINIMUM)...
5.) SITE TOPOGRAPHY, EXISTING GROUND SURFACE CONDITIONS, AND BOUNDARY MONUMENTATION ARE DEPICTED BASED ON STATE OF MAINE ORTHOMAGERY...
6.) PARKING STANDARDS SPECIFIC TO THE C-3 ZONING DISTRICT AS PER §16.4.21.E.(3),(g): EACH PARKING SPACE IS TO CONTAIN A RECTANGULAR AREA AT LEAST 19' LONG AND 9' WIDE...

LEGEND table with symbols for PROPERTY LINE, SETBACK, ABUTTER PROP. LINE, EXT. PAVEMENT, PRP. PAVEMENT, PRP. CONCRETE, EXT. CURB, PRP. CONCRETE CURB, EXT. BUILDING, PRP. BUILDING, PRP. PARKING, EXT. CROSSWALK, PRP. CROSSWALK, EXT. RETAINING WALL, PRP. RETAINING WALL, EXT. STONEWALL, EXT. RIP RAP, EXT. LEDGE OUTCROP, TRAFFIC FLOW ARROW, PRP. OPEN SPACE, PRP. LANDSCAPE AREA, EXT. STOCKADE FENCE, EXT. ZONING BOUNDARY.

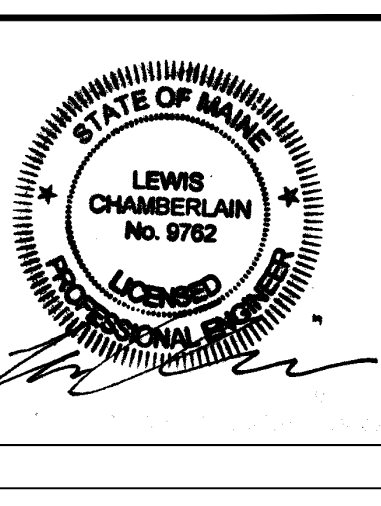
- 1.) OVERALL SITE PLAN
2.) EXISTING CONDITIONS PLAN
3.) GRADING & UTILITIES PLAN
4.) PHOTOMETRIC PLAN
5.) LANDSCAPING PLAN
6.) SITE DETAILS
7.) SITE DETAILS
8.) STORMWATER: EXISTING CONDITIONS
9.) STORMWATER: DEVELOPED CONDITIONS

- 1.) "EXISTING CONDITIONS PLAN OF: INDICO KITTERY, 181 STATE ROAD, KITTERY, ME" PREPARED FOR INDICO, LLC, 120 STATE ROAD, KITTERY, ME. PREPARED BY JUSTIN S. BROWN, P.L.S. #2615 OF SEBAGO TECHNICS. PLAN DATED JULY 11, 2022 - UNRECORDED.
2.) "PENN CONDOMINIUM PLAN FOR PENN CONCESSIONS, LLC, ROUTE 236 - STATE ROAD (U.S. ROUTE 1), KITTERY, MAINE" PREPARED BY ANDERSON LIVINGSTON ENGINEERS, INC. PLAN DATED SEPTEMBER 15, 2004 AND RECORDED AT THE YORK COUNTY REGISTRY OF DEEDS ON JANUARY 26, 2005 IN CONDOMINIUM FILE 631, PAGE 1.

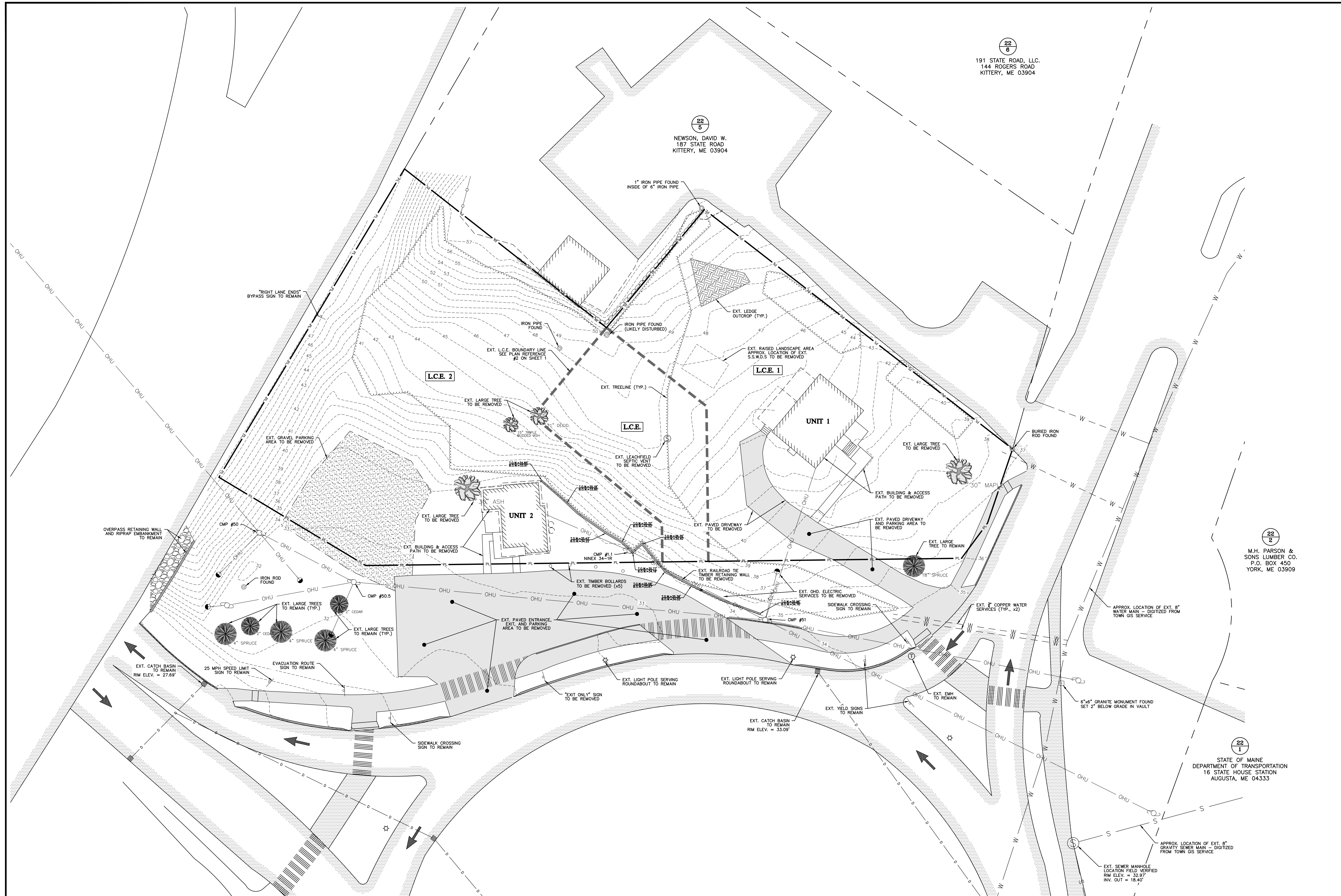


TOWN OF KITTERY PLANNING BOARD SITE PLAN APPROVED: DATE

Table with columns for NO., DESCRIPTION, and DATE. Rows include B FINAL APPLICATION REVISIONS 02/27/24, A PRELIMINARY REVIEW REVISIONS 12/28/23, and NO. DESCRIPTION DATE.



OVERALL SITE PLAN INDICO CANNABIS RETAIL 181 & 185 STATE ROAD, KITTERY MAINE. FOR: IDC5, LLC 120 STATE ROAD KITTERY, MAINE 03904. ATTAR ENGINEERING, INC. CIVIL • STRUCTURAL • MARINE • SURVEYING 1284 STATE ROAD - ELIOT, MAINE 03903 PHONE: (207)439-6023 FAX: (207)439-2128. SCALE: 1" = 20'. DATE: 11/22/23. APPROVED BY: MJS. DRAWN BY: MJS. REVISION DATE: B : 02/27/24. JOB NO: 23072. FILE: 181 STATE RD BASE.DWG. SHEET: 1.



22
6
191 STATE ROAD, LLC.
144 ROGERS ROAD
KITTERY, ME 03904

22
5
NEWSON, DAVID W.
187 STATE ROAD
KITTERY, ME 03904

22
2
M.H. PARSON &
SONS LUMBER CO.
P.O. BOX 450
YORK, ME 03909

22
1
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, ME 04333

LEGEND	
PROPERTY LINE	---
ABUTTER PROP. LINE	---
EXT. L.C.E. CONDO LINE	---
EXT. PAVEMENT	---
EXT. CURB	---
EXT. BUILDING	---
EXT. CROSSWALK	---
EXT. RETAINING WALL	---
EXT. STONEWALL	---
EXT. RIP RAP	---
EXT. LEDGE OUTCROP	---
EXT. STOCKADE FENCE	---
EXT. TREELINE	---
EXT. LARGE TREE	---
EXT. MONUMENT FOUND	---
EXT. OVERHEAD ELEC	OHU
EXT. POWER POLE	---
EXT. LIGHT POLE	---
EXT. GUY ANCHOR	---
EXT. ELEC. MANHOLE	---
EXT. SEWER LINE	S
EXT. SEWER MANHOLE	---
EXT. WATER LINE	W
EXT. WATER SERVICE	W
EXT. STORM LINE	D
EXT. CATCH BASIN	---
EXT. SIGN	---
EXT. MAJOR CONTOUR	XXX
EXT. MINOR CONTOUR	---

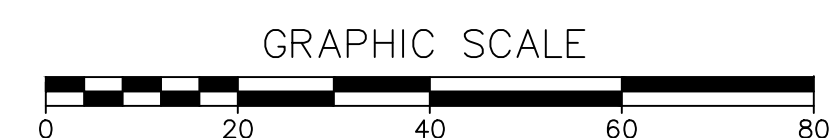
EXISTING CONDITIONS PLAN
INDICO CANNABIS RETAIL
181 & 185 STATE ROAD, KITTERY MAINE

FOR:
IDC5, LLC
120 STATE ROAD
KITTERY, MAINE 03904

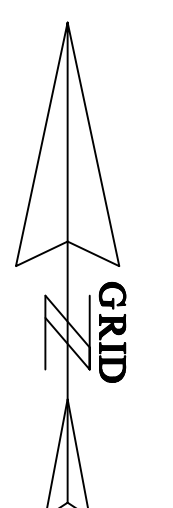
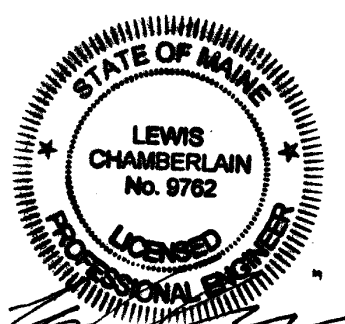
ATTAR ENGINEERING, INC.
CIVIL ♦ STRUCTURAL ♦ MARINE ♦ SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: 1" = 20'	APPROVED BY:	DRAWN BY: MJS
DATE: 11/22/23		REVISION DATE: B : 02/27/24
JOB NO: 23072	FILE: 181 STATE RD BASE.DWG	SHEET: 2

NOTE:
"L.C.E." = LIMITED COMMON ELEMENT. SEE PLAN REFERENCE #2 ON SHEET 1 FOR ADDITIONAL INFORMATION ON CONDOMINIUM PLAN.



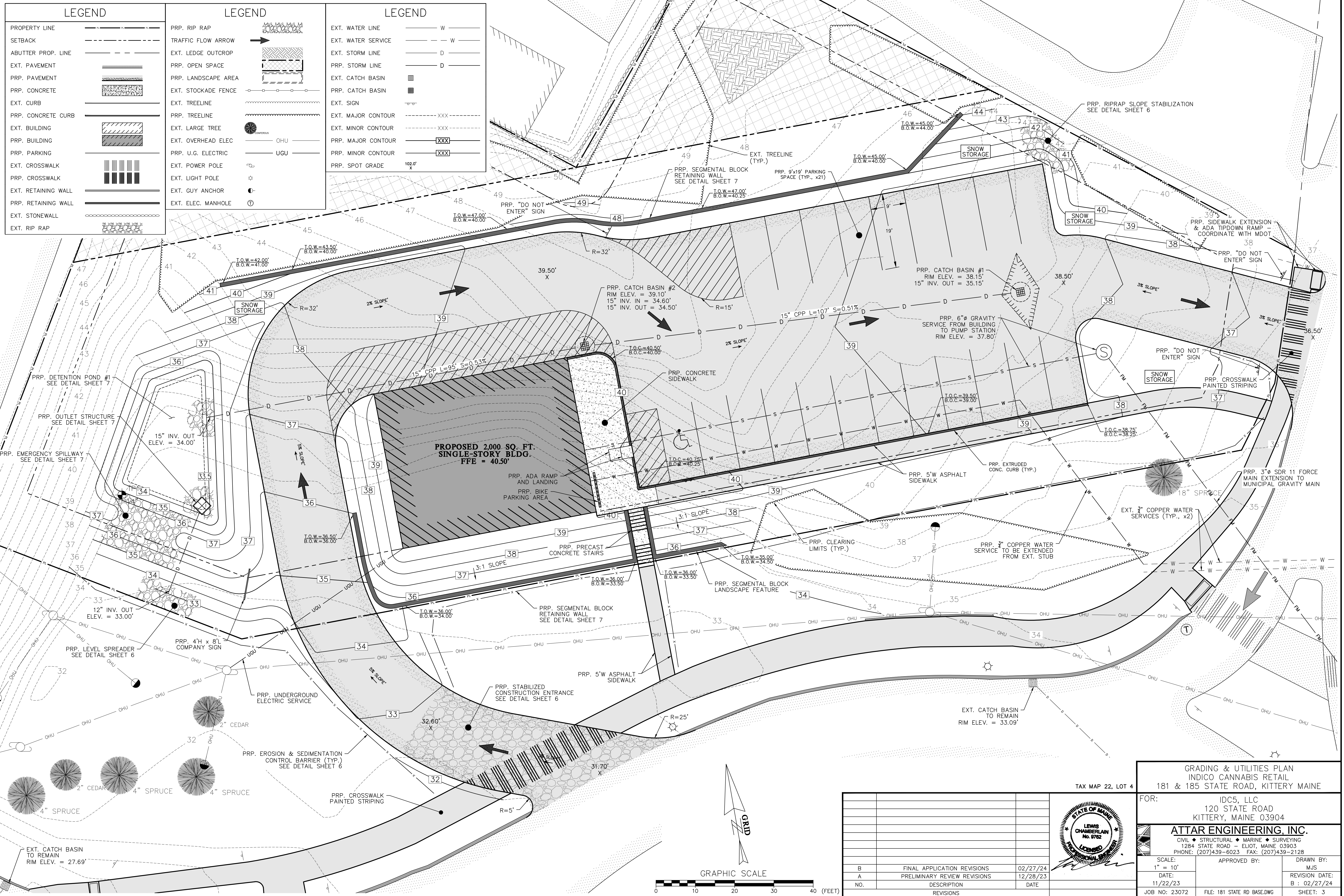
NO.	DESCRIPTION	DATE
B	FINAL APPLICATION REVISIONS	02/27/24
A	PRELIMINARY REVIEW REVISIONS	12/28/23
	REVISIONS	



LEGEND	
PROPERTY LINE	---
SETBACK	----
ABUTTER PROP. LINE	----
EXT. PAVEMENT	▨▨▨▨▨▨▨▨▨▨
PRP. PAVEMENT	▨▨▨▨▨▨▨▨▨▨
PRP. CONCRETE	▨▨▨▨▨▨▨▨▨▨
EXT. CURB	▨▨▨▨▨▨▨▨▨▨
PRP. CONCRETE CURB	▨▨▨▨▨▨▨▨▨▨
EXT. BUILDING	▨▨▨▨▨▨▨▨▨▨
PRP. BUILDING	▨▨▨▨▨▨▨▨▨▨
PRP. PARKING	▨▨▨▨▨▨▨▨▨▨
EXT. CROSSWALK	▨▨▨▨▨▨▨▨▨▨
PRP. CROSSWALK	▨▨▨▨▨▨▨▨▨▨
EXT. RETAINING WALL	▨▨▨▨▨▨▨▨▨▨
PRP. RETAINING WALL	▨▨▨▨▨▨▨▨▨▨
EXT. STONEWALL	▨▨▨▨▨▨▨▨▨▨
EXT. RIP RAP	▨▨▨▨▨▨▨▨▨▨

LEGEND	
PRP. RIP RAP	▨▨▨▨▨▨▨▨▨▨
TRAFFIC FLOW ARROW	→
EXT. LEDGE OUTCROP	▨▨▨▨▨▨▨▨▨▨
PRP. OPEN SPACE	▨▨▨▨▨▨▨▨▨▨
PRP. LANDSCAPE AREA	▨▨▨▨▨▨▨▨▨▨
EXT. STOCKADE FENCE	▨▨▨▨▨▨▨▨▨▨
EXT. TREELINE	▨▨▨▨▨▨▨▨▨▨
PRP. TREELINE	▨▨▨▨▨▨▨▨▨▨
EXT. LARGE TREE	⊙
EXT. OVERHEAD ELEC.	OHU
PRP. U.G. ELECTRIC	UGU
EXT. POWER POLE	⊙
PRP. LIGHT POLE	⊙
EXT. GUY ANCHOR	⊙
EXT. ELEC. MANHOLE	⊙

LEGEND	
EXT. WATER LINE	W
EXT. WATER SERVICE	W
EXT. STORM LINE	D
PRP. STORM LINE	D
EXT. CATCH BASIN	▨▨▨▨▨▨▨▨▨▨
PRP. CATCH BASIN	▨▨▨▨▨▨▨▨▨▨
EXT. SIGN	⊙
EXT. MAJOR CONTOUR	---XXX---
EXT. MINOR CONTOUR	---XXX---
PRP. MAJOR CONTOUR	---XXX---
PRP. MINOR CONTOUR	---XXX---
PRP. SPOT GRADE	102.0' X



TAX MAP 22, LOT 4

**GRADING & UTILITIES PLAN
INDICO CANNABIS RETAIL
181 & 185 STATE ROAD, KITTERY MAINE**

FOR: **IDC5, LLC**
120 STATE ROAD
KITTERY, MAINE 03904

ATTAR ENGINEERING, INC.
CIVIL • STRUCTURAL • MARINE • SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE:	APPROVED BY:	DRAWN BY:	
1" = 10'	MJS	MJS	
DATE:		REVISION DATE:	
11/22/23		B : 02/27/24	
JOB NO: 23072	FILE: 181 STATE RD BASE.DWG	SHEET: 3	

NO.	DESCRIPTION	DATE
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A	PRELIMINARY REVIEW REVISIONS	12/28/23
	REVISIONS	

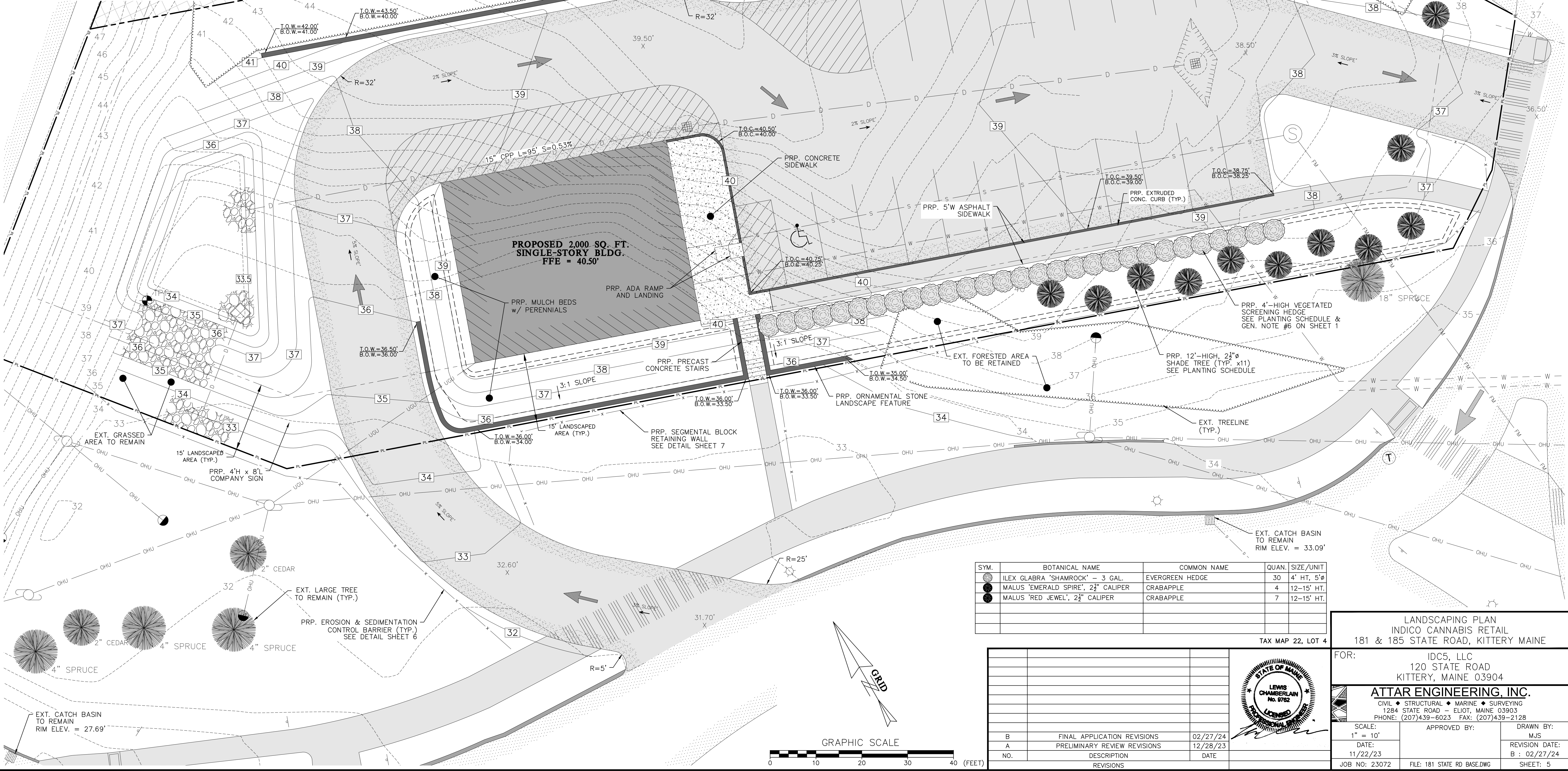
GRAPHIC SCALE
0 10 20 30 40 (FEET)

MAP 22, LOT 4

PROPERTY LINE	---
SETBACK	----
ABUTTER PROP. LINE	---
EXT. PAVEMENT	▬▬▬
PRP. PAVEMENT	▬▬▬▬
PRP. CONCRETE	▬▬▬▬▬▬
EXT. CURB	▬▬▬
PRP. CONCRETE CURB	▬▬▬▬
EXT. BUILDING	▨▨▨▨
PRP. BUILDING	▨▨▨▨▨▨
PRP. PARKING	▨▨▨▨▨▨
EXT. CROSSWALK	▬▬▬▬▬▬
PRP. CROSSWALK	▬▬▬▬▬▬
EXT. RETAINING WALL	▬▬▬▬▬▬
PRP. RETAINING WALL	▬▬▬▬▬▬
EXT. STONEWALL	▬▬▬▬▬▬
EXT. RIP RAP	▬▬▬▬▬▬

PRP. RIP RAP	▬▬▬▬▬▬
TRAFFIC FLOW ARROW	➔
EXT. LEDGE OUTCROP	▨▨▨▨
PRP. OPEN SPACE	▬▬▬▬▬▬
PRP. LANDSCAPE AREA	▬▬▬▬▬▬
EXT. STOCKADE FENCE	▬▬▬▬▬▬
EXT. TREELINE	▬▬▬▬▬▬
PRP. TREELINE	▬▬▬▬▬▬
EXT. LARGE TREE	●
EXT. OVERHEAD ELEC	OHU
PRP. U.G. ELECTRIC	UGU
EXT. POWER POLE	●
EXT. LIGHT POLE	☆
EXT. GUY ANCHOR	●
EXT. ELEC. MANHOLE	⊙

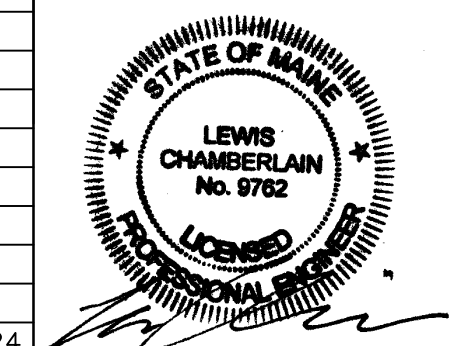
EXT. WATER LINE	W
EXT. WATER SERVICE	W
EXT. STORM LINE	D
PRP. STORM LINE	D
EXT. CATCH BASIN	▬▬▬▬
PRP. CATCH BASIN	▬▬▬▬
EXT. SIGN	▬▬▬▬
EXT. MAJOR CONTOUR	XXX
EXT. MINOR CONTOUR	xxx
PRP. MAJOR CONTOUR	XXX
PRP. MINOR CONTOUR	xxx
PRP. SPOT GRADE	102.0'



SYM.	BOTANICAL NAME	COMMON NAME	QUAN.	SIZE/UNIT
●	ILEX GLABRA 'SHAMROCK' - 3 GAL	EVERGREEN HEDGE	30	4' HT, 5'Ø
●	MALUS 'EMERALD SPIRE', 2½" CALIPER	CRABAPPLE	4	12-15' HT.
●	MALUS 'RED JEWEL', 2½" CALIPER	CRABAPPLE	7	12-15' HT.

LANDSCAPING PLAN
INDICO CANNABIS RETAIL
181 & 185 STATE ROAD, KITTERY MAINE

NO.	DESCRIPTION	DATE
B	FINAL APPLICATION REVISIONS	02/27/24
A	PRELIMINARY REVIEW REVISIONS	12/28/23
NO.	DESCRIPTION	DATE



TAX MAP 22, LOT 4

FOR:
IDC5, LLC
120 STATE ROAD
KITTERY, MAINE 03904

ATTAR ENGINEERING, INC.
CIVIL • STRUCTURAL • MARINE • SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: 1" = 10'

DATE: 11/22/23

APPROVED BY:

DRAWN BY: MJS

REVISION DATE: 02/27/24

JOB NO: 23072 FILE: 181 STATE RD BASE.DWG SHEET: 5

EROSION & SEDIMENTATION CONTROL NOTES

- PRIOR TO ANY SNOW EVENT, SILTATION FENCE OR HAY BALE BARRIERS WILL BE INSTALLED DOWNSLOPE OF ALL STRIPPING OR CONSTRUCTION OPERATIONS. A DOUBLE SILT FENCE BARRIER SHALL BE INSTALLED DOWNSLOPE OF ANY SOIL MATERIAL STOCKPILES. SILT FENCES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND DAILY DURING PROLONGED RAIN. SILT AND SOIL PARTICLES ACCUMULATING BEHIND THE FENCE SHALL BE REMOVED AFTER EACH SIGNIFICANT RAIN EVENT AND IN NO INSTANCE SHOULD ACCUMULATION EXCEED 1/2 THE HEIGHT OF THE FENCE. TORN OR DAMAGED AREAS SHALL BE REPAIRED.
- TEMPORARY AND PERMANENT VEGETATION AND MULCHING IS AN INTEGRAL COMPONENT OF THE EROSION AND SEDIMENTATION CONTROL PLAN. ALL AREAS SHALL BE INSPECTED AND MAINTAINED UNTIL THE DESIRED VEGETATIVE COVER IS ESTABLISHED. THESE CONTROL MEASURES ARE ESSENTIAL TO EROSION PREVENTION AND ALSO REDUCE COSTLY REWORK OF GRADED AND SHAPED AREAS.
- SEEDING, FERTILIZER AND LIME RATES AND TIME OF APPLICATION WILL BE DEPENDENT ON SOIL REQUIREMENTS. TEMPORARY VEGETATION SHALL BE MAINTAINED IN THESE AREAS UNTIL PERMANENT SEEDING IS APPLIED. ADDITIONALLY, EROSION AND SEDIMENTATION MEASURES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED.
- ALL LAWN AREA, OUTER POND SIDE SLOPES AND SWALES SHALL BE PERMANENTLY SEEDDED WITH THE FOLLOWING MIXTURE: 20 LB/ACRE CREEPING RED FESCUE, 2 LB/ACRE REDTOP AND 20 LB/ACRE TALL FESCUE FOR A TOTAL OF 42 LB/ACRE. FERTILIZER AND LIME RATES SHALL BE DEPENDENT ON SOIL TESTING. IN THE ABSENCE OF SOIL TESTS, FERTILIZE WITH 10-20-20 (N-P205-K201) AT 800 LB/ACRE AND LIME AT 3 TONS/ACRE. MULCH WITH HAY AT 70-90 LB/1000 S.F. 4" OF LOAM SHALL BE APPLIED PRIOR TO SEEDING.
- POND BOTTOMS AND INNER POND SIDESLOPES SHALL BE PERMANENTLY SEEDDED WITH THE FOLLOWING MIXTURE: 20 LB/ACRE CREEPING RED FESCUE, 8 LB/ACRE BIRDSFOOT TREFOIL AND 20 LB/ACRE TALL FESCUE FOR A TOTAL OF 48 LB/ACRE. SEE THE ABOVE NOTE FOR FERTILIZER, LIME AND MULCHING RATES.
- TEMPORARY VEGETATION OF ALL DISTURBED AREAS, MATERIAL STOCKPILES AND OTHER SUCH AREAS SHALL BE ESTABLISHED BY SEEDING WITH EITHER WINTER RYE AT A RATE OF 112 LB/ACRE OR ANNUAL RYEGRASS AT A RATE OF 40 LB/ACRE. WINTER RYE SHALL BE USED FOR FALL SEEDING AND ANNUAL RYEGRASS FOR SHORT DURATION SEEDING. SEEDING SHALL BE ACCOMPLISHED BEFORE OCTOBER 1. TEMPORARY STABILIZATION WITH MULCH OF DISTURBED AREAS SHALL TAKE PLACE WITHIN 7 DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES IN AN AREA THAT WILL NOT BE WORKED FOR MORE THAN 7 DAYS. AREAS WITHIN 75 FEET OF A WETLAND OR WATERBODY SHALL BE TEMPORARILY STABILIZED WITH MULCH WITHIN 48 HOURS OF THE INITIAL DISTURBANCE OR PRIOR TO ANY STORM EVENT, WHICHEVER COMES FIRST.
- TEMPORARY SEEDING OF DISTURBED AREAS SHALL BE ACCOMPLISHED BEFORE OCTOBER 1. PERMANENT SEEDING SHALL BE ACCOMPLISHED BEFORE SEPTEMBER 15.
- ALL SEEDED AREAS SHALL BE MULCHED WITH HAY AT A RATE OF 2 BALES (70-90 LB) PER 1000 S.F. OF SEEDED AREA.
- ALL DISTURBED AREAS ON THE SITE SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR TEMPORARILY STABILIZED PER E&S NOTE 6. PERMANENT STABILIZATION MEANS 90% COVER WITH MATURE, HEALTHY PLANTS FOR PLANTED AREAS AND FOR SODDED AREAS, COMPLETE BINDING OF SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.
- A STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED AT ALL ACCESSES TO PUBLIC ROADS (SEE PLAN). TEMPORARY CULVERTS SHALL BE PROVIDED AS REQUIRED.
- SLOPES BETWEEN 2:1 AND 3:1 (INCLUDING 3:1) SHALL BE TREATED WITH POLYJUTE OPEN WEAVE GEOTEXTILE (OR EQUIVALENT) AFTER SEEDING. JUTE MATS SHALL BE ANCHORED PER MANUFACTURER'S SPECIFICATIONS. SLOPES BETWEEN 2:1 AND 1.5:1 (INCLUDING 2:1) SHALL BE ANCHORED WITH RIPRAP. SLOPES ARE PROHIBITED FROM BEING STEEPER THAN 1.5:1.
- EXCESSIVE DUST CAUSED BY CONSTRUCTION OPERATIONS SHALL BE CONTROLLED BY APPLICATION OF WATER OR CALCIUM CHLORIDE.
- THE CONTRACTOR MAY OPT TO USE EROSION CONTROL MIX BERM AS A SEDIMENT BARRIER IN LIEU OF SILTATION FENCE OR HAY BALE BARRIERS WITH APPROVAL FROM THE INSPECTING ENGINEER.
- SEDIMENT BARRIERS SHALL BE DOUBLED WITH 75' OF WETLANDS OR OTHER PROTECTED NATURAL RESOURCES.
- TEMPORARY E&S CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS OF PERMANENT STABILIZATION. ACCUMULATED SEDIMENTS SHALL BE REMOVED AND THE AREA STABILIZED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATE HOUSEKEEPING PRACTICES DURING THE CONSTRUCTION OF THE PROJECT. THESE STANDARDS CAN BE FOUND IN THE FOLLOWING DOCUMENT: MDEP CHAPTER 500 (STORMWATER MANAGEMENT), APPENDIX C: HOUSEKEEPING. HOUSEKEEPING PRACTICES INCLUDE, BUT ARE NOT LIMITED TO, SPILL PREVENTION, GROUNDWATER PROTECTION, FUGITIVE SEDIMENT AND DUST, DEBRIS AND OTHER MATERIALS, EXCAVATION DEWATERING, AUTHORIZED NON-STORMWATER DISCHARGES AND UNAUTHORIZED NON-STORMWATER DISCHARGES. ANY SPILL OR RELEASE OF HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE MDEP; FOR OIL SPILLS, CALL 1-800-482-0777; FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664.

- WHENEVER PRACTICABLE, NO DISTURBANCE ACTIVITIES SHOULD TAKE PLACE WITHIN 50 FEET OF ANY PROTECTED NATURAL RESOURCE. IF DISTURBANCE ACTIVITIES TAKE PLACE BETWEEN 30 FEET AND 50 FEET OF ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED. IF DISTURBANCE ACTIVITIES TAKE PLACE LESS THAN 30 FEET FROM ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED AND DISTURBED AREAS MUST BE TEMPORARILY OR PERMANENTLY STABILIZED WITHIN 7 DAYS.
- ALL SEDIMENT BARRIERS AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
- SEDIMENT BARRIERS SHALL BE INSTALLED DOWN-GRADIENT OF STOCKPILES, AND STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO STOCKPILES.
- THE PROPOSED STORMWATER MANAGEMENT AREAS INTENDED FOR USE AS PERMANENT, POST-CONSTRUCTION BMP'S SHALL BE USED TO TEMPORARILY MANAGE FLOWS DURING CONSTRUCTION. THESE BMP'S SHALL BE MAINTAINED DURING THEIR TEMPORARY USE BY INSTALLING THE APPROPRIATE MEASURES DURING CONSTRUCTION, INCLUDING UNDERDRAINS, SOIL FILTER MEDIA, ETC. SEDIMENT REMOVAL AND SLOPE STABILIZATION SHALL TAKE PLACE AS NECESSARY FOR TEMPORARY CONSTRUCTION MANAGEMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATE HOUSEKEEPING PRACTICES DURING THE CONSTRUCTION OF THE PROJECT. THESE STANDARDS CAN BE FOUND IN THE FOLLOWING DOCUMENT: MDEP CHAPTER 500 (STORMWATER MANAGEMENT), APPENDIX C: HOUSEKEEPING. HOUSEKEEPING PRACTICES INCLUDE, BUT ARE NOT LIMITED TO, SPILL PREVENTION, GROUNDWATER PROTECTION, FUGITIVE SEDIMENT AND DUST, DEBRIS AND OTHER MATERIALS, EXCAVATION DEWATERING, AUTHORIZED NON-STORMWATER DISCHARGES AND UNAUTHORIZED NON-STORMWATER DISCHARGES (DETAILED BELOW).

ROAD & DRIVEWAY CONSTRUCTION NOTES

- ROADS & DRIVEWAYS TO BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE CROSS SECTION DETAIL. GRAVEL FILL TO BE COMPACTED TO 95% MODIFIED PROCTOR IN ACCORDANCE WITH ASTM D 1557. LIFT THICKNESSES TO BE A MAXIMUM OF 6".
- ALL STUMPS, ORGANIC MATERIAL, ROCKS AND BOULDERS TO BE REMOVED TO A MINIMUM DEPTH OF 24" BELOW SUBBASE.
- ALL STUMPS, LEDGE AND LARGE BOULDERS TO BE REMOVED FROM THE CONSTRUCTION AREA. THE CONSTRUCTION AREA SHALL BE CLEARED AND ROUGH GRADED.
- ALL CULVERTS TO BE ADS N-12 (HDPE) OR APPROVED EQUAL. CULVERT INLETS AND OUTLETS TO BE PROTECTED IN ACCORDANCE WITH THE CULVERT INLET/OUTLET PROTECTION DETAIL.
- THE CONTRACTOR MUST CONTACT DIG SAFE AND ALL LOCAL UTILITIES PRIOR TO THE START OF CONSTRUCTION TO VERIFY THE LOCATION OF EXISTING SUBSURFACE UTILITIES AND CONDITIONS. LOCATING AND PROTECTING ANY UNDERGROUND OR ABOVE GROUND UTILITY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

E&S INSPECTION/MAINTENANCE DURING CONSTRUCTION

- INSPECTION AND CORRECTIVE ACTION.** INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION CONTROL MEASURES, MATERIALS STORAGE AREAS THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. INSPECT THESE AREAS AT LEAST ONCE A WEEK, PRIOR TO COMPLETING PERMANENT STABILIZATION MEASURES, AS WELL AS BEFORE AND WITHIN 24 HOURS AFTER A STORM EVENT WHICH PRODUCES 0.5 INCHES OR MORE WITHIN SAID 24 HOUR PERIOD. A TOWN-APPOINTED ENGINEER WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT THE INSPECTIONS AND SHALL ALSO ENSURE THAT THE RECOMMENDED MAINTENANCE IS PERFORMED.
- MAINTENANCE.** IF BEST MANAGEMENT PRACTICES (BMPs) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. IF ADDITIONAL BMPs OR SIGNIFICANT REPAIR OF BMPs ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT WHICH PRODUCES 0.5 INCHES OR MORE WITHIN A 24 HOUR PERIOD. ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.
- DOCUMENTATION.** KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATES OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLES ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPs THAT NEED MAINTENANCE, BMPs THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPs ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPs, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN. THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITTEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

WINTER CONSTRUCTION NOTES (01 NOVEMBER THRU 15 APRIL)

- EXPOSED AREAS SHOULD BE LIMITED TO AN AREA THAT CAN BE MULCHED IN ONE DAY.
- AN AREA SHALL BE CONSIDERED STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH HAY AT A RATE OF 140-180 LB/1000 S.F. (DOUBLE THE NORMAL RATE) OR DORMANT SEEDDED, MULCHED AND ADEQUATELY ANCHORED BY AN APPROVED ANCHORING TECHNIQUE. IN ALL CASES, MULCH SHALL BE APPLIED SO THAT THE SOIL SURFACE IS NOT VISIBLE THROUGH THE MULCH.
- FROM OCTOBER 15 TO APRIL 1, LOAM AND SEED WILL NOT BE REQUIRED. DURING PERIODS OF TEMPERATURES ABOVE FREEZING, DISTURBED AREAS SHALL BE FINE GRADED AND PROTECTED WITH MULCH OR TEMPORARILY SEEDDED AND MULCHED UNTIL PERMANENT SEEDING CAN BE APPLIED. AFTER NOVEMBER 1, DISTURBED AREAS MAY BE LOAMED, FINE GRADED AND DORMANT SEEDDED AT A RATE 200-300% HIGHER THAN THE SPECIFIED PERMANENT SEEDING RATE. IF CONSTRUCTION CONTINUES DURING FREEZING WEATHER, DISTURBED AREAS SHALL BE GRADED BEFORE FREEZING AND TEMPORARILY STABILIZED WITH MULCH. DISTURBED AREAS SHALL NOT BE LEFT OVER THE WINTER OR FOR ANY OTHER EXTENDED PERIOD OF TIME UNLESS STABILIZED WITH MULCH.
- FROM NOVEMBER 1 TO APRIL 15 ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, TRACK OR WOOD CELLULOSE FIBER. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGEWAYS WITH SLOPES GREATER THAN 3%, SLOPES EXPOSED TO DIRECT WINDS AND FOR SLOPES GREATER THAN 8%. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL AREAS WITH SLOPES GREATER THAN 15%. AFTER OCTOBER 1, THE SAME APPLIES TO ALL SLOPES GREATER THAN 8%.
- DURING WINTER CONSTRUCTION, DORMANT SEEDING OR MULCH AND ANCHORING SHALL BE APPLIED TO ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY.
- SNOW SHALL BE REMOVED FROM AREAS OF SEEDING AND MULCHING PRIOR TO PLACEMENT.
- ALL VEGETATED DITCH LINES THAT HAVE NOT BEEN STABILIZED BY NOVEMBER 1, OR WILL BE WORKED DURING THE WINTER CONSTRUCTION PERIOD, MUST BE STABILIZED WITH AN APPROPRIATE STONE LINING BACKED BY AN APPROPRIATE GRAVEL BED OR GEOTEXTILE UNLESS SPECIFICALLY RELEASED FROM THIS STANDARD BY THE MDEP.

CONSTRUCTION HOUSEKEEPING PUNCHLIST

- ALL DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED, AND PLANTINGS SHALL BE ESTABLISHED (GRASS SEEDS HAVE GERMINATED WITHIN 90% VEGETATIVE COVER).
- ALL TRASH, SEDIMENTS, DEBRIS, OR ANY SOLID WASTE SHALL BE REMOVED FROM STORMWATER CHANNELS, CATCH BASINS, DETENTION STRUCTURES, DISCHARGE POINTS, AND LEVEL SPREADERS.
- ALL EROSION AND SEDIMENTATION DEVICES SHALL BE REMOVED (SILTATION FENCES AND POSTS, DIVERSIONS AND SEDIMENT STRUCTURES, ETC.).
- ALL DELIVERABLES (CERTIFICATIONS, SURVEY INFORMATION, AS-BUILT PLANS, REPORTS, NOTICES OF TERMINATION, ETC.) IN ACCORDANCE WITH ALL PERMIT REQUIREMENTS SHALL BE SUBMITTED TO THE TOWN, THE MAINE DEP, HOMEOWNER'S ASSOCIATION, OWNER, AND/OR ALL APPROPRIATE ENTITIES.

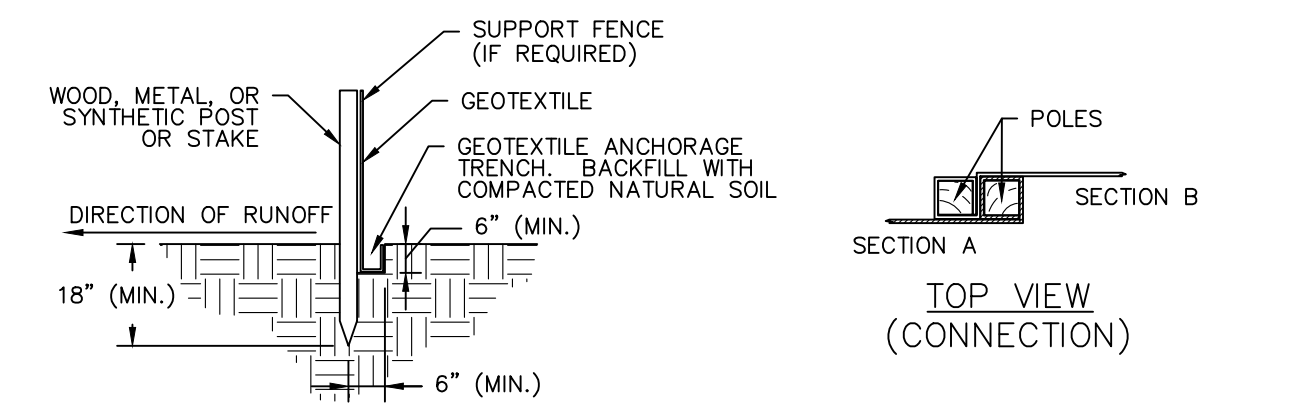
STORMWATER DISCHARGE REQUIREMENTS

AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:

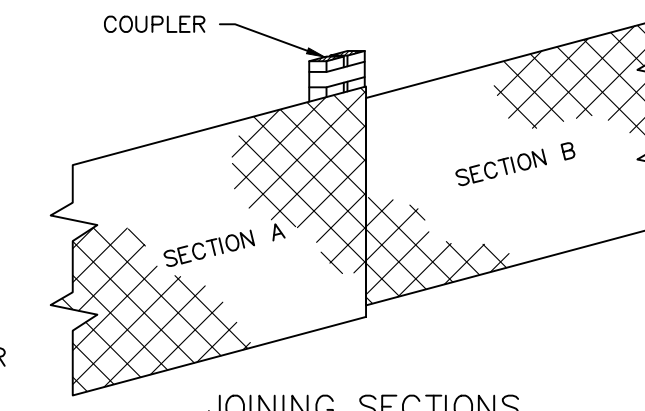
- DISCHARGES FROM FIREFIGHTING ACTIVITY;
- FIRE HYDRANT FLUSHINGS;
- VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND APPENDIX C(3);
- ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
- UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN APPENDIX C(5))
- PORTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS
- LANDSCAPE IRRIGATION

UNAUTHORIZED NON-STORMWATER DISCHARGES. THE DEPARTMENT'S APPROVAL UNDER THIS CHAPTER DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON-STORMWATER, OTHER THAN THOSE DISCHARGES IN COMPLIANCE WITH APPENDIX C (6). SPECIFICALLY, THE DEPARTMENT'S APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:

- WASTEWATER FROM THE WASHOUT OR CLEANOUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;
- FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE;
- SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING; AND
- TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE

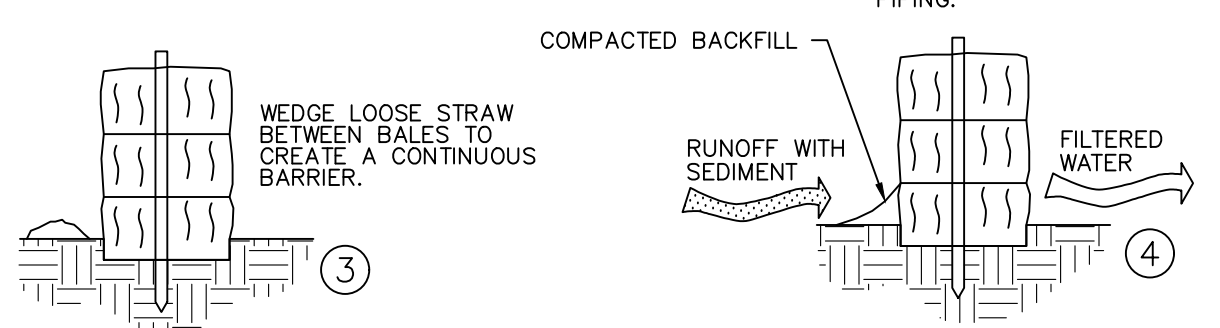
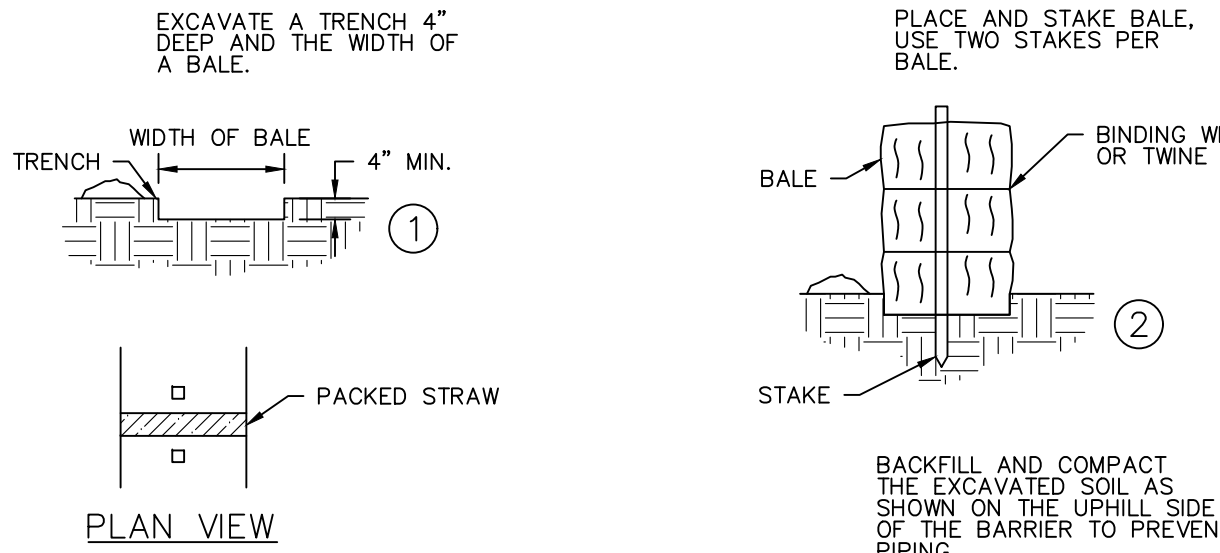


TOE-IN METHOD



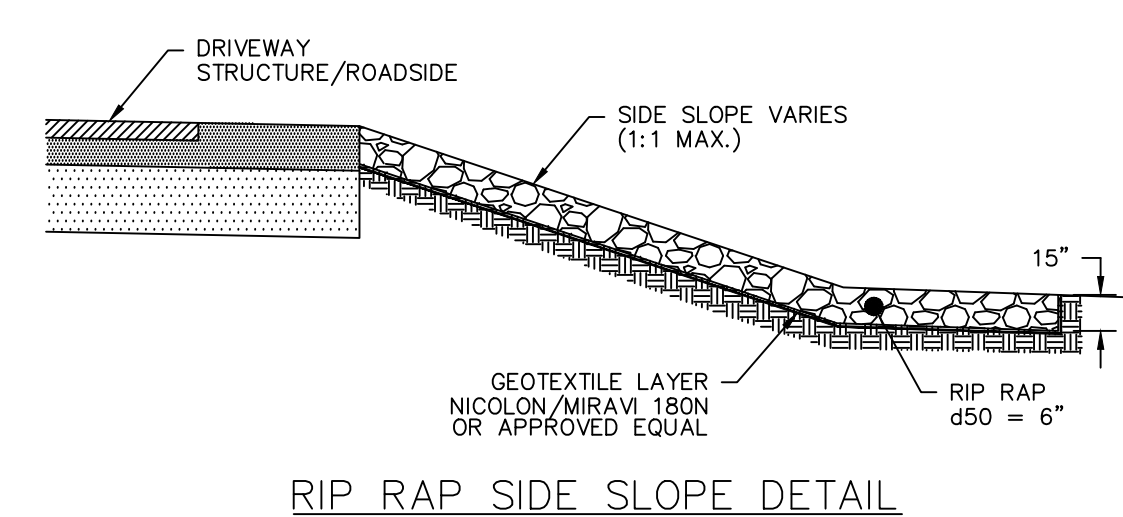
JOINING SECTIONS
THE COUPLER CAN BE ANY ACCEPTABLE DEVICE USED TO TIE THE POLES TOGETHER

TEMPORARY SILT FENCE - NTS

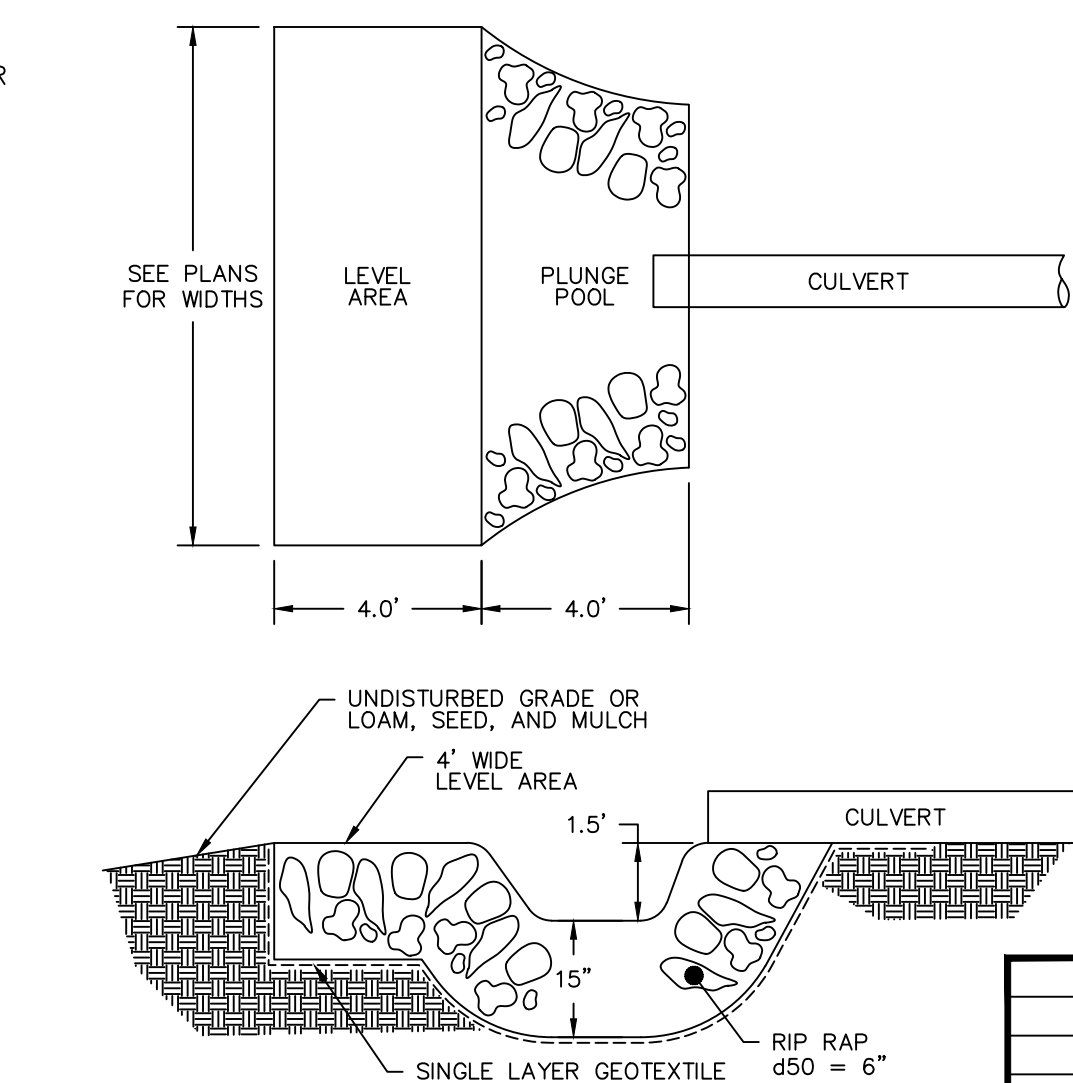


- NOTES:
- PLACE BALES IN A SINGLE ROW, LENGTHWISE ON THE CONTOUR.
 - PLACE BALES 10' AWAY FROM THE TOE OF SLOPE.
 - IN SLOPING AREAS WHERE SURFACE FLOW FOLLOWS THE BALE LINE, INSTALL PERPENDICULAR BALE CHECKS AT APPROPRIATE INTERVALS (100' MAX.)

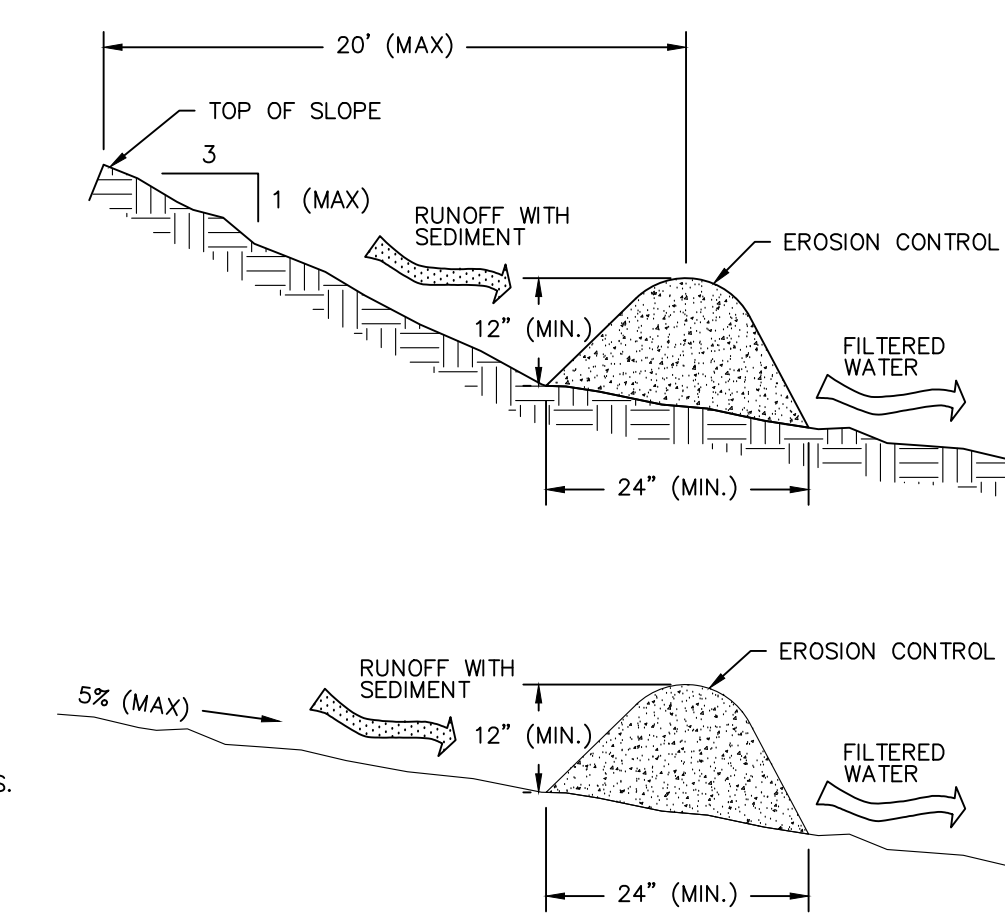
HAY BALE BARRIER - NTS



RIP RAP SIDE SLOPE DETAIL

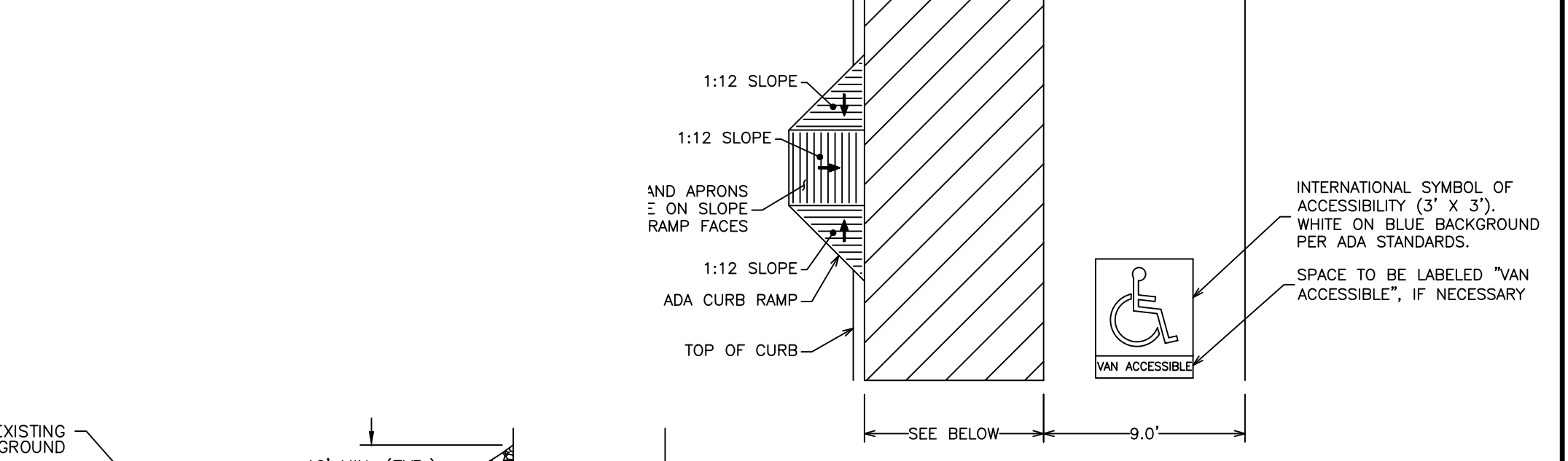


LEVEL SPREADER DETAIL

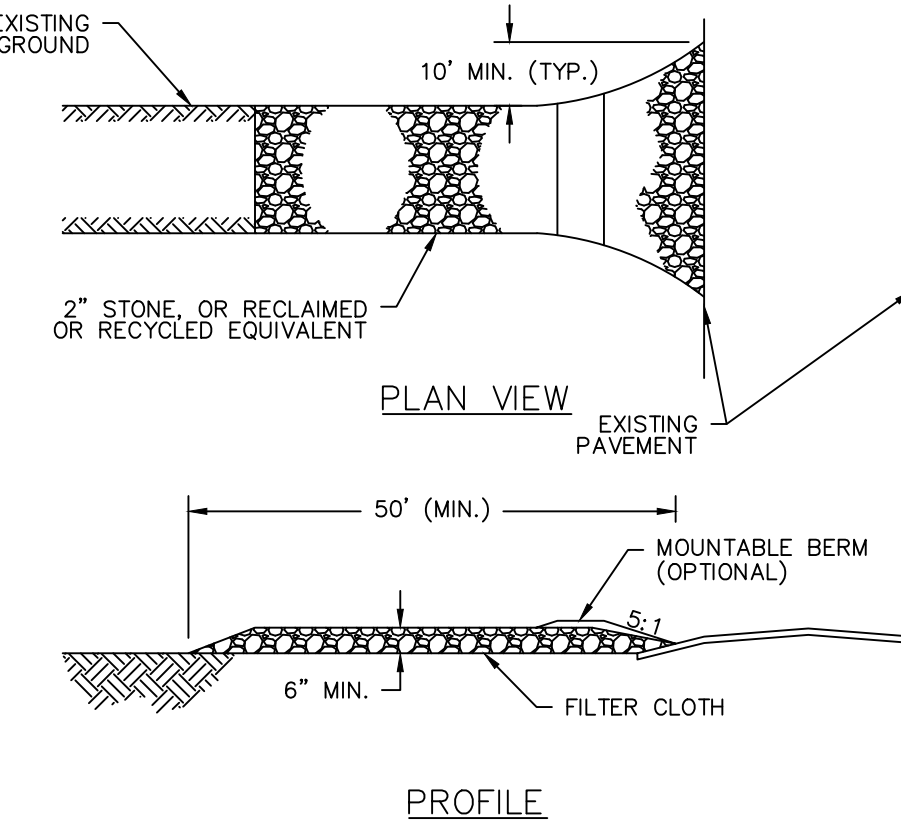


- EROSION CONTROL MIX COMPOSITION STANDARDS:
- THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100% DRY WEIGHT BASIS.
 - PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70% MAXIMUM OF 85% PASSING A 0.75" SCREEN.
 - THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
 - LARGE PORTIONS OF SILTS, CLAYS, OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
 - SOLUBLE SALTS CONTENT SHALL BE < 4.0 mmhos/cm
 - THE pH SHOULD FALL BETWEEN 5.0 AND 8.0.

EROSION CONTROL MIX BERM - NTS

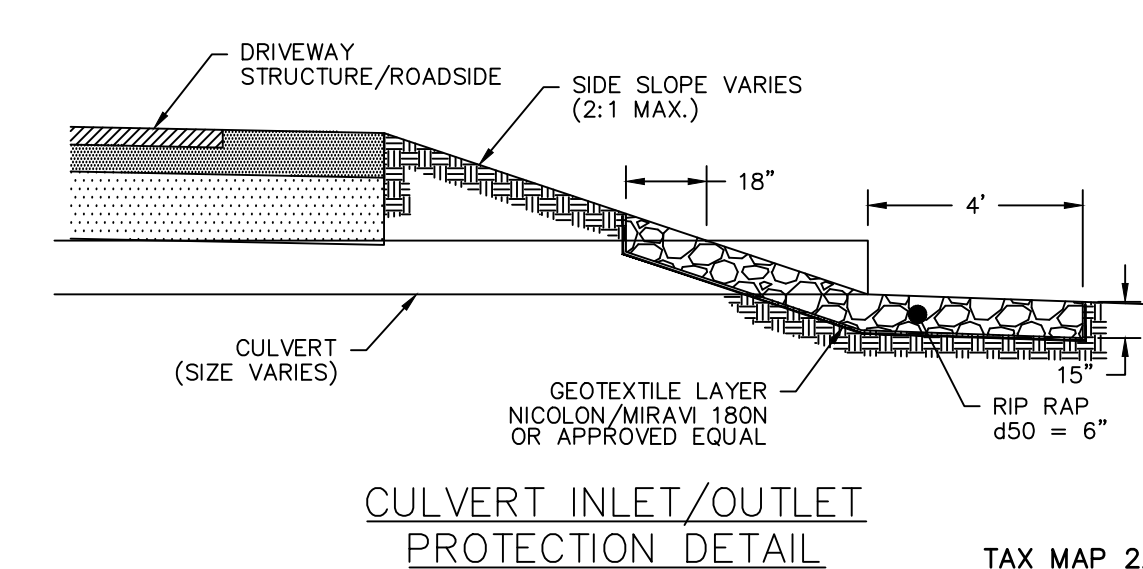


ACCESSIBLE PARKING SPACE DETAIL
ACCESSIBLE RAMP DETAIL
AISLE SHALL BE 5' WIDE FOR AUTOMOBILES OR 8' WIDE FOR VANS (NTS)



- NOTES:
- GEOTEXTILE: PLACE FILTER CLOTH OVER ENTIRE AREA TO BE COVERED WITH AGGREGATE. FILTER CLOTH WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENTIAL LOT.
 - PIPING OF SURFACE WATER UNDER ENTRANCE SHALL BE PROVIDED AS REQUIRED. IF PIPING IS IMPOSSIBLE, A MOUNTABLE BERM WITH A 5:1 SLOPE WILL BE PERMITTED.

STABILIZED CONSTRUCTION ENTRANCE



CULVERT INLET/OUTLET PROTECTION DETAIL

NO.	DESCRIPTION	DATE
A	FINAL APPLICATION REVISIONS	02/27/24
NO.	DESCRIPTION	DATE
	REVISIONS	

SITE DETAILS
INDICO CANNABIS RETAIL
181 & 185 STATE ROAD, KITTERY, MAINE

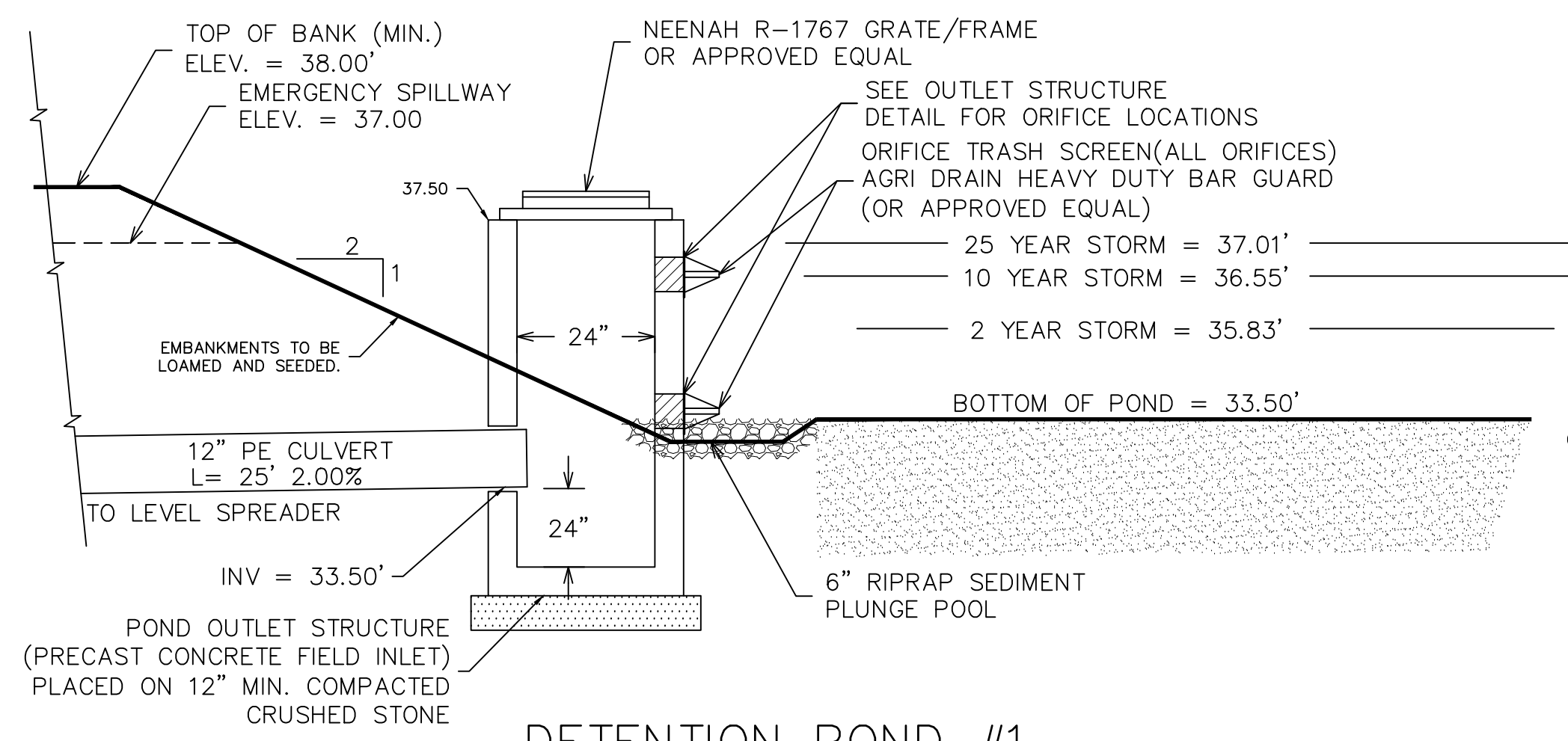
FOR: IDC5, LLC
120 STATE ROAD
KITTERY, MAINE 03904

ATTAR ENGINEERING, INC.
CIVIL ♦ STRUCTURAL ♦ MARINE ♦ SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: AS NOTED
DATE: 11/22/23
JOB NO: 23072

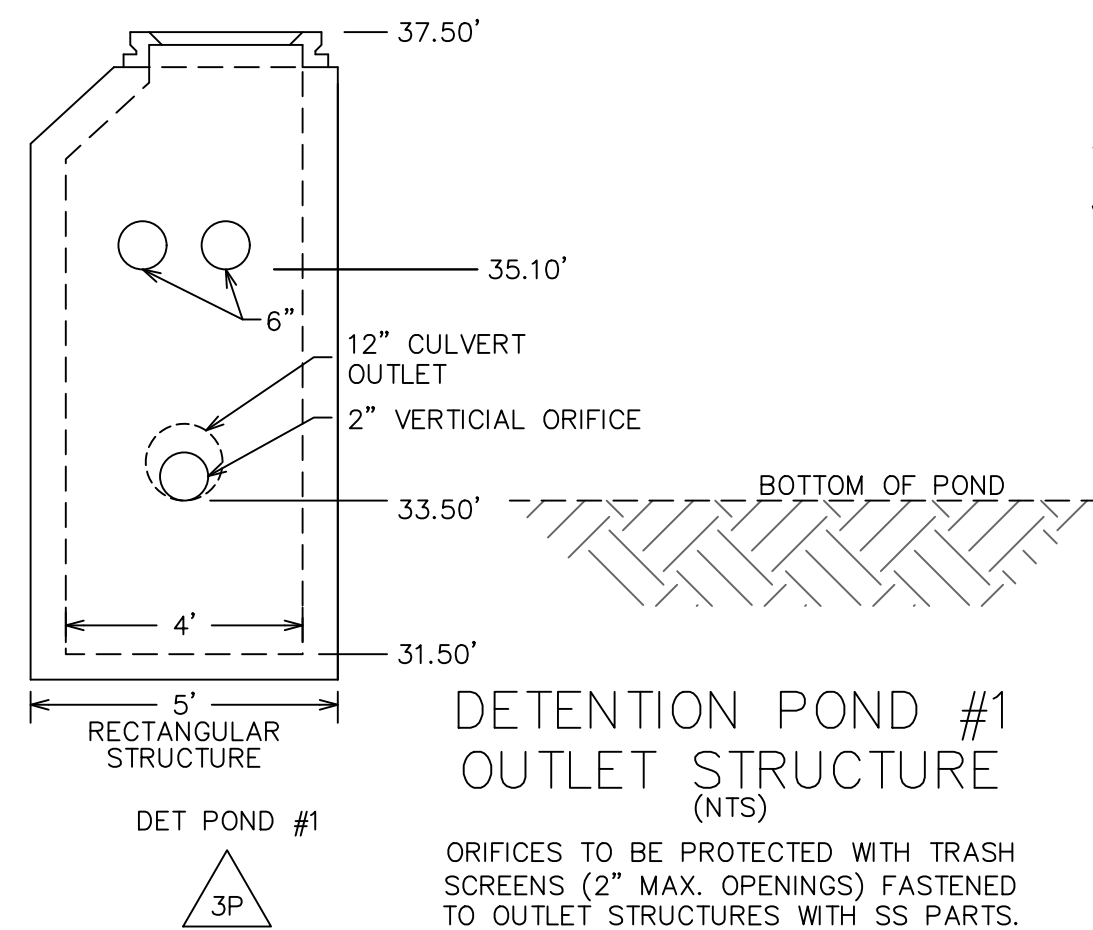
APPROVED BY:
DATE: 11/22/23
FILE: 181 STATE RD BASE.DWG

DRAWN BY: MJS
REVISION DATE: A : 02/27/24
SHEET: 6



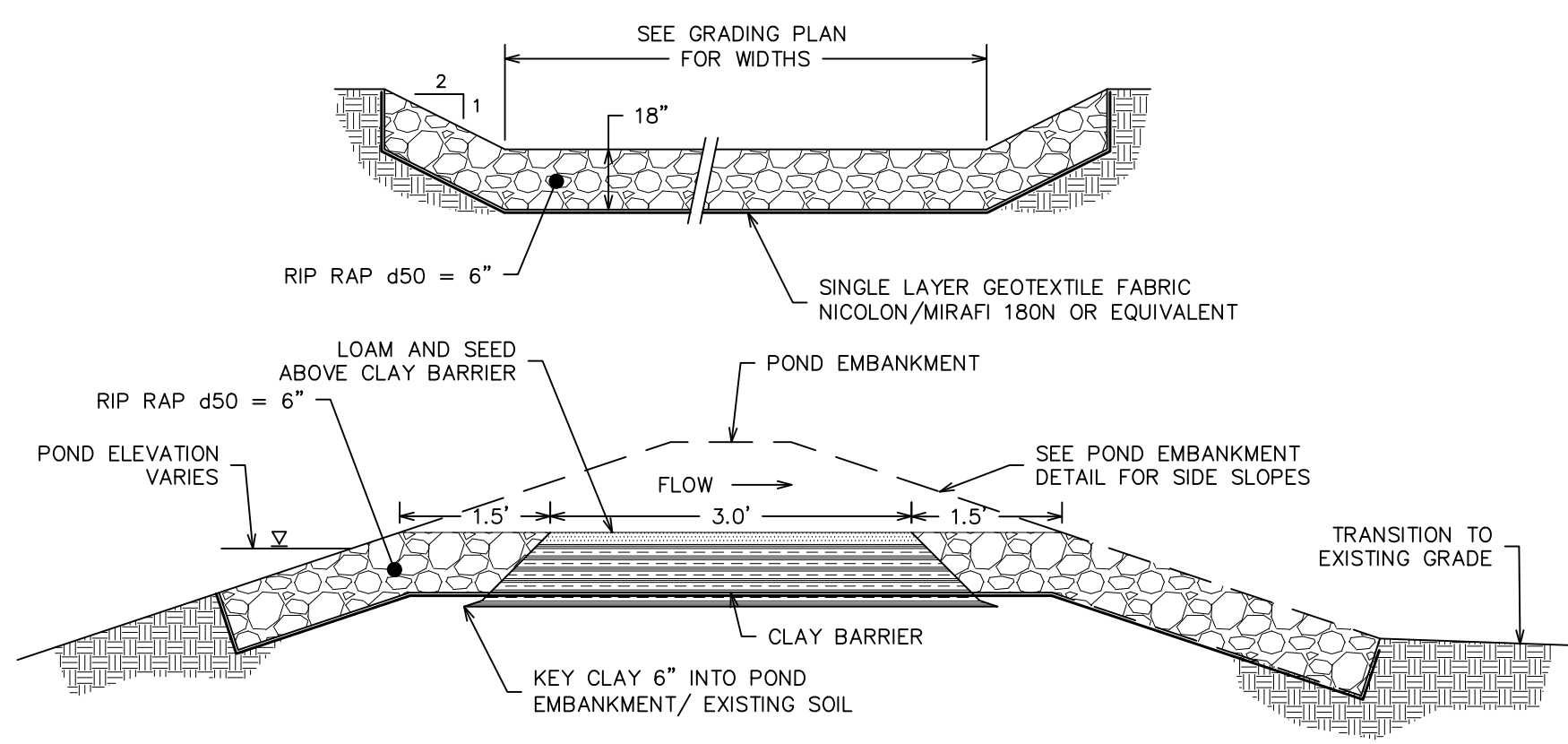
DETENTION POND #1 (NTS)

NOTES: PIPE JOINTS TO BE WATER TIGHT

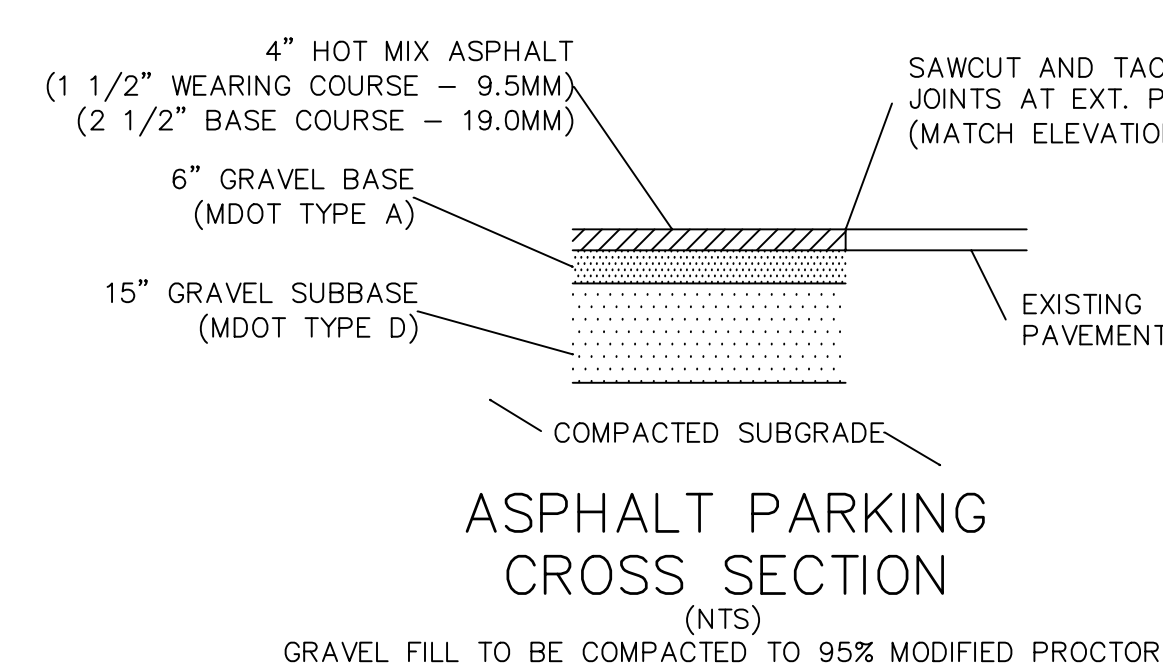


DETENTION POND #1 OUTLET STRUCTURE (NTS)

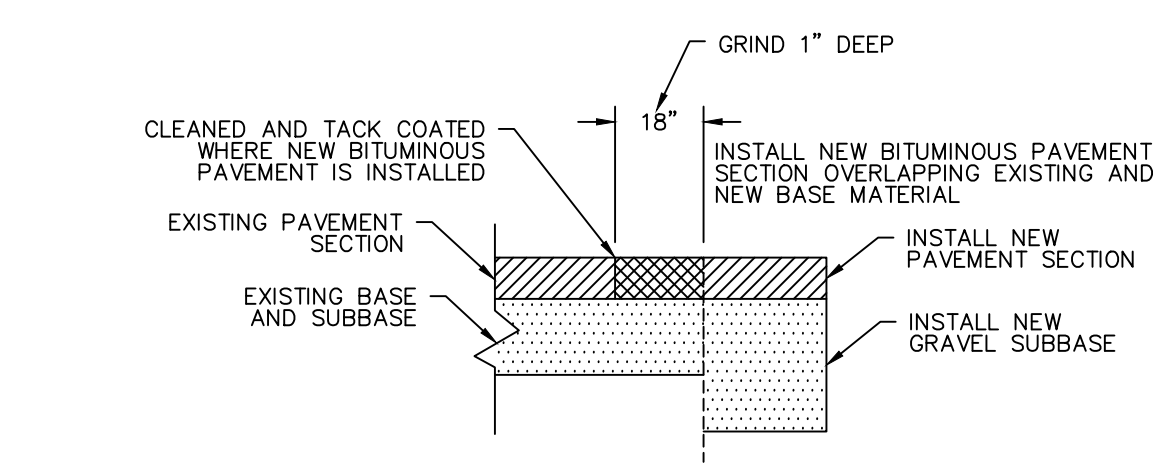
ORIFICES TO BE PROTECTED WITH TRASH SCREENS (2" MAX. OPENINGS) FASTENED TO OUTLET STRUCTURES WITH SS PARTS.



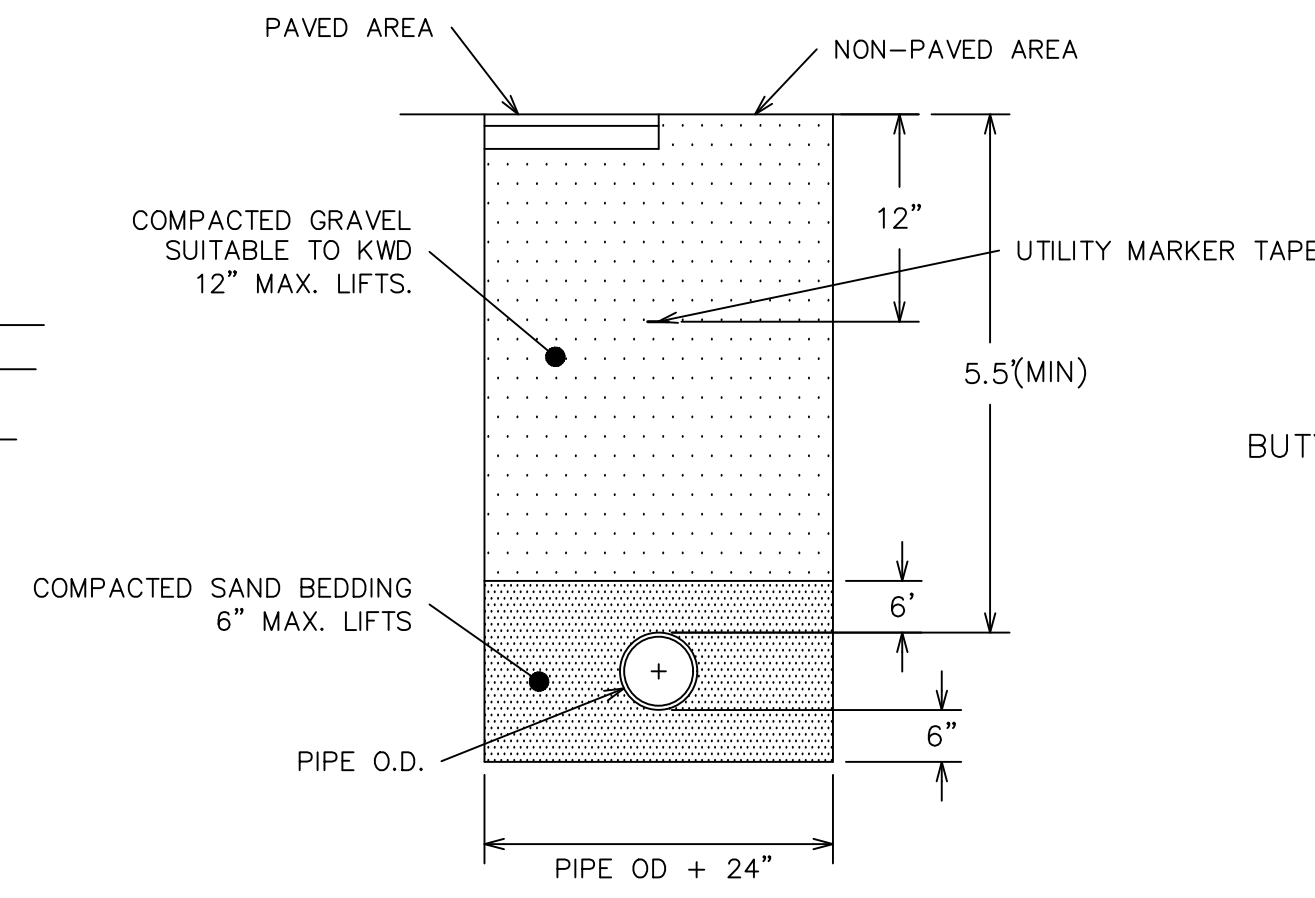
EMERGENCY SPILLWAY DETAIL (NTS)



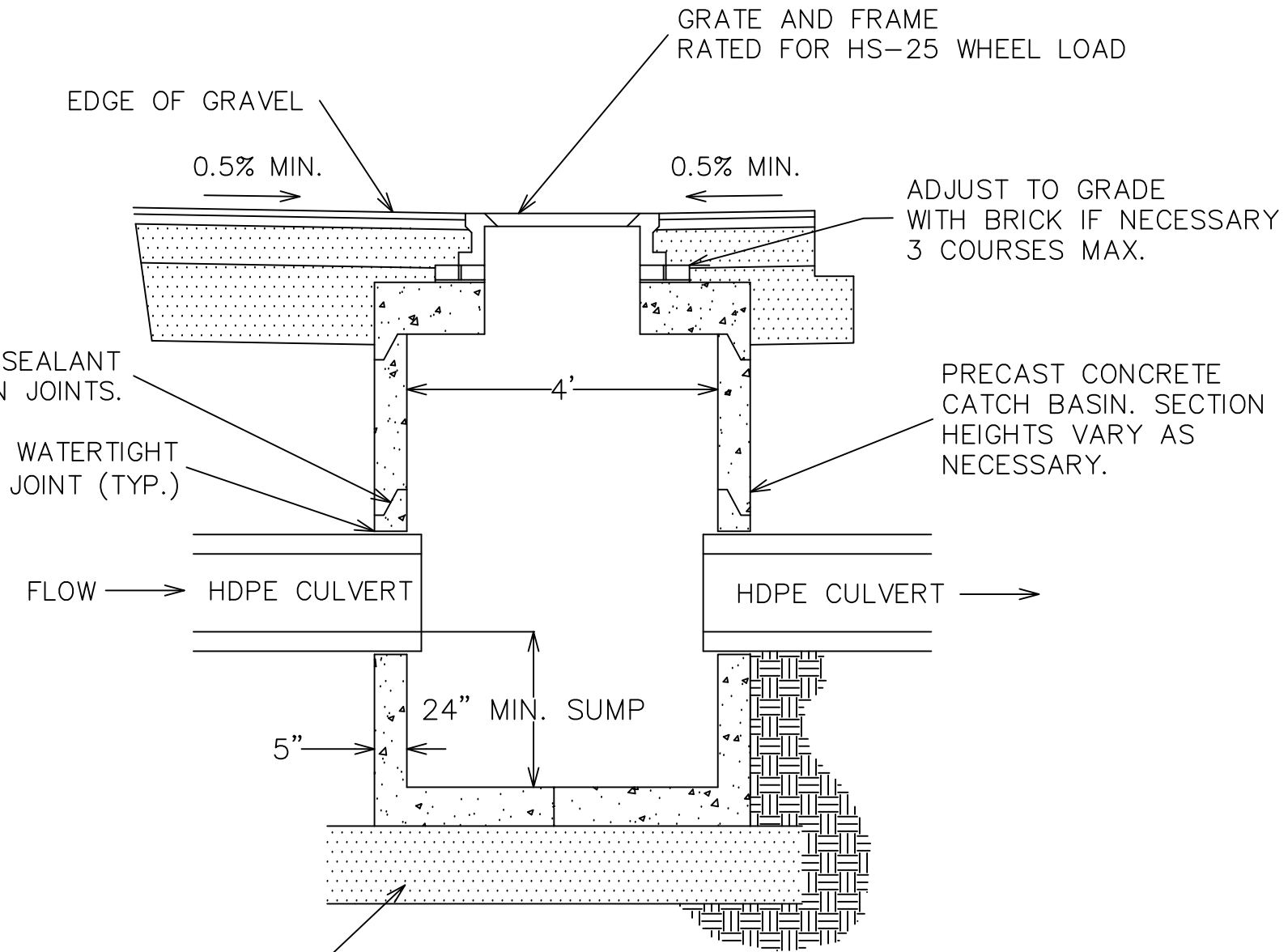
ASPHALT PARKING CROSS SECTION (NTS)



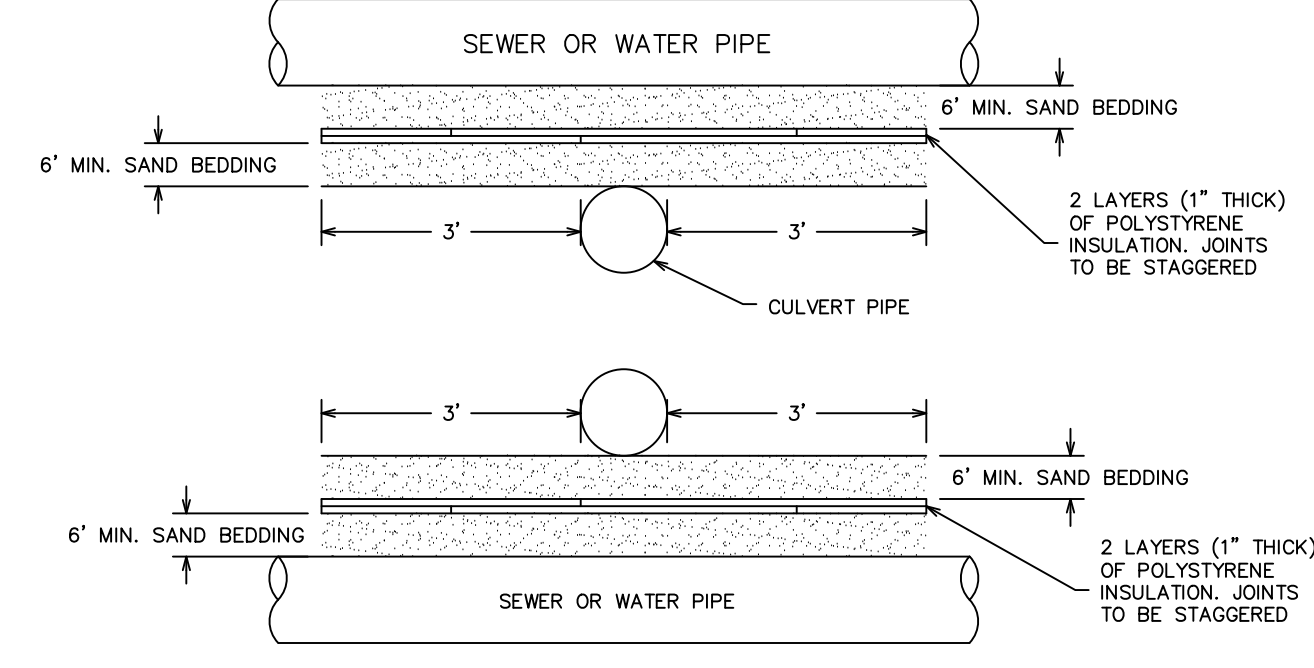
PAVEMENT JOINT CROSS SECTION



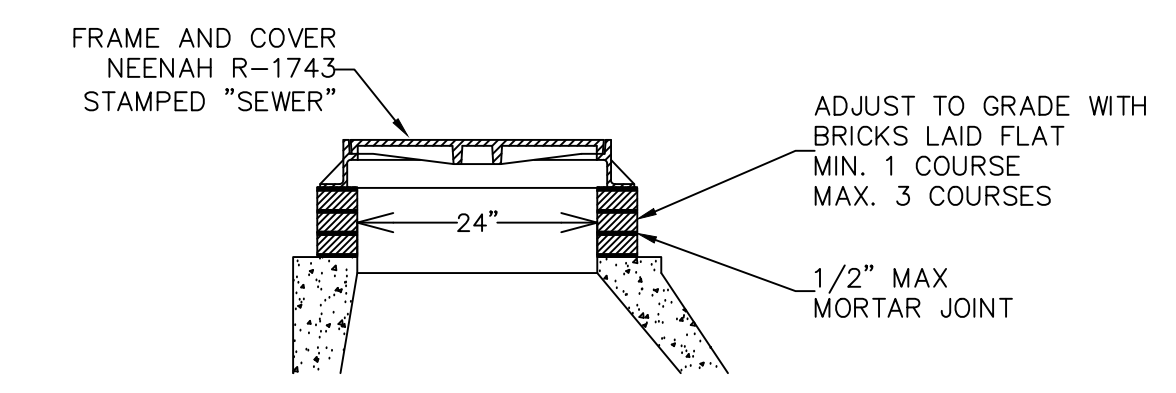
WATER LINE TRENCH DETAIL (NTS)



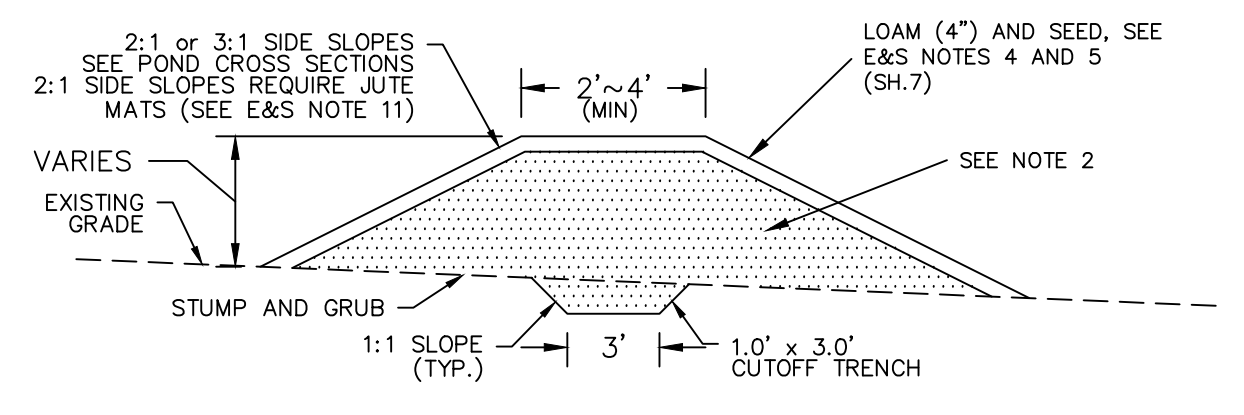
TYPICAL CATCH BASIN (NTS)



CULVERT CROSSING (NTS)



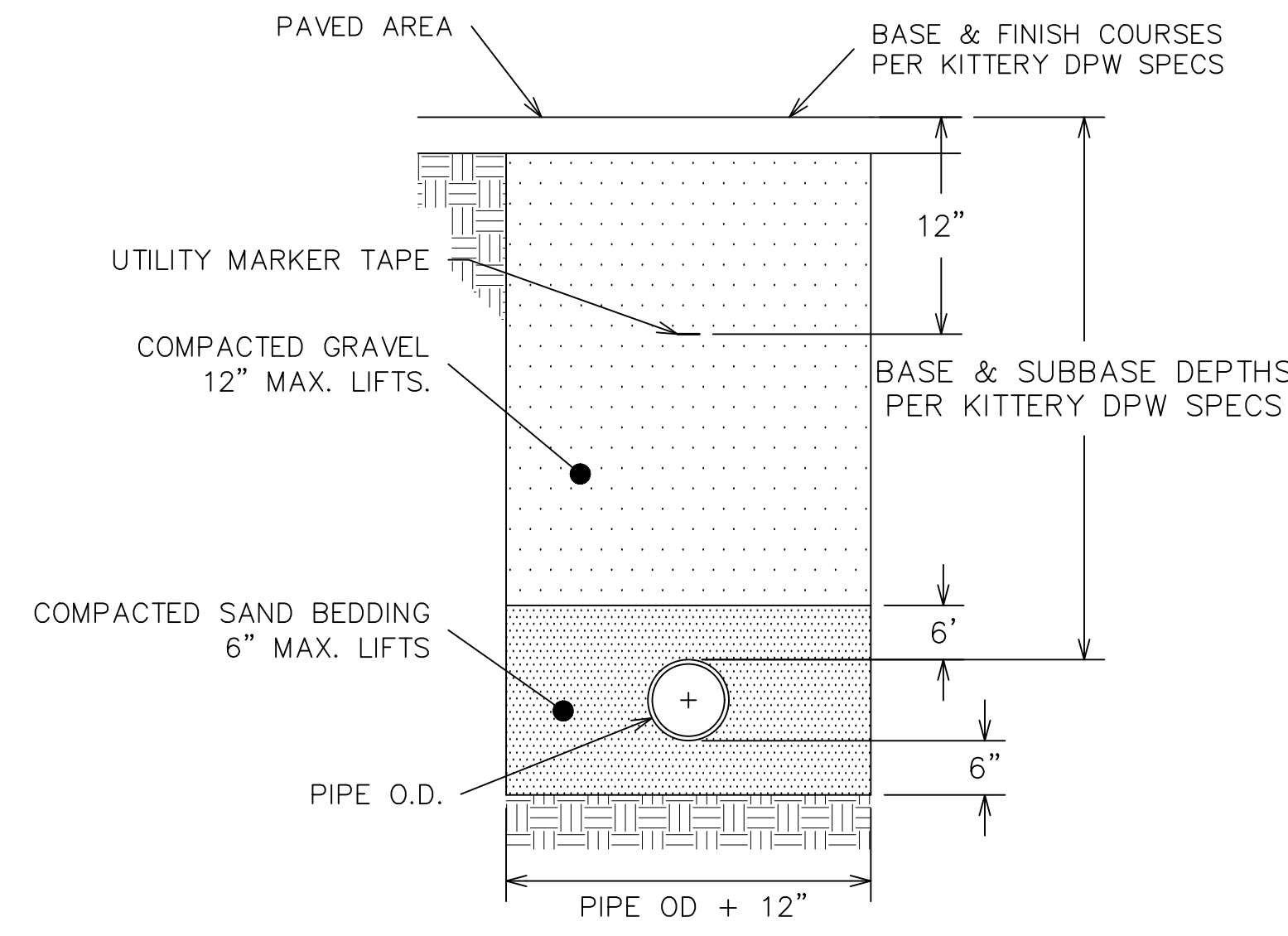
STANDARD COVER AND FRAME SCALE: NTS



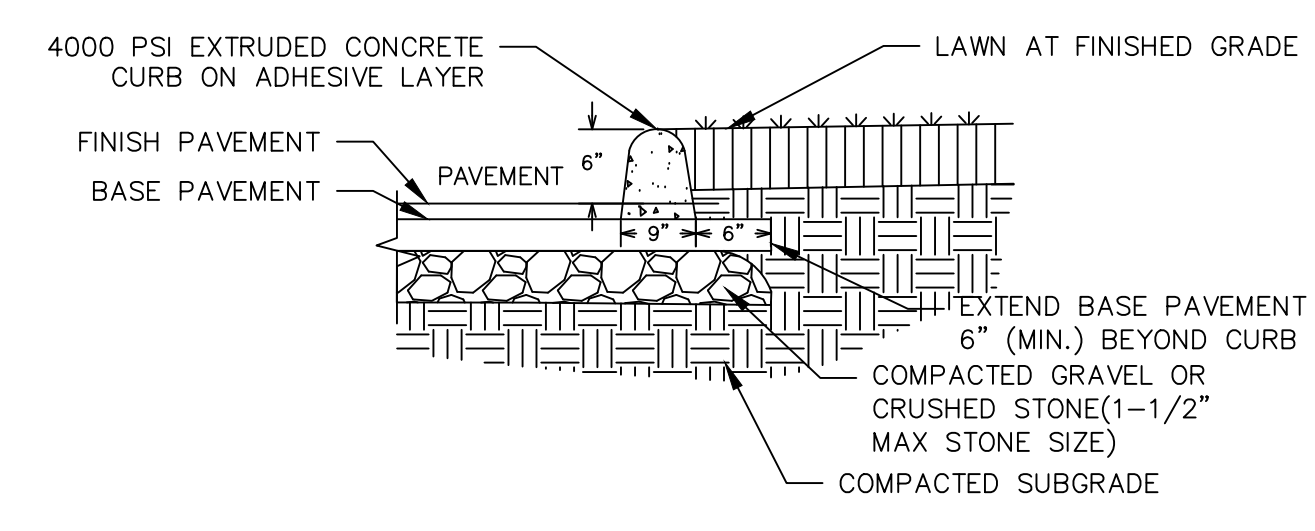
FILTER POND EMBANKMENT AND BERM DETAIL SCALE: 1" = 5'

EMBANKMENT CONSTRUCTION NOTES

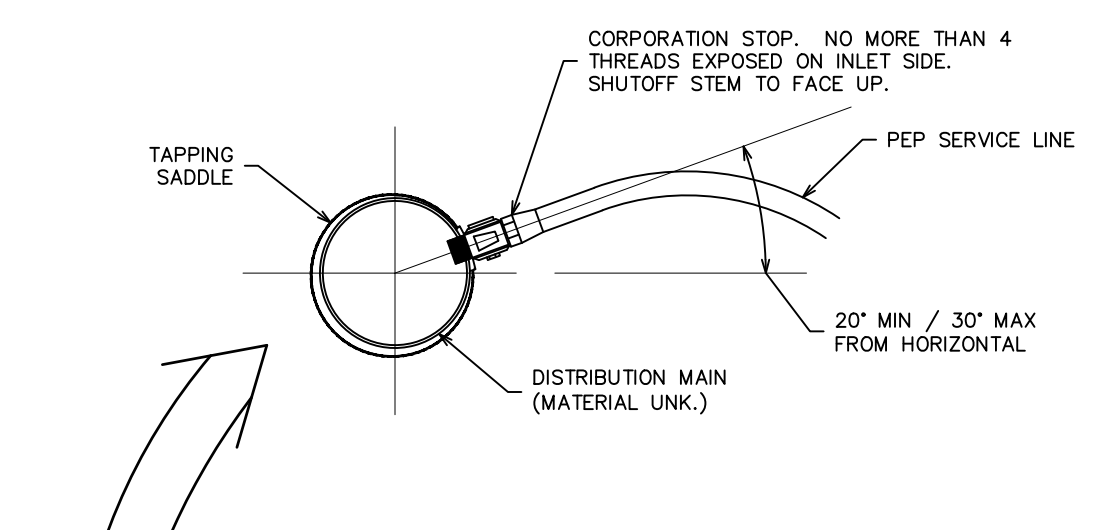
1. ALL ORGANIC MATERIAL, STUMPS, ROCKS AND BOULDERS SHALL BE REMOVED TO A MINIMUM DEPTH OF 24" BELOW SUBGRADE OF THE BASIN EMBANKMENT. ALL EXCAVATIONS BELOW THE BASIN EMBANKMENT SHALL HAVE A MINIMUM SLOPE OF 1H : 1V.
2. ALL BASIN EMBANKMENT FILL MATERIAL SHALL BE WELL GRADED BORROW WITH A MINIMUM OF 20% FINES CONTENT. EMBANKMENT FILL SHALL BE PLACED IN 12" (MAX.) LIFTS AND BE COMPACTED TO 95% MODIFIED PROCTOR. A CUTOFF TRENCH SHALL BE EXCAVATED AS SHOWN PRIOR TO CONSTRUCTION OF EMBANKMENT.
3. DETENTION BASIN AND ALL EXCAVATIONS SHALL BE KEPT FREE OF WATER DURING CONSTRUCTION.



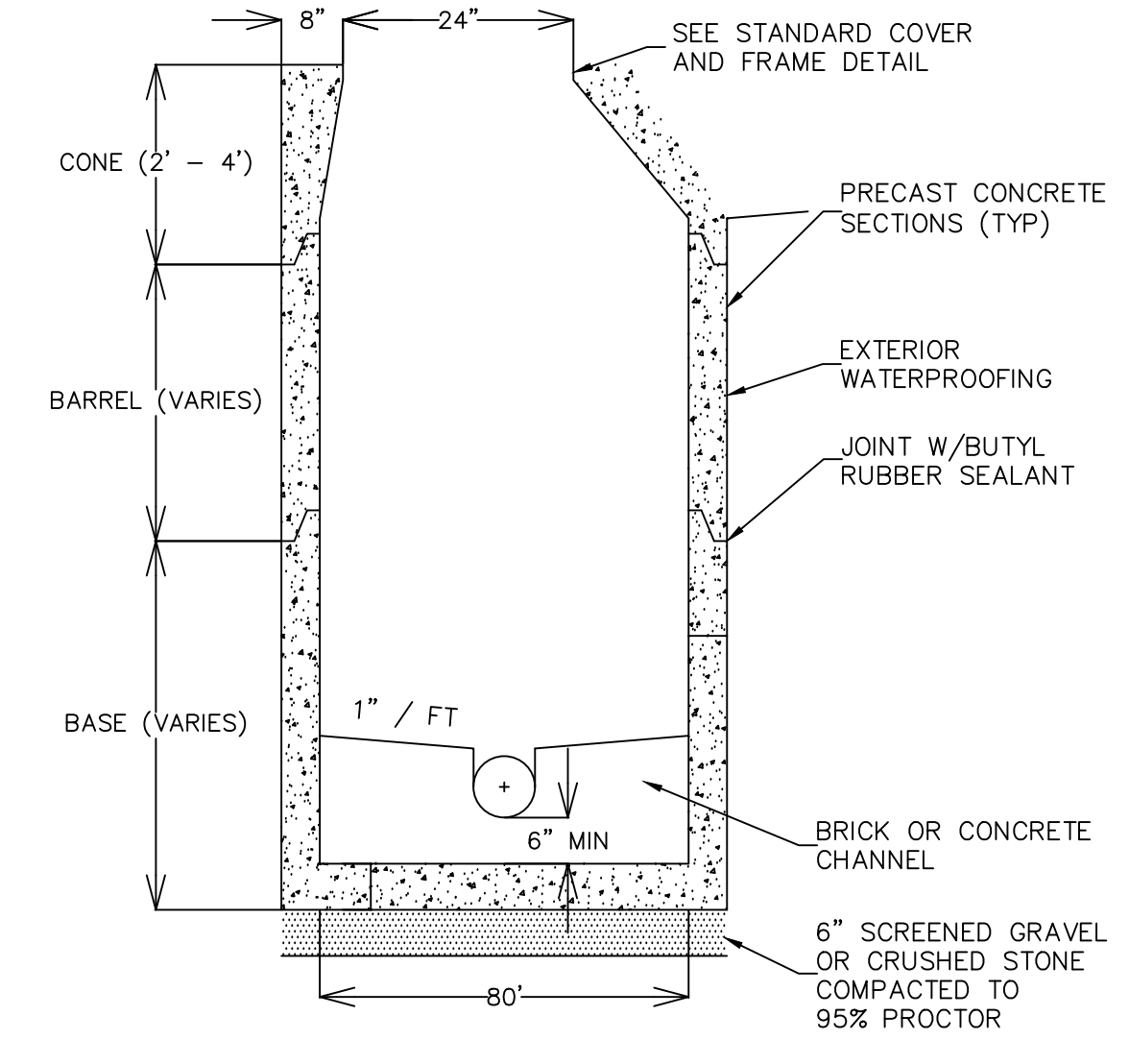
UTILITY TRENCH PATCH DETAIL (NTS)



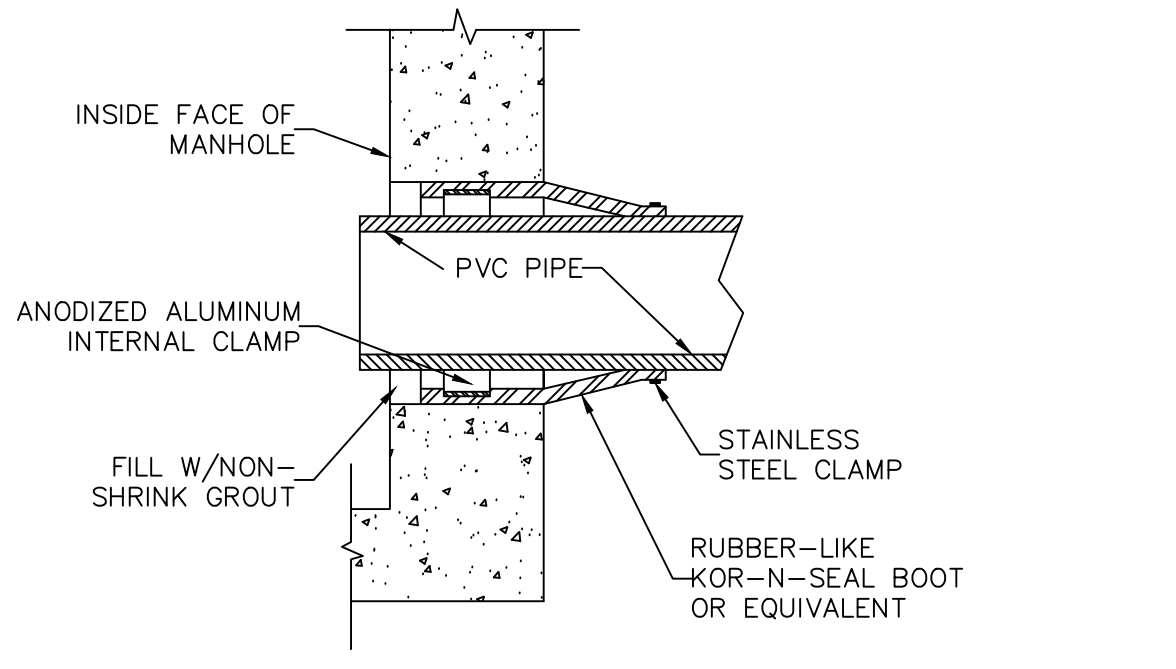
EXTRUDED CONCRETE CURB DETAIL (NTS)



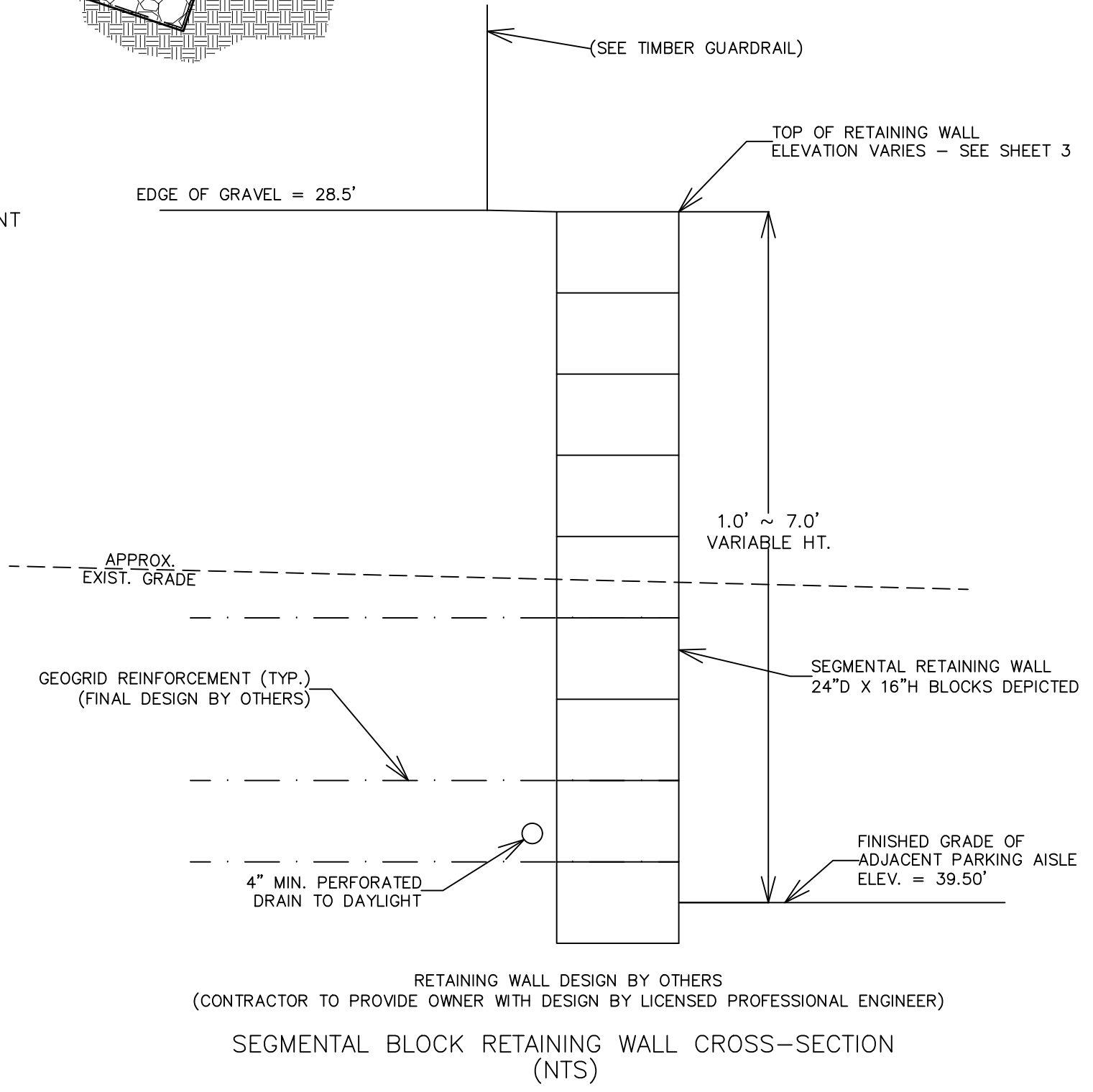
WATER SERVICE DETAIL (NTS)



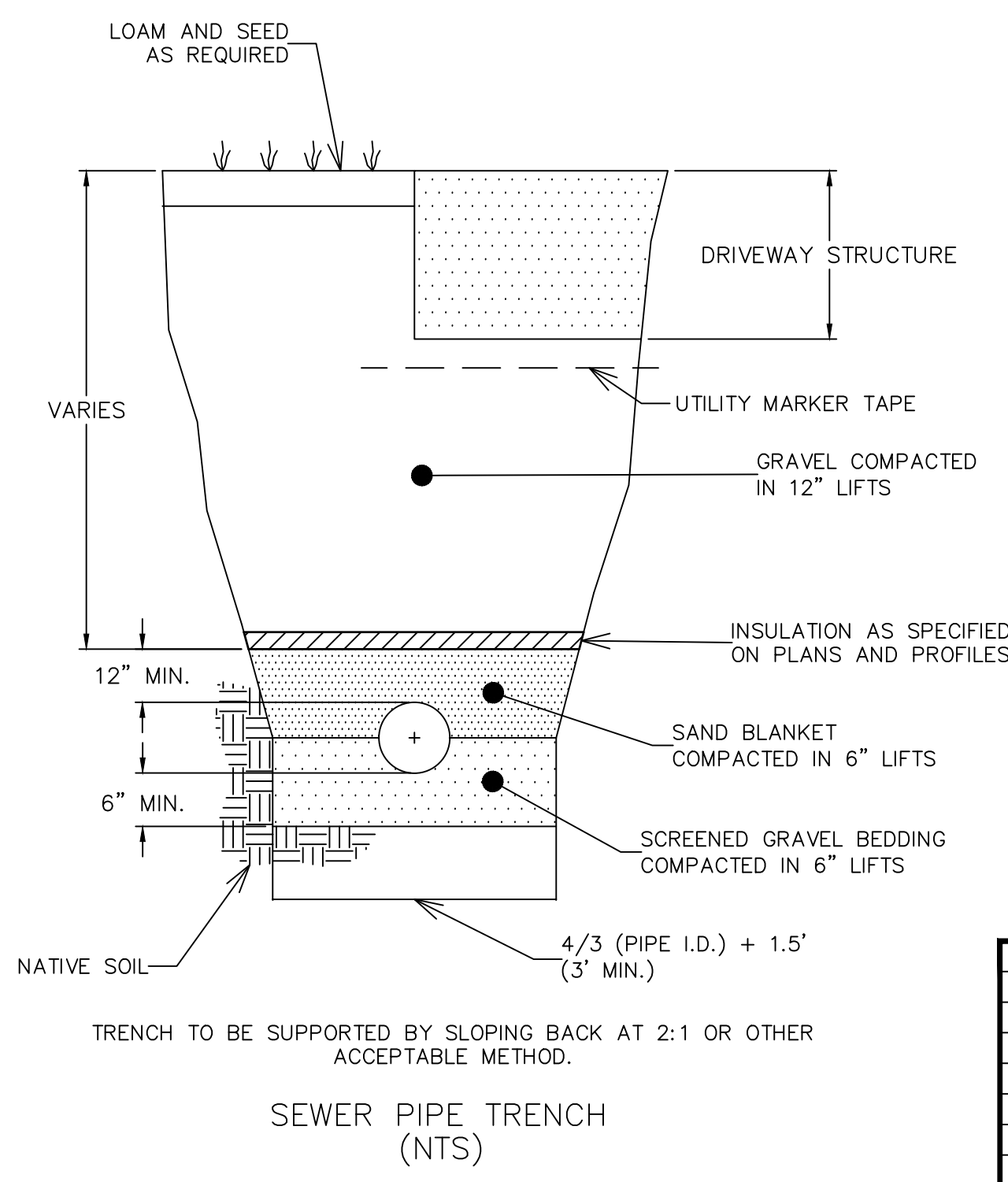
TYPICAL SANITARY MANHOLE SCALE: NTS



TYPICAL BOOT GASKET SCALE: NTS

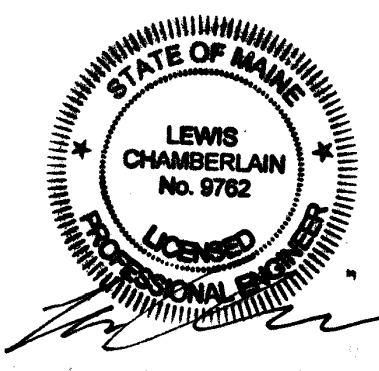


SEGMENTAL BLOCK RETAINING WALL CROSS-SECTION (NTS)



SEWER PIPE TRENCH (NTS)

NO.	DESCRIPTION	DATE
B	FINAL APPLICATION REVISIONS	02/27/24
A	PRELIMINARY REVIEW REVISIONS	12/28/23
NO.	DESCRIPTION	DATE
REVISIONS		



TAX MAP 22, LOT 4

SITE DETAILS
INDICO CANNABIS RETAIL
181 & 185 STATE ROAD, KITTERY, MAINE

FOR:
IDC5, LLC
120 STATE ROAD
KITTERY, MAINE 03904

ATTAR ENGINEERING, INC.
CIVIL • STRUCTURAL • MARINE • SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: AS NOTED
DATE: 11/22/23
JOB NO: 23072

APPROVED BY:
MJS

DRAWN BY:
MJS
REVISION DATE:
B : 02/27/24
SHEET: 7

FILE: 181 STATE RD BASE.DWG

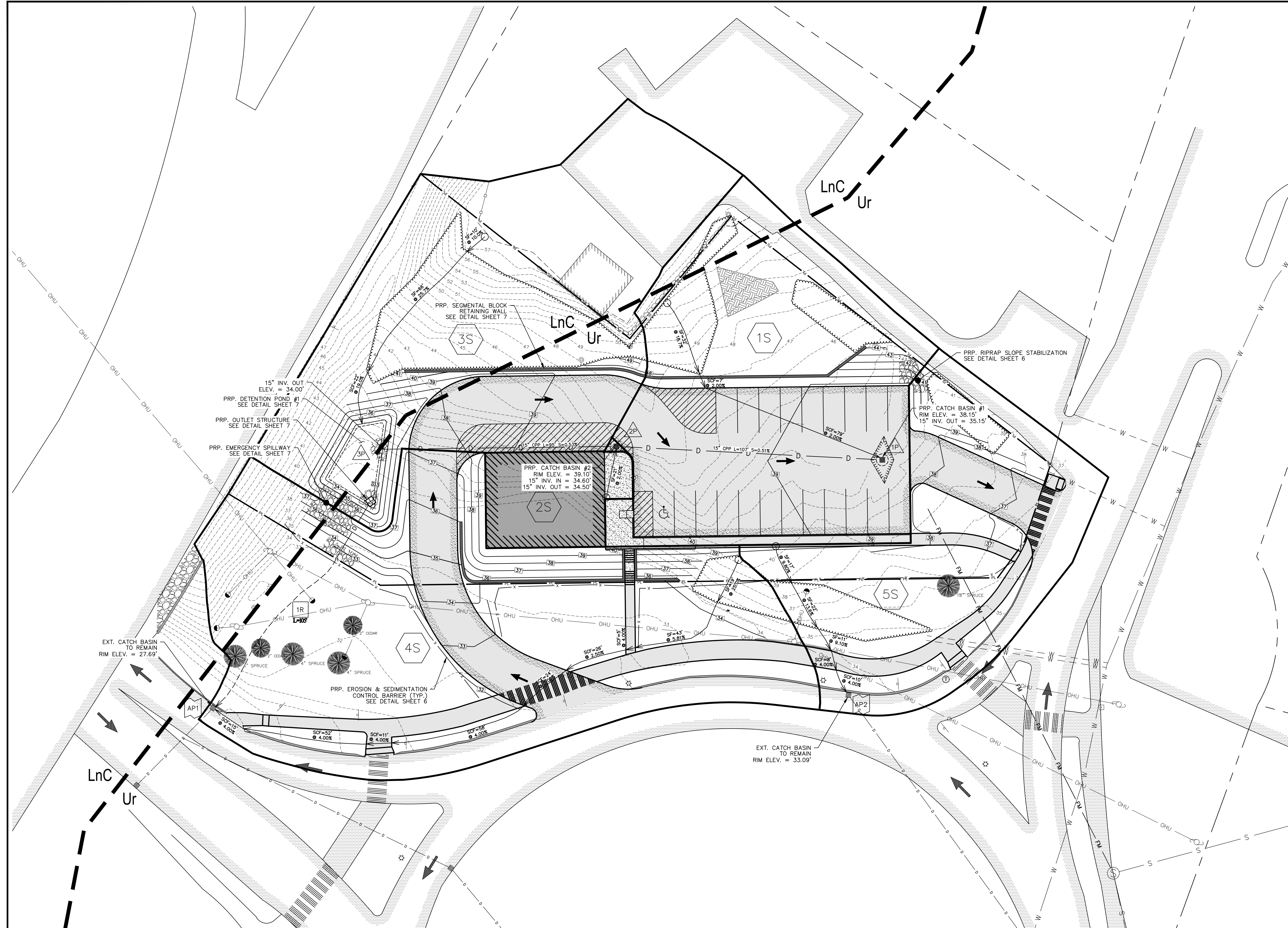
Indico Cannabis Dispensary - Existing Condition Peak Flows				
Analysis Point	2 Year Storm (cfs)	10 Year Storm (cfs)	25 Year Storm (cfs)	50 Year Storm (cfs)
AP1	1.76	3.13	4.21	5.22
AP2	1.03	1.89	2.58	3.22

Indico Cannabis Dispensary - Developed Condition Peak Flows				
Analysis Point	2 Year Storm (cfs)	10 Year Storm (cfs)	25 Year Storm (cfs)	50 Year Storm (cfs)
AP1	1.19	2.70	3.96	4.91
AP2	0.58	1.02	1.36	1.68

Indico Cannabis Dispensary - Change in Peak Flows				
Analysis Point	2 Year Storm (cfs)	10 Year Storm (cfs)	25 Year Storm (cfs)	50 Year Storm (cfs)
AP1	-0.57	-0.43	-0.25	-0.31
AP2	-0.45	-0.87	-1.22	-1.54

Rainfall Event Totals (in.)	
2-Year	3.24
10-Year	4.94
25-Year	6.28
50-Year*	7.54

*for MDOT purposes



SOILS LEGEND

SYMBOL	SOIL SERIES NAME	HSG	SLOPES
LnC	LYMAN LOAM	D	8/15%
Ur	URBAN LAND	D	0-8%

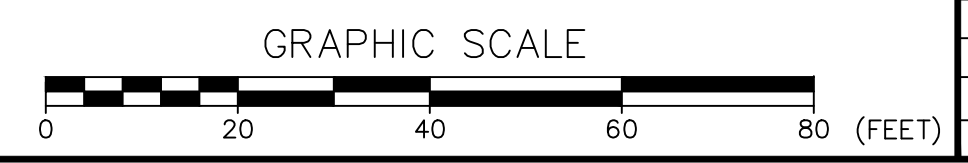
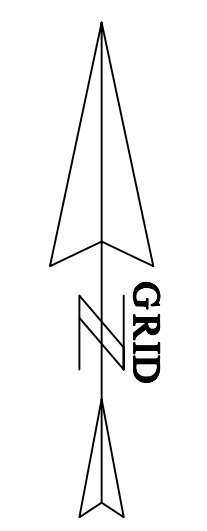
FLOW TYPES

- SF SHEET FLOW
- SCF SHALLOW CONCENTRATED FLOW
- CF CHANNEL FLOW

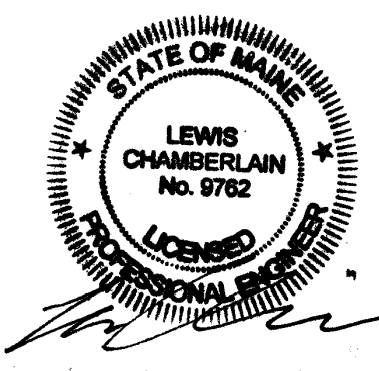
NOTE: SOILS INFORMATION IS TAKEN FROM CUSTOM SOIL RESOURCE REPORT FOR YORK COUNTY, MAINE, MEDIUM INTENSITY, INFORMATION GATHERED FROM THE NATIONAL RESOURCES CONSERVATION SERVICE (NRCS). SURVEY AREA DATA IS VERSION 22, DATED 09/05/2023.

- 1S SUBCATCHMENT
- 1R REACH
- 1P POND
- AP1 ANALYSIS POINT

LEGEND	
PROPERTY LINE	---
EXT. ABUTTER LINE	---
EXT. GRAVEL	---
EXT. PAVEMENT	---
PRP. PAVEMENT	---
PRP. GRAVEL	---
EXT. BUILDING	▨
PRP. BUILDING	▨
PRP. STORM LINE	D
PRP. RIP RAP	▨
EXT. MAJOR CONTOUR	---XXX---
EXT. MINOR CONTOUR	---XXX---
PRP. MAJOR CONTOUR	---XXX---
PRP. MINOR CONTOUR	---XXX---
PRP. SPOT GRADE	102.0' x
PRP. TREELINE	~
EXT. STORM LINE	D
EXT. CATCH BASIN	▨
PRP. STORM LINE	D
PRP. CATCH BASIN	▨
PRP. SUBCATCHMENT	▨
PRP. Tc FLOW LINE	○
PRP. Tc GRADE CALC	SF=XXX' @ X.XXX%
SOIL TYPE BOUNDARY	---
PRP. SILTATION FENCE	---



NO.	DESCRIPTION	DATE
A	FINAL APPLICATION REVISIONS	02/27/24



TAX MAP 22, LOT 4

STORMWATER: DEVELOPED CONDITIONS
INDICO CANNABIS RETAIL
181 & 185 STATE ROAD, KITTERY MAINE

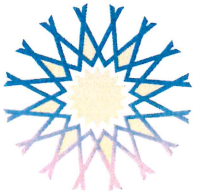
FOR:
IDC5, LLC
120 STATE ROAD
KITTERY, MAINE 03904

ATTAR ENGINEERING, INC.
CIVIL ♦ STRUCTURAL ♦ MARINE ♦ SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: 1" = 20'
DATE: 11/22/23

APPROVED BY: _____
DRAWN BY: MJS
REVISION DATE: A : 02/27/24

JOB NO: 23072 FILE: 181 STATE RD BASE.DWG SHEET: 9



ATTAR

ENGINEERING, INC

CIVIL • STRUCTURAL • MARINE

Mr. Jason Garnham, Director of Planning and Development
Mr. Maxim Zakian, Town Planner
Town of Kittery, Maine
200 Rogers Road
Kittery, Maine 03904

February 27th, 2024
Project No. 23072

**RE: Final Site Plan Review Application
Indico Adult-Use Marijuana Retail
181 & 185 State Road, Kittery, Maine (Tax Map 28, Lot 14-2)**

Dear Mr. Zakian & Mr. Garnham:

On behalf of IDC5, LLC., I have enclosed for your review and consideration an Application for Final Site Plan Review, along with associated Plan Set and attachments, for the above-referenced project. The subject parcel is located on the Kittery Traffic Circle (State Road – U.S. Route 1), contains approximately 0.87 acres, and is a split-zone parcel located in both the Commercial 3 (C-3, Bypass/Old Post Road) and Business Local (B-L) zoning districts. All proposed development shall occur within the C-3 zone, and the Applicant has previously requested and received initial approval from the Planning Board for a zone boundary line extension per §16.1.8.B.(5) to have the entire property reside within the C-3 zone.

This project was before the Town of Kittery Planning Board at their January 11th meeting for its Preliminary Public Hearing, where the Board also granted conditional Preliminary Approval.

Revisions incorporated into the Final application have been made from the following sources:

- Staff Review Memo prepared for the January 11th Planning Board meeting,
- Planning Board and Abutter comments during the January 11th Public Hearing, and
- Third-Party Review Memo prepared by CMA Engineers and dated December 18th, 2023.

Third-Party Review Comment Revisions:

- Sheet #2 (Existing Conditions Plan) has been revised to have callouts provide additional specificity to the existing subsurface wastewater disposal system (SSWDS). The identified septic vent and the on-site system which is approximately identified (backyard of the residential condo) shall both be removed with this development, as they are both located in areas to be occupied by the parking area and accompanying retaining wall.
- Correspondence is attached between the Town Planner and Fire Chief, which occurred after the Technical Review Committee (TRC) meeting during which this application was reviewed. This correspondence confirms the comments presented by the Fire Chief during the TRC that fire suppression measures (including sprinklers) shall not be required for the proposed building. This satisfies the requirements of §16.5.32.B.(7).
- No motion sensors are proposed for the site lighting associated with this development. The current Photometric Plan satisfies the ordinance provision of §16.5.32.B.(11), and the Planning Board has not exercised their discretion to require motion sensors for the building perimeter.

- Correspondence is attached between the Applicant and the Water District, which provides clarity to the existing water services approved for use with the proposed development. Upsizing of either of these service lines shall not be required to support a fire suppression system, as mentioned in the previous bullet.
- Correspondence is attached between the Applicant and the Sewer District, which provides clarity to the proposed sewer service extension and connection to the municipal gravity main. The proposed extension has not materially changed since Preliminary Site Plan approval; flows shall run by gravity to an on-site pump station sited near the proposed entrance, after which a 3"Ø force main shall be directionally drilled beneath the adjacent spur road to connect to the nearest municipal sewer manhole for the existing gravity main.
- Stormwater Operation and Maintenance Program for the proposed development has been updated to include sections for the maintenance of installed catch basins – both during and post-construction – as well as constructed parking lot areas.
- This development is not subject to any stormwater management permit with the Maine DEP, including a Stormwater Permit-by-Rule (PBR). Overall impervious calculation is depicted on Sheet #1 in General Note #8 (15,516 sq. ft.), and overall disturbed area is approximately 30,000 sq. ft. including off-site improvements and revegetation of existing impervious surfaces.
- Regarding Reach 1R within the developed condition stormwater analysis, this node represents the off-site meadowed area between the property and the receiving catch basin which currently contains several CMP utility poles and guy anchors. This area is incorporated into the time of concentration path for Subcatchment 1 (SC 1) within the existing condition stormwater analysis. Given the upstream portions of SC 1 that accumulate runoff before reaching this area, it is reasonable to model shallow concentrated flow through this meadow. The presence of the constructed detention pond in the developed condition isolates this meadowed area, which will instead receive sheet flow and developing shallow concentrated flow from the outlet and level spreader associated with the proposed detention pond.
- Time of concentration values for Subcatchment 5 (SC 5) in the developed condition stormwater analysis have been updated to reflect values depicted on Sheet #9 as requested. These revisions provide an even greater reduction at Analysis Point #2 (AP 2) for the developed condition across all rain events.
- Sheet #1 (Overall Site Plan) has been revised to include sight distance measurements at both the proposed entrance and exit. These measurements have also been provided in the Traffic Impact Study prepared by Vanasse & Associates, Inc.
- Snow Storage locations are depicted on Sheets #1 (Overall Site Plan) and #3 (Grading & Utilities Plan) with bordered callouts. These locations have not changed since their locations were presented on the Preliminary Plan Set.
- Proposed parking spaces are dimensioned and identified by a typical callout on both Sheets #1 and #3 as requested. All proposed spaces shall be striped to comply with these typical dimensions.
- Correspondence is attached between the Applicant and several MDOT Region 1 engineers, which occurred in parallel with the Town's preliminary review. This correspondence includes discussion and signoff from MDOT on, among other things, the siting of an off-site pole-mounted light and dedication of stormwater flows to the closed system within the traffic circle.

- Sheet #4 (Photometric Plan) has been revised to depict uniformity ratios for the illumination proposed around the parking area. The average ratio satisfies the requirements of the performance standards of §16.7.11.H.(2).
- General Note #2 on Sheet #1 has been revised to include information pertaining to the existing condominium plan for the subject parcel. This condo presently divides the property into Tax Map/Lot 22/4-1 and 22/4-2, and shall be dissolved as part of this development. After discussion with Town Staff, the Applicant will not be modifying the Tax Map and Lot information currently depicted in titleblocks throughout the Plan Set and will defer to the Town's Assessing department for any post-approval declarations.
- Sheets #3 (Grading & Utilities Plan) and #5 (Landscaping Plan) have been revised to include traffic flow arrows in their respective legends as requested. Additionally, Sheets #1, #3, and #5 have been revised to include a concrete hatch in their respective legends as requested. Callouts have been added to all affected sheets for the proposed concrete sidewalk abutting the pedestrian entrance.
- Sheets #3, #5, and #9 have been revised to include callouts for the stabilized construction entrance and erosion & sedimentation control (E&SC) measures. Typical callouts have been added to all linework to appropriately reference Sheet #6 (Site Details).
- A separate Vehicle Routing Plan has been prepared and is attached, which demonstrates the ability of emergency response personnel to maneuver their vehicles through the proposed development. Utilized vehicle for the depicted routing is the largest dual-axle pumper fire truck carried by AASHTO data, the specifications for which are included on the prepared plan and are also attached.
- General Note #11 on Sheet #1 has been revised to properly declare the existing and proposed utility services for this development. Correspondence and signoff from the respective utility districts is covered in separate bullets above.
- Sheet #2 (Existing Conditions Plan) has been revised to include callouts for both existing driveways and parking areas to be removed as requested. Additionally, the callout for the existing overpass retaining wall and riprap embankment has been updated to declare that it is to remain.
- Sheet #2 has been revised to include callouts for existing water and sewer mains and services, including sizes and materials as available. Additionally, since there is no existing sewer service to the subject parcel, callouts and additional information have been provided for the on-site subsurface wastewater disposal system (SSWDS) to be removed.
- Sheet #2 has been revised to include callouts for all large trees to be removed or to remain, including species and diameter at breast height (DBH) and including nearby off-site trees that could potentially be impacted by work associated with this development within the traffic circle right-of-way.
- Sheet #2 has been revised to include the appropriate reference information for the depicted Limited Common Element (LCE) boundary line. This term is also now defined by callout in addition to the acronym continuing to be used.
- Sheet #3 (Grading & Utilities Plan) has been revised to unify all callouts for proposed segmental block retaining walls across the development. The referenced detail on Sheet #7 now applies for all retaining walls proposed, and Sheets #3 and #5 both include

callouts for top of wall and bottom of wall elevations throughout.

- Correspondence is attached between the Applicant and MDOT, which includes discussion and signoff for the requested improvements and revegetation within the traffic circle right-of-way.
- Sheet #3 has been revised to have callouts depict size, material, and elevation data for all existing and proposed utility services for the development as requested.
- The entire Plan Set has been revised to reflect the proposed sidewalk abutting the parking lot now being a width of 5'. This extends from the existing 8'-wide sidewalk along the traffic circle and over to the concrete sidewalk near the pedestrian entrance to the proposed building.
- Sheet #3 has been revised to include signage for the proposed ADA parking space and accompanying striped loading bay. Signage has also been added at the proposed exit, flanking either side of the travelway and facing east towards the existing spur road. These signs shall read "Do Not Enter" and shall discourage the use of the proposed exit as an entrance into the development.
- Sheet #3 has been revised to now properly depict the proposed water and sewer services extending all the way to the proposed building as requested.
- Sheet #4 (Landscaping Plan) has been revised to include specific tree and plant species to be planted within the 15' landscape buffer to satisfy the streetside tree and visual screening requirements of General Note #12 on Sheet #1, respectively. Streetside tree plantings are clustered along the eastern edge of the parcel's frontage to allow for a preserved sight line between vehicles within the travelway and the front of the proposed building. The remainder of the landscape buffer shall be populated with mulch beds and lower perennial shrubs, which are specified in the attached proposal prepared by Piscataqua Landscaping. A final plan depicting specific layout of these mulch beds shall be prepared by Piscataqua and provided to the Town upon receipt.
- Regarding the siting of the tree planting requirements for this development, the performance standards of §16.7.11.F.(4).(g). allow such trees to be located within 5' of the parking area, but also anywhere within the lot. There is an additional provision within this section which requires 10% of the interior of any parking area of 25 or more spaces to include landscaping, but since this development proposes 21 spaces total it is beneath this requirement.
- Sheet #6 (Site Details) has been revised to add an Accessible Parking Space Detail and Accessible Ramp Detail as requested. Configuration of this detail has been catered to the site-specific ADA Ramp location proposed.
- Sheet #7 (Site Details) has been revised to include a Pavement Joint Cross Section Detail. This detail and the Utility Trench Patch Detail have both been updated to reflect Town of Kittery standards.
- Sheet #7 has been revised to have all utility trench details (including water line and sewer pipe) specify gravel for their compacted backfill as well as specify the inclusion of warning tape. All utility service and manhole details have also been updated with additional details requested.

General Plan Set Revisions:

- General Note #20 on Sheet #1 has been added to address the satisfaction of the visual screening requirements of §16.4.21.E.(3).(a). during construction. In response to discussion during the January 11th Planning Board meeting, a 6'-high temporary fence shall be erected during construction and shall remain until the abutting evergreen hedge is established to provide permanent visual screening.
- Sheet #5 (Landscaping Plan) has been revised to provide a wider variety of tree species proposed within the frontyard vegetated buffer for streetside tree planting requirements. Sample pictures are attached of the chosen tree and shrub species for this development.
- The entire Plan Set has been revised to adjust the angle and location of the proposed travelway at the entrance. This change moves the centerline of the entrance roughly 35' further east along the traffic circle, and provides greater separation between the proposed entrance and the existing traffic circle exit onto Route 236. This revision also results in a less drastic turn for vehicles entering the site and should provide a smoother experience. The developed condition stormwater analysis, photometric plan, and all associated site and off-site grading have been adjusted to accommodate this revision.
- The entire Plan Set has been revised to change the proposed interior sidewalks abutting the parking lot from 4'-wide to 5'-wide as requested. Sections of the sidewalk abutting the traffic circle that will be re-established when the existing parking areas are removed shall be 8'-wide as specified in record drawings supplied by MDOT.
- An addendum to the Traffic Impact Study (TIS) has been prepared by Vanasse & Associates, Inc., dated February 8th, 2024, and is attached. This addendum serves to provide additional trip counts and traffic volume data for the 2:00 – 3:00pm weekday window – specifically to encapsulate the evening commute period for the nearby Portsmouth Naval Shipyard. This addendum contends that no change in level of service is predicted to occur across all conditions, including project-related impacts from this development.
- Sheet #3 (Grading & Utilities Plan) has been revised to include “Do Not Enter” signs positioned at the property line and flanking the proposed exit to the development. These signs should discourage vehicles from utilizing the proposed exit as an entrance to the nearby parking area.
- During the January 11th Planning Board meeting, discussions were had on the possibility of combining the proposed exit with the northerly abutting parcel and nearby entrance/exit to the Century 21 real estate office. As was presented earlier in the approvals process for this application and confirmed in the attached TIS addendum, both the existing abutting use and the proposed use are low-enough traffic generators to allow for these close-proximity curb cuts to function in harmony with one another – Century 21 to have its single entrance and exit, and the proposed development to have its exit with lefthand and righthand departures. The Applicant believes that this justification is sound, and also believes that enforcement of the one-way movement through the proposed development would become more difficult if the exit is shared with another use for which this curb cut is its only entrance option.

Special Exception Narrative:

The following narrative has been prepared for the proposed development after consideration of specific Town of Kittery ordinance sections with requirements for special exception uses:

- §16.7.10.D.(5).(f). for General Development and Submission Requirements,
- §16.7.11.F.(1).(a). for Performance Standards and Approval Criteria, and
- §16.5.27.E. for Street and Pedestrianway Site Design Standards.

The proposed development, with respect to how it shall functionally operate once construction is complete and the building has been occupied, would join the C-3 and abutting B-L zone as a standard retail business. Having comparable building design, hours of operation, and infrastructure (frontyard landscaping, frontyard company sign, sideyard and rear yard parking, open sight lines to the front of the building), the proposed development is in harmony with the surrounding properties and zone uses. For these reasons the Applicant believes that the special exception criteria of §16.7.10.D.(5).(f) have been met. Specifically, this application shall not:

1. Prevent the orderly and reasonable use of adjacent properties or of properties in adjacent-use zones,
2. Prevent the orderly and reasonable use of permitted or legally-established uses in the C-3 zone, or of permitted or legally-established uses in the adjacent B-L zone,
3. Adversely affect the safety, health, and welfare of the Town of Kittery, and
4. Exist counter to the general purposes and intent of the Land Use Ordinance. The proposed development is in harmony with its surroundings.

The vehicular movement through the proposed development has been designed to allow patrons to enter the site easily and naturally from the traffic circle. The earliest instance of on-site parking is roughly 250' of traveled distance into the development, allowing adequate space for any incidental queueing of vehicles to park before extending back to the traffic circle. The proposed entrance has been sited far enough away from the traffic circle to not disrupt natural vehicle queueing within the spur road, and allows for both lefthand and righthand departures. Traffic counts specific to the challenges of this site, including the Kittery Traffic Circle and the volumes of the nearby Portsmouth Naval Shipyard, demonstrate that the project-related impacts shall not yield any level of service decrease in the surrounding communities.

In summary, the special exception use is appropriate because the Land Use Development Code (LUDC) limits the proposed use (Marijuana Business – Adult-Use Retail Store) in number and location. The proposed use is legal and is further regulated by the State of Maine. The site has been designed to adequately preserve the tenants of public and general well-being, including health, safety, welfare, morals, order, comfort, convenience, appearance, and prosperity.

We look forward to discussing this project at the next available Planning Board meeting. If any additional information is required, please contact me. Thank you for your assistance.

Sincerely,



Lewis Chamberlain, P.E.



Michael J. Sudak, E.I.

**IDC 5 LLC
Mitchell Delaney
120 State Road
Kittery, ME 03904**

August 16th, 2023
Project No.: 23072

Mr. Jason Garnham, Director of Planning & Development
Mr. Maxim Zakian, Town Planner
Town of Kittery
200 Rogers Road
Kittery, ME 03904

Dear Mr. Garnham & Mr. Zakian:

Please be informed that Lewis S. Chamberlain, P.E. and other assigned staff at Attar Engineering, Inc. will be acting as the agent for the applications and permitting of the project on State Road in Kittery, Maine.

Please contact me if I can provide any additional information.

Sincerely,


Mitchell Delaney

cc: Lewis S. Chamberlain, P.E, Attar Engineering, Inc.

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS that SCHUESSLER & SCHUESSLER, L.L.C, a Maine limited liability company with a mailing address of P.O. Box 315, Kittery, Maine 03904, for consideration paid, hereby GRANTS to PENN CONCESSIONS, LLC, a Maine limited liability company with a mailing address of 253 Low Street, Newburyport, Massachusetts 01950, with WARRANTY COVENANTS, the real property located in Kittery, County of York, State of Maine, more particularly bounded and described as follows:

PARCEL 1: A certain lot or parcel of land, together with the buildings and improvements thereon, situated in Kittery, in the County of York, and State of Maine, and bounded and described as follows, to wit:

Beginning at a pipe driven into the ground in a northwesterly corner of the herein described and hereby conveyed lot or parcel of land; thence running North 45 degrees 37 minutes East by Route One By-Pass, so-called, one hundred fifty-seven and twelve hundredths (157.12) feet to a pipe driven into the ground; thence running South 37 degrees 11 minutes East by land now or formerly of West and a stone wall one hundred eleven and sixty-seven hundredths (111.67) feet to a drill hole; thence running North 54 degrees 41 minutes East still by a stone wall and land of West sixty-six and sixty-eight hundredths (66.68) feet to a drill hole; thence running South 37 degrees 19 minutes 22 seconds East by land of West one hundred sixty-nine and sixty-three hundredths (169.63) feet to a pipe driven into the ground; thence running South 33 degrees 06 minutes 21 seconds West by Route One, so-called, thirty-four and no hundredths (34.00) feet to a pipe; thence running South 51 degrees West by said Route One nineteen and no hundredths (19.00) feet to a pipe; thence running North 76 degrees 04 minutes 55 seconds West by Route 236, so-called, two hundred twenty-nine and eighty hundredths (229.80) feet to a pipe; thence running North 44 degrees 31 minutes 28 seconds East by land now or formerly of Hong Lee, Inc., one hundred nine and seventy-four (109.74) hundredths feet to a pipe; thence running North 44 degrees 23 feet West by land now or formerly of said Hong Lee, Inc., eighty-five and no hundredths (85.00) feet to a pipe; thence running South 46 degrees 49 minutes West still by land now or formerly of said Hong Lee, Inc., one hundred twenty-five and no hundredths (125.00) feet to a stone bound; thence running North 44 degrees 23 minutes West ten and no hundredths (10.00) feet to the place of beginning.

PARCEL 2: A certain lot or parcel of land together with the buildings and improvements thereon, located in Kittery, County of York, and State of Maine, bounded and described as follows:

Three-fourths (3/4) acres of land with buildings on the north side of the State Road, bounded on the West by land now or formerly of E. Remick, on the south by land now or formerly of A.W. Sterling, and on the North by land now or formerly of George Taber, being more

MAINE R.E. TRANSFER TAX PAID

particularly described as follows:


BEGINNING at a stone marker on the southwesterly side of land now or formerly of Seward and going in a straight line, twenty-five (25) feet; thence at an interior right angle, one hundred twenty-five (125) feet in a straight line; thence at an interior right angle and traveling about seventy-five (75) feet in a straight line up to the fence; and thence one hundred twenty-five (125) feet in a straight line to the boundary line of the State of Maine; thence approximately sixty (60) feet back to the point of beginning.

Meaning and intending to convey and hereby conveying all of the same premises described in the Warranty Deed from Robert J. Poulin and Margaret M. Poulin to Schuessler & Schuessler, L.L.C., dated March 23, 1998 and recorded in the York County Registry of Deeds at Book 8730, Page 265.

Witnessed and signed this 27 day of May, 2004.

Witness





Schuessler & Schuessler, L.L.C.
By: Glen G. Schuessler, Member

STATE OF MAINE
YORK, SS.

Personally appeared the above named Glen G. Schuessler, as a Member on behalf of Schuessler & Schuessler, L.L.C., and acknowledged the foregoing instrument to be his free act and deed.

Date: 5/27/04

Before me, 
Notary Public/Attorney-at-Law
My Commission Expires: 2/21/06
John K. Bosen

SEAL

A:\schllcwardeed.wpd

Received York SS
06/01/2004 3:20PM
REGISTER OF DEEDS

Debra L. Anderson

2 pgs -> Ballou & Bedell, 647 U.S. Route One, P.O. Box 2000, Meadowbrook Plaza, York, ME 03909

EXTENSION ADDENDUM

Addendum to Purchase and Sale Agreement, dated December 30, 2021, between

Penn Concessions LLC

_____ ("Seller") and

Mitchell Delaney or assigns

_____ ("Buyer") (the "Agreement")

for property located at 181-185 State Rd, Kittery, ME 03904-1800

The deadline set forth in paragraph 5 of the Contract for the sale of Commercial Real Estate
(insert "Agreement" or title of Addendum being amended) is extended to November 30, 2024 (date).

DocuSigned by:
Mitchell Delaney
5754473A14224FC

10/23/2023

Buyer Mitchell Delaney or assigns Date

DocuSigned by:
Oscar Borrelli
1323083ECAF6C4D0

10/24/2023

Seller Penn Concessions LLC Date

Buyer _____ Date

Seller _____ Date

Buyer _____ Date

Seller _____ Date

Buyer _____ Date

Seller _____ Date



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F.O. Bailey, 183 US Route 1 Falmouth ME 04105
Brent Maurice

Phone: 2078440103 Fax: _____
Produced with Lone Wolf Transactions (zipForm Edition) 717 N Harwood St, Suite 2200, Dallas, TX 75201 www.lwolf.com



181 State Rd

ADDENDUM 4 TO AGREEMENT

Addendum to contract dated December 30, 2021
between Penn Concessions LLC (hereinafter "Seller")
and Mitchell Delaney or assigns (hereinafter "Buyer")
property located at 181-185 State Rd, Kittery, ME 03904-1800

Purchaser hereby requests additional time to research the following: all necessary state and local government permits necessary to operate an Adult Use Cannabis Retail store on the subject real estate, as set forth in paragraph 10. The parties hereby extend the deadline in the Agreement to notify the Seller of an unsatisfactory due diligence investigation to November 30th, 2024, with the following additional terms:

- 1. [REDACTED] per month payments as defined in Addendum 3 shall be terminated effective November 30th, 2023.**
- 2. Purchaser will pay Seller [REDACTED] by check, due by December 15th, 2023. If the sale of the subject property occurs before November 30th, 2024, then this payment will be given back as a Seller credit on the purchase price to the Purchaser.**
- 3. If the sale of the subject property has not occurred before May 30th, 2024, then Purchaser will Continued... See Addendum Addendum Terms and Conditions 1**

Parties acknowledge Agency's advice to seek legal, tax and other professional advice as necessary in connection with sale/purchase of property.

<small>DocuSigned by:</small> <i>Mitchell Delaney</i> <small>57544D3A162D4DC</small>	<u>10/23/2023</u>	<small>DocuSigned by:</small> <i>Oscar Bonelli</i> <small>ASEW8BEAFC49D...</small>	<u>10/24/2023</u>
Buyer	Date	Seller	Date
<u>Mitchell Delaney or assigns</u>		<u>Penn Concessions LLC</u>	
Buyer	Date	Seller	Date
Buyer	Date	Seller	Date
Buyer	Date	Seller	Date



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ADDENDUM

PROPERTY: **181-185 State Rd, Kittery, ME 03904-1800**

1) Addendum Terms and Conditions

pay Seller [REDACTED] by check, due by June 15th, 2024. This payment is non-refundable.

4. The Seller has a lease agreement through November 30th, 2023 with a tenant at 181 State Road, Kittery, ME 03904. The Seller intends to enter into a new lease agreement with the tenant, with terms that allow for either party to cancel the lease agreement by providing at least 60 days written notice to the other party. The property shall be conveyed to the Buyer either a) without a tenant, or b) with a tenant whose lease agreement can be cancelled as stated above.

By signing below, Seller and Purchase hereby agree to the above extension to the Agreement. All other terms and conditions to remain in full force and effect.

Multiple horizontal lines for signature and date entry.

Date: 10/23/2023

Date: 10/24/2023

DocuSigned by:
Michelle Delaney

DocuSigned by:
Oscar Borrell

Signature

Signature

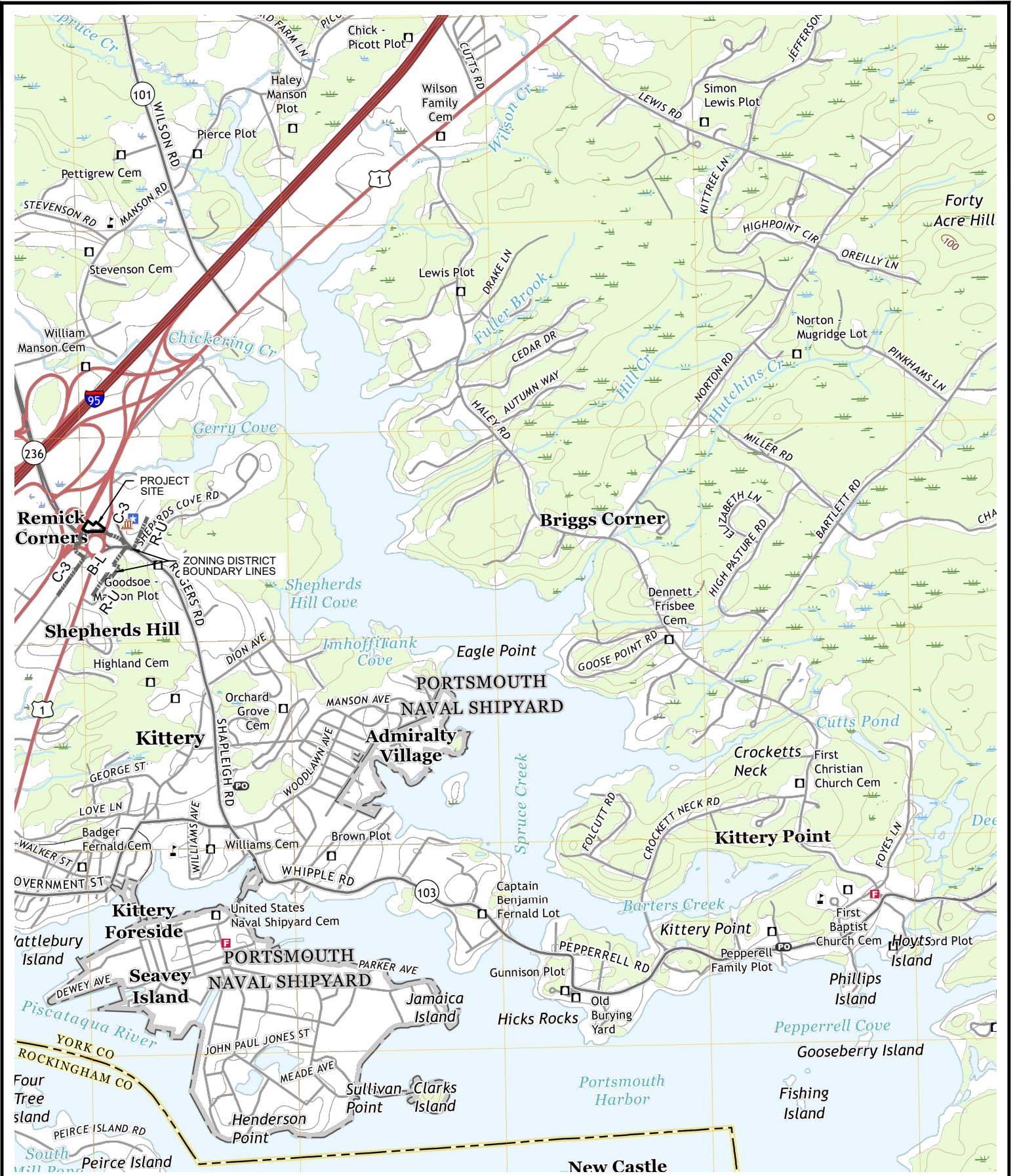
Date: _____

Date: _____

Signature

Signature

Addendum



ATTAR ENGINEERING, INC. CIVIL ♦ STRUCTURAL ♦ MARINE ♦ SURVEYING 1284 STATE ROAD - ELIOT, MAINE 03903 PHONE: (207)439-6023 FAX: (207)439-2128		
SCALE: 1" = 2000'	APPROVED BY:	DRAWN BY: MJS
DATE: 10/05/23		REVISION DATE: - : -
JOB NO: 23072	FILE: 181 STATE RD BASE.DWG	SHEET: 1 OF 1

LOCATION:	181 STATE ROAD (U.S. ROUTE 1) KITTERY, ME 03904 TAX MAP 22, LOT 4
INFORMATION:	USGS LOCATION MAP 7.5 MINUTE SERIES KITTERY QUADRANGLE



150 foot Abutters List Report

Kittery, ME
September 08, 2023

Subject Properties:

Parcel Number: 22-4
CAMA Number: 22-4-1
Property Address: 185 STATE ROAD

Mailing Address: PENN CONCESSIONS LLC PENN
CONCESSIONS LLC
PO BOX 465
KITTERY, ME 03904-0465

Parcel Number: 22-4
CAMA Number: 22-4-2
Property Address: 181 STATE ROAD

Mailing Address: PENN CONCESSIONS LLC PENN
CONCESSIONS LLC
PO BOX 465
KITTERY, ME 03904-0465

Abutters:

Parcel Number: 13-9
CAMA Number: 13-9
Property Address: 103 US ROUTE 1 BY-PASS

Mailing Address: COBALT PROPERTIES LLC COBALT
PROPERTIES LLC
PO BOX 868
CALAIS, ME 04619

Parcel Number: 14-12
CAMA Number: 14-12
Property Address: 120 US ROUTE 1 BY-PASS

Mailing Address: KITTERY CIRCLE LLC KITTERY CIRCLE
LLC
321 D LAFAYETTE ROAD
HAMPTON, NH 03842

Parcel Number: 14-36
CAMA Number: 14-36
Property Address: 169 STATE ROAD

Mailing Address: CHRISTYS REALTY LIMITED PART
CHRISTYS REALTY LIMITED PART
ATTN CORP TAX DEPT LOC 125 PO BOX
711
DALLAS, TX 75221-0711

Parcel Number: 14-58
CAMA Number: 14-58
Property Address: 174 STATE ROAD

Mailing Address: SALOMON & ST JEAN INC SALOMON &
ST JEAN INC
PO BOX 277
KITTERY POINT, ME 03905-0277

Parcel Number: 14-61
CAMA Number: 14-61
Property Address: 162 STATE ROAD

Mailing Address: BOLD, TR, PAMELA P. BOLD, TR,
PAMELA P.
162 STATE RD
KITTERY, ME 03904

Parcel Number: 22-1
CAMA Number: 22-1
Property Address: 180 STATE ROAD

Mailing Address: STATE OF MAINE STATE OF MAINE
16 STATE HOUSE STATION
AUGUSTA, ME 04333-0016

Parcel Number: 22-2
CAMA Number: 22-2
Property Address: 182 STATE ROAD

Mailing Address: M H PARSONS & SONS LUMBER CO M
H PARSONS & SONS LUMBER CO
PO BOX 450
YORK, ME 03909-0450

Parcel Number: 22-5
CAMA Number: 22-5
Property Address: 187 STATE ROAD

Mailing Address: NEWSON, DAVID W NEWSON, DAVID W
187 STATE ROAD
KITTERY, ME 03904-1517



www.cai-tech.com

Data shown on this report is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this report.



150 foot Abutters List Report

Kittery, ME
September 08, 2023

Parcel Number: 22-6
CAMA Number: 22-6
Property Address: 191 STATE ROAD

Mailing Address: 191 STATE ROAD LLC 191 STATE ROAD
LLC
144 ROGERS ROAD
KITTERY, ME 03904



www.cai-tech.com

Data shown on this report is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this report.

9/8/2023

Page 2 of 2



ATTAR

ENGINEERING, INC

CIVIL ♦ STRUCTURAL ♦ MARINE

February 27th, 2024

Project No.: 23072

Notice of Filing

Please take notice that IDC5, LLC through their agent, Attar Engineering Inc., is filing an application for Preliminary Site Plan Review with the Town of Kittery on February 27th, 2024.

This is a Change of Use application for the existing single-story restaurant and two-story residential condominium unit both to be replaced by a 2,000 sq. ft. single-story adult-use marijuana store to be sited roughly in the same location as the existing restaurant.

Any questions or comments can be directed to the Town of Kittery Planning and Development office located at 200 Rogers Road, Kittery ME 03904.



ELIOT
 33 LEVESQUE DR STE C
 ELIOT, ME 03903-9998
 (800)275-8777

02/26/2024 03:41 PM

Product Qty Unit Price

First-Class Mail® 1 \$0.68
 Letter
 Kittery, ME 03904
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

First-Class Mail® 1 \$0.68
 Letter
 Kittery, ME 03904
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

First-Class Mail® 1 \$0.68
 Letter
 York, ME 03909
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

First-Class Mail® 1 \$0.68
 Letter
 Kittery, ME 03904
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

First-Class Mail® 1 \$0.68
 Letter
 Augusta, ME 04333
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

First-Class Mail® 1 \$0.68
 Letter
 Kittery Point, ME 03905
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

First-Class Mail® 1 \$0.68
 Letter
 Hampton, NH 03842
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

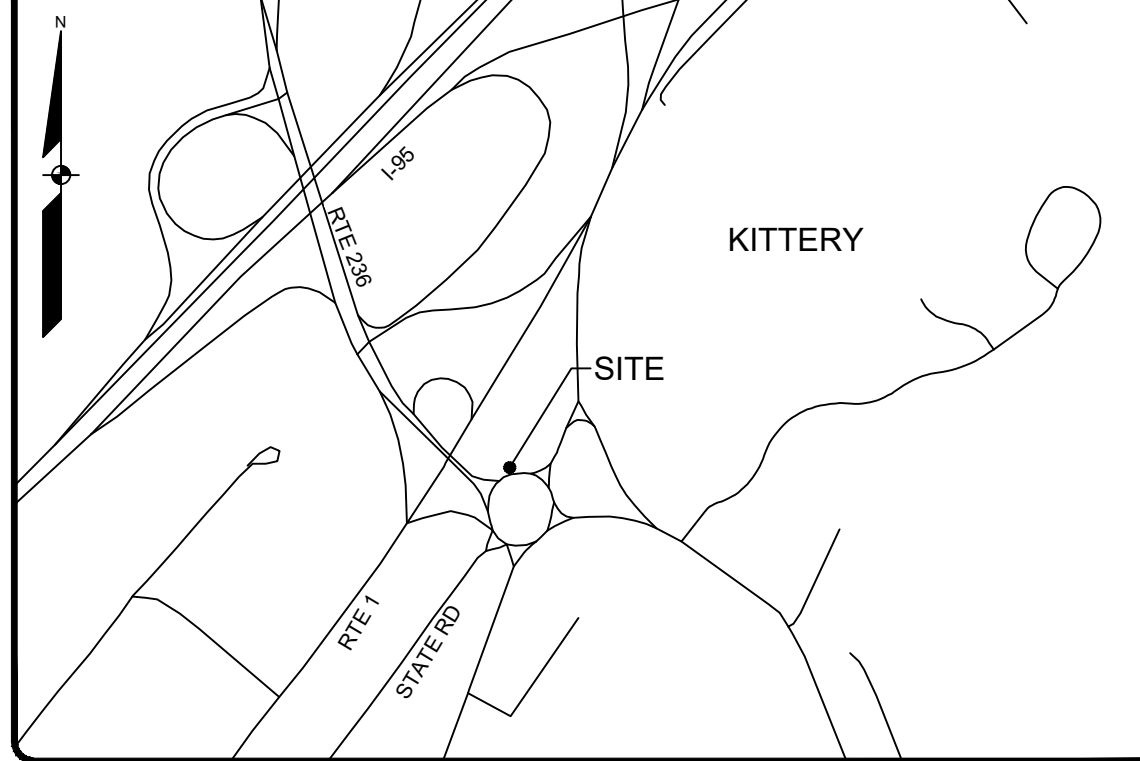
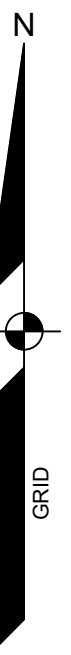
First-Class Mail® 1 \$0.68
 Letter
 Dallas, TX 75221
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Fri 03/01/2024

First-Class Mail® 1 \$0.68
 Letter
 Calais, ME 04619
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

First-Class Mail® 1 \$0.68
 Letter
 Kittery, ME 03904
 Weight: 0 lb 0.30 oz
 Estimated Delivery Date
 Wed 02/28/2024

Grand Total: \$6.80

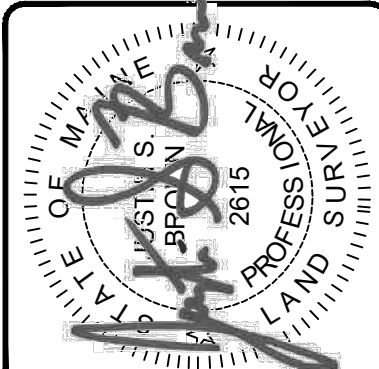
Credit Card Remit \$6.80
 Card Name: VISA
 Account #: VVVVVVVVVV2174



LOCATION MAP N.T.S.

GENERAL NOTES:

- THE RECORD OWNER OF THE PARCEL IS PENN CONCESSIONS, LLC BY DEED DATED MAY 27, 2004 AND RECORDED AT THE YORK COUNTY REGISTRY OF DEEDS (YCRD) IN BOOK 14106, PAGE 2. THE OWNER OF UNIT 1, AS SHOWN ON PLAN REFERENCE 6D, IS OSCAR D. BORETH BY DEED DATED APRIL 20, 2005 AND RECORDED AT THE YCRD IN BOOK 14440, PAGE 653.
- THE PROPERTY IS SHOWN AS LOT 4 ON THE TOWN OF KITTERY TAX MAP 22 AND IS LOCATED IN THE COMMERCIAL 3 DISTRICT.
- SPACE AND BULK CRITERIA FOR THE C-3 DISTRICT ARE AS FOLLOWS:
 NET RESIDENTIAL DENSITY: 40,000 SQUARE FEET
 MINIMUM LOT SIZE: 40,000 SQUARE FEET
 MINIMUM STREET FRONTAGE: NO MINIMUM
 MINIMUM FRONT YARD: 15 FEET
 MINIMUM SIDE YARD: 10 FEET
 MINIMUM REAR YARD: 10 FEET
 MAXIMUM BUILDING HEIGHT: 40 FEET
 MAXIMUM BUILDING COVERAGE: 70%
 * SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 0.48 ACRES.
- THIS IS NOT A BOUNDARY SURVEY. THE BOUNDARY INFORMATION SHOWN HEREON IS SOLELY FROM PLAN REFERENCE 6D, THE CURRENT DEED, AND MONUMENTS SHOWN. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN JUNE OF 2022.
- PLAN REFERENCES:
 A. "MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY PLAN STATE HIGHWAY A-10 KITTERY SHEET 4, DATED JULY, 1941 AND RECORDED AT THE Y.C.R.D. IN PLAN BOOK 16 PAGE 57.
 B. "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, LAND OF MAINE - NEW HAMPSHIRE BRIDGE AUTHORITY TO STATE (M.D.O.T.), SHEET NO. 5 OF 6 D.O.T. FILE NO. 16-297, DATED DECEMBER, 1938 AND REVISED THROUGH SEPTEMBER, 1985 AND RECORDED AT THE Y.C.R.D. IN PLAN BOOK 155 PAGE 68.
 C. "MAINE - NEW HAMPSHIRE INTERSTATE BRIDGE AUTHORITY PISCATAQUA RIVER BRIDGE KITTERY, MAINE - PORTSMOUTH, NEW HAMPSHIRE RIGHT OF WAY MAP - MAINE APPROACH", SHEET 3 OF 3 DATED NOVEMBER, 1938, RECORDED AT THE Y.C.R.D. IN PLAN BOOK 12 PAGE 73.
 D. "PENN CONDOMINIUM PLAN FOR PENN CONCESSIONS, LLC ROUTE 236 - STATE ROAD (U.S. ROUTE 1) KITTERY, MAINE", DATED SEPTEMBER, 2004 AND RECORDED AT THE Y.C.R.D. IN CONDOMINIUM FILE BOOK 631 PAGE 1.
- BOUNDARY NOTES
 A. THIS BURIED PIPE, AS SHOWN ON PLAN REFERENCE 6D, IS PAVED OVER. THE POSITION OF THIS MARKER WAS ESTABLISHED VIA METAL DETECTOR AND HELD.
 B. THIS 1 INCH PIPE IS FLUSH WITH THE GROUND AND IS APPROXIMATELY 1 FOOT FARTHER IN DISTANCE AWAY FROM THE MARKER IN NOTE 7A AS SHOWN ON PLAN REFERENCE 6D. WITHIN A 5 FOOT RADIUS ANOTHER 1 INCH PIPE 1 FOOT LONG WAS FOUND PRONE WITH A YELLOW IDENTIFICATION CAP STAMPED "ANDERSON". IT IS THIS SURVEYOR'S BELIEF THAT THIS CAPPED PIPE IS THE TOP HALF OF THE FLUSH 1 INCH PIPE. AS SUCH, THIS 1 INCH FLUSH PIPE IS BEING HELD FOR LINE.
 C. THE TWO PIPES REFERENCED ABOVE WERE THE ONLY MONUMENTS FOUND AS SHOWN ON PLAN REFERENCE 6D. RECENT CIVIL WORK WAS PERFORMED SINCE THE ISSUANCE OF THE PLAN. IT IS BELIEVED BY THIS SURVEYOR THAT THE OTHER MONUMENTS HAVE BEEN DISTURBED OR DESTROYED.
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
- BENCHMARK:
 BM-1 BOX CUT IN LIGHT POLE BASE ELEVATION: 33.08' (NAVD88)
- UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD GI/ASCE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR TOWN OF KITTERY MAINE, YORK COUNTY, COMMUNITY-PANEL NUMBER Z301710004 C, HAVING AN EFFECTIVE DATE OF JULY 5, 1994. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF MINIMAL FLOODING.

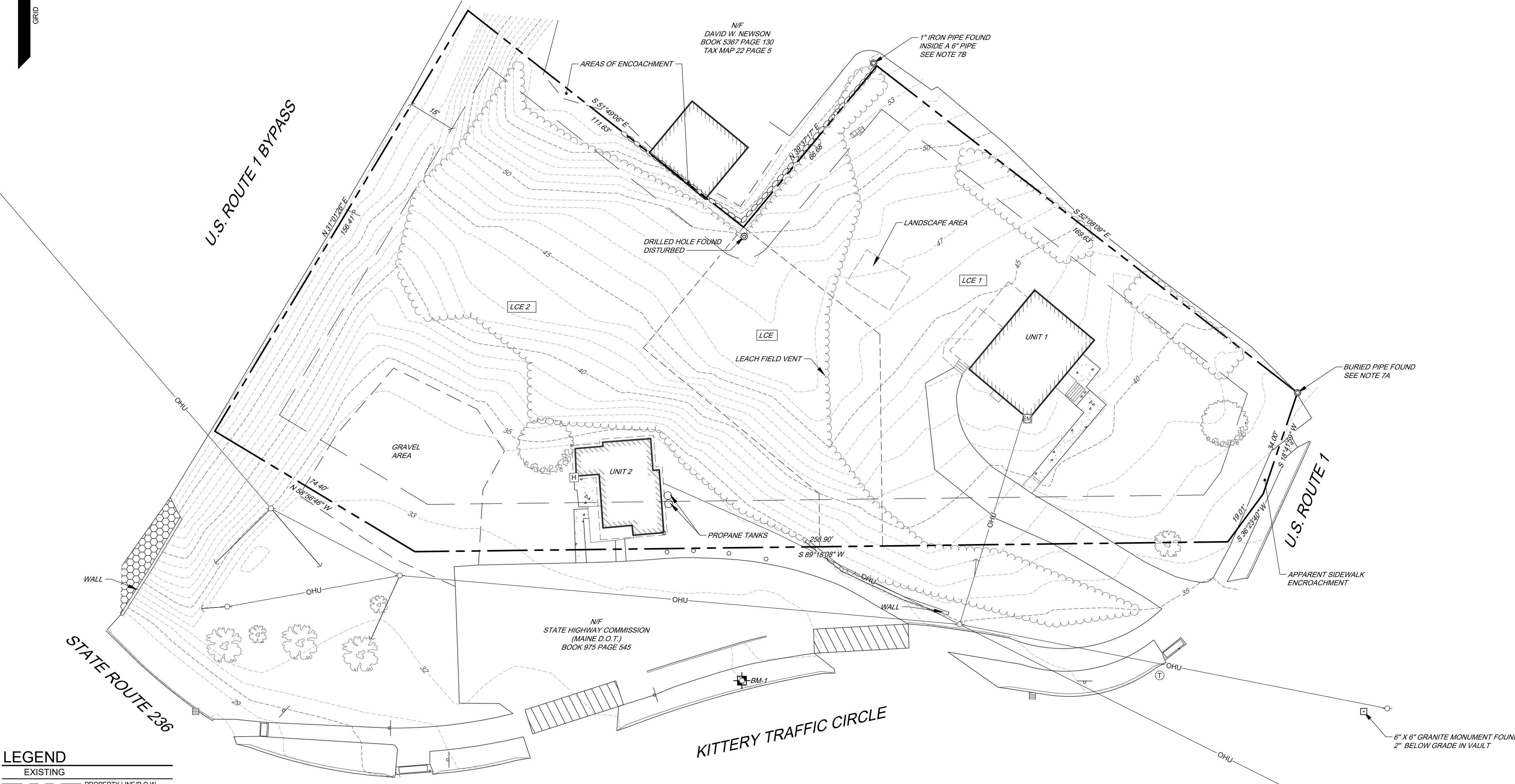


REV.	BY	DATE	STATUS	ISSUED TO CLIENT FOR REVIEW
B	JSB	10/18/2022	UPDATED TRAFFIC CIRCLE OWNERSHIP AND ROADSIDE SETBACKS	
A	JSB	07/11/2022	ISSUED TO CLIENT FOR REVIEW	



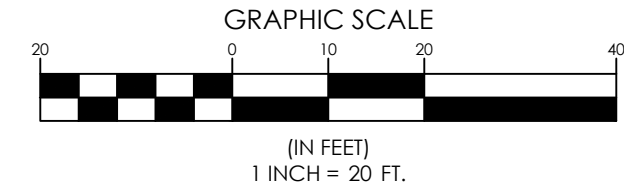
EXISTING CONDITIONS PLAN
 OF:
INDICO KITTERY
 181 STATE ROAD
 KITTERY, ME
 FOR:
INDICO, LLC
 120 STATE ROAD
 KITTERY, ME

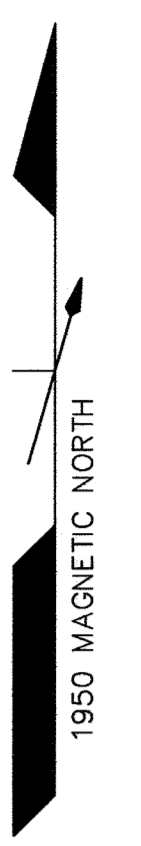
DESIGNED	-
DRAWN	CNG
CHECKED	TSL/JSB
DATE	07/11/2022
SCALE	1" = 20'
PROJECT	220066



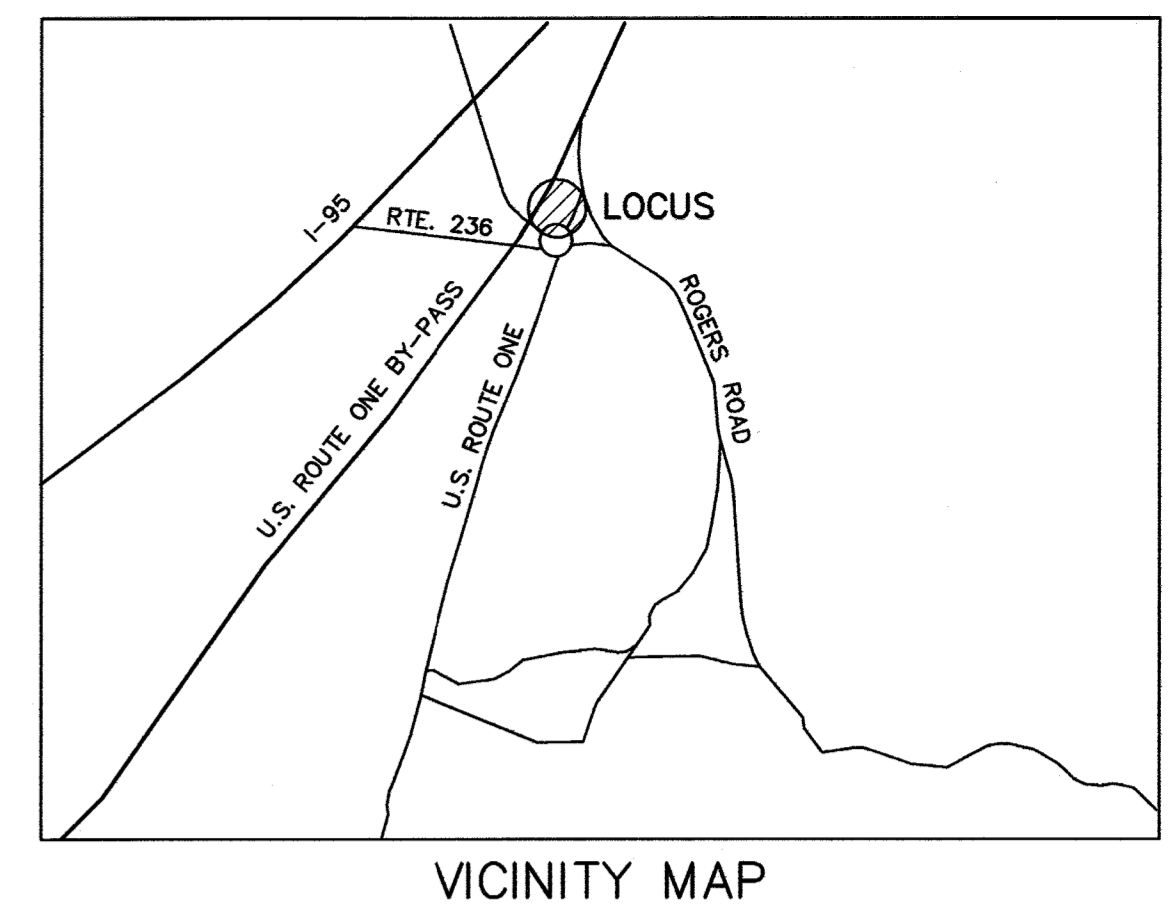
LEGEND

	PROPERTY LINE R.O.W.
	DEED LINE R.O.W.
	SETBACK
	MONUMENT
	IRON PIPE/ROD
	NOW OR FORMERLY
	BENCHMARK
	BUILDING
	DECK/STEPS/ OVERHANG
	LEDGE
	EDGE PAVEMENT
	EDGE CONCRETE
	PAVEMENT PAINT
	EDGE GRAVEL
	CURB LINE
	TREELINE
	CONTOURS
	CHAIN LINK FENCE
	STONE WALL
	MULCH LINE
	BOLLARD
	SIGN
	CATCH BASIN
	OVERHEAD UTILITY
	ELECTRIC METER
	HVAC UNIT
	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE
	CONIFEROUS TREE
	DECIDUOUS TREE
	RIPRAP



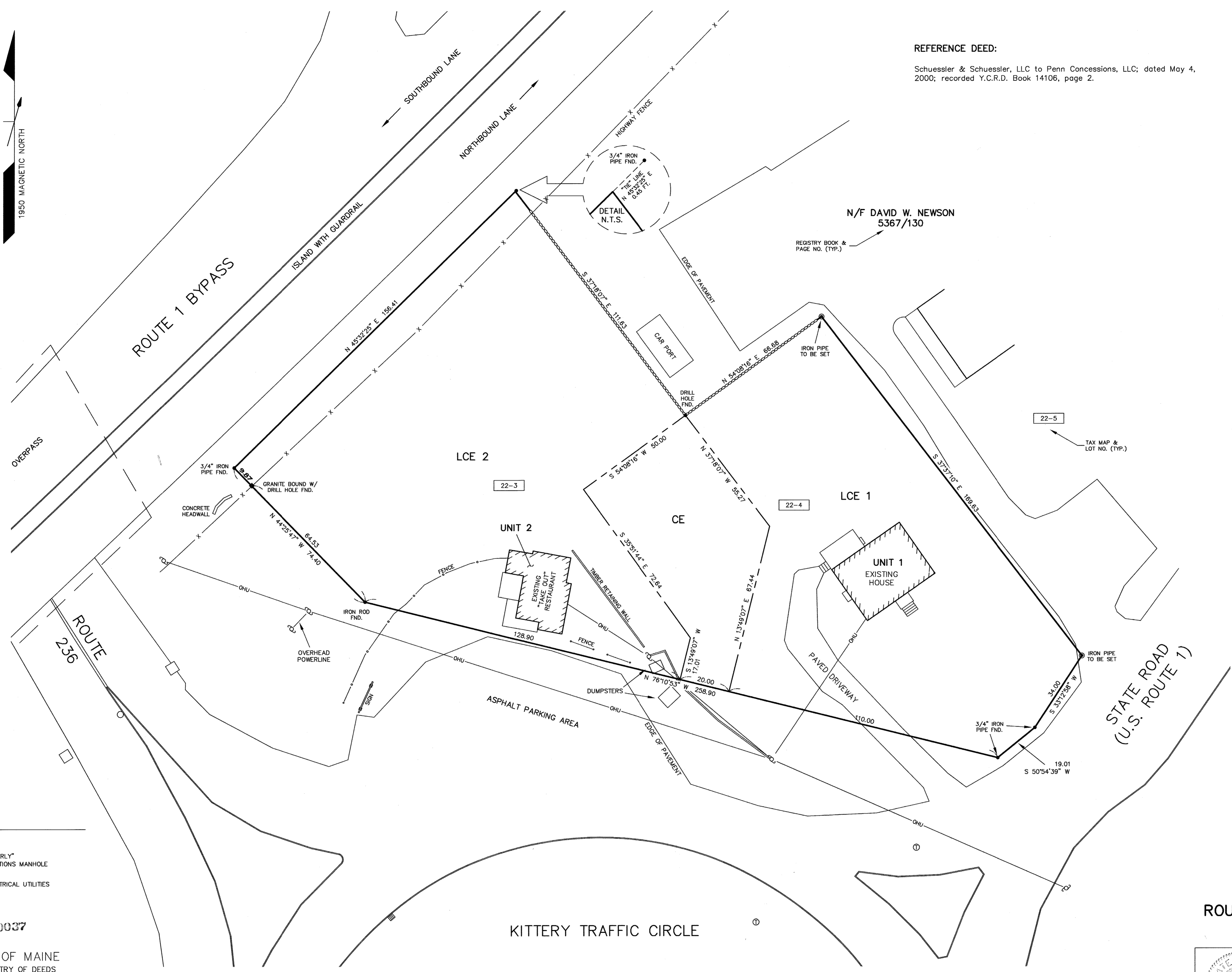


REFERENCE DEED:
 Schuessler & Schuessler, LLC to Penn Concessions, LLC; dated May 4, 2000; recorded Y.C.R.D. Book 14106, page 2.



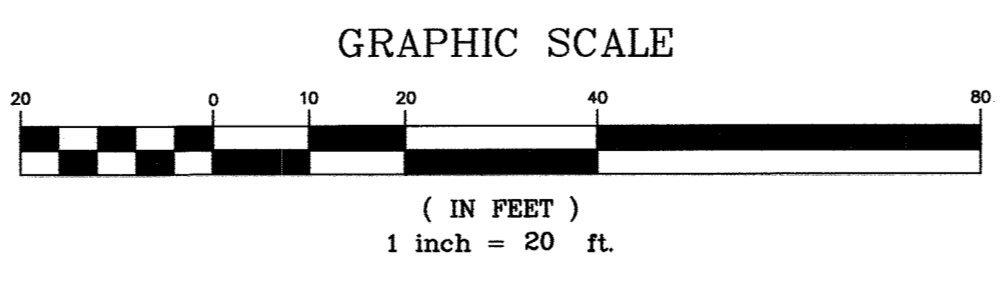
- NOTES:**
- The boundaries as delineated are the opinion of this surveyor and are based on record information and physical evidence. This plan does not purport title or ownership.
 - Field measurements for this survey were made using a Leica total station with electronic data collection. The relative precision of the unadjusted control traverse is better than 1 in 15,000.
 - LCE denotes "Limited Common Element"
 CE denotes "Common Element"
 - TOTAL LOT AREA = 37,714 SQ. FT.
 LCE 1 area = 14,694 "
 LCE 2 area = 18,928 "
 CE area = 4,092 "
 - Existing common septic system located within the CE.
 - The purpose of this plan is to depict a two unit condominium of existing structures. Floor or profile plans were not prepared for this condominium due to lack of common boundaries between units (pursuant to 33 MRSA Sec. 1602-109).

- REFERENCE PLANS:**
- ME - NH Interstate Bridge Authority Right of Way Map Sheet 3 of 3; dated November 1938; recorded Y.C.R.D. Plan Book 12, page 73.
 - ME D.O.T. ROW Map ME - NH Bridge Authority D.O.T. File 16-297 Sheet 6 of 6; dated Dec 1938 / Sept 1985; recorded Y.C.R.D. Plan Book 155, page 68.
 - ME State Highway Commission ROW Plan A-10 State File 16-58 Sheet 4 of 4; dated January 1952; recorded Y.C.R.D. Plan Book 16, page 57.
 - Plan of Property of George R. Seward; by William J. Locke. This plan is unrecorded. Copies may be found in Town of Kittery files, and office of Anderson-Livingston Engineers, Inc.



- LEGEND**
- UTILITY POLE
 - STONE WALL
 - N/F "NOW OR FORMERLY"
 - TELECOMMUNICATIONS MANHOLE
 - CATCH BASIN
 - OVERHEAD ELECTRICAL UTILITIES

000037
 STATE OF MAINE
 YORK, SS. REGISTRY OF DEEDS
 RECEIVED JAN 26, 2005
 AT 2 H 40 M P M. AND
 Condominium File 631 Page 1
 ATTEST
Debra L. Anderson
 REGISTER



**PENN CONDOMINIUM PLAN
 FOR
 PENN CONCESSIONS, LLC
 ROUTE 236 - STATE ROAD (U.S. ROUTE 1)
 KITTERY, MAINE**

	ANDERSON LIVINGSTON ENGINEERS, INC.	Suite 401 Cottage Place 433 II U.S. Route One York, Maine 03909
	Scale: 1 in = 20 ft. Date: September 15, 2004	OWNER: Penn Concessions, LLC 253 Low Street Newburyport, MA 01950
REVISIONS:		Sheet 1 of 1

CERTIFICATION:
 This survey conforms to the Maine Board of Licensure for Professional Land Surveyors Chapter 90 Standards of Practice, effective April 1, 2001 except as noted on this plan.

FILE NO: 6335
 PLAN NO: 2109.040901

\\hpae60\pcc\projects\pcc\51000\5549\dwg\Penn_Concessions.dwg

Warranty Deed

Know all by these presents that **Penn Concessions, LLC**, a Maine limited liability company whose mailing address is 253 Low Street, Newburyport, Massachusetts 01950, for consideration paid, **grants** to **Oscar D. Boreth** whose current mailing address is 253 Low Street, Newburyport, Massachusetts 01950, with **Warranty Covenants**, the real property situated in the Town of Kittery, County of York and State of Maine, described as follows:

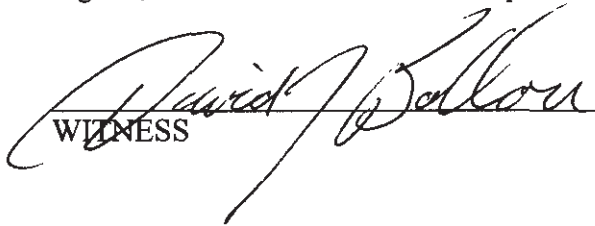
UNIT ONE (1) of Penn Condominium, located at State Road (U.S. Route 1) in the Town of Kittery, County of York and State of Maine, as more particularly described in the condominium declaration dated December 20, 2004 and recorded in the York County Registry of Deeds in Book 14358, Page 554, and as shown on the plats and plans recorded in said Registry in Condominium File No. 631.

Being a portion of the premises conveyed to Penn Concessions, LLC by Warranty Deed of Schuessler & Schuessler, L.L.C, dated May 27, 2004 and recorded in said Registry in Book 14106, Page 002. The current address of the premises is 185 State Road, Kittery, being a portion of Tax Map 22, Lot 4.

Witness this 20th day of April 2005.

Signed, sealed and delivered in the presence of:

Penn Concessions, LLC


WITNESS

By: 
Oscar D. Boreth, Manager

STATE OF MAINE

County of York, ss.

April 20 2005

Then personally appeared the above Oscar D. Boreth, Manager of Penn Concessions, LLC, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said limited liability company.

Before me,


Attorney at Law/Notary Public

Print Name: David J. Ballou

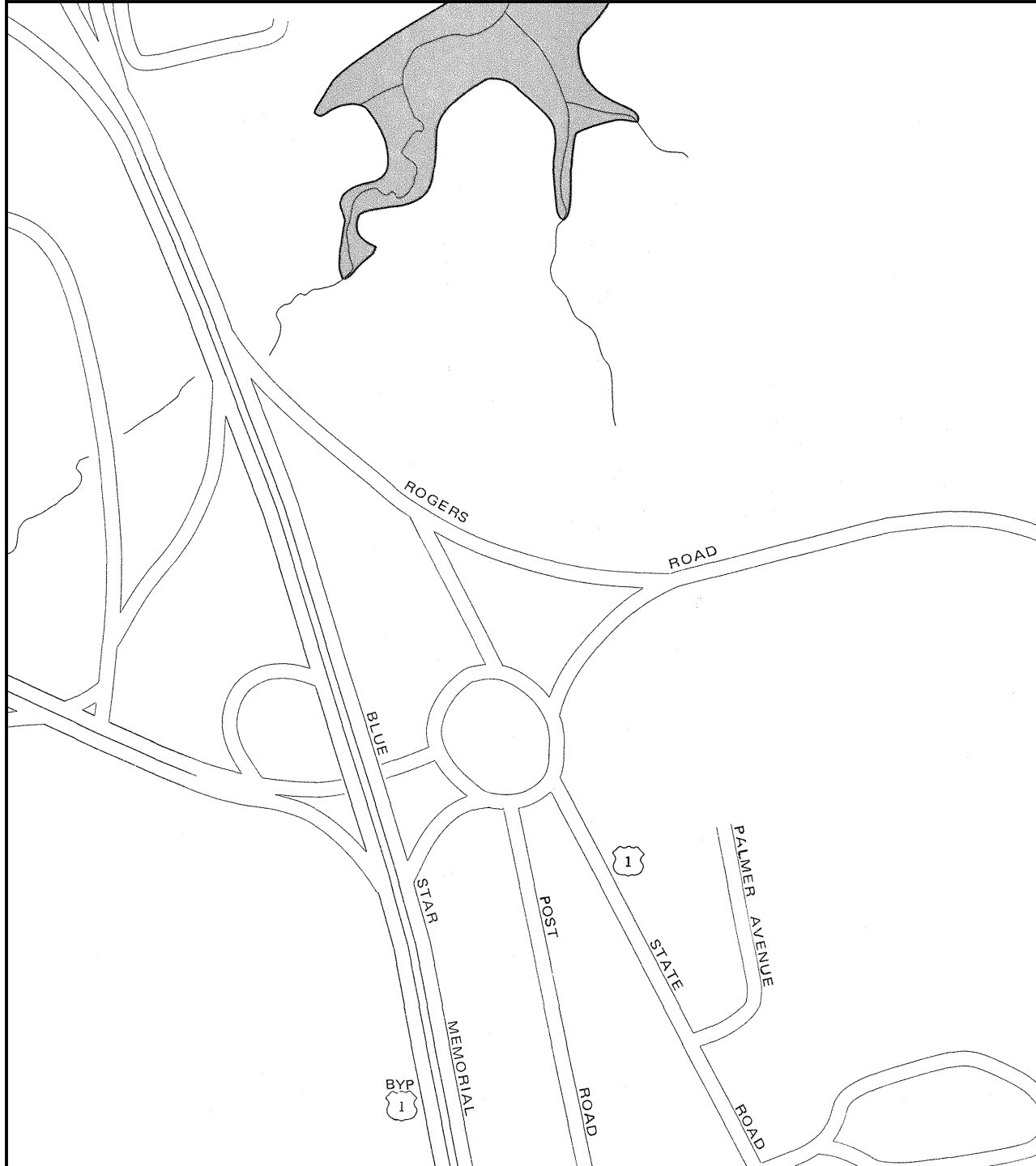
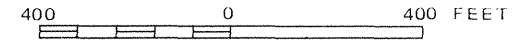
Commission Expires:

NO R.E. TRANSFER TAX PAID

Oscar Boreth
17pg -> P.O. Box 351, Kittery, ME 03904-0351



APPROXIMATE SCALE



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

TOWN OF
KITTERY, MAINE
YORK COUNTY

PANEL 4 OF 10
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230171 0004 C

EFFECTIVE DATE:
JULY 5, 1984



Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at <https://msc.fema.gov>.

John C. Perry, President
James E. Golter, Treasurer
Robert A. Gray, Clerk
Michael H. Melhorn, Trustee
Carla J. Robinson, Trustee



Michael S. Rogers, Superintendent
Carl B. Palm, Assistant Superintendent
Melissa J. Locke, Office Manager

OFFICE OF

KITTERY WATER DISTRICT

17 State Road
Kittery, ME 03904-1565
TEL: 207-439-1128
FAX: 207-439-8549
Email: info@kitterywater.org

Kittery Planning Board
200 Rogers Road
Kittery, ME 03904

October 11, 2023

Re: 181 & 185 State Road, Kittery

Dear Planning Board Members,

Please accept this letter as verification that the Kittery Water District does have the capacity to supply the proposed Adult-use Marijuana Retail Facility located at 181 & 185 State Road, Kittery with Municipal Water Service.

Sincerely,

A handwritten signature in black ink that reads 'Michael S. Rogers'.

Michael S. Rogers
Superintendent

cc: Michael J. Sudak, E.I. - Attar Engineering, Inc.

From: [Michael Rogers](#)
To: [Mike Sudak](#)
Cc: [Sammie Goddard](#); [Lew Chamberlain](#)
Subject: Re: 181 State Road, Kittery - Water Capacity Request
Date: Wednesday, October 11, 2023 1:29:12 PM
Attachments: [181 STATE ROAD, KITTERY.xls](#)
[185 STATE ROAD, KITTERY.xls](#)

Hi Mike,

Please accept my apologies for the delay in responding to you. I saw your email come in last Friday and I was busy in the field, and meant to reply to you over the weekend, and then Monday was a Holiday and by Tuesday your email was off my screen, so I'm glad that you reached out to me again! I'll get you the capacity letter out today. You are correct, both #181 and #185 are served by individual 3/4" copper service lines. Please see the attached electronic service card data. To confuse things, it appears that we have an inactive service line for #183 State Road. We are not certain, however we feel that this water line might have supplied water to the stand alone garage that David Newson has at the top of his real estate office driveway, on the left hand side. The curb stop for this water line is turned off, however could be utilized should the owner of #183 request water service.

Please let me know if you have any other questions.

Thank you.

Mike

Michael S. Rogers, Superintendent

Kittery Water District

17 State Road

Kittery, ME 03904

TEL 207-439-1128

FAX 207-439-8549

CELL 207-451-8316

Email mrogerskwd@gmail.com

(please note, the mikerkwd@comcast.net email address is no longer in use)

On Fri, Oct 6, 2023 at 2:33 PM Mike Sudak <mike@attarengineering.com> wrote:

Good Afternoon Mike,

Attached please find a Cover Letter and .PDF Plan Set for a proposed development at 181 State Road (U.S. Route 1, Traffic Circle).

In addition to the typical request for capacity, I am hoping that you can help me obtain some additional info on the existing water services that extend to the site. The existing conditions plan depicts the nearby 8" main and two 3/4" services that extend to the site. All of this information was taken from the Town's GIS service – our field crew was not able to locate

any WSO's in the area of where these services appear to connect to the main. Any additional info you could provide would be greatly appreciated.

Please let me know if you have any questions/concerns.

Thanks and take care.

-Mike

Michael J. Sudak, E.I.

Civil Engineer

Attar Engineering, Inc.

1284 State Road

Eliot, Maine 03903

Ph: (207) 439-6023

Fax: (207) 439-2128

Cell: (978) 317-3398



TOWN OF KITTERY, MAINE

SEWER DEPARTMENT

200 Rogers Road, Kittery, ME 03904

Telephone: (207) 439-4646 Fax: (207) 439-2799

October 20, 2023

Re: Treatment Plant Capacity-Acceptance letter
181 State Road
Kittery, ME 03904

This letter is to confirm the acceptance of sanitary sewer discharge for the proposed Project at 181 State Road in the Town of Kittery Maine. The sewer system (piping and pumping stations) and the treatment plant will have the capacity and ability to handle the discharge flow requiring treatment and disposal.

This project must follow all specifications in accordance with design and performance standards set by the Kittery Sewer Department found in Title 13 of the Town Code.

Before the connection to the Kittery Sewer line, you will need to obtain a sewer permit from the Town of Kittery and pay all Impact and Entrance fees.

During the engineering and construction process plans may change, if they do, consideration for acceptance may change. Please notify me of any changes in design or construction.

If you have further questions or concerns, please contact me.

Sincerely,

Timothy Babkirk
Town of Kittery
Superintendent of Sewer Services
1-207-439-4646
tbabkirk@kitteryme.org

From: [Timothy Babkirk](#)
To: [Mike Sudak](#)
Cc: [Maxim Zakian](#); [Lew Chamberlain](#)
Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In
Date: Wednesday, February 14, 2024 10:09:18 AM
Attachments: [image001.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hi Mike,
The location of the proposed sewer line will work for the Sewer Department.

Thank You.



Timothy Babkirk

Sewer Department Superintendent
Town of Kittery

T: 207-439-4646 | F: 207-439-2799 | E: tbabkirk@kittery.me

18 Dennett Road, Kittery, ME 03904

200 Rogers Road, Kittery, ME 03904

www.kittery.me

[@KitteryTownHall](#)

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[@town-of-kittery-maine](#)

From: Mike Sudak <mike@attarengineering.com>
Sent: Tuesday, February 13, 2024 9:20 AM
To: Timothy Babkirk <TBabkirk@kittery.me>
Cc: Maxim Zakian <mzakian@kittery.me>; Lew Chamberlain <Lew@attarengineering.com>
Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Good Morning Tim,

Following up on yesterday, I've gotten my bearings from the record drawings you sent yesterday. I've attached a Sketch with a proposed service extension that I believe will work well for this development minimize the disturbances to the traffic circle itself.

I've indicated in red the sewer extension proposed, which includes an on-site pump station with a 3" force main being bored directly into the existing SMH. The existing 8" gravity main running through this SMH is very deep in this area and the directional drill would be impacting the manhole on a face opposite of the invert in and invert out. Either way I would expect we'd be able to accomplish the proposed without conflict with the existing PVC lines.

Another potential option, if the District prefers it, would be to have the directional drill occur further north from the SMH, then wye directly into the down-gravity 8" main. Also from the record drawings it appears that the Sunrise Grill commercial plaza (then called Kittery Cycle) has a similar setup for their service connection to the gravity main.

Please let me know your thoughts and if you have any questions/concerns.

Thanks Tim – take care.

-Mike

From: Mike Sudak
Sent: Monday, February 12, 2024 1:13 PM
To: Timothy Babkirk <TBabkirk@kittery.me>
Cc: Maxim Zakian <mzakian@kittery.me>; Lew Chamberlain <Lew@attarengineering.com>
Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Thank you Tim, these record drawings are very helpful.

Is there a possibility of me being able to procure a full-size copy of this plan and profile? If Town Hall does not have a large-size plotter and you'd be willing to loan the sheets to me I could turn these copies around at my office and return them to the Department.

Take care,

-Mike

From: Timothy Babkirk <TBabkirk@kittery.me>
Sent: Monday, February 12, 2024 11:41 AM
To: Sammie Goddard <sammie@attarengineering.com>; Mike Sudak <mike@attarengineering.com>
Cc: Maxim Zakian <mzakian@kittery.me>; Lew Chamberlain <Lew@attarengineering.com>

Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Hi Sammie,
Let me know if these help you out.

Thank You.



Timothy Babkirk

Sewer Department Superintendent
Town of Kittery

T: 207-439-4646 | F: 207-439-2799 | E: tbabkirk@kitteryme.org

18 Dennett Road, Kittery, ME 03904

200 Rogers Road, Kittery, ME 03904

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[@KitteryTownHall](https://www.instagram.com/KitteryTownHall) | [@town-of-kittery-maine](https://www.linkedin.com/company/town-of-kittery-maine)

From: Sammie Goddard <sammie@attarengineering.com>

Sent: Thursday, February 8, 2024 8:44 AM

To: Timothy Babkirk <TBabkirk@kitteryme.org>; Mike Sudak <mike@attarengineering.com>

Cc: Maxim Zakian <mzakian@kitteryme.org>; Lew Chamberlain <Lew@attarengineering.com>

Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Good Morning Tim,

Just following up here to see if you were able to find anything on the existing gravity main and force main for SMH#107?

Thank you!!

Sammie Goddard
Office Manager



ATTAR
ENGINEERING, INC

CIVIL • STRUCTURAL • MARINE

1284 State Road
Elliot, ME 03903
Tel. 207-439-6023

From: Timothy Babkirk <TBabkirk@kitteryme.org>

Sent: Thursday, January 18, 2024 10:39 AM

To: Mike Sudak <mike@attarengineering.com>

Cc: Maxim Zakian <mzakian@kitteryme.org>; Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>

Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Let me see what I can find.

Thank You.



Tim Babkirk
Superintendent
Kittery Sewer department

Phone: 207-439-4646

Email: tbabkirk@kitteryme.org

200 Rogers Road
Kittery, ME 03904

www.kitteryme.gov



From: Mike Sudak <mike@attarengineering.com>
Sent: Wednesday, January 17, 2024 12:48 PM
To: Timothy Babkirk <TBabkirk@kitteryme.org>
Cc: Maxim Zakian <mzakian@kitteryme.org>; Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>
Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Thank you for the update Tim,

Would it be possible to request the record drawings for the existing gravity main and force main in this area? From the Town's GIS it looks like SMH #107 is what I'd be looking for:



At the end of the day we want to do whatever is least disruptive to the traffic circle, be it directional drilling or crossing the spur road north of the traffic circle to a wye for tie-in. Whatever makes sense to the Town and District. I'm also happy to have a quick phone call to discuss.

Thanks,
-Mike

From: Timothy Babkirk <TBabkirk@kitteryme.org>
Sent: Wednesday, January 17, 2024 11:31 AM
To: Mike Sudak <mike@attarengineering.com>
Cc: Maxim Zakian <mzakian@kitteryme.org>; Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>
Subject: RE: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Hi Mike,
Unfortunately we do not allow connections to be made on force mains.

Thank You.

Tim Babkirk
Superintendent
Kittery Sewer department



Phone: 207-439-4646
Email: tbabkirk@kitteryme.org
200 Rogers Road
Kittery, ME 03904
www.kitteryme.gov



From: Mike Sudak <mike@attarengineering.com>

Sent: Monday, January 15, 2024 2:00 PM

To: Timothy Babkirk <TBabkirk@kitteryme.org>

Cc: Maxim Zakian <mzakian@kitteryme.org>; Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>

Subject: 181 & 185 State Road, Kittery - Proposed Sewer Tie-In

Good Afternoon Tim,

I'm hoping to receive some additional information from the Sewer Department regarding the existing systems in-place at 182 State Road (what I call the Sunrise Grill plaza). As you know I am helping the application for 181/185 State Road through the Planning Board approvals process, and we are proposing to connect to the municipal sewer system. The last time I reached out to you I was proposing our parcel to run by gravity directly to the gravity main along the eastern edge of the traffic circle. Max from Planning had suggested that I look into the possibility of tying into an existing force main which serves some portion of the 182 State Road businesses. Tying into this force main would certainly reduce the interruptions to the traffic circle during construction, so it is something I'd like to pursue and am hopeful you can help.

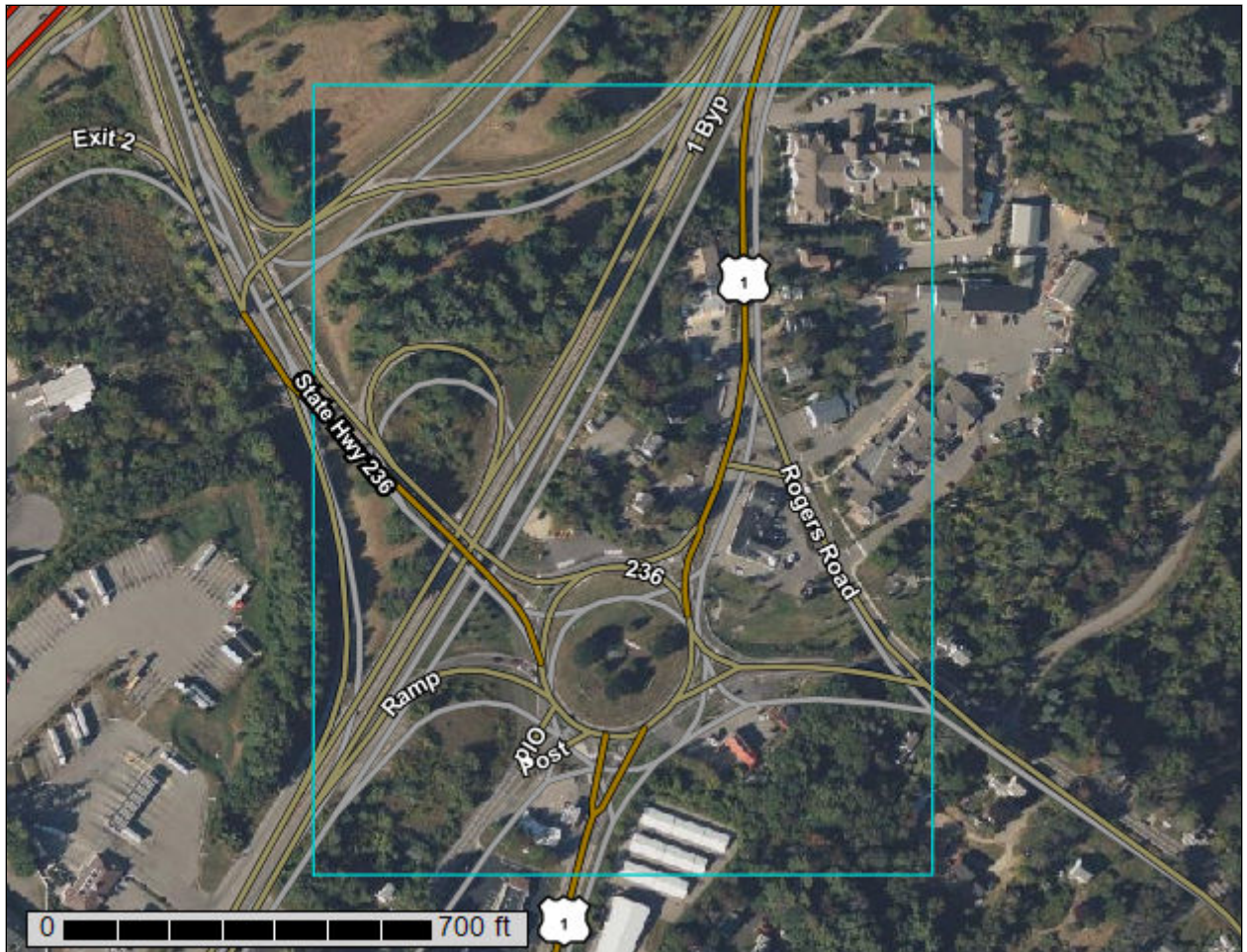
This application received its preliminary approval at last Thursday's meeting, so we are moving on to the Final SPR application. I would ideally like to provide the Town with a resolution to our utility connections with my next submission, so I'm hopeful that we can touch base in short order. Happy to discuss by phone or email as you are available.

Take care, talk soon.

-Mike

Michael J. Sudak, E.I.
Civil Engineer
Attar Engineering, Inc.
1284 State Road
Eliot, Maine 03903
Ph: (207) 439-6023
Fax: (207) 439-2128
Cell: (978) 317-3398

Custom Soil Resource Report for York County, Maine



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

Custom Soil Resource Report

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

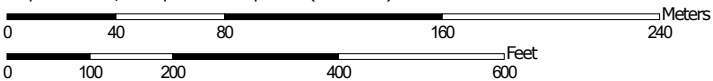
Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map




Map Scale: 1:2,780 if printed on a portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)


Soils


 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit


 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water


 Perennial Water

 Rock Outcrop


 Saline Spot

 Sandy Spot

 Severely Eroded Spot


 Sinkhole


 Slide or Slip


 Sodic Spot


 Spoil Area

 Stony Spot


 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals


Transportation

 Rails


 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: York County, Maine
 Survey Area Data: Version 21, Aug 30, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 19, 2020—Sep 20, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Bm	Biddeford mucky peat, 0 to 3 percent slopes	0.7	1.8%
LnB	Lyman loam, 3 to 8 percent slopes, rocky	0.8	1.9%
LnC	Lyman loam, 8 to 15 percent slopes, rocky	18.3	45.1%
Sc	Scantic silt loam, 0 to 3 percent slopes	5.4	13.4%
Ur	Urban land	15.3	37.7%
Totals for Area of Interest		40.5	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

Custom Soil Resource Report

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

York County, Maine

Bm—Biddeford mucky peat, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 2t0jn
Elevation: 10 to 900 feet
Mean annual precipitation: 33 to 60 inches
Mean annual air temperature: 39 to 45 degrees F
Frost-free period: 90 to 160 days
Farmland classification: Not prime farmland

Map Unit Composition

Biddeford and similar soils: 82 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Biddeford

Setting

Landform: Marine terraces, river valleys
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Dip
Down-slope shape: Concave
Across-slope shape: Concave, linear
Parent material: Organic material over glaciomarine deposits

Typical profile

Oe - 0 to 12 inches: mucky peat
Eg - 12 to 16 inches: silt loam
Bg - 16 to 45 inches: silty clay
Cg - 45 to 65 inches: clay

Properties and qualities

Slope: 0 to 3 percent
Surface area covered with cobbles, stones or boulders: 0.0 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Very poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.14 in/hr)
Depth to water table: About 0 inches
Frequency of flooding: None
Frequency of ponding: Frequent
Available water supply, 0 to 60 inches: High (about 11.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 5w
Hydrologic Soil Group: D
Ecological site: F144BY002ME - Marine Terrace Depression, F144BY304ME - Wet Clay Flat
Hydric soil rating: Yes

LnB—Lyman loam, 3 to 8 percent slopes, rocky

Map Unit Setting

National map unit symbol: 2trq7

Elevation: 0 to 520 feet

Mean annual precipitation: 36 to 65 inches

Mean annual air temperature: 36 to 52 degrees F

Frost-free period: 60 to 160 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Lyman, rocky, and similar soils: 86 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Lyman, Rocky

Setting

Landform: Hills, mountains

Landform position (two-dimensional): Summit, shoulder, backslope

Landform position (three-dimensional): Mountaintop, mountainbase, side slope, crest

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Loamy supraglacial till derived from granite and gneiss and/or loamy supraglacial till derived from phyllite and/or loamy supraglacial till derived from mica schist

Typical profile

Oe - 0 to 1 inches: moderately decomposed plant material

A - 1 to 3 inches: loam

E - 3 to 5 inches: fine sandy loam

Bhs - 5 to 7 inches: loam

Bs1 - 7 to 11 inches: loam

Bs2 - 11 to 18 inches: channery loam

R - 18 to 28 inches: bedrock

Properties and qualities

Slope: 3 to 8 percent

Depth to restrictive feature: 11 to 24 inches to lithic bedrock

Drainage class: Somewhat excessively drained

Capacity of the most limiting layer to transmit water (Ksat): Very low to high (0.00 to 14.03 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Available water supply, 0 to 60 inches: Low (about 3.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 2s

Hydrologic Soil Group: D

Hydric soil rating: No

LnC—Lyman loam, 8 to 15 percent slopes, rocky

Map Unit Setting

National map unit symbol: 2trq9

Elevation: 0 to 690 feet

Mean annual precipitation: 36 to 65 inches

Mean annual air temperature: 36 to 52 degrees F

Frost-free period: 60 to 160 days

Farmland classification: Not prime farmland

Map Unit Composition

Lyman, rocky, and similar soils: 86 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Lyman, Rocky

Setting

Landform: Hills, mountains

Landform position (two-dimensional): Summit, shoulder, backslope

Landform position (three-dimensional): Mountaintop, mountainflank, mountainbase, side slope, crest

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Loamy supraglacial till derived from granite and gneiss and/or loamy supraglacial till derived from phyllite and/or loamy supraglacial till derived from mica schist

Typical profile

Oe - 0 to 1 inches: moderately decomposed plant material

A - 1 to 3 inches: loam

E - 3 to 5 inches: fine sandy loam

Bhs - 5 to 7 inches: loam

Bs1 - 7 to 11 inches: loam

Bs2 - 11 to 18 inches: channery loam

R - 18 to 28 inches: bedrock

Properties and qualities

Slope: 8 to 15 percent

Depth to restrictive feature: 11 to 24 inches to lithic bedrock

Drainage class: Somewhat excessively drained

Capacity of the most limiting layer to transmit water (Ksat): Very low to high (0.00 to 14.03 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Available water supply, 0 to 60 inches: Low (about 3.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 3e

Custom Soil Resource Report

Hydrologic Soil Group: D
Hydric soil rating: No

Sc—Scantic silt loam, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 2slv3
Elevation: 10 to 900 feet
Mean annual precipitation: 33 to 60 inches
Mean annual air temperature: 39 to 45 degrees F
Frost-free period: 90 to 160 days
Farmland classification: Not prime farmland

Map Unit Composition

Scantic and similar soils: 85 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Scantic

Setting

Landform: Marine terraces, river valleys
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Glaciomarine deposits

Typical profile

Ap - 0 to 9 inches: silt loam
Bg1 - 9 to 16 inches: silty clay loam
Bg2 - 16 to 29 inches: silty clay
Cg - 29 to 65 inches: silty clay

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 6.3 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: D
Ecological site: F144BY304ME - Wet Clay Flat
Hydric soil rating: Yes

Ur—Urban land

Map Unit Composition

Urban land: 90 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Setting

Landform position (two-dimensional): Footslope, toeslope

Landform position (three-dimensional): Base slope, tread

Down-slope shape: Linear

Across-slope shape: Linear

Typical profile

H1 - 0 to 6 inches: variable

Properties and qualities

Slope: 0 to 8 percent

Drainage class: Moderately well drained

Depth to water table: About 24 to 72 inches

Available water supply, 0 to 60 inches: Very low (about 0.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 8s

Hydric soil rating: No

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TEST PIT DATA

Client: Attar Engineering
Location: 181 & 185 State Road, Kittery
Date: 2 October 2023

Test Pit Number: One

<u>Depth</u>	<u>Description</u>
0-9"	Yellowish brown gravelly loamy sand fill, massive, friable.
9-14"	Dark gray gravelly fine sandy loam fill and topsoil, massive, friable.
14-21"	Gray silt loam, blocky, friable, redox.
21-30"	Light gray silt loam, blocky, friable, redox.
30-60"	Olive gray silty clay loam, blocky, firm, redox.

Depth to Seasonal High Water Table: 14"

Depth to Bedrock: none



Michael Cuomo

Traffic Impact Study

Proposed Adult-Use Marijuana Dispensary
181 & 185 State Road (Route 1)
Kittery, Maine

Prepared for:

IDC 5 LLC
Kittery, Maine

November 2023

Prepared by:

 **Vanasse &
Associates inc**
Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810

Dear Reviewer:

This letter shall certify that this *Traffic Impact Study* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the State of Maine (Maine P.E. No. 9163) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

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EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Traffic Impact Study (TIS) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of an adult-use marijuana dispensary to be located adjacent to the Kittery Traffic Circle at 181 and 185 State Road (Route 1) in Kittery, Maine (hereafter referred to as the “Project”). This assessment was prepared in consultation with the Maine Department of Transportation (MaineDOT) and the Town of Kittery; was performed in general accordance with Section 7, Traffic Study Requirements, of MaineDOT’s *Traffic Movement Permit* guidelines; and was conducted pursuant to the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE),¹ the Project is expected to generate approximately 422 vehicle trips on an average weekday (two-way, 24-hour volume), with 21 vehicle trips expected during the weekday morning peak-hour, 38 vehicle trips expected during the weekday evening peak-hour and 58 vehicle trips expected during the Saturday midday peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition); however, it was noted one or more movements at the Kittery Traffic Circle are currently operating over capacity (defined as level-of-service (LOS) “F”) during the weekday evening and Saturday midday peak hours independent of the Project. Project-related impacts on these movements were defined as a predicted increase in vehicle queuing of between one (1) and four (4) vehicles;
3. All movements exiting the Project site driveway to Route 1 are predicted to operate at LOS A during the weekday morning peak-hour and at LOS B during the weekday evening and Saturday midday peak hours, with negligible vehicle queuing predicted under all peak periods. All movements along Route 1 approaching the Project site driveway are predicted to operate at LOS A, also with negligible vehicle queuing under all peak periods;

¹*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

4. Independent of the Project, the Kittery Traffic Circle is included on MaineDOT's High Crash Location (HCL) list for 2019 through 2021. As such, specific recommendations have been provided to advance safety-related improvements at the rotary; and
5. Lines of sight to and from the Project site driveway intersection with Route 1 were found to exceed the recommended minimum sight distance for the intersection to operate in a safe manner based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided by way of two (2) driveways configured as follows: a one-way, entrance only driveway that will intersect the Kittery Traffic Circle in the northwest quadrant at the approximate location of the exit-only driveway that currently serves the La Casita Caribbean Restaurant; and a one-way, exit only driveway that will intersect the west side of Route 1 approximately 100 feet (ft) north of the Kittery Traffic Circle and allow for left and right-turns exiting the Project site. The second driveway that serves the La Casita restaurant that intersects the Kittery Traffic Circle will be closed, thereby reducing the number of driveways and conflict points within the Kittery Traffic Circle. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plans:

- The Project site driveways will be 20 feet in width and designed to accommodate the turning and maneuvering requirements of delivery vehicles and the largest anticipated responding emergency vehicle.
- Where perpendicular parking is proposed, the drive aisle behind the parking will be a minimum of 23 feet in width (24 feet is proposed) in order to facilitate parking maneuvers.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices (MUTCD)*.²

²*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

- A sidewalk is proposed along the south side of the parking field that will connect to the existing sidewalk along the west side of Route 1 and to the existing sidewalk along the north side of the Kittery Traffic Circle.
- Americans with Disabilities Act (ADA)-compliant wheelchair ramps and crosswalks will be provided for crossing the Project site driveways.
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within the sight triangle areas should be promptly removed where such accumulations would impede sight lines.
- A traffic and parking management plan should be developed in consultation with the Kittery Police Department to accommodate the increased customer demand that may occur during the initial opening period and during the peak tourist season. The goal of the traffic and parking management plan will be to manage customer demands so as not to exceed the available parking within the project site with consideration of employee parking requirements. After the initial opening period, operations should be reviewed with the Police Chief on a periodic basis to determine if there is a need to continue the elements of the traffic and parking management plan.

Off-Site

Kittery Traffic Circle (Route 1/Route 236/Old Post Road)

Independent of the Project, specific movements at the Kittery Traffic Circle are currently operating over capacity during the weekday evening and Saturday midday peak hours, with Project-related impacts on these movement shown to be a predicted increase in vehicle queuing of between one (1) and four (4) vehicles. In addition to and also independent of the Project, the intersection was identified by MaineDOT as a High Crash Location (HCL) for the years 2019 through 2021. As a part of the mitigation commitments for the proposed extended stay hotel that is being advanced by Tropic Star Development off of the Kittery Traffic Circle (discussed in the *Background Development Projects* section of this assessment),³ a safety assessment of the intersection will be completed and the applicant for that project will implement the recommended improvements that are an outcome of the safety assessment along Old Post Road.

In order to further these improvements, the Project proponent will: i) share in the cost to complete the safety assessment for the Kittery Traffic Circle; and ii) design and construct the improvements that are recommended as an outcome of the safety assessment along the Route 1 north leg of the intersection to the extent that they entail sign and pavement marking enhancements that can be completed within the public right-of-way. The safety assessment and sign and pavement marking enhancements for the Route 1 north leg of the intersection will be completed prior to the issuance of a Certificate of Occupancy for the Project, subject to receipt of all necessary rights, permits and approvals.

³*Traffic Impact Study*, Proposed Extended Stay Hotel, Kittery, Maine; VAI; July 2023.

Transportation Demand Management (TDM)

Public transportation services are provided within the study area by the Cooperative Alliance for Seacoast Transportation (COAST). COAST provides fixed-route bus service along Route 1, south of the Kittery Traffic Circle, and on Route 236, west of the Kittery Traffic Circle, by way of Route 100, *Somersworth/Berwick/Kittery (PNSY Gate 1)*, which provides service between Tri-City Plaza in Somersworth, Maine and Government Street in Kittery, Maine. The closest stop to the Project site is at Government Street, approximately 1.3 miles to the south of the Project site. In addition to fixed-route bus services, COAST provides paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the Americans with Disabilities Act (ADA).

In an effort to encourage the use of alternative modes of transportation to single-occupancy vehicles (SOVs), the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A transportation coordinator will be designated for the Project to coordinate the elements of the TDM program;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to employees;
- A “welcome packet” will be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- Pedestrian accommodations have been incorporated within the Project site and consist of sidewalks that extend to the existing pedestrian accommodations along Route 1 and at the Kittery Traffic Circle; and
- Secure bicycle parking should be provided within the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Traffic Impact Study (TIS) in order to determine the potential impacts on the transportation infrastructure associated the proposed construction of an adult-use marijuana dispensary to be located adjacent to the Kittery Traffic Circle at 181 and 185 State Road (Route 1) in Kittery, Maine (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Route 1 and at the Kittery Traffic Circle (Route 236 at Route 1 and Old Post Road).

PROJECT DESCRIPTION

As proposed, the Project will entail the construction of a 2,000± square foot (sf) adult-use marijuana dispensary to be located adjacent to the Kittery Traffic Circle at 181 and 185 State Road (Route 1) in Kittery, Maine. The Project site encompasses approximately 0.82± acres of land that is situated in the northwest quadrant of the Kittery Traffic Circle and is bounded by the Route 1 Bypass and a commercial property to the north; the Kittery Traffic Circle to the south; Route 1 and a commercial property to the east; and the Route 1 Bypass to the west. Figure 1 depicts the Project site location in relation to the existing roadway network. The Project site currently contains an existing single-family home (185 State Road), the La Casita Caribbean Restaurant and associated appurtenances, all of which will be removed to accommodate the Project.

Access to the Project site will be provided by way of two (2) driveways configured as follows: a one-way, entrance only driveway that will intersect the Kittery Traffic Circle in the northwest quadrant at the approximate location of the exit-only driveway that currently serves the La Casita Caribbean Restaurant; and a one-way, exit only driveway that will intersect the west side of Route 1 approximately 100 feet (ft) north of the Kittery Traffic Circle and allow for left and right-turns exiting the Project site. The second driveway that serves the La Casita restaurant that intersects the Kittery Traffic Circle will be closed, thereby reducing the number of driveways and conflict points within the Kittery Traffic Circle.



Figure 1
Site Location Map

Off-street parking will be provided for 21 vehicles to accommodate employees and customers. The proposed parking supply (21 spaces) exceeds the parking requirements for a commercial/retail use as defined in Section 16.8.9.4 *Off-Street Parking Standards*, of the Town of Kittery Zoning Bylaws.⁴

STUDY METHODOLOGY

This study was prepared in consultation with the Maine Department of Transportation (MaineDOT) and the Town of Kittery; was performed in general accordance with Section 7, Traffic Study Requirements, of MaineDOT's *Traffic Movement Permit* guidelines and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; public transportation services; observations of traffic flow; and collection of daily and peak period traffic counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A five-year time horizon (2028) was selected for analyses consistent with MaineDOT's *Traffic Movement Permit* guidelines. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

⁴The Town of Kittery Zoning Bylaws requires one (1) parking space for every 175 sf of commercial/retail space. A 2,000 sf marijuana dispensary would require 12 parking spaces (21 spaces are proposed).

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in July and September 2023. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of State Road (Route 1) and the Kittery Traffic Circle (Route 236 at Route 1 and Old Post Road).

The following describes the study area roadway and intersection.

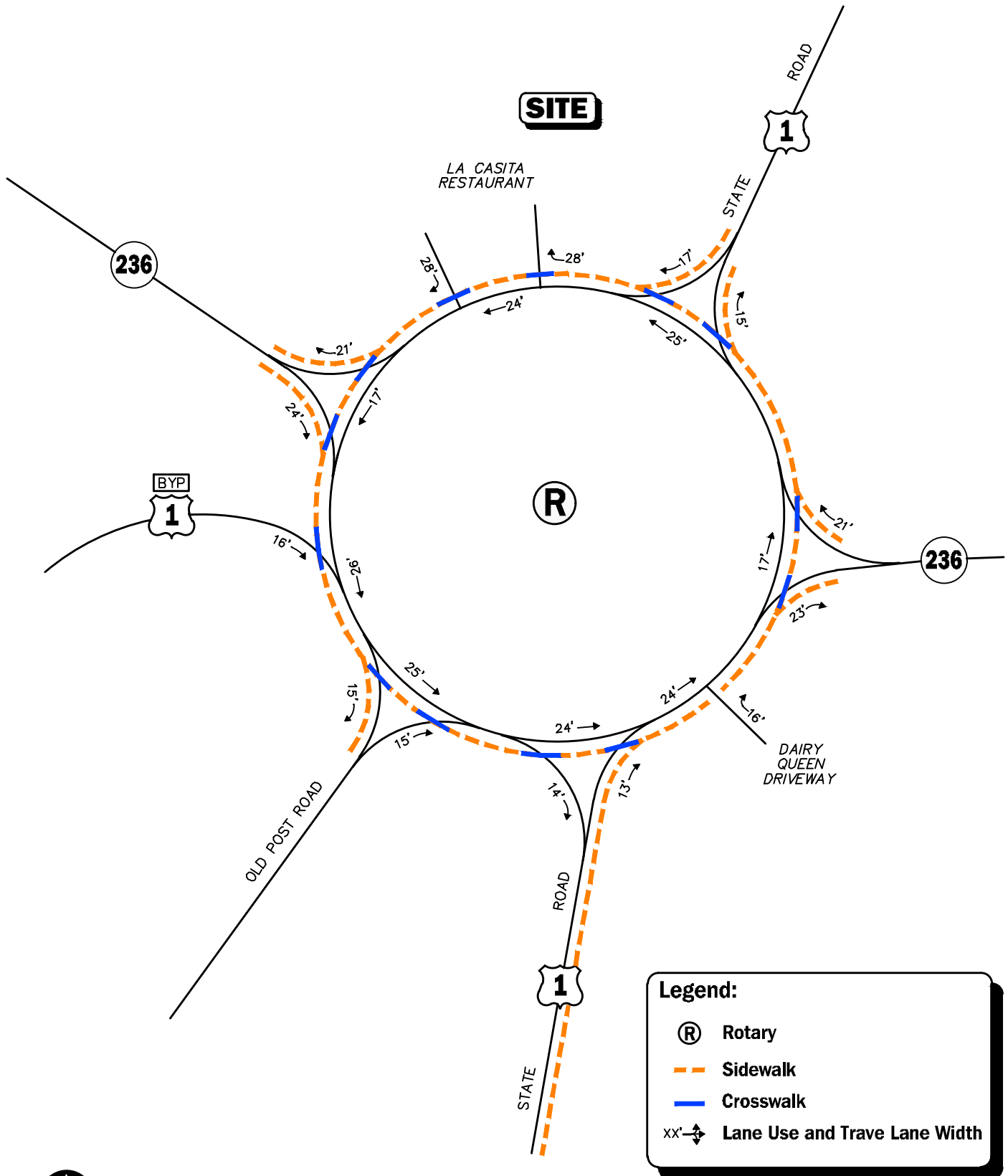
ROADWAY

State Road (Route 1)

- Two-lane urban minor arterial roadway under MaineDOT jurisdiction that traverses the study area in a general north-south direction between Government Street and Route 1 Bypass, and forms two (2) legs of the Kittery Traffic Circle;
- Provides two 11 to 12-foot-wide travel lanes that are separated by a double-yellow centerline with variable width marked shoulders provided in the vicinity of the Project site;
- The posted speed limit in the vicinity of the Project site is 25 mph;
- North of the Kittery Traffic Circle, a sidewalk is provided along both sides of the roadway for a distance of between 80 ft to 100 ft, and along the east side of the roadway south of Lyric Lane for a distance of approximately 220 ft;
- Illumination is provided intermittently by way of street lights mounted on wood poles;
- Land use within the study area consists of the Project site and residential and commercial properties.

INTERSECTION

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersection as observed in September 2023.



Not To Scale



Figure 2
Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

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Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Kittery Traffic Circle (Rte. 236 at Rte. 1 and Old Post Rd.)	R	1 general-purpose travel lane on all approaches	Yes, 1 to 6 feet along all legs	Yes; sidewalks provided along the east side of Rte. 1 south of the Kittery Traffic Circle, around the perimeter of the Kittery Traffic Circle, and to the north of the Kittery Traffic Circle for a distance of 80-100 ft.; marked crosswalks provided for crossing all legs and across the La Casita restaurant driveways	Yes; shared traveled-way ^b

^aRotary control.

^bCombined shoulder and travel lane width equal to or exceeding 14 feet.

TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs), and vehicle classification counts were completed in July and September 2023. The ATR counts were conducted on September 6th through 7th, 2023 (Wednesday and Thursday, inclusive) on Route 1, north of the Kittery Traffic Circle, in order to record weekday traffic conditions over an extended period, with weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak-period TMCs performed at the Kittery Traffic Circle on July 13th, 2023 (Thursday), and during the Saturday midday (11:00 AM to 2:00 PM) peak-period on Saturday, September 9th, 2023. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In accordance with MaineDOT requirements, the raw traffic count data was adjusted to the 30th highest hour (6th highest week of the year) in order to develop design condition traffic volumes from which to assess the impact of the Project on the roadway network. In order to determine the appropriate adjustment factor, traffic count data available from MaineDOT was reviewed for Arterial Group 2 Roadways, the functional classification of Route 1.⁵ Based on a review of this data, it was determined that the July and September traffic count data are approximately 1.2 and 9.9 percent *below* the 30th highest design hour traffic volumes, respectively. As such, the July and September traffic volume data collected as a part of this assessment was increased by 1.2 and 9.9 percent, respectively, in order to be representative of the 30th highest design hour traffic volumes.

⁵MaineDOT Traffic Volume Counts, 2018 Annual Report, Arterial Group 2 Roadways.

In order to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic, traffic-volume data collected at MaineDOT Continuous Count Station No. 133113054702, located on Interstate 95 (I-95) southbound at the Maine state line, in July and September 2023 were compared to data collected at the same count station in July and September 2019. Based on this pre- and post-COVID-19 traffic-volume comparison, the traffic-volume data that was collected as part of this assessment was found to be generally consistent with or above pre-COVID (2019) conditions. As such, no adjustment (beyond 30th highest hour adjustment) was made to the July or September 2023 traffic volume as they are representative of pre-COVID traffic volume conditions.

The 2023 Existing traffic volumes are summarized in Table 2, with the weekday morning, weekday evening and Saturday midday peak-hour traffic volumes graphically depicted on Figures 3, 4 and 5, respectively. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

Table 2
2023 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	ADT ^a	VPH ^b	K Factor ^c	Directional Distribution ^d
<i>Route 1, north of Kittery Traffic Circle:</i>	6,245	--	--	--
Weekday Morning (8:00 – 9:00 AM)	--	414	6.6	94.4% NB
Weekday Evening (4:30 – 5:30 PM)	--	630	10.1	93.0% NB
Saturday Midday (11:45 AM – 12:45 PM)	--	669	10.7	94.8% NB

^aAverage daily traffic in vehicles per day.

^bVehicles per hour.

^cPercent of daily traffic occurring during the peak hour.

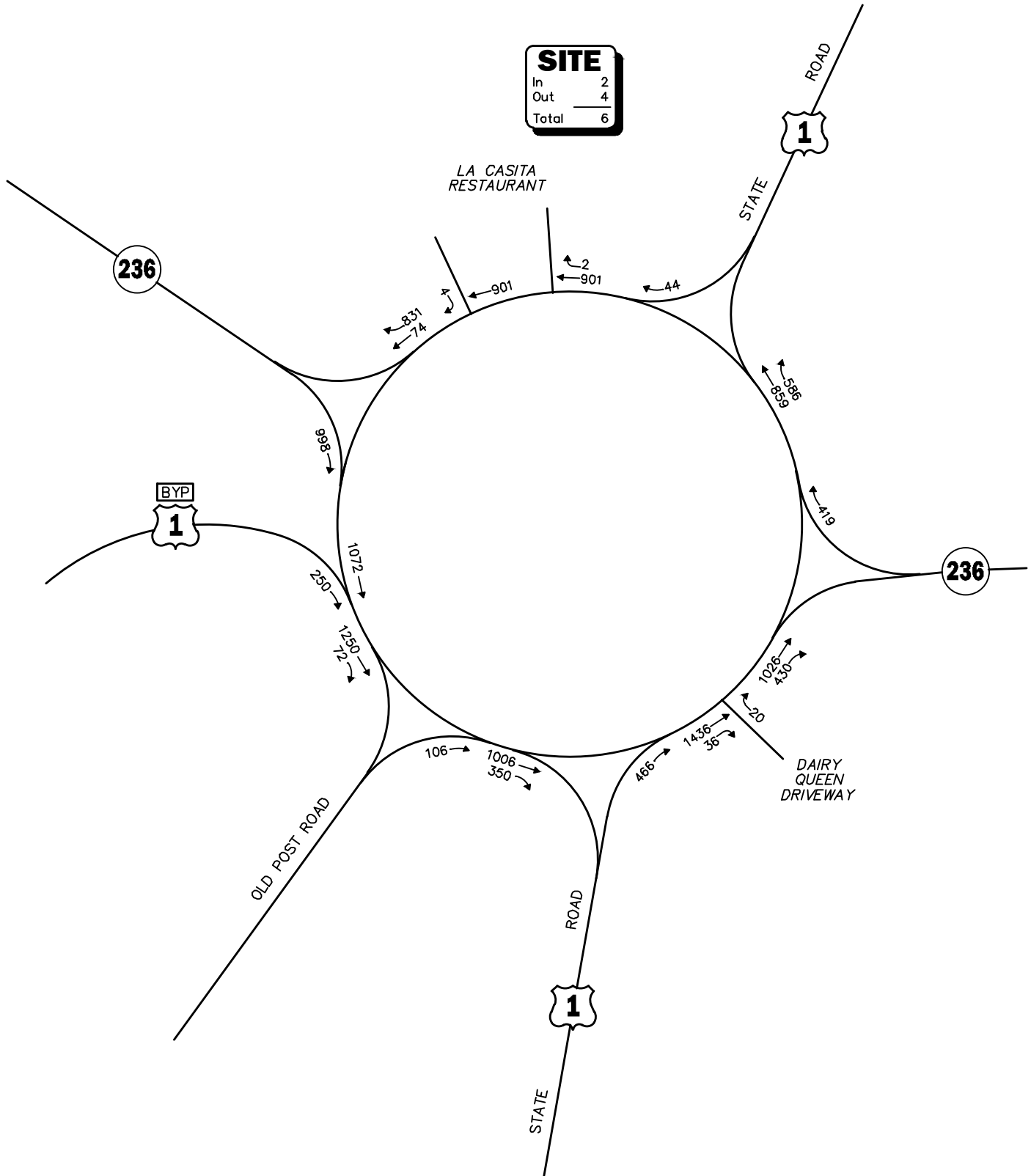
^dPercent traveling in peak direction.

NB = northbound.

As can be seen in Table 2, Route 1 in the vicinity of the Project site was found to accommodate approximately 6,245 vehicles on an average day (two-way, 24-hour volume), with approximately 414 vehicles per hour (vph) during the weekday morning peak-hour, 630 vph during the weekday evening peak-hour and 669 vph during the Saturday midday peak-hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in September 2023. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections, as well as the location of existing and planned future bicycle facilities. As detailed on Figure 2, sidewalks are provided around the perimeter of the Kittery Traffic Circle; along both sides of Route 1 north of the Kittery Traffic Circle for a distance of between 80 ft to 100 ft and along the east side of Route 1 south of Lyric Lane for a distance of approximately 220 ft; and along the east side of Route 1 south of the Kittery Traffic Circle; with marked crosswalks provided for crossing all legs of the Kittery Traffic Circle and across the La Casita restaurant driveways.



Not To Scale

Figure 4



2023 Existing Weekday Evening Peak-Hour Traffic Volumes

Formal bicycle facilities are not provided within the study area; however, the study area roadways generally provides sufficient width (combined travel lane and shoulder) to support bicycle travel in a shared traveled-way configuration.⁶

PUBLIC TRANSPORTATION

Public transportation services are provided within the study area by the Cooperative Alliance for Seacoast Transportation (COAST). COAST provides fixed-route bus service along Route 1, south of the Kittery Traffic Circle, and on Route 236, west of the Kittery Traffic Circle, by way of Route 100, *Somersworth/Berwick/Kittery (PNSY Gate 1)*, which provides service between Tri-City Plaza in Somersworth, Maine and Government Street in Kittery, Maine. The closest stop to the Project site is at Government Street, approximately 1.3 miles to the south of the Project site. In addition to fixed-route bus services, COAST provides paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the Americans with Disabilities Act (ADA).

The public transportation schedules and fare information are provided in the Appendix.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Route 1 in the vicinity of the Project site in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

**Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS**

	Route 1	
	Northbound	Southbound
Mean Travel Speed (mph)	27	17
85 th Percentile Speed (mph)	29	23
Posted Speed Limit (mph)	25	25

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Route 1 in the vicinity of the Project site was found to be 27 mph in the northbound direction and 17 mph southbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 29 mph in the northbound direction and 23 mph southbound, which is within 4 mph of the posted speed limit in the vicinity of the Project site (25 mph).

⁶A minimum combined travel lane and paved shoulder width of 14 feet is required to support bicycle travel in a shared traveled-way condition.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MaineDOT and the Maine Bureau of Highway Safety for the most recent three-year period available (2019 through 2021, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, and day of occurrence, and presented in Table 4.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY^a

	Kittery Traffic Circle	Route 1 at the Project Site Driveway
Traffic Control Type ^b	R	U
<i>Year:</i>		
2019	12	0
2020	6	0
<u>2021</u>	<u>11</u>	<u>1</u>
Total	29	1
Average	9.67	0.33
<i>Type:</i>		
Intersection Movement	4	0
Rear-End/Sideswipe	22	0
Went off Road	2	1
Pedestrian/Bicycle	0	0
<u>Other</u>	<u>1</u>	<u>0</u>
Total	29	1
<i>Day of Week:</i>		
Monday-Friday	21	0
Saturday	7	0
<u>Sunday</u>	<u>1</u>	<u>1</u>
Total	29	1
<i>Severity:</i>		
Property Damage Only	25	1
Non-fatal Injury	4	0
<u>Not Reported</u>	<u>0</u>	<u>0</u>
Total	29	1

^aSource: MaineDOT and the Maine Bureau of Highway Safety records, 2019 through 2021.

^bTraffic Control Type: R = signalized, U = unsignalized.

As can be seen in Table 4, the Kittery Traffic Circle was reported to have experienced 29 reported motor vehicle crashes over the three-year review period, or an average of 9.67 crashes per year, the majority of which occurred on a weekday and involved rear-end or sideswipe type collisions that resulted in property damage only. One (1) motor vehicle crash was reported to have occurred along Route 1 in the vicinity of the Project site that involved a single-vehicle crash that resulted in property damage only.

A review of the MaineDOT statewide high crash location list indicated that the Kittery Traffic Circle is included on MaineDOT's High Crash Location (HCL) list for 2019 through 2021. MaineDOT defines an HCL as a location where the critical rate factor (CRF) is at least 1.00 and at

least eight (8) motor vehicle crashes were reported to have occurred within the three-year period that includes the review year and the two years prior.

As a part of the mitigation commitments for the proposed extended stay hotel that is being advanced by Tropic Star Development off of the Kittery Traffic Circle and generally between Old Post Road and the Route 1 Bypass (discussion follows),⁷ a safety assessment of the Kittery Traffic Circle will be completed prior to the issuance of a Certificate of Occupancy for that project. Specific recommendations have been provided as a part of this assessment that will be advanced as a part of the Project that complement and will further the safety-related improvements at the rotary that will be designed and constructed as a part of the hotel project (discussed in the *Recommendations* section of this assessment).

⁷VAI, op. cit. 3.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2028, which reflects a five-year planning horizon consistent with MaineDOT's *Traffic Movement Permit* guidelines and represents the anticipated completion date of the Project. Independent of the Project, traffic volumes on the roadway network in the year 2028 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2028 No-Build traffic volumes to reflect 2028 Build traffic-volume conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Planning and Development Department of the Town of Kittery was consulted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this consultation, the following specific developments by others were identified for inclusion in this assessment:

- ***Proposed Hotel Development, 85 U.S. Route 1, Kittery, Maine.*** This project entails the construction of a 107-room hotel to be located at 85 U.S. Route 1 to the southwest of the Project site.

- ***Proposed Hotel Development, 90 U.S. Route 1, Kittery, Maine.*** This project entails the construction of a 63-room hotel to be located at 90 U.S. Route 1 to the southwest of the Project site.
- ***Proposed Hotel/Multifamily Development, 283 U.S. Route 1, Kittery, Maine.*** This project will entail the construction of a hotel and multifamily residential building to be located at 283 U.S. Route 1 to the north of the Project that will provide a total of 220 occupiable units (hotel rooms and residential units). For the purpose of this assessment, it was assumed that all 220 units would be associated with a hotel use, which was determined to result in the higher overall peak-hour traffic volume for the development.
- ***Proposed Extended Stay Hotel, Old Post Road, Kittery, Maine.*** This project entails the construction of a 102-room extended stay hotel to be located adjacent to the Kittery Traffic Circle and generally between Old Post Road and the Route 1 Bypass to the south of the Project site. Traffic volumes associated with this development were obtained from the traffic study prepared for the development and were incorporated into future conditions traffic volumes.⁸

With the exception of the proposed extended stay hotel off of Old Post Road, traffic volumes associated with the aforementioned specific developments projects by others were estimated using trip-generation statistics published by the ITE⁹ and were assigned onto the study area roadway network based on existing traffic patterns where no other information was available. No other developments were identified that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate (discussion follows).

General Background Traffic Growth

Traffic-volume data compiled by MaineDOT from permanent count stations located along Interstate 95 (I-95) in Kittery were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the past several years, with the average growth rate found to be approximately 0.98 percent. As such, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

MaineDOT and the Town of Kittery were consulted in order to determine if there were any planned future roadway improvement projects expected to be completed by 2028 within the study area. Based on these discussions, the following roadway improvement project was identified:

- ***Kittery Traffic Circle.*** As a part of the mitigation commitments for the proposed extended stay hotel that is being constructed by Tropic Star Development off of the Kittery Traffic Circle,¹⁰ the following improvements will be advanced:
 - A marked crosswalk will be provided for crossing Old Post Road between the hotel and the commercial plaza located along the opposite of Old Post Road that will include the installation of a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB)

⁸VAI, op. cit. 3.

⁹Institute of Transportation Engineers, op. cit. 1.

¹⁰VAI, op. cit. 3.

with accompanying pedestrian crossing warnings signs at and in advance of the crossing;

- A safety assessment will be prepared for the Kittery Traffic Circle; and
- The recommended improvements that are an outcome of the safety assessment along Old Post Road will be designed and constructed to the extent that they entail sign and pavement marking enhancements that can be completed within the public right-of-way.

At this time, no other roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

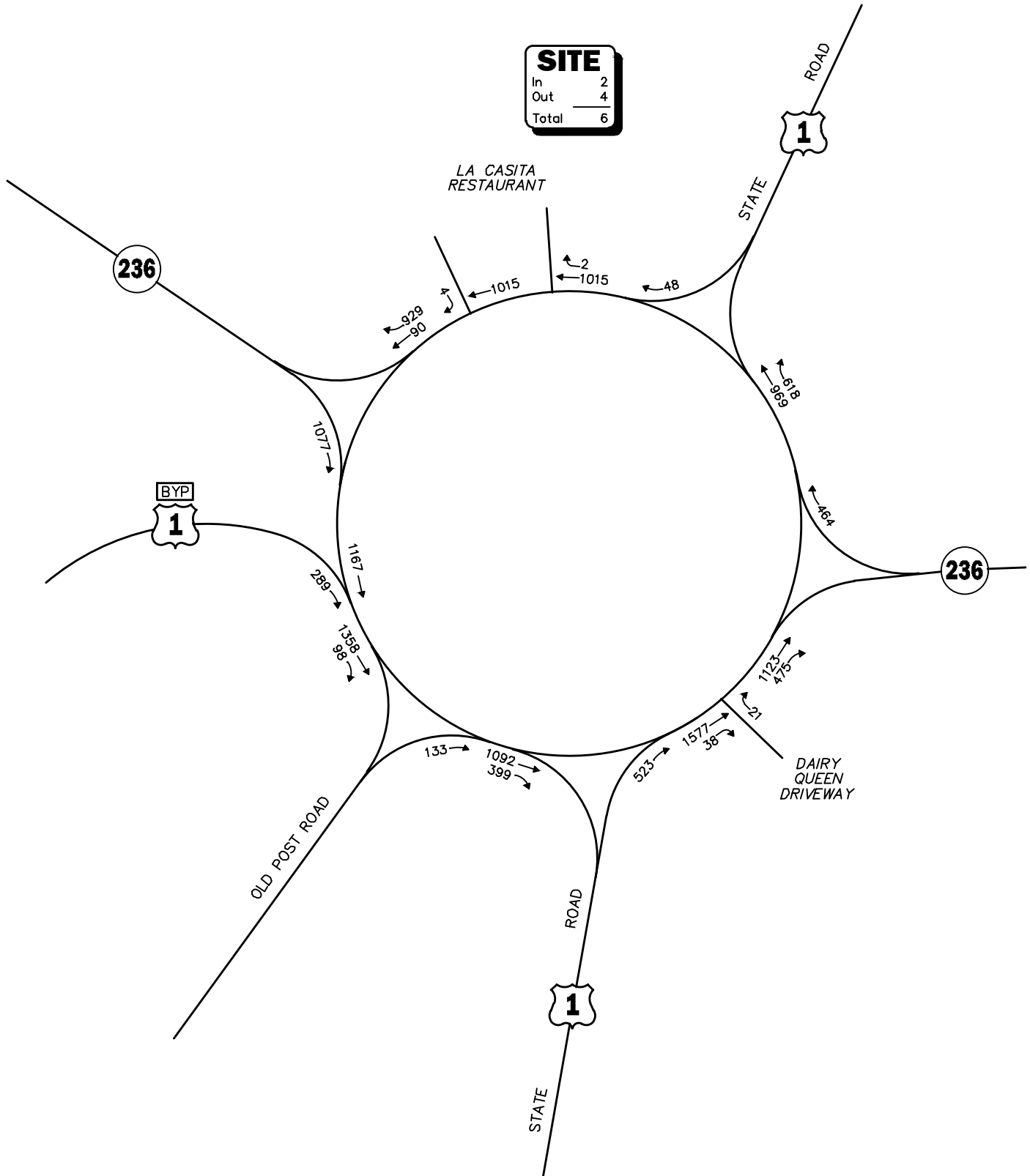
The 2028 No-Build condition peak-hour traffic volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2023 Existing peak-hour traffic volumes and then adding the peak-hour traffic volumes associated with the identified specific development projects by others. The resulting 2028 No-Build weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are shown on Figures 6, 7 and 8, respectively.

PROJECT-GENERATED TRAFFIC

Design year (2028 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the construction of a 2,000± sf adult-use marijuana dispensary. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the ITE¹¹ for a similar land use as that proposed were used. ITE Land Use Code (LUC) 882, *Marijuana Dispensary*, was used to develop the anticipated traffic characteristics of the Project, the results of which are summarized in Table 5.

¹¹Institute of Transportation Engineers, op. cit. 1.



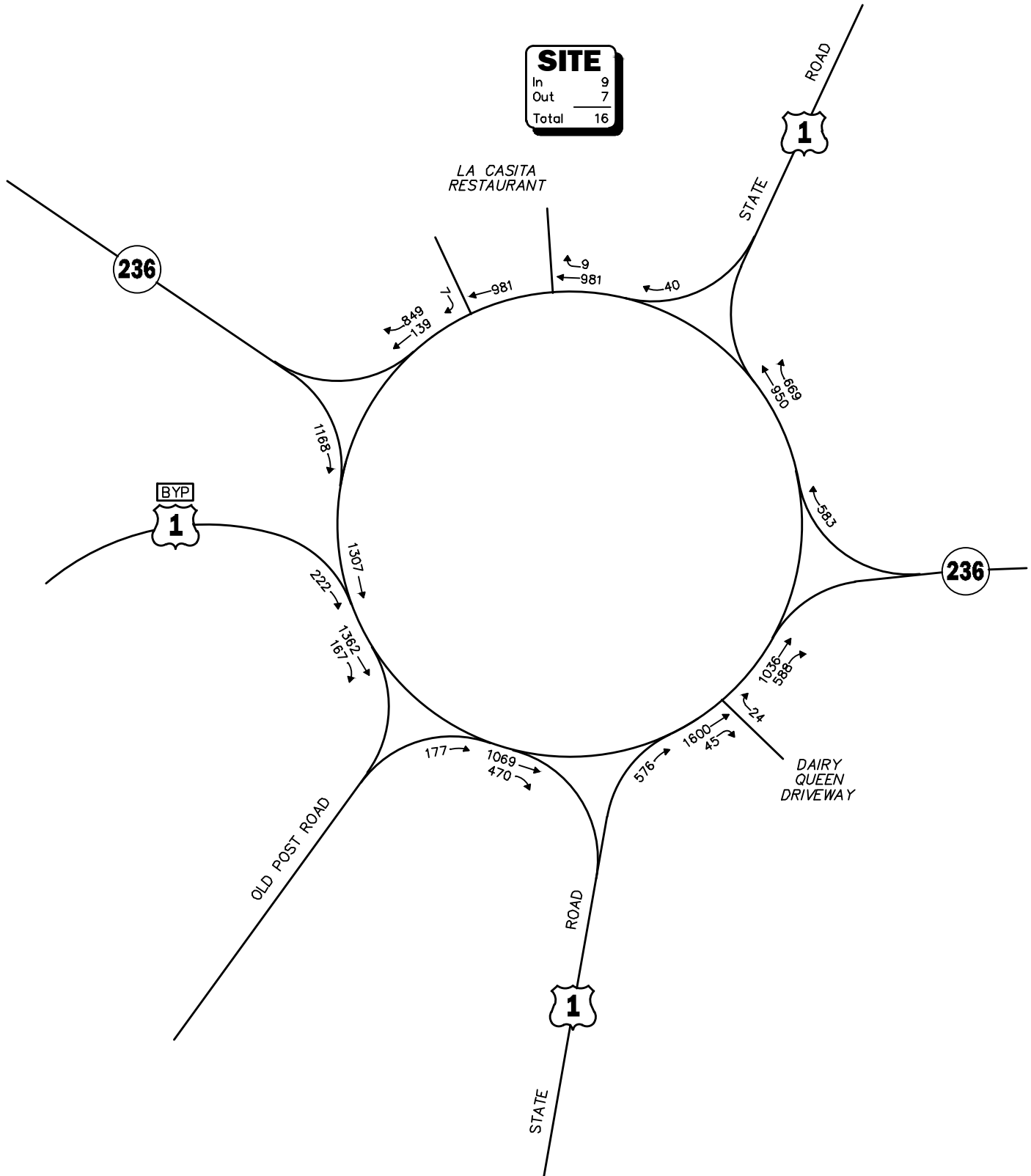
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Figure 7



2028 No-Build
Weekday Evening
Peak-Hour Traffic Volumes

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Figure 8



2028 No-Build
Saturday Midday
Peak-Hour Traffic Volumes

Table 5
TRIP-GENERATION SUMMARY^a

Time Period/Direction	Vehicle Trips Marijuana Dispensary (2,000 sf)
<i>Average Weekday Daily:</i>	
Entering	211
<u>Exiting</u>	<u>211</u>
Total	422
<i>Weekday Morning Peak-Hour:</i>	
Entering	11
<u>Exiting</u>	<u>10</u>
Total	21
<i>Weekday Evening Peak-Hour:</i>	
Entering	19
<u>Exiting</u>	<u>19</u>
Total	38
<i>Saturday Midday Peak-Hour:</i>	
Entering	29
<u>Exiting</u>	<u>29</u>
Total	58

^aBased on ITE LUC 882, *Marijuana Dispensary*.

Project-Generated Traffic-Volume Summary

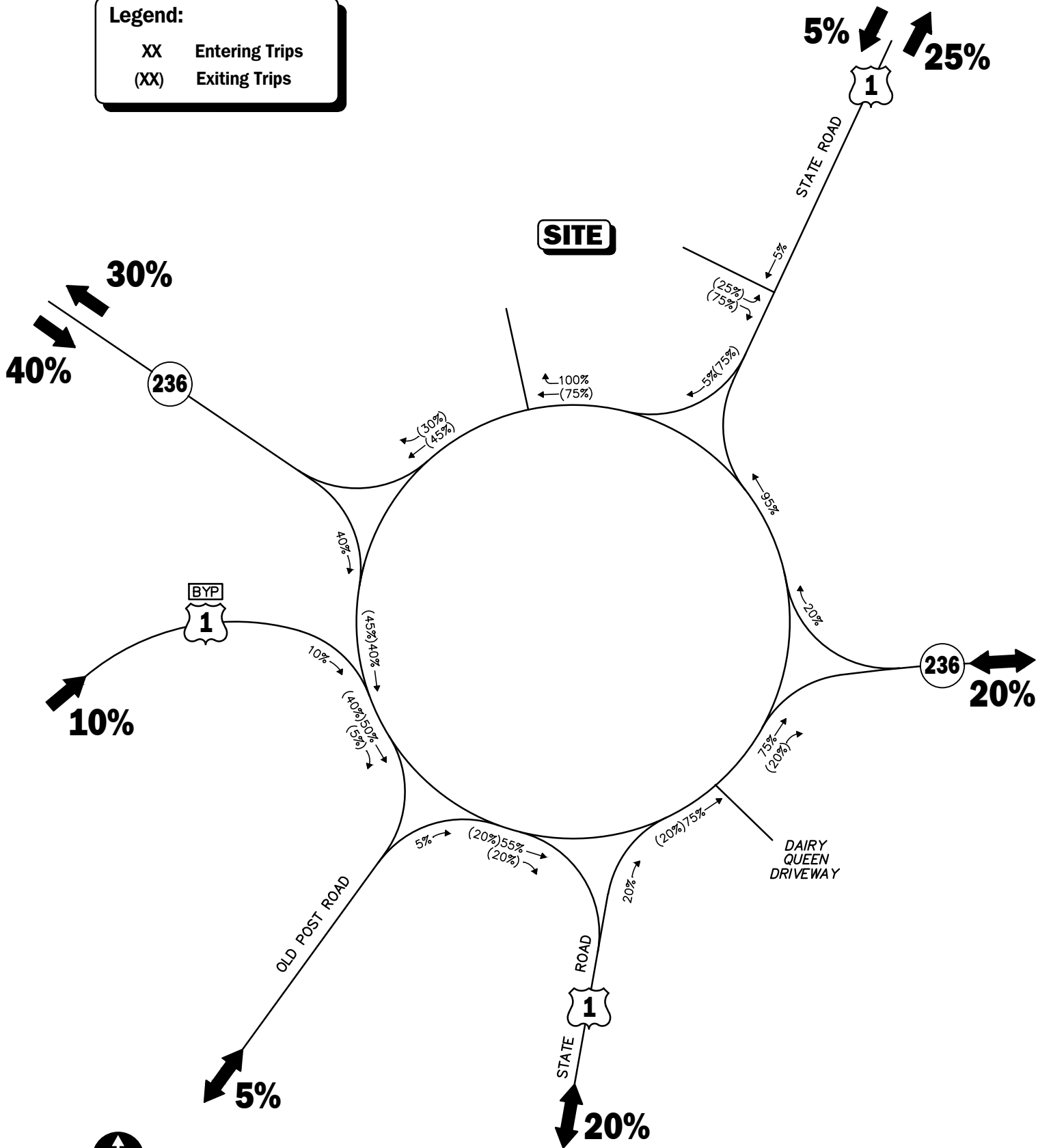
As can be seen in Table 5, the Project is expected to generate approximately 422 vehicle trips on an average weekday (two-way volume over the operational day of the Project, or 211 vehicles entering and 211 exiting), with 21 vehicle trips (11 vehicles entering and 10 exiting) expected during the weekday morning peak-hour, 38 vehicle trips (19 vehicles entering and 19 exiting) expected during the weekday evening peak-hour and 58 vehicle trips (29 vehicles entering and 29 exiting) expected during the Saturday midday peak-hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of exiting traffic patterns within the study area, and then defined based on a review of the regional roadway network. The general trip distribution for the Project is graphically depicted on Figure 9. The additional traffic expected to be generated by the Project was assigned on the study area roadway network as shown on Figures 10, 11 and 12 for the weekday morning, weekday evening and Saturday midday peak hours, respectively.

Legend:

- XX Entering Trips
- (XX) Exiting Trips



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Figure 9

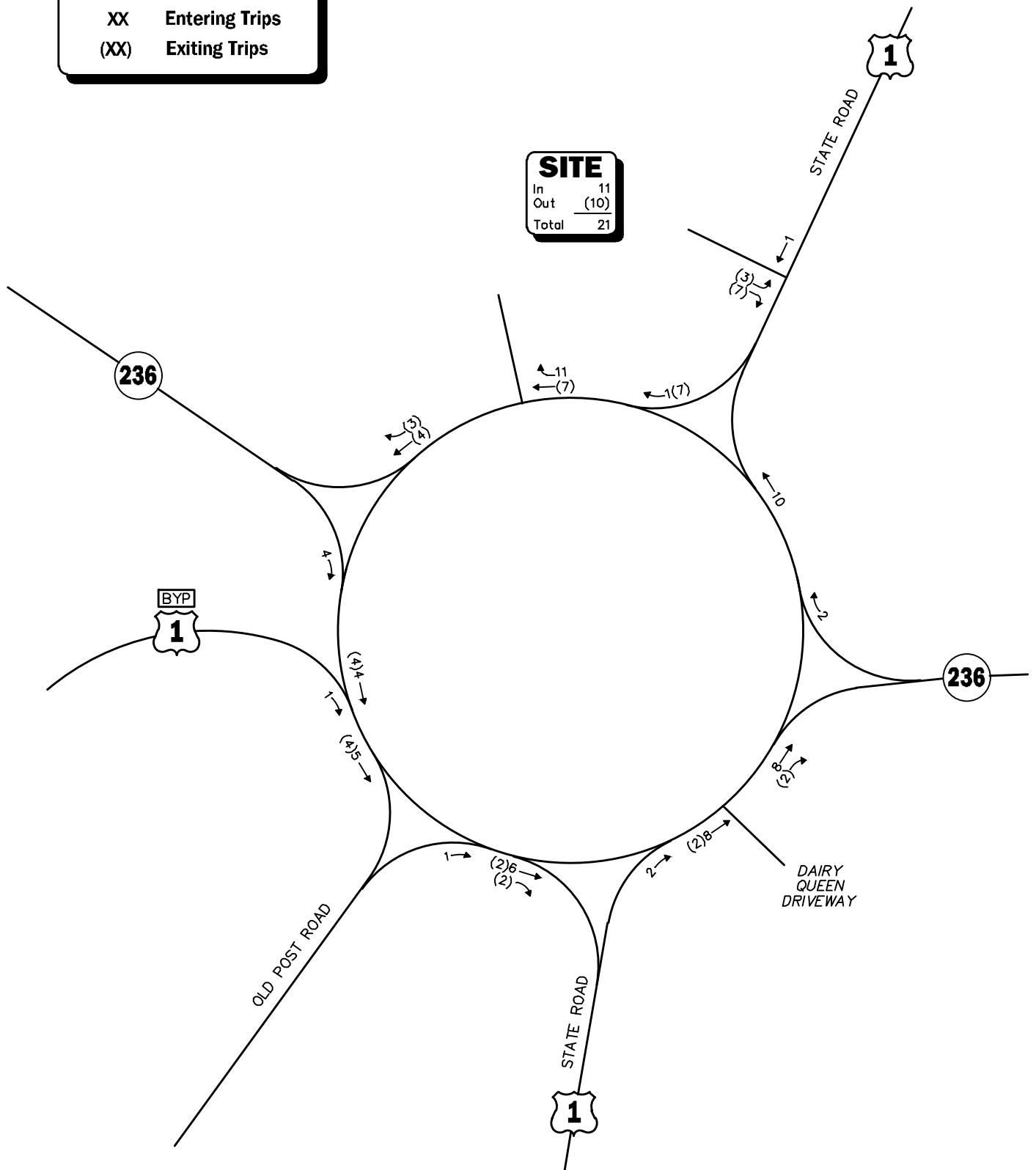
Trip Distribution Map



Legend:

- XX Entering Trips
- (XX) Exiting Trips

SITE	
In	11
Out	(10)
Total	21



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Figure 10

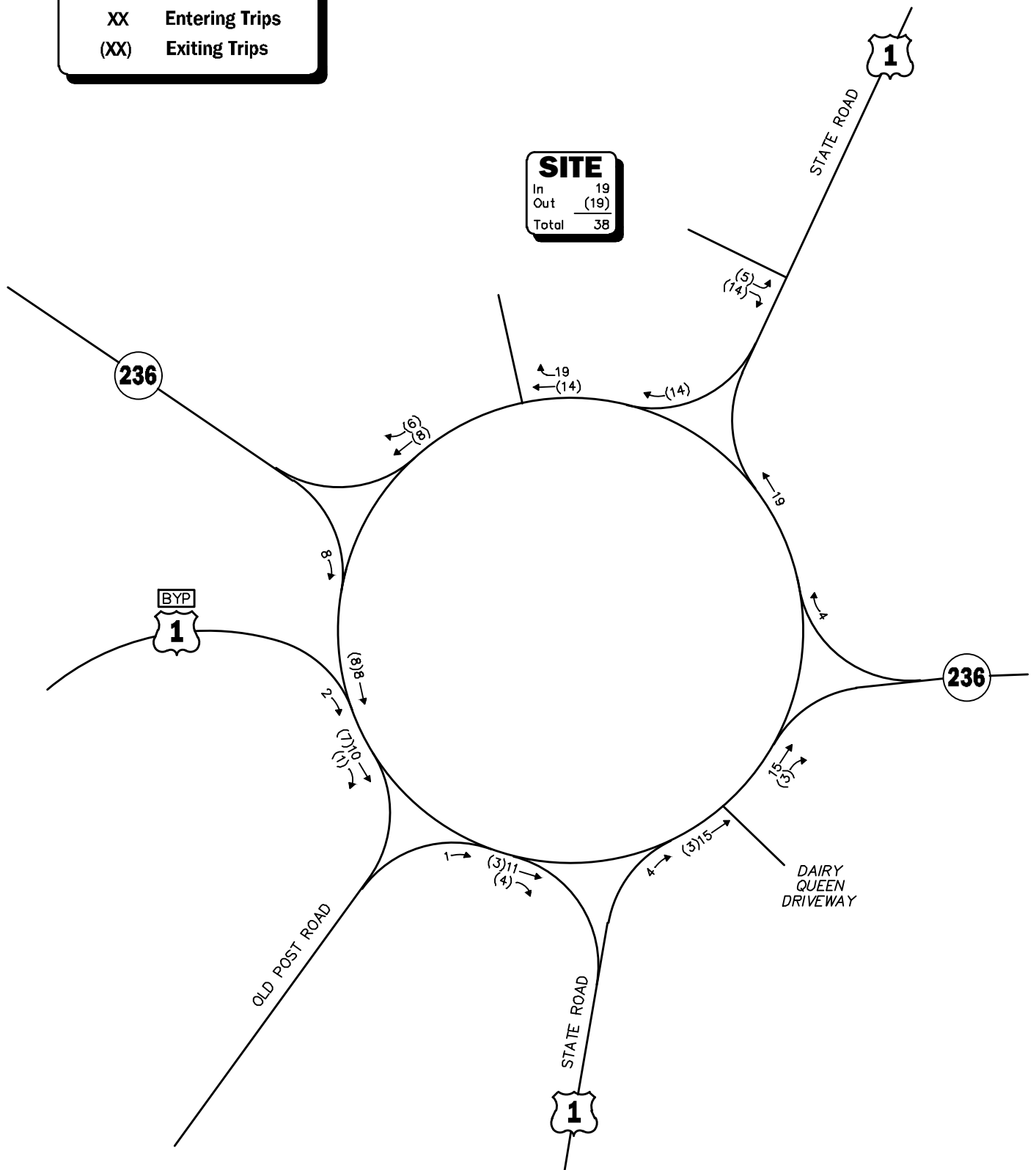
**Project-Generated
Weekday Morning
Peak-Hour Traffic Volumes**



Legend:

- XX Entering Trips
- (XX) Exiting Trips

SITE	
In	19
Out	(19)
Total	38



Not To Scale



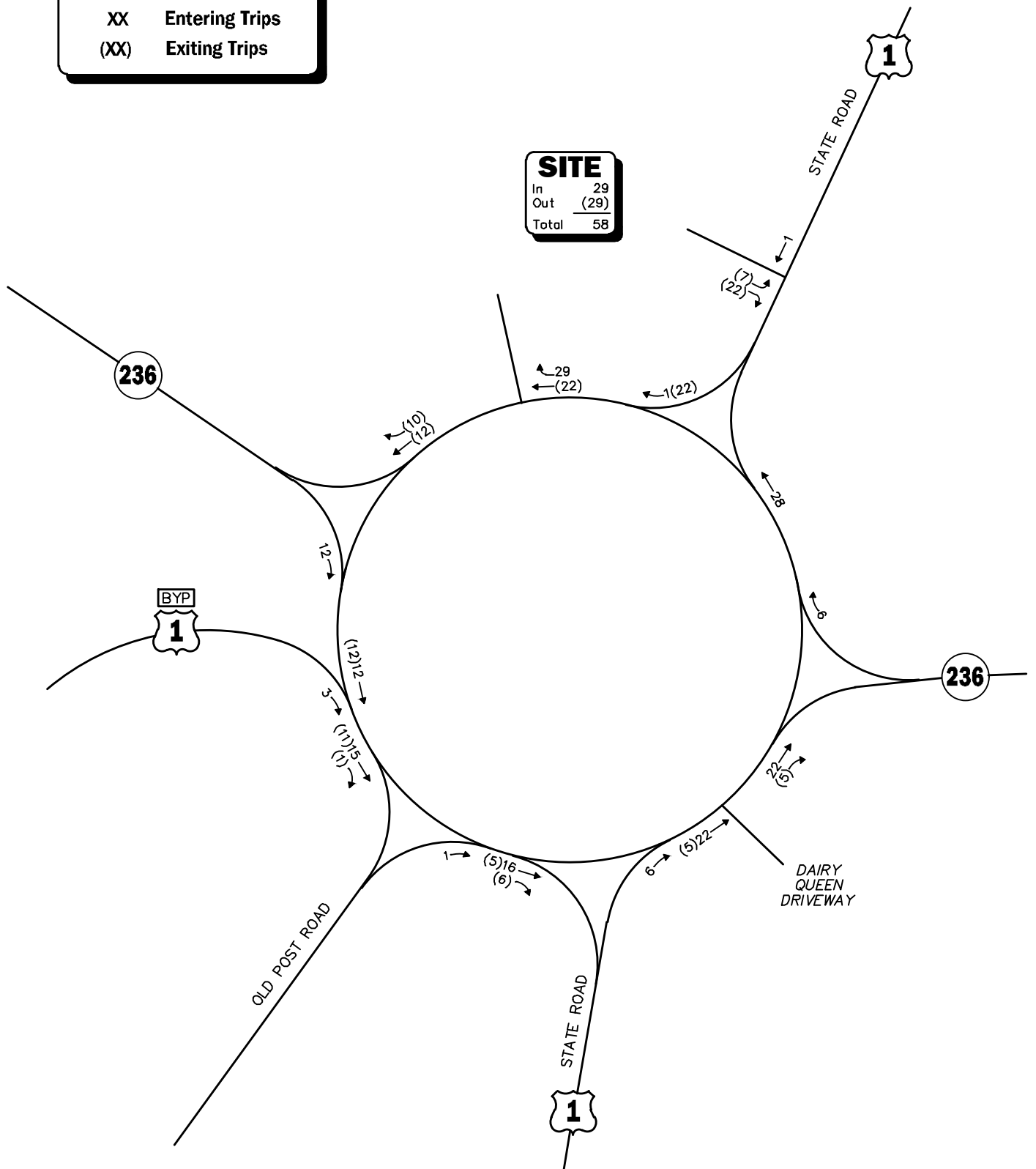
Figure 11

**Project-Generated
Weekday Evening
Peak-Hour Traffic Volumes**

Legend:

- XX Entering Trips
- (XX) Exiting Trips

SITE	
In	29
Out	(29)
Total	58



Not To Scale

Figure 12

**Project-Generated
Saturday Midday
Peak-Hour Traffic Volumes**



FUTURE TRAFFIC VOLUMES – BUILD CONDITION

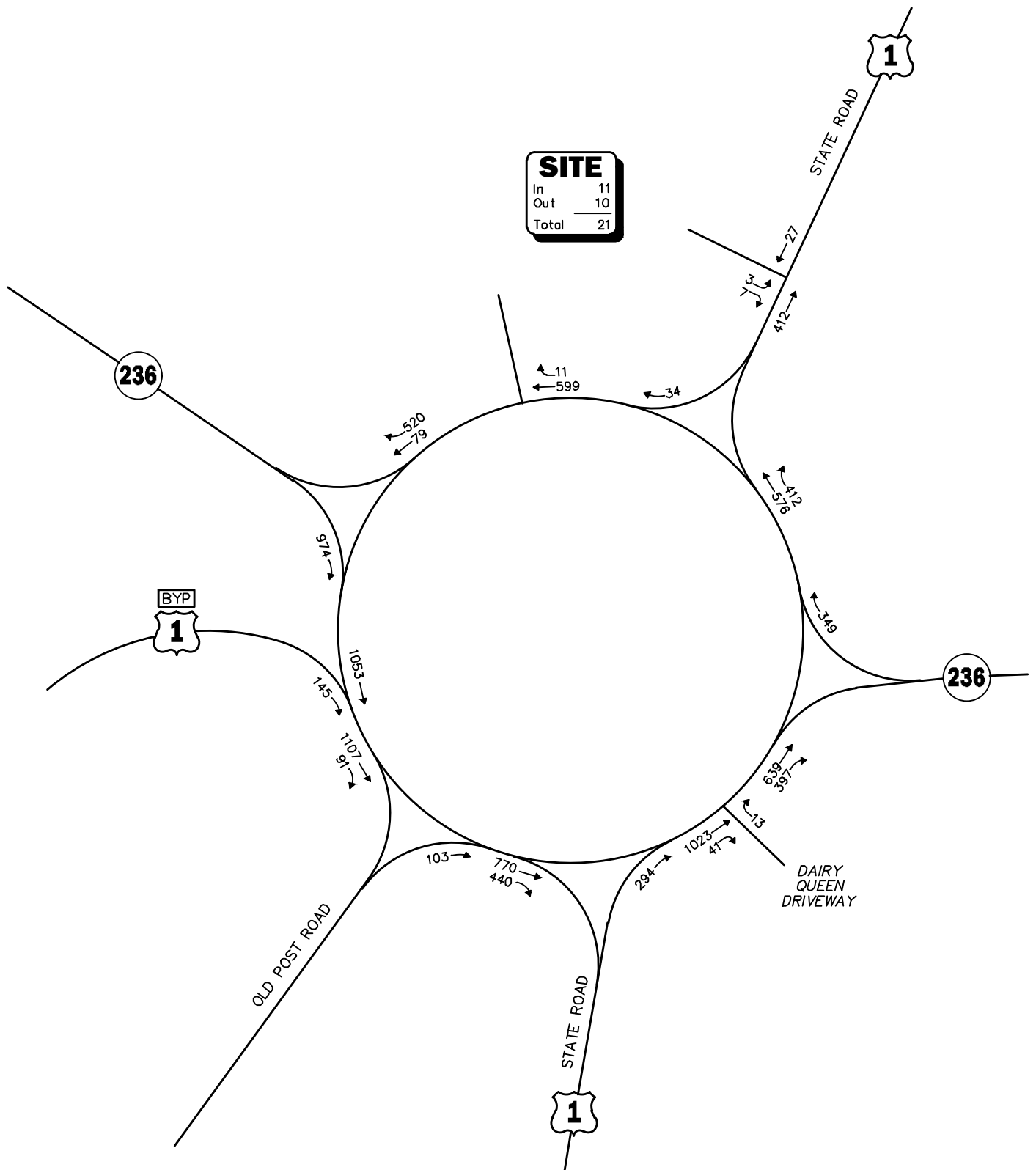
The 2028 Build condition traffic volumes consist of the 2028 No-Build traffic volumes with i) the traffic volumes associated with the La Casita restaurant removed from the roadway network based on existing travel patterns; and ii) the additional traffic expected to be generated by the Project added to them. The 2028 Build weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are graphically depicted on Figures 13, 14 and 15, respectively.

A summary of peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 6. These changes are a result of the construction of the Project.

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak-Hour	2023 Existing	2028 No-Build	2028 Build	Traffic-Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Route 1, north of the Project Site:</i>					
Weekday Morning	414	438	442	4	0.9
Weekday Evening	630	666	671	5	0.8
Saturday Midday	669	709	717	8	1.1
<i>Route 1, south of Kittery Traffic Circle:</i>					
Weekday Morning	644	732	734	2	0.3
Weekday Evening	816	922	928	6	0.7
Saturday Midday	911	1,046	1,054	8	0.8
<i>Route 236, east of Kittery Traffic Circle:</i>					
Weekday Morning	668	742	746	4	0.5
Weekday Evening	849	939	945	6	0.6
Saturday Midday	1,055	1,171	1,178	7	0.6
<i>Route 236, west of Kittery Traffic Circle:</i>					
Weekday Morning	1,348	1,489	1,494	5	0.3
Weekday Evening	1,829	2,006	2,017	11	0.5
Saturday Midday	1,809	2,017	2,033	16	0.8
<i>Old Post Road, south of Kittery Traffic Circle:</i>					
Weekday Morning	148	193	194	1	0.5
Weekday Evening	178	231	233	2	0.9
Saturday Midday	265	344	346	2	0.6

As shown in Table 6, Project-related traffic-volume changes outside of the study area relative to 2028 No-Build conditions are anticipated to range from increases of between 0.3 and 1.1 percent during the peak periods, or an increase of between 1 and 16 vehicles. *When distributed over the respective peak hours and to the roadway network that serves the Project site, the identified traffic-volume increases outside the immediate study area are not expected to result in a significant increase in motorist delays or vehicle queuing over anticipated future conditions without the Project (i.e., No-Build conditions).*



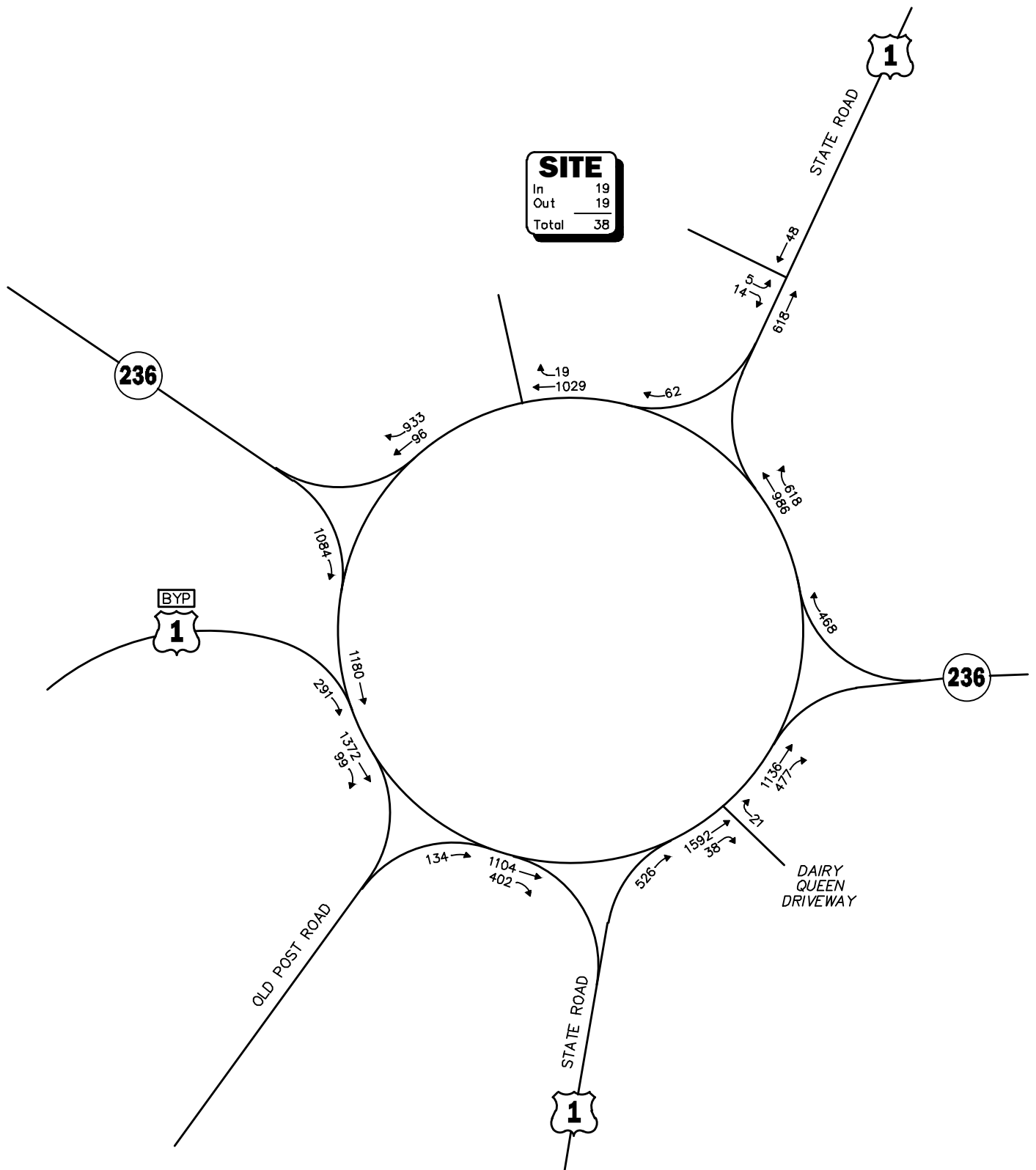
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Figure 13

2028 Build
Weekday Morning
Peak-Hour Traffic Volumes



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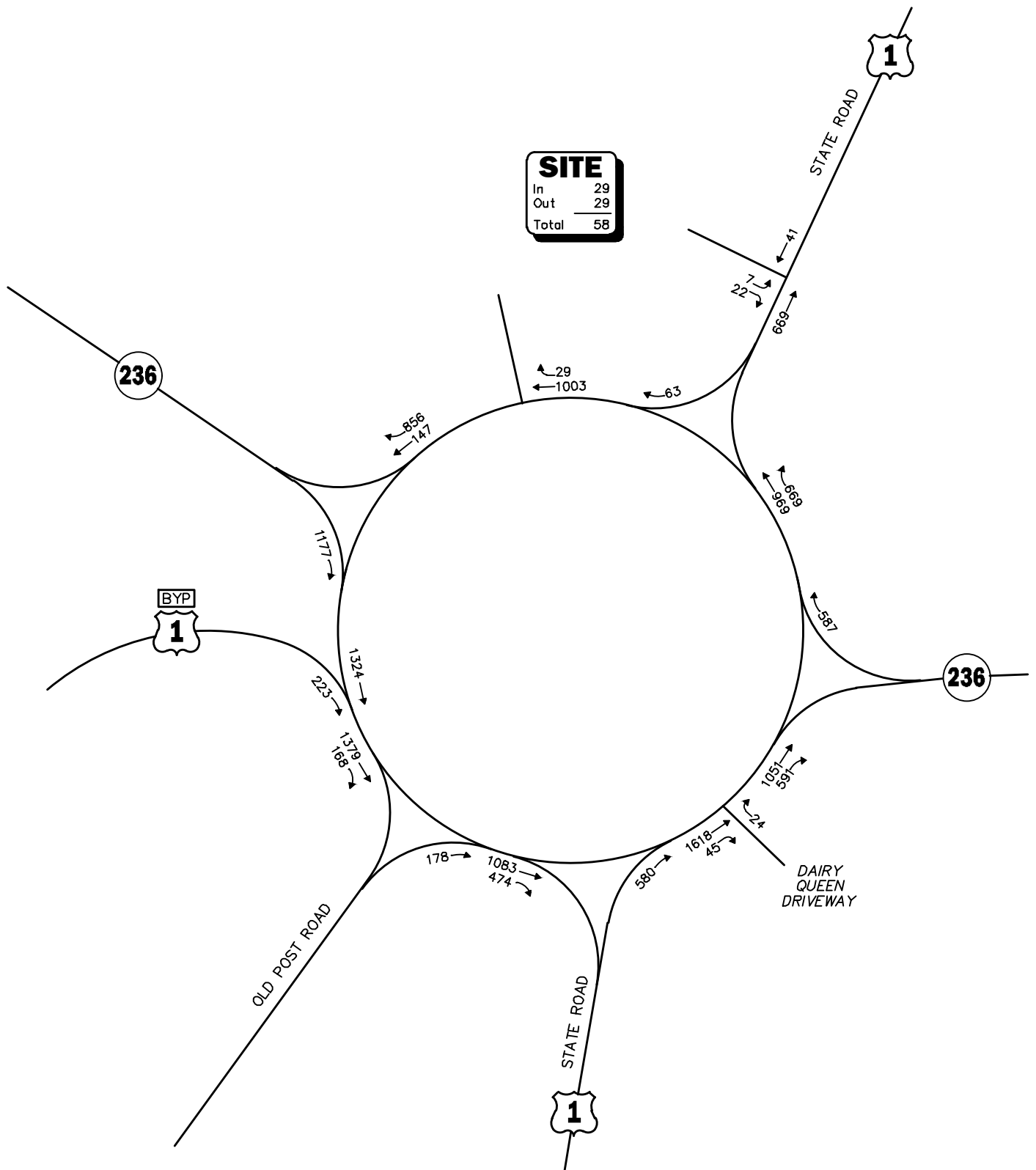
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Figure 14

2028 Build
Weekday Evening
Peak-Hour Traffic Volumes



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Figure 15



2028 Build
Saturday Midday
Peak-Hour Traffic Volumes

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build, and Build traffic-volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.¹² The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best-operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

¹²The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the *Highway Capacity Manual 6th Edition*.¹³ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the *Highway Capacity Manual 6th Edition*. Table 7 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 7
LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS^a

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	>50.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016; page 20-6.

¹³*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016.

Rotaries

The rotary capacity analysis is based on the procedures described in the *aaTraffic Signalized and Unsignalized Intersection Design and Research Aid (aaSIDRA)*.¹⁴ The main features of the *aaSIDRA* method for rotary capacity estimation are the dependence of gap acceptance parameters on rotary geometry, circulating flows and entry lane flows, and the designation of approach lanes as controlling and otherwise that have different capacity characteristics. Provision of two-lane approaches tend to substantially increase rotary capacity. As a general rule, individual approach volumes exceeding 85 percent of the calculated capacity of that approach are considered over-saturated and indicate areas of concern.

The *aaSIDRA* analytical model calculates several components of delay. One of these, the average total delay component, produces level-of-service results based on the concepts described in the HCM. Using this level-of-service delay definition for rotaries results in criteria that are the same for signalized intersections. The delay ranges that define levels of service for rotaries are shown in Table 8.

Table 8
LEVEL-OF-SERVICE CRITERIA FOR ROTARIES

Level of Service	Control Delay Per Vehicle (Seconds)
A	≤ 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	>50.0

Source: *aaSIDRA 6.1 Users Guide*; Akcelik & Associates Pty Ltd; Greythorn, Victoria 3104, Australia; November 2012.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software for unsignalized and signalized intersections, and using the *aaSIDRA* analytical model for rotaries. The Synchro® vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50th percentile) and the 95th percentile vehicle queue. For unsignalized intersections and rotaries, Synchro® and *aaSIDRA*, respectively, report the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately 3 minutes out of 60 minutes during the peak one hour of the day (during the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length).

¹⁴*aaTraffic Signalized and Unsignalized Intersection Design and Research Aid, aaSIDRA 6.1 User Guide*; Akcelik & Associates Pty Ltd; Greythorn, Victoria 3104, Australia; November 2012.

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2023 Existing, 2028 No-Build, and 2028 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 9 and 10, with the detailed analysis results presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, an LOS of “D” or better is generally defined as “acceptable” operating conditions. Project-related impacts at the study area intersections are shown in Tables 9 and 10 and are defined as follows:

State Road (Route 1) at the Project Site Driveway

All movements exiting the Project site driveway to State Road are predicted to operate at LOS A during the weekday morning peak-hour and at LOS B during the weekday evening and Saturday midday peak hours, with negligible vehicle queuing predicted during all peak periods. Vehicle queues on the Route 1 southbound approach to the Kittery Traffic Circle are not predicted to impact traffic operations at the Project site driveway (discussion follows).

Kittery Traffic Circle (Route 1 at Route 236 and Old Post Road)

No change in level of service is predicted to occur for any movement over No-Build conditions, with Project-related impacts generally defined as a predicted increase in overall average motorist delay that resulted in an increase in vehicle queuing of up to four (4) vehicles. Independent of the Project, overall intersection operations as well as specific movements entering the rotary are currently operating over capacity (i.e., LOS “F”) during the weekday evening and Saturday midday peak hours.

Focusing on the Route 1 southbound approach to the intersection (the approach along which the Project site driveway is located), this approach is predicted to operate at LOS A during the peak hours with vehicle queues of up to one (1) vehicle under all analysis conditions. ***The predicted vehicle queue (one (1) vehicle or 25 feet) will not impact operating conditions at the Project site driveway which is located approximately 100 feet (ft) north of the Kittery Traffic Circle.***

Table 9
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/ Peak Hour/Movement	2023 Existing				2028 No-Build				2028 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Old Post Road at Project Site Driveway												
<i>Weekday Morning:</i>												
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	10	9.6	A	0
Old Post Road NB LT/TH	--	--	--	--	--	--	--	--	412	0.0	A	0
Old Post Road SB TH/RT	--	--	--	--	--	--	--	--	27	0.0	A	0
<i>Weekday Evening:</i>												
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	19	11.4	B	0
Old Post Road NB LT/TH	--	--	--	--	--	--	--	--	618	0.0	A	0
Old Post Road SB TH/RT	--	--	--	--	--	--	--	--	48	0.0	A	0
<i>Saturday Midday:</i>												
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	259	12.8	B	0
Old Post Road NB LT/TH	--	--	--	--	--	--	--	--	669	0.0	A	0
Old Post Road SB TH/RT	--	--	--	--	--	--	--	--	41	0.0	A	0

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

Table 10
ROTARY INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Roundabout Intersection/Peak Hour/Movement	2023 Existing				2028 No-Build				2028 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
<i>Kittery Traffic Circle</i>												
<i>Weekday Morning:</i>												
Route 1 NB	250	13.9	B	3	293	19.1	C	5	294	19.5	C	5
Dairy Queen Driveway NWB	12	8.3	A	0	13	9.5	A	0	13	9.6	A	0
Route 236 WB	310	13.1	B	4	347	17.6	C	5	349	18.0	C	5
Route 1 SWB	23	5.1	A	0	24	5.7	A	0	34	6.0	A	0
La Casita Driveways SB	2	5.0	A	0	2	5.5	A	0	--	--	--	--
Route 236 SEB	902	15.8	C	11	971	20.5	C	14	976	21.4	C	15
Route 1 Bypass EB	118	12.7	B	1	145	16.4	C	2	145	16.7	C	2
Old Post Road NEB	80	12.0	B	1	102	15.2	C	2	103	15.5	C	2
Overall	--	14.3	B	--	--	18.7	C	--	--	19.4	C	--
<i>Weekday Evening:</i>												
Route 1 NB	466	>50.0	F	28	523	>50.0	F	57	526	>50.0	F	59
Dairy Queen Driveway NWB	20	14.4	B	1	21	15.5	C	1	21	15.6	C	1
Route 236 WB	419	>50.0	F	38	464	>50.0	F	57	464	>50.0	F	58
Route 1 SWB	44	8.4	A	1	46	8.6	A	1	48	8.7	A	1
La Casita Driveways SB	4	7.4	A	0	4	7.5	A	0	--	--	--	--
Route 236 SEB	998	21.9	C	15	1,077	31.4	D	38	1,084	32.5	D	42
Route 1 Bypass EB	250	31.3	D	5	289	>50.0	F	9	291	>50.0	F	10
Old Post Road NEB	106	18.7	C	2	133	26.8	D	2	134	27.4	D	2
Overall	--	>50.0	F	--	--	>50.0	F	--	--	>50.0	F	--
<i>Saturday Midday:</i>												
Route 1 NB	501	>50.0	F	57	576	>50.0	F	89	580	>50.0	F	91
Dairy Queen Driveway NWB	23	14.7	B	1	24	15.3	C	1	24	15.3	C	1
Route 236 WB	520	>50.0	F	40	583	>50.0	F	63	587	>50.0	F	65
Route 1 SWB	35	7.2	A	1	40	7.7	A	1	63	8.7	A	1
La Casita Driveways SB	7	6.6	A	0	7	6.9	A	1	--	--	--	--
Route 236 SEB	1,078	38.4	E	64	1,168	>50.0	F	103	1,177	>50.0	F	106
Route 1 Bypass EB	180	27.1	D	3	222	41.1	E	5	223	41.2	E	5
Old Post Road NEB	141	23.9	C	3	177	34.7	D	4	178	34.9	D	4
Overall	--	>50.0	F	--	--	>50.0	F	--	--	>50.0	F	--

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; NEB = northeastbound; SEB = southeastbound; NWB = northwestbound; SWB = southwestbound.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the Project site driveway intersection with Route 1 in accordance with American Association of State Highway and Transportation Officials (AASHTO)¹⁵ requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 11 presents the measured SSD and ISD at the subject intersection.

¹⁵*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 11
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
Route 1 at the Project Site Driveway			
<i>Stopping Sight Distance:</i>			
Route 1 approaching from the north	200	--	314
Route 1 approaching from the south (within the rotary)	200	--	271
<i>Intersection Sight Distance:</i>			
Looking to the north from the Project Site Driveway	200	290	245
Looking to the south from the Project Site Driveway	200	335	439 ^c

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 30 mph approach speed along Route 1.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cThe available line of sight extends to a point within the traffic circle.

As can be seen in Table 11, the available lines of sight at the Project site driveway intersection with Route 1 exceed the recommended minimum sight distances to function in a safe manner based on a 30 mph approach speed along Route 1, which is above both the measured 85th percentile vehicle travel speeds (23/29 mph) and the posted speed limit along Route 1 in the vicinity of the Project site (25 mph).

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has conducted a TIS in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of an adult-use marijuana dispensary to be located adjacent to the Kittery Traffic Circle at 181 and 185 State Road (Route 1) in Kittery, Maine. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,¹⁶ the Project is expected to generate approximately 422 vehicle trips on an average weekday (two-way, 24-hour volume), with 21 vehicle trips expected during the weekday morning peak-hour, 38 vehicle trips expected during the weekday evening peak-hour and 58 vehicle trips expected during the Saturday midday peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition); however, it was noted one or more movements at the Kittery Traffic Circle are currently operating over capacity (defined as LOS “F”) during the weekday evening and Saturday midday peak hours independent of the Project. Project-related impacts on these movements were defined as a predicted increase in vehicle queuing of between one (1) and four (4) vehicles;
3. All movements exiting the Project site driveway to Route 1 are predicted to operate at LOS A during the weekday morning peak-hour and at LOS B during the weekday evening and Saturday midday peak hours, with negligible vehicle queuing predicted under all peak periods. All movements along Route 1 approaching the Project site driveway are predicted to operate at LOS A, also with negligible vehicle queuing under all peak periods;
4. Independent of the Project, the Kittery Traffic Circle is included on MaineDOT’s High Crash Location (HCL) list for 2019 through 2021. As such, specific recommendations have been provided to advance safety-related improvements at the rotary; and

¹⁶Institute of Transportation Engineers, op. cit. 1.

5. Lines of sight to and from the Project site driveway intersection with Route 1 were found to exceed the recommended minimum sight distance for the intersection to operate in a safe manner based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided by way of two (2) driveways configured as follows: a one-way, entrance only driveway that will intersect the Kittery Traffic Circle in the northwest quadrant at the approximate location of the exit-only driveway that currently serves the La Casita Caribbean Restaurant; and a one-way, exit only driveway that will intersect the west side of Route 1 approximately 100 feet (ft) north of the Kittery Traffic Circle and allow for left and right-turns exiting the Project site. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plans:

- The Project site driveways will be 20 feet in width and designed to accommodate the turning and maneuvering requirements of delivery vehicles and the largest anticipated responding emergency vehicle.
- Where perpendicular parking is proposed, the drive aisle behind the parking will be a minimum of 23 feet in width (24 feet is proposed) in order to facilitate parking maneuvers.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices (MUTCD)*.¹⁷
- A sidewalk is proposed along the south side of the parking field that will connect to the existing sidewalk along the west side of Route 1 and to the existing sidewalk along the north side of the Kittery Traffic Circle.
- Americans with Disabilities Act (ADA)-compliant wheelchair ramps and crosswalks will be provided for crossing the Project site driveways.

¹⁷Federal Highway Administration, op. cit. 2.

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within the sight triangle areas should be promptly removed where such accumulations would impede sight lines.
- A traffic and parking management plan should be developed in consultation with the Kittery Police Department to accommodate the increased customer demand that may occur during the initial opening period and during the peak tourist season. The goal of the traffic and parking management plan will be to manage customer demands so as not to exceed the available parking within the project site with consideration of employee parking requirements. After the initial opening period, operations should be reviewed with the Police Chief on a periodic basis to determine if there is a need to continue the elements of the traffic and parking management plan.

Off-Site

Kittery Traffic Circle (Route 1/Route 236/Old Post Road)

Independent of the Project, specific movements at the Kittery Traffic Circle are currently operating over capacity during the weekday evening and Saturday midday peak hours, with Project-related impacts on these movement shown to be a predicted increase in vehicle queuing of between one (1) and four (4) vehicles. In addition to and also independent of the Project, the intersection was identified by MaineDOT as a High Crash Location (HCL) for the years 2019 through 2021. As a part of the mitigation commitments for the proposed extended stay hotel that is being advanced by Tropic Star Development off of the Kittery Traffic Circle (discussed in the *Background Development Projects* section of this assessment),¹⁸ a safety assessment of the intersection will be completed and the applicant for that project will implement the recommended improvements that are an outcome of the safety assessment along Old Post Road.

In order to further these improvements, the Project proponent will: i) share in the cost to complete the safety assessment for the Kittery Traffic Circle; and ii) design and construct the improvements that are recommended as an outcome of the safety assessment along the Route 1 north leg of the intersection to the extent that they entail sign and pavement marking enhancements that can be completed within the public right-of-way. The safety assessment and sign and pavement marking enhancements for the Route 1 north leg of the intersection will be completed prior to the issuance of a Certificate of Occupancy for the Project, subject to receipt of all necessary rights, permits and approvals.

Transportation Demand Management (TDM)

Public transportation services are provided within the study area by COAST. COAST provides fixed-route bus service along Route 1, south of the Kittery Traffic Circle, and on Route 236, west of the Kittery Traffic Circle, by way of Route 100, *Somersworth/Berwick/Kittery (PNSY Gate 1)*, which provides service between Tri-City Plaza in Somersworth, Maine and Government Street in Kittery, Maine. The closest stop to the Project site is at Government Street, approximately 1.3 miles to the south of the Project site. In addition to fixed-route bus services, COAST provides paratransit services for eligible persons who cannot use fixed-route transit all or some of the time

¹⁸VAI, op. cit. 3.

due to a physical, cognitive or mental disability in compliance with the Americans with Disabilities Act (ADA).

In an effort to encourage the use of alternative modes of transportation to single-occupancy vehicles (SOVs), the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A transportation coordinator will be designated for the Project to coordinate the elements of the TDM program;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to employees;
- A “welcome packet” will be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- Pedestrian accommodations have been incorporated within the Project site and consist of sidewalks that extend to the existing pedestrian accommodations along Route 1 and at the Kittery Traffic Circle; and
- Secure bicycle parking should be provided within the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

APPENDIX

PROJECT SITE PLAN
AUTOMATIC TRAFFIC RECORDER COUNT DATA
TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
COVID ADJUSTMENT DATA
PUBLIC TRANSPORTATION SCHEDULES
VEHICLE TRAVEL SPEED DATA
GENERAL BACKGROUND TRAFFIC GROWTH
TRIP-GENERATION CALCULATIONS
CAPACITY ANALYSIS WORKSHEETS

AUTOMATIC TRAFFIC RECORDER COUNT DATA

The Traffic Group, Inc.
 (800) 583-8411
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 Merging Innovation and Excellence

State Road
 North of SR 236 Rotary
 Kittery, Maine

Site Code: State Rd
 Station ID: State Rd

NB																
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
09/06/2																
3	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	10
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	17	8	1	0	0	0	0	0	0	0	0	0	0	0	26
01:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
01:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	25	3	0	0	0	0	0	0	0	0	0	0	0	0	30
02:00	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	12	2	0	0	0	0	0	0	0	0	0	0	0	0	16
03:00	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	1	2	2	0	2	3	0	0	1	0	0	0	0	0	0	11
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	1	6	2	0	0	0	0	0	0	1	0	0	0	0	0	10
	1	10	4	0	0	0	0	0	0	1	0	0	0	0	0	16
05:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	13
05:30	0	6	6	0	0	0	0	0	0	1	0	0	0	0	0	13
05:45	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	5
	0	24	13	0	0	0	0	0	1	2	0	0	0	0	0	40
06:00	1	10	6	0	0	0	0	0	0	0	0	0	0	0	0	17
06:15	1	14	5	0	0	1	1	0	1	0	0	0	0	0	0	23
06:30	0	18	7	0	2	1	0	0	1	0	0	0	0	0	0	29
06:45	0	29	16	0	0	0	1	1	0	0	0	0	0	0	1	48
	2	71	34	0	2	2	2	1	2	0	0	0	0	0	1	117
07:00	0	34	10	0	0	0	1	0	0	1	0	0	0	0	0	46
07:15	0	37	16	0	1	0	0	0	0	1	0	0	0	0	1	56
07:30	0	40	10	0	0	1	0	0	0	0	0	0	0	0	0	51
07:45	0	45	17	0	1	0	0	0	0	0	0	0	0	0	1	64
	0	156	53	0	2	1	1	0	0	2	0	0	0	0	2	217
08:00	0	48	12	3	1	1	0	0	0	1	0	0	0	0	0	66
08:15	0	62	13	1	0	1	0	0	1	1	0	0	0	0	1	80
08:30	0	48	19	1	0	0	0	0	0	1	0	0	0	0	0	69
08:45	0	59	20	0	1	2	1	0	0	0	0	0	0	0	1	84
	0	217	64	5	2	4	1	0	1	3	0	0	0	0	2	299
09:00	1	65	17	1	0	1	0	0	2	0	0	0	0	0	1	88
09:15	0	60	21	1	2	0	0	0	0	0	0	0	0	0	0	84
09:30	0	64	15	0	1	0	0	0	0	0	0	0	0	0	3	83
09:45	0	65	23	0	2	1	2	0	0	0	0	0	0	0	1	94
	1	254	76	2	5	2	2	0	2	0	0	0	0	0	5	349
10:00	0	65	14	2	1	1	0	0	0	1	0	0	0	0	0	84
10:15	0	78	28	3	0	0	1	1	0	0	0	0	0	0	0	111
10:30	1	73	24	0	2	0	0	0	0	1	0	0	0	0	1	102
10:45	1	86	21	0	1	1	1	0	0	0	0	0	0	0	2	113
	2	302	87	5	4	2	2	1	0	2	0	0	0	0	3	410
11:00	1	83	22	1	1	1	1	0	0	0	0	0	0	0	0	110
11:15	0	74	17	0	0	3	0	1	0	0	0	0	0	0	0	95
11:30	2	85	19	0	0	0	0	1	0	1	0	0	0	0	0	108
11:45	1	95	21	1	3	0	0	0	0	1	0	0	0	0	1	123
	4	337	79	2	4	4	1	2	0	2	0	0	0	0	1	436
Total	15	1427	425	15	21	18	9	4	7	12	0	0	0	0	14	1967
Percent	0.8%	72.5%	21.6%	0.8%	1.1%	0.9%	0.5%	0.2%	0.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.7%	

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State Road
North of SR 236 Rotary
Kittery, Maine

Site Code: State Rd
Station ID: State Rd

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	88	15	0	1	0	0	0	0	1	0	0	0	0	0	107
12:15	2	79	21	0	0	1	0	1	0	0	0	0	0	0	0	104
12:30	1	98	21	0	1	0	0	1	0	0	0	0	0	0	0	122
12:45	1	101	24	0	2	1	0	0	0	1	0	0	0	0	2	132
	6	366	81	0	4	2	0	2	0	2	0	0	0	0	2	465
13:00	0	94	17	0	0	1	1	1	0	0	0	0	0	0	0	114
13:15	3	96	25	0	0	1	1	0	0	0	0	0	0	0	0	126
13:30	1	81	23	0	0	1	0	0	0	0	0	0	0	0	2	108
13:45	3	101	34	1	0	1	2	1	0	0	0	0	0	0	0	143
	7	372	99	1	0	4	4	2	0	0	0	0	0	0	2	491
14:00	0	77	24	0	0	0	1	1	0	0	0	0	0	0	2	105
14:15	4	75	24	1	0	1	0	0	0	1	0	0	0	0	1	107
14:30	1	97	21	1	1	3	1	0	0	0	0	0	0	0	0	125
14:45	2	105	25	0	1	1	0	0	1	0	0	0	0	0	0	135
	7	354	94	2	2	5	2	1	1	1	0	0	0	0	3	472
15:00	0	88	20	0	0	1	0	0	0	0	0	0	0	0	1	110
15:15	2	92	29	0	0	3	1	0	0	1	0	0	0	0	0	128
15:30	1	93	24	1	0	1	0	1	0	0	0	0	0	0	0	121
15:45	0	93	30	1	1	1	0	0	0	0	0	0	0	0	0	126
	3	366	103	2	1	6	1	1	0	1	0	0	0	0	1	485
16:00	1	88	20	0	1	0	0	0	0	0	0	0	0	0	0	110
16:15	1	84	24	0	1	0	0	0	0	0	0	0	0	0	0	110
16:30	1	83	14	0	0	0	1	0	0	0	0	0	0	0	1	100
16:45	1	92	15	0	1	0	0	0	0	0	0	0	0	0	0	109
	4	347	73	0	3	0	1	0	0	0	0	0	0	0	1	429
17:00	2	86	21	0	1	0	0	0	0	0	0	0	0	0	0	110
17:15	0	89	18	0	2	0	0	0	0	0	0	0	0	0	0	109
17:30	1	87	25	1	1	0	0	0	0	0	0	0	0	0	0	115
17:45	0	67	22	1	0	0	0	0	0	0	0	0	0	0	0	90
	3	329	86	2	4	0	0	0	0	0	0	0	0	0	0	424
18:00	1	50	17	0	0	0	0	0	0	0	0	0	0	0	0	68
18:15	1	52	14	0	1	0	0	0	0	1	0	0	0	0	0	69
18:30	1	63	11	0	1	0	0	0	0	0	0	0	0	0	0	76
18:45	0	44	14	0	0	0	0	0	0	0	0	0	0	0	0	58
	3	209	56	0	2	0	0	0	0	1	0	0	0	0	0	271
19:00	2	32	4	0	0	0	0	0	0	0	0	0	0	0	0	38
19:15	1	39	8	0	1	0	0	0	0	0	0	0	0	0	0	49
19:30	1	39	7	0	0	0	0	0	0	0	0	0	0	0	0	47
19:45	1	35	7	0	1	0	0	0	0	0	0	0	0	0	0	44
	5	145	26	0	2	0	0	0	0	0	0	0	0	0	0	178
20:00	1	25	8	0	0	0	0	0	0	0	0	0	0	0	0	34
20:15	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
20:30	3	22	3	0	1	0	0	0	0	0	0	0	0	0	0	29
20:45	0	22	5	1	1	0	0	0	0	0	0	0	0	0	0	29
	4	98	21	1	2	0	0	0	0	0	0	0	0	0	0	126
21:00	0	19	8	0	0	0	0	0	0	0	0	0	0	0	0	27
21:15	0	17	4	0	0	0	0	0	1	0	0	0	0	0	0	22
21:30	1	12	2	1	0	0	0	0	0	0	0	0	0	0	0	16
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	1	54	14	1	0	0	0	0	1	0	0	0	0	0	0	71
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
22:15	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	23	4	0	0	0	0	0	0	0	0	0	0	0	0	28
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	10
23:30	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
	1	21	5	1	0	0	0	0	1	0	0	0	0	0	0	29
Total	45	2684	662	10	20	17	8	6	3	5	0	0	0	0	9	3469
Percent	1.3%	77.4%	19.1%	0.3%	0.6%	0.5%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	

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State Road
 North of SR 236 Rotary
 Kittery, Maine

Site Code: State Rd
 Station ID: State Rd

NB																
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
09/07/2																
3	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
00:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	32
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	22	6	0	0	0	0	0	0	0	0	0	0	0	0	30
02:00	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	10	6	0	1	0	0	0	0	0	0	0	0	0	0	18
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	0	5	0	0	1	2	0	0	1	0	0	0	0	0	0	9
04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	5
04:45	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	9	8	0	0	1	0	0	0	0	0	0	0	0	0	20
05:00	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
05:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	7	2	0	0	0	0	0	0	1	0	0	0	0	0	10
05:45	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	10
	0	29	8	0	0	0	0	0	1	2	0	0	0	0	0	40
06:00	1	10	4	0	0	1	0	0	0	1	0	0	0	0	0	17
06:15	0	15	10	0	0	2	0	0	0	0	0	0	0	0	1	28
06:30	0	28	7	0	0	0	0	0	1	0	0	0	0	0	0	36
06:45	0	29	8	1	0	0	0	0	0	1	0	0	0	0	0	39
	1	82	29	1	0	3	0	0	1	2	0	0	0	0	1	120
07:00	0	31	23	1	1	0	0	0	0	0	0	0	0	0	1	57
07:15	0	49	14	1	0	1	0	0	0	0	0	0	0	0	0	65
07:30	0	46	11	1	0	1	0	0	2	0	0	0	0	0	0	61
07:45	1	41	10	0	1	1	0	0	0	0	0	0	0	0	0	54
	1	167	58	3	2	3	0	0	2	0	0	0	0	0	1	237
08:00	0	51	20	1	1	0	0	0	0	0	0	0	0	0	1	74
08:15	0	53	17	0	0	0	0	1	1	1	0	0	0	0	1	74
08:30	0	54	17	0	0	0	0	0	0	1	0	0	0	0	1	73
08:45	1	63	23	0	3	1	0	0	0	0	0	0	0	0	0	91
	1	221	77	1	4	1	0	1	1	2	0	0	0	0	3	312
09:00	0	60	14	1	1	1	1	0	0	0	0	0	0	0	1	79
09:15	1	53	18	1	1	2	0	1	0	0	0	0	0	0	2	79
09:30	0	63	16	1	1	2	0	0	1	0	0	0	0	0	0	84
09:45	2	65	17	0	1	0	0	0	0	0	0	0	0	0	0	85
	3	241	65	3	4	5	1	1	1	0	0	0	0	0	3	327
10:00	1	64	18	1	1	0	0	0	0	0	0	0	0	0	0	85
10:15	1	80	27	0	2	0	0	1	0	0	0	0	0	0	1	112
10:30	0	98	17	2	0	0	0	0	3	0	0	0	0	0	1	121
10:45	6	87	23	1	1	1	0	0	0	0	0	0	0	0	2	121
	8	329	85	4	4	1	0	1	3	0	0	0	0	0	4	439
11:00	1	89	19	0	1	1	0	0	0	0	0	0	0	0	0	111
11:15	1	84	19	0	0	0	0	0	0	0	0	0	0	0	0	104
11:30	0	101	21	0	0	1	0	1	0	0	0	0	0	0	0	124
11:45	3	97	19	0	1	1	0	0	0	0	0	0	0	0	0	121
	5	371	78	0	2	3	0	1	0	0	0	0	0	0	0	460
Total	25	1511	426	12	18	19	1	4	10	6	0	0	0	0	12	2044
Percent	1.2%	73.9%	20.8%	0.6%	0.9%	0.9%	0.0%	0.2%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.6%	

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State Road
North of SR 236 Rotary
Kittery, Maine

Site Code: State Rd
Station ID: State Rd

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	89	25	0	1	1	0	0	0	1	0	0	0	0	1	120
12:15	0	92	25	0	2	0	0	0	0	1	0	0	0	0	0	120
12:30	3	120	31	0	4	2	0	1	0	0	0	0	0	0	0	161
12:45	4	116	16	0	0	0	0	0	0	1	0	0	0	0	0	137
	9	417	97	0	7	3	0	1	0	3	0	0	0	0	1	538
13:00	1	95	30	0	2	0	0	0	0	0	0	0	0	0	0	128
13:15	2	119	21	0	0	2	0	0	0	0	0	0	0	0	0	144
13:30	3	80	26	0	0	0	0	0	0	0	0	0	0	0	1	110
13:45	2	73	27	0	1	2	0	1	0	0	0	0	0	0	0	106
	8	367	104	0	3	4	0	1	0	0	0	0	0	0	1	488
14:00	1	91	22	1	0	0	0	1	1	1	0	0	0	0	1	119
14:15	1	76	32	2	0	1	0	2	2	0	0	0	0	0	0	116
14:30	3	81	27	0	0	0	0	0	0	0	0	0	0	0	0	111
14:45	2	90	23	0	1	1	0	0	1	1	0	0	0	0	0	119
	7	338	104	3	1	2	0	3	4	2	0	0	0	0	1	465
15:00	1	105	27	0	0	0	0	1	2	0	0	0	0	0	0	136
15:15	2	113	23	0	0	1	0	0	1	0	0	0	0	0	0	140
15:30	3	113	33	1	1	2	0	0	0	0	0	0	0	0	0	153
15:45	3	98	32	1	1	0	0	0	0	0	0	0	0	0	0	135
	9	429	115	2	2	3	0	1	3	0	0	0	0	0	0	564
16:00	1	86	20	0	0	2	0	0	0	0	0	0	0	0	0	109
16:15	3	102	30	0	0	0	0	0	0	0	0	0	0	0	0	135
16:30	3	97	15	0	0	0	0	0	0	0	0	0	0	0	0	115
16:45	2	94	18	0	0	1	0	0	0	0	0	0	0	0	0	115
	9	379	83	0	0	3	0	0	0	0	0	0	0	0	0	474
17:00	0	88	17	0	0	1	0	0	0	1	0	0	0	0	0	107
17:15	2	91	26	0	0	0	0	0	0	0	0	0	0	0	0	119
17:30	1	78	20	2	0	1	0	0	0	0	0	0	0	0	0	102
17:45	4	62	15	2	0	0	0	0	0	0	0	0	0	0	0	83
	7	319	78	4	0	2	0	0	0	1	0	0	0	0	0	411
18:00	0	60	9	0	0	0	0	0	0	0	0	0	0	0	0	69
18:15	0	47	14	0	0	1	0	0	1	0	0	0	0	0	0	63
18:30	2	55	12	0	0	0	0	0	0	0	0	0	0	0	0	69
18:45	1	49	6	0	0	0	0	0	0	0	0	0	0	0	0	56
	3	211	41	0	0	1	0	0	1	0	0	0	0	0	0	257
19:00	5	35	12	0	0	0	0	0	0	0	0	0	0	0	0	52
19:15	2	38	7	0	0	0	0	0	0	0	0	0	0	0	0	47
19:30	0	59	6	0	0	0	0	0	1	0	0	0	0	0	0	66
19:45	1	36	5	0	0	0	0	0	0	0	0	0	0	0	0	42
	8	168	30	0	0	0	0	0	1	0	0	0	0	0	0	207
20:00	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
20:15	3	26	5	0	1	0	0	0	0	0	0	0	0	0	0	35
20:30	2	34	3	1	0	0	0	0	0	0	0	0	0	0	0	40
20:45	1	24	7	0	0	0	0	0	0	0	0	0	0	0	0	32
	6	117	21	1	1	0	0	0	0	0	0	0	0	0	0	146
21:00	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	21
21:15	1	15	4	1	0	0	0	0	0	0	0	0	0	0	0	21
21:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
21:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
	1	59	17	1	0	0	0	0	0	0	0	0	0	0	0	78
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	35
23:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	29	4	0	0	0	0	0	0	0	0	0	0	0	0	34
Total	68	2862	700	11	14	18	0	6	9	6	0	0	0	0	3	3697
Percent	1.8%	77.4%	18.9%	0.3%	0.4%	0.5%	0.0%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	153	8484	2213	48	73	72	18	20	29	29	0	0	0	0	38	11177
Percent	1.4%	75.9%	19.8%	0.4%	0.7%	0.6%	0.2%	0.2%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	

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Site Code: State Rd
 Station ID: State Rd

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
09/06/2																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
08:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1	6
08:15	0	14	5	0	0	0	0	0	0	0	0	0	0	0	1	20
08:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
09:30	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	21
09:45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
10:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	18	10	0	0	0	0	0	0	0	0	0	0	0	0	28
11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
11:30	1	4	2	0	0	0	0	0	0	0	0	0	0	0	1	8
11:45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	1	13
Total	1	21	11	0	0	0	0	0	0	0	0	0	0	0	2	35
Percent	2.6%	66.0%	28.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	153

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State Road
 North of SR 236 Rotary
 Kittery, Maine

Site Code: State Rd
 Station ID: State Rd

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
09/07/2																
3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	4	3	0	0	1	0	0	0	0	0	0	0	0	0	8
08:15	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30	0	11	9	0	0	1	0	0	0	0	0	0	0	0	0	21
08:45	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
09:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
09:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	1	6
09:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
09:45	0	18	4	0	2	0	0	0	0	0	0	0	0	0	1	25
10:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
10:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	8
10:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	9
10:45	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00	1	5	2	0	0	1	0	0	0	0	0	0	0	0	0	9
11:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30	3	20	8	0	0	1	0	0	0	0	0	0	0	0	1	33
11:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5
12:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	10
12:15	2	9	3	0	0	0	0	0	0	0	0	0	0	0	0	14
12:30	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	12
12:45	3	9	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	7	31	5	0	0	0	0	0	0	0	0	0	0	0	2	41
Percent	4.1%	64.5%	26.7%	0.0%	1.2%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	172

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NB, SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
09/06/2																
3	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	10
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	17	8	1	0	0	0	0	0	0	0	0	0	0	0	26
01:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
01:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	27	3	0	0	0	0	0	0	0	0	0	0	0	0	32
02:00	2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	13	3	0	0	0	0	0	0	0	0	0	0	0	0	19
03:00	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	1	2	2	0	2	3	0	0	1	0	0	0	0	0	0	11
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	1	6	2	0	0	0	0	0	0	1	0	0	0	0	0	10
	1	11	4	0	0	0	0	0	0	1	0	0	0	0	0	17
05:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	13
05:30	0	6	6	0	0	0	0	0	0	1	0	0	0	0	0	13
05:45	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	5
	0	24	13	0	0	0	0	0	1	2	0	0	0	0	0	40
06:00	1	10	6	0	0	0	0	0	0	0	0	0	0	0	0	17
06:15	2	14	5	0	0	1	1	0	1	0	0	0	0	0	0	24
06:30	0	19	8	0	2	1	0	0	1	0	0	0	0	0	0	31
06:45	0	30	16	0	0	0	1	1	0	0	0	0	0	0	1	49
	3	73	35	0	2	2	2	1	2	0	0	0	0	0	1	121
07:00	0	39	11	0	0	0	1	0	0	1	0	0	0	0	0	52
07:15	0	38	17	0	1	0	0	0	0	1	0	0	0	0	1	58
07:30	0	44	12	0	0	1	0	0	0	0	0	0	0	0	0	57
07:45	0	49	18	0	1	0	0	0	0	0	0	0	0	0	2	70
	0	170	58	0	2	1	1	0	0	2	0	0	0	0	3	237
08:00	0	49	13	3	1	1	0	0	0	1	0	0	0	0	0	68
08:15	0	68	16	1	0	1	0	0	1	1	0	0	0	0	1	89
08:30	0	52	19	1	0	0	0	0	0	1	0	0	0	0	0	73
08:45	0	63	22	0	1	2	1	0	0	0	0	0	0	0	1	90
	0	232	70	5	2	4	1	0	1	3	0	0	0	0	2	320
09:00	1	68	21	1	0	1	0	0	2	0	0	0	0	0	1	95
09:15	0	64	24	1	2	0	0	0	0	0	0	0	0	0	0	91
09:30	0	73	16	0	1	0	0	0	0	0	0	0	0	0	3	93
09:45	0	67	25	0	2	1	2	0	0	0	0	0	0	0	1	98
	1	272	86	2	5	2	2	0	2	0	0	0	0	0	5	377
10:00	0	69	16	2	1	1	0	0	0	1	0	0	0	0	0	90
10:15	0	83	31	3	0	0	1	1	0	0	0	0	0	0	0	119
10:30	2	77	26	0	2	0	0	0	0	1	0	0	0	0	2	110
10:45	1	94	25	0	1	1	1	0	0	0	0	0	0	0	3	126
	3	323	98	5	4	2	2	1	0	2	0	0	0	0	5	445
11:00	1	88	24	1	1	1	1	0	0	0	0	0	0	0	0	117
11:15	0	82	20	0	0	3	0	1	0	0	0	0	0	0	0	106
11:30	2	94	21	0	0	0	0	1	0	1	0	0	0	0	1	120
11:45	2	100	23	1	3	0	0	0	0	1	0	0	0	0	2	132
	5	364	88	2	4	4	1	2	0	2	0	0	0	0	3	475
Total	19	1528	468	15	21	18	9	4	7	12	0	0	0	0	19	2120
Percent	0.9%	72.1%	22.1%	0.7%	1.0%	0.8%	0.4%	0.2%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.9%	

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NB, SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	102	18	0	1	0	0	0	0	1	0	0	0	0	0	124
12:15	2	87	21	0	0	1	0	1	0	0	0	0	0	0	0	112
12:30	1	102	22	0	1	0	0	1	0	0	0	0	0	0	0	127
12:45	1	106	24	0	2	1	0	0	0	1	0	0	0	0	2	137
	6	397	85	0	4	2	0	2	0	2	0	0	0	0	2	500
13:00	0	99	18	0	0	1	1	1	0	0	0	0	0	0	0	120
13:15	3	101	27	0	0	1	1	0	0	0	0	0	0	0	1	134
13:30	1	86	26	0	0	1	0	0	0	0	0	0	0	0	3	117
13:45	4	108	36	1	0	1	2	1	0	0	0	0	0	0	0	153
	8	394	107	1	0	4	4	2	0	0	0	0	0	0	4	524
14:00	0	88	29	0	0	0	1	1	0	0	0	0	0	0	2	121
14:15	4	83	29	1	0	1	0	0	0	1	0	0	0	0	1	120
14:30	2	112	36	1	1	3	1	0	0	0	0	0	0	0	0	156
14:45	3	127	33	0	1	1	0	0	1	0	0	0	0	0	0	166
	9	410	127	2	2	5	2	1	1	1	0	0	0	0	3	563
15:00	4	106	31	0	0	1	0	0	0	0	0	0	0	0	1	143
15:15	2	108	38	1	0	3	1	0	0	1	0	0	0	0	1	155
15:30	3	147	32	1	0	1	0	1	0	0	0	0	0	0	0	185
15:45	0	113	43	1	2	1	0	0	0	0	0	0	0	0	0	160
	9	474	144	3	2	6	1	1	0	1	0	0	0	0	2	643
16:00	4	101	26	0	1	0	0	0	0	0	0	0	0	0	0	132
16:15	1	104	27	0	1	0	0	0	0	0	0	0	0	0	1	134
16:30	2	95	15	0	0	0	1	0	0	0	0	0	0	0	1	114
16:45	1	98	15	0	1	0	0	0	0	0	0	0	0	0	0	115
	8	398	83	0	3	0	1	0	0	0	0	0	0	0	2	495
17:00	2	89	21	0	1	0	0	0	0	0	0	0	0	0	1	114
17:15	0	100	22	0	3	0	0	0	0	0	0	0	0	0	0	125
17:30	3	94	27	1	1	0	0	0	0	0	0	0	0	0	1	127
17:45	0	71	23	1	0	0	0	0	0	0	0	0	0	0	0	95
	5	354	93	2	5	0	0	0	0	0	0	0	0	0	2	461
18:00	1	52	17	0	0	0	0	0	0	0	0	0	0	0	0	70
18:15	1	56	14	0	1	0	0	0	0	1	0	0	0	0	0	73
18:30	1	66	12	0	1	0	0	0	0	0	0	0	0	0	0	80
18:45	0	47	14	0	0	0	0	0	0	0	0	0	0	0	0	61
	3	221	57	0	2	0	0	0	0	1	0	0	0	0	0	284
19:00	2	36	4	0	0	0	0	0	0	0	0	0	0	0	1	43
19:15	1	43	9	0	1	0	0	0	0	0	0	0	0	0	0	54
19:30	3	40	7	0	0	0	0	0	0	0	0	0	0	0	0	50
19:45	1	37	7	0	1	0	0	0	0	0	0	0	0	0	0	46
	7	156	27	0	2	0	0	0	0	0	0	0	0	0	1	193
20:00	1	28	8	0	0	0	0	0	0	0	0	0	0	0	0	37
20:15	1	30	5	0	0	0	0	0	0	0	0	0	0	0	0	36
20:30	3	24	3	0	1	0	0	0	0	0	0	0	0	0	0	31
20:45	0	23	5	1	1	0	0	0	0	0	0	0	0	0	0	30
	5	105	21	1	2	0	0	0	0	0	0	0	0	0	0	134
21:00	0	19	8	0	0	0	0	0	0	0	0	0	0	0	0	27
21:15	0	18	4	0	0	0	0	0	1	0	0	0	0	0	0	23
21:30	1	13	2	1	0	0	0	0	0	0	0	0	0	0	0	17
21:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	56	15	1	0	0	0	0	1	0	0	0	0	0	0	74
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
22:15	1	15	3	0	0	0	0	0	0	0	0	0	0	0	0	19
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	29	7	0	0	0	0	0	0	0	0	0	0	0	0	37
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	13
23:30	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
	1	26	5	1	0	0	0	0	1	0	0	0	0	0	0	34
Total	63	3020	771	11	22	17	8	6	3	5	0	0	0	0	16	3942
Percent	1.6%	76.6%	19.6%	0.3%	0.6%	0.4%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	

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Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
09/07/2																
3	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
00:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
1	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
2	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32
02:00	1	7	5	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1	11	8	0	1	0	0	0	0	0	0	0	0	0	0	0	21
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
0	5	1	0	1	2	0	0	1	0	0	0	0	0	0	0	10
04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	5
04:45	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
2	10	8	0	0	1	0	0	0	0	0	0	0	0	0	0	21
05:00	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
05:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	7	2	0	0	0	0	0	0	1	0	0	0	0	0	10
05:45	1	9	0	0	0	0	0	0	0	1	0	0	0	0	0	11
1	29	8	0	0	0	0	0	0	1	2	0	0	0	0	0	41
06:00	1	10	4	0	0	1	0	0	0	1	0	0	0	0	0	17
06:15	0	15	10	0	0	2	0	0	0	0	0	0	0	0	1	28
06:30	0	29	7	0	0	0	0	0	1	0	0	0	0	0	0	37
06:45	0	31	8	1	0	0	0	0	0	1	0	0	0	0	0	41
1	85	29	1	0	3	0	0	0	1	2	0	0	0	0	1	123
07:00	0	34	25	1	1	0	0	0	0	0	0	0	0	0	1	62
07:15	0	51	14	1	0	1	0	0	0	0	0	0	0	0	0	67
07:30	0	50	14	1	0	2	0	0	2	0	0	0	0	0	0	69
07:45	1	43	14	0	1	1	0	0	0	0	0	0	0	0	0	60
1	178	67	3	2	4	0	0	0	2	0	0	0	0	0	1	258
08:00	0	55	20	1	2	0	0	0	0	0	0	0	0	0	1	79
08:15	0	56	19	0	0	0	0	1	1	1	0	0	0	0	1	79
08:30	0	58	17	0	1	0	0	0	0	1	0	0	0	0	2	79
08:45	1	70	25	0	3	1	0	0	0	0	0	0	0	0	0	100
1	239	81	1	6	1	0	1	1	1	2	0	0	0	0	4	337
09:00	0	64	18	1	1	1	1	0	0	0	0	0	0	0	1	87
09:15	1	60	20	1	1	2	0	1	0	0	0	0	0	0	2	88
09:30	0	68	20	1	1	2	0	0	1	0	0	0	0	0	0	93
09:45	2	71	22	0	1	0	0	0	0	0	0	0	0	0	0	96
3	263	80	3	4	5	1	1	1	0	0	0	0	0	0	3	364
10:00	3	67	20	1	1	0	0	0	0	0	0	0	0	0	1	93
10:15	1	88	28	0	2	0	0	1	0	0	0	0	0	0	1	121
10:30	1	103	19	2	0	1	0	0	3	0	0	0	0	0	1	130
10:45	6	91	26	1	1	1	0	0	0	0	0	0	0	0	2	128
11	349	93	4	4	2	0	1	3	0	0	0	0	0	0	5	472
11:00	1	93	19	0	1	1	0	0	0	0	0	0	0	0	1	116
11:15	1	93	19	0	0	0	0	0	0	0	0	0	0	0	1	114
11:30	2	110	24	0	0	1	0	1	0	0	0	0	0	0	0	138
11:45	4	106	21	0	1	1	0	0	0	0	0	0	0	0	0	133
8	402	83	0	2	3	0	1	0	0	0	0	0	0	0	2	501
Total	32	1622	472	12	20	21	1	4	10	6	0	0	0	0	16	2216
Percent	1.4%	73.2%	21.3%	0.5%	0.9%	0.9%	0.0%	0.2%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.7%	

The Traffic Group, Inc.

(800) 583-8411

www.trafficgroup.com

Merging Innovation and Excellence

State Road
North of SR 236 Rotary
Kittery, Maine

Site Code: State Rd
Station ID: State Rd

NB, SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	100	28	0	1	1	0	0	0	1	0	0	0	0	2	135
12:15	0	97	30	0	2	0	0	0	0	1	0	0	0	0	0	130
12:30	3	133	32	0	4	2	0	1	0	0	0	0	0	0	0	175
12:45	4	122	16	0	0	0	0	0	0	1	0	0	0	0	0	143
	9	452	106	0	7	3	0	1	0	3	0	0	0	0	2	583
13:00	1	106	32	0	2	0	0	0	0	0	0	0	0	0	1	142
13:15	2	125	23	0	0	2	0	0	0	0	0	0	0	0	0	152
13:30	5	85	28	0	2	0	0	0	0	0	0	0	0	0	1	121
13:45	2	81	32	0	1	3	0	1	0	0	0	0	0	0	0	120
	10	397	115	0	5	5	0	1	0	0	0	0	0	0	2	535
14:00	3	103	28	1	0	0	0	1	1	1	0	0	0	0	1	139
14:15	1	86	35	2	0	1	0	2	2	0	0	0	0	0	0	129
14:30	6	95	33	0	0	0	0	0	0	0	0	0	0	0	0	134
14:45	4	109	28	0	1	1	0	0	1	1	0	0	0	0	0	145
	14	393	124	3	1	2	0	3	4	2	0	0	0	0	1	547
15:00	3	126	34	0	0	0	0	1	2	0	0	0	0	0	0	166
15:15	5	151	41	0	2	1	0	0	1	0	0	0	0	0	0	201
15:30	4	145	46	1	1	2	0	0	0	0	0	0	0	0	0	199
15:45	3	119	41	1	1	0	0	0	0	0	0	0	0	0	0	165
	15	541	162	2	4	3	0	1	3	0	0	0	0	0	0	731
16:00	2	98	24	0	0	2	0	0	0	0	0	0	0	0	0	126
16:15	4	113	33	0	0	0	0	0	0	0	0	0	0	0	0	150
16:30	4	109	18	0	0	0	0	0	0	0	0	0	0	0	0	131
16:45	3	102	18	0	0	1	0	0	0	0	0	0	0	0	0	124
	13	422	93	0	0	3	0	0	0	0	0	0	0	0	0	531
17:00	0	98	19	0	0	1	0	0	0	1	0	0	0	0	0	119
17:15	2	98	28	0	0	0	0	0	0	0	0	0	0	0	0	128
17:30	1	85	20	3	0	1	0	0	0	0	0	0	0	0	0	110
17:45	4	65	17	2	0	0	0	0	0	0	0	0	0	0	0	88
	7	346	84	5	0	2	0	0	0	1	0	0	0	0	0	445
18:00	0	66	11	0	0	0	0	0	0	0	0	0	0	0	0	77
18:15	2	52	15	0	0	1	0	0	1	0	0	0	0	0	0	71
18:30	2	58	15	0	0	0	0	0	0	0	0	0	0	0	0	75
18:45	2	59	7	0	0	0	0	0	0	0	0	0	0	0	0	68
	6	235	48	0	0	1	0	0	1	0	0	0	0	0	0	291
19:00	6	39	15	0	0	0	0	0	0	0	0	0	0	0	0	60
19:15	3	40	7	0	0	0	0	0	0	0	0	0	0	0	0	50
19:30	0	62	7	0	0	0	0	0	1	0	0	0	0	0	0	70
19:45	1	36	5	0	0	0	0	0	0	0	0	0	0	0	0	42
	10	177	34	0	0	0	0	0	1	0	0	0	0	0	0	222
20:00	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
20:15	3	26	5	0	1	0	0	0	0	0	0	0	0	0	0	35
20:30	2	36	3	1	0	0	0	0	0	0	0	0	0	0	0	42
20:45	2	27	7	0	0	0	0	0	0	0	0	0	0	0	0	36
	7	126	21	1	1	0	0	0	0	0	0	0	0	0	0	156
21:00	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	25
21:15	1	16	4	1	0	0	0	0	0	0	0	0	0	0	0	22
21:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
21:45	1	14	4	0	0	0	0	0	0	0	0	0	0	0	0	19
	2	64	19	1	0	0	0	0	0	0	0	0	0	0	0	86
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
22:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
23:00	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	32	6	0	0	0	0	0	0	0	0	0	0	0	0	39
Total	94	3218	818	12	18	19	0	6	9	6	0	0	0	0	5	4205
Percent	2.2%	76.5%	19.5%	0.3%	0.4%	0.5%	0.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	208	9388	2529	50	81	75	18	20	29	29	0	0	0	0	56	12483
Percent	1.7%	75.2%	20.3%	0.4%	0.6%	0.6%	0.1%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	

TURNING MOVEMENT COUNT DATA

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

State Road_SB To Time	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	State Road_SB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	2	0	0	0	0	0	0	0	2	0	0	0	0
7:15	1	0	1	0	0	3	0	1	6	0	0	0	0
7:30	0	0	2	0	0	4	0	0	6	0	0	1	0
7:45	0	0	1	0	0	0	0	1	2	16	0	0	0
8:00	0	0	2	0	0	4	0	0	6	20	0	0	0
8:15	0	0	1	1	0	1	0	0	3	17	0	0	0
8:30	0	1	5	0	0	1	0	0	7	18	0	0	0
8:45	0	0	1	0	0	6	0	0	7	23	0	0	0
TOTAL	3	1	13	1	0	19	0	2	39			1	0
PEAK HOUR (8a-9a)	0	1	9	1	0	12	0	0	23				
									82%				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	1	1	4	1	0	15	0	0	22	0	0	0	0
16:15	1	0	3	2	0	22	1	0	29	0	0	0	0
16:30	0	0	6	0	0	9	0	1	16	0	0	0	0
16:45	0	2	3	2	0	5	0	0	12	79	0	0	0
17:00	0	0	1	0	0	5	0	0	6	63	0	0	0
17:15	0	0	3	0	0	5	0	1	9	43	0	0	0
17:30	0	0	5	0	0	7	0	0	12	39	0	0	0
17:45	1	0	5	1	0	7	1	0	15	42	0	0	0
TOTAL	3	3	30	6	0	75	2	2	121			0	0
PEAK HOUR (4:30p-5:30p)	0	2	13	2	0	24	0	2	43				
									67%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

SR 236_WB To Time	State Road_SB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	SR 236_WB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	1	0	7	1	0	30	0	0	39	0	0	0	0
7:15	0	0	5	2	0	51	0	0	58	0	0	0	0
7:30	1	1	8	2	0	59	1	0	72	0	0	0	0
7:45	3	0	8	5	0	57	1	1	75	244	0	0	0
8:00	4	1	4	3	0	56	0	0	68	273	0	0	0
8:15	2	0	3	1	0	63	0	0	69	284	0	0	0
8:30	2	1	7	6	0	70	1	0	87	299	0	0	0
8:45	1	0	12	5	0	64	0	0	82	306	0	0	0
TOTAL	14	3	54	25	0	450	3	1	550				
PEAK HOUR (8a-9a)	9	2	26	15	0	253	1	0	306				
									88%				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	0	0	6	2	0	125	0	1	134	0	0	0	0
16:15	6	0	9	6	0	95	0	2	118	0	0	0	0
16:30	3	0	7	3	0	118	0	0	131	0	0	0	0
16:45	0	0	7	4	0	94	0	0	105	488	0	0	0
17:00	4	0	9	4	0	84	1	0	102	456	0	0	0
17:15	2	0	5	6	0	61	0	2	76	414	0	0	0
17:30	3	0	5	5	0	60	0	0	73	356	0	0	0
17:45	4	0	2	3	0	44	0	0	53	304	0	0	0
TOTAL	22	0	50	33	0	681	1	5	792				
PEAK HOUR (4:30p-5:30p)	9	0	28	17	0	357	1	2	414				
									79%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

Dairy Queen Access To	State Road_SB All Classes	SR 236_WB All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	Dairy Queen Access All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	2	1	0	0	0	0	0	3	0	0	0	0	
7:30	0	0	0	0	0	1	0	1	0	0	0	0	
7:45	0	0	0	0	0	0	0	0	4	0	0	0	
8:00	0	0	1	0	0	2	0	3	7	0	0	0	
8:15	1	0	0	0	0	1	0	2	6	0	0	0	
8:30	0	1	1	0	0	0	0	2	7	0	0	0	
8:45	1	0	2	0	0	2	0	5	12	0	0	0	
TOTAL	4	2	4	0	0	6	0	16		0	0	0	
PEAK HOUR (8a-9a)	2	1	4	0	0	5	0	12					
								60%					
16:00	3	0	1	0	0	2	0	6	0	0	0	0	
16:15	0	0	1	0	0	3	0	4	0	0	0	0	
16:30	2	0	0	1	0	2	0	5	0	0	0	0	
16:45	1	0	2	0	0	4	0	7	22	0	0	0	
17:00	2	0	0	0	0	1	0	3	19	0	0	0	
17:15	3	0	0	2	0	0	0	5	20	0	0	0	
17:30	2	0	0	0	0	3	0	5	20	0	0	0	
17:45	2	0	0	0	0	1	0	3	16	0	0	0	
TOTAL	15	0	4	3	0	16	0	38		0	0	0	
PEAK HOUR (4:30p-5:30p)	8	0	2	3	0	7	0	20					
								71%					

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

State Road_NB To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	State Road_NB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	23	3	2	0	0	18	0	0	46	0	0	0	0
7:15	9	0	0	0	0	13	0	0	22	0	1	0	0
7:30	12	6	1	0	0	17	0	0	36	0	0	0	0
7:45	23	6	0	0	0	15	0	1	45	149	0	0	0
8:00	25	7	2	0	0	14	0	1	49	152	0	0	0
8:15	25	7	0	0	0	21	0	0	53	183	0	0	0
8:30	37	10	0	0	0	26	0	0	73	220	0	1	0
8:45	35	12	2	0	0	23	0	0	72	247	0	0	0
TOTAL	189	51	7	0	0	147	0	2	396	0	2	0	0
PEAK HOUR (8a-9a)	122	36	4	0	0	84	0	1	247				
									85%				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	54	2	1	0	0	54	0	0	111	0	0	0	0
16:15	66	2	5	0	0	31	0	0	104	0	0	0	0
16:30	70	0	1	0	0	46	0	0	117	0	0	0	0
16:45	35	8	2	0	0	60	0	0	105	437	0	0	0
17:00	61	0	4	0	0	54	0	0	119	445	0	0	0
17:15	55	1	6	0	0	57	0	0	119	460	0	0	0
17:30	67	2	2	0	0	44	0	0	115	458	0	0	0
17:45	41	0	3	0	0	34	0	0	78	431	0	0	0
TOTAL	449	15	24	0	0	380	0	0	868	0	0	0	0
PEAK HOUR (4:30p-5:30p)	221	9	13	0	0	217	0	0	460				
									97%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

Old Post Road To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	Old Post Road All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	4	6	1	0	0	3	0	1	15	0	0	0	0
7:15	5	7	0	0	0	6	0	0	18	0	0	0	0
7:30	4	4	0	0	0	7	0	0	15	0	0	0	0
7:45	8	6	3	0	0	6	0	0	23	71	0	0	0
8:00	5	5	0	1	0	4	0	0	15	71	0	0	0
8:15	6	7	2	1	0	8	0	0	24	77	0	0	0
8:30	4	10	0	1	0	7	0	0	22	84	0	0	0
8:45	5	7	0	2	0	4	0	0	18	79	0	0	0
TOTAL	41	52	6	5	0	45	0	1	150				
PEAK HOUR (8a-9a)	20	29	2	5	0	23	0	0	79				
									82%				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	14	9	1	2	0	13	0	1	40	0	0	0	0
16:15	16	15	1	2	0	18	0	0	52	0	0	0	0
16:30	10	7	0	0	0	11	0	0	28	0	0	0	0
16:45	6	9	0	0	0	5	0	0	20	140	0	0	0
17:00	8	11	1	1	0	8	0	0	29	129	0	0	0
17:15	8	9	0	2	0	9	0	0	28	105	0	0	0
17:30	5	7	0	1	0	10	0	0	23	100	0	0	0
17:45	4	6	2	0	0	10	0	0	22	102	0	0	0
TOTAL	71	73	5	8	0	84	0	1	242				
PEAK HOUR (4:30p-5:30p)	32	36	1	3	0	33	0	0	105				
									91%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

From US 1 To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	SR 236_EB All Classes	La Casita Access All Classes	From US 1 All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	3	5	0	1	0	3	2	1	15	0	0	0	0
7:15	3	2	2	1	0	4	0	0	12	0	0	0	0
7:30	4	3	0	1	1	6	0	0	15	0	0	0	0
7:45	0	4	0	2	1	8	0	0	15	57	0	0	0
8:00	2	3	0	2	1	18	0	0	26	68	0	0	0
8:15	1	5	1	2	1	16	0	0	26	82	0	0	0
8:30	1	9	1	4	3	16	0	0	34	101	0	0	0
8:45	2	8	0	7	1	13	0	0	31	117	0	0	0
TOTAL	16	39	4	20	8	84	2	1	174	0	0	0	0
PEAK HOUR (8a-9a)	6	25	2	15	6	63	0	0	117	0	0	0	0
									86%				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	2	13	1	2	0	33	0	0	51	0	0	0	0
16:15	1	14	0	1	3	41	0	0	60	0	0	0	0
16:30	2	9	1	0	1	49	0	0	62	0	0	0	0
16:45	4	8	1	2	2	48	0	0	65	238	0	0	0
17:00	4	10	1	3	0	30	0	0	48	235	0	0	0
17:15	4	11	1	2	1	53	0	0	72	247	0	0	0
17:30	3	6	0	0	3	20	0	0	32	217	0	0	0
17:45	6	12	0	2	0	31	0	0	51	203	0	0	0
TOTAL	26	83	5	12	10	305	0	0	441	0	0	0	0
PEAK HOUR (4:30p-5:30p)	14	38	4	7	4	180	0	0	247	0	0	0	0
									86%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

SR 236_EB To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	La Casita Access All Classes	SR 236_EB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	36	92	5	71	3	0	1	0	208	0	0	0	0
7:15	43	79	3	75	6	0	0	0	206	0	0	0	0
7:30	31	60	9	97	8	0	0	0	205	0	0	0	0
7:45	38	51	2	94	12	0	1	0	198	817	0	0	0
8:00	49	56	9	87	10	0	0	0	211	820	0	0	0
8:15	56	60	10	70	5	0	0	0	201	815	0	0	0
8:30	66	68	5	85	15	0	1	0	240	850	0	0	0
8:45	56	78	4	87	13	0	1	0	239	891	0	0	0
TOTAL	375	544	47	666	72	0	4	0	1708		0	0	0
PEAK HOUR (8a-9a)	227	262	28	329	43	0	2	0	891		0	0	0
									93%				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	48	98	6	48	11	0	1	2	214	0	0	0	0
16:15	50	113	7	51	8	0	1	0	230	0	0	0	0
16:30	65	108	5	66	12	0	1	0	257	0	0	0	0
16:45	64	70	4	63	11	0	0	0	212	913	0	0	0
17:00	82	76	2	83	10	0	0	1	254	953	0	0	0
17:15	81	86	4	81	11	0	0	0	263	986	0	0	0
17:30	75	87	3	75	8	0	0	0	248	977	0	0	0
17:45	64	71	6	63	8	0	0	0	212	977	0	0	0
TOTAL	529	709	37	530	79	0	3	3	1890		0	0	0
PEAK HOUR (4:30p-5:30p)	292	340	15	293	44	0	1	1	986		0	0	0
									94%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

La Casita Access To	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
Time													
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	1	0	0	0	0	0	0	1	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	2	0	0	0
7:45	0	0	0	0	0	0	2	0	2	3	0	0	0
8:00	0	0	0	0	0	0	0	0	0	3	0	0	0
8:15	0	0	0	0	0	0	0	0	0	2	0	0	0
8:30	0	1	0	0	0	0	0	0	1	3	0	0	0
8:45	0	0	0	0	0	0	1	0	1	2	0	0	0
TOTAL	0	2	0	0	0	0	3	0	5	2	0	0	0
PEAK HOUR (8a-9a)	0	1	0	0	0	0	1	0	2				
									50%				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	1	1	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	1	1	0	2	1	4	0	0	0	0
16:30	0	0	0	0	1	0	0	0	1	0	0	0	0
16:45	1	0	0	0	0	0	0	0	1	8	0	0	2
17:00	0	0	0	0	0	0	1	0	1	7	0	0	0
17:15	0	0	0	0	0	0	1	0	1	4	0	0	0
17:30	0	0	0	0	0	0	0	0	0	3	0	0	0
17:45	0	0	0	0	0	0	0	0	0	2	0	0	0
TOTAL	2	1	0	1	2	0	4	0	10	0	0	2	1
PEAK HOUR (4:30p-5:30p)	1	0	0	0	1	0	2	0	4				
									100%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

State Road_SB To Time	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	State Road_SB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
10:00	1	0	2	1	0	5	0	1	10	0	0	0	0
10:15	0	0	1	1	0	3	0	0	5	0	0	0	0
10:30	1	0	3	2	0	3	0	0	9	0	0	0	0
10:45	0	0	1	0	0	3	0	0	4	0	0	0	0
11:00	1	0	4	1	0	4	0	0	10	0	0	0	0
11:15	1	0	1	1	0	4	0	0	7	0	0	0	0
11:30	0	0	0	2	0	8	1	0	11	0	0	0	0
11:45	1	0	1	0	0	3	0	2	7	0	0	0	0
12:00	0	0	0	3	0	11	0	0	14	0	0	0	0
12:15	1	0	2	1	0	3	0	0	7	0	0	0	0
12:30	0	0	0	2	0	2	0	0	4	0	0	0	0
12:45	1	0	1	0	0	4	0	1	7	0	0	0	0
13:00	1	0	2	3	0	4	0	0	10	0	0	0	0
13:15	0	0	1	1	0	3	0	0	5	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	2	2	0	3	0	0	7	0	0	0	0
14:00	0	0	0	0	0	3	0	0	3	0	0	0	1
14:15	0	0	2	0	0	2	1	0	5	0	0	0	0
14:30	0	0	1	1	0	3	0	0	5	0	0	0	0
14:45	1	0	0	1	0	4	0	0	6	0	0	0	0
TOTAL	9	0	24	22	0	75	2	4	136	0	0	0	1
PEAK HOUR (11:45a-12:45p)	2	0	3	6	0	19	0	2	32	0	0	0	0

57%

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

SR 236_WB To Time	State Road_SB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	SR 236_WB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
10:00	4	2	6	5	0	83	0	0	100	0	0	0	0
10:15	7	2	6	4	0	66	0	0	85	0	1	0	1
10:30	6	1	11	8	0	104	0	0	130	0	0	0	0
10:45	10	1	10	8	0	84	0	0	113	0	0	0	0
11:00	4	2	11	9	0	84	1	0	111	0	0	1	0
11:15	9	1	8	12	0	78	0	0	108	0	0	0	0
11:30	6	0	11	9	0	87	0	0	113	0	0	0	0
11:45	1	1	10	7	0	88	0	0	107	0	0	0	0
12:00	8	1	9	6	0	101	0	0	125	0	0	4	0
12:15	7	2	8	7	0	86	0	0	110	0	0	0	0
12:30	4	2	9	12	0	104	0	0	131	1	0	0	0
12:45	4	1	10	8	0	97	0	0	120	0	0	0	0
13:00	4	1	6	6	0	76	0	0	93	0	0	0	0
13:15	3	1	10	8	0	81	0	0	103	0	0	0	0
13:30	4	1	8	9	0	78	0	0	100	0	0	0	0
13:45	3	1	5	6	0	66	0	0	81	0	0	0	0
14:00	4	1	6	7	0	97	0	0	115	0	0	0	0
14:15	7	0	6	6	0	65	0	0	84	0	0	0	3
14:30	5	1	7	4	0	62	0	0	79	0	2	0	0
14:45	4	0	6	5	0	59	0	0	74	0	0	0	0
TOTAL	104	22	163	146	0	1646	1	0	2082	1	3	5	4
PEAK HOUR (11:45a-12:45p)	20	6	36	32	0	379	0	0	473	0	0	1	0
									90%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

Dairy Queen Access To Time	State Road_SB All Classes	SR 236_WB All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	Dairy Queen Access All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
10:00	0	0	0	0	0	0	0	0	0	1	0	0	
10:15	0	0	1	0	0	0	0	0	1	0	1	0	
10:30	1	0	1	0	0	0	0	0	2	0	0	0	
10:45	0	0	1	0	0	1	0	0	2	0	0	0	
11:00	1	1	0	1	0	0	0	0	3	0	0	1	
11:15	1	0	2	0	0	2	0	0	5	0	0	0	
11:30	2	0	0	0	0	2	0	0	4	0	0	0	
11:45	0	0	0	1	0	4	0	0	5	0	0	0	
12:00	2	0	1	0	0	2	0	0	5	0	0	3	
12:15	2	0	1	0	0	5	0	0	8	0	0	0	
12:30	0	0	0	2	0	1	0	0	3	0	0	0	
12:45	1	0	1	0	0	2	0	0	4	0	0	0	
13:00	2	0	2	0	0	2	0	0	6	0	0	0	
13:15	0	0	2	0	0	1	0	0	3	0	0	0	
13:30	3	0	0	1	0	1	0	0	5	0	0	0	
13:45	2	0	1	2	0	1	0	0	6	0	0	0	
14:00	0	0	1	1	0	0	0	0	2	0	0	0	
14:15	0	0	0	0	0	7	0	0	7	0	0	0	
14:30	4	0	2	0	0	5	0	0	11	0	0	0	
14:45	2	0	0	0	0	2	0	0	4	0	0	0	
TOTAL	23	1	16	8	0	38	0	0	86	0	2	4	
PEAK HOUR (11:45a-12:45p)	4	0	2	3	0	12	0	0	21	0	0	1	

66%

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

State Road_NB To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	State Road_NB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
10:00	6	28	0	8	0	15	1	0	58	0	0	0	0
10:15	10	35	0	2	0	26	1	0	74	0	0	0	0
10:30	12	30	1	3	0	38	2	0	86	0	0	0	0
10:45	21	40	4	2	0	21	0	0	88	0	0	0	0
11:00	35	31	2	3	0	18	2	0	91	0	0	0	0
11:15	26	47	0	4	0	19	1	0	97	0	0	0	0
11:30	40	20	0	9	0	24	2	0	95	0	0	0	0
11:45	31	33	0	3	0	32	0	0	99	0	0	0	0
12:00	37	18	2	2	0	45	1	0	105	0	0	0	0
12:15	33	43	1	1	0	39	3	0	120	0	0	0	0
12:30	37	52	0	3	0	36	4	0	132	0	0	0	0
12:45	50	27	3	1	0	19	4	0	104	0	0	0	0
13:00	21	44	2	7	0	17	4	0	95	0	0	0	0
13:15	32	27	2	9	0	35	3	0	108	0	0	0	0
13:30	18	22	1	3	0	28	0	0	72	0	0	0	0
13:45	14	31	1	1	0	36	3	0	86	0	0	0	0
14:00	46	24	1	3	0	12	1	0	87	0	0	0	0
14:15	12	38	2	5	0	26	0	0	83	0	0	0	0
14:30	31	18	1	3	0	10	2	0	65	0	0	0	0
14:45	29	12	0	2	0	15	1	0	59	0	0	0	0
TOTAL	541	620	23	74	0	511	35	0	1804	0	0	0	0
PEAK HOUR (11:45a-12:45p)	138	146	3	9	0	152	8	0	456	0	0	0	0
									86%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

Old Post Road To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	Old Post Road All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
10:00	4	6	2	3	0	10	0	0	25	0	1	0	0
10:15	8	11	2	1	0	8	0	0	30	0	0	0	0
10:30	7	7	1	1	0	6	0	0	22	0	0	0	0
10:45	9	5	0	1	0	4	0	0	19	0	0	0	0
11:00	4	11	0	1	0	12	0	0	28	1	1	0	0
11:15	7	7	1	0	0	6	0	0	21	0	0	0	0
11:30	9	10	1	1	1	4	0	0	26	0	0	0	0
11:45	18	6	1	0	1	11	0	0	37	0	0	0	0
12:00	13	9	1	1	1	7	0	0	32	0	0	0	0
12:15	4	17	0	1	0	11	0	0	33	0	0	0	0
12:30	12	6	1	1	0	6	0	0	26	0	0	0	0
12:45	7	9	1	0	1	6	0	0	24	0	0	0	0
13:00	9	10	1	1	0	7	0	0	28	0	0	0	0
13:15	9	6	1	0	0	8	0	0	24	0	0	0	0
13:30	4	10	0	3	0	6	0	0	23	0	0	0	0
13:45	8	4	1	1	0	6	0	0	20	0	0	0	0
14:00	16	7	1	0	0	8	0	0	32	0	0	0	0
14:15	13	8	1	1	0	8	0	0	31	0	0	0	0
14:30	4	10	1	1	0	7	0	0	23	0	0	0	0
14:45	7	5	2	2	0	8	0	0	24	0	0	0	0
TOTAL	172	164	19	20	4	149	0	0	528	1	2	0	0
PEAK HOUR (11:45a-12:45p)	47	38	3	3	2	35	0	0	128	1	1	0	0
									86%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

From US 1 To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	SR 236_EB All Classes	La Casita Access All Classes	From US 1 All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
10:00	5	6	1	4	1	17	0	0	34	0	0	0	0
10:15	3	7	0	2	1	20	0	0	33	0	0	0	0
10:30	7	13	0	2	1	14	0	0	37	0	0	0	0
10:45	7	7	0	2	0	7	0	0	23	0	0	0	0
11:00	8	10	3	2	0	20	0	0	43	0	0	0	0
11:15	3	11	1	3	1	13	0	0	32	0	0	0	0
11:30	4	10	0	5	1	20	0	0	40	0	0	0	0
11:45	6	13	1	5	2	13	0	0	40	0	0	0	0
12:00	7	13	1	3	2	23	0	0	49	0	0	0	0
12:15	4	12	1	3	1	14	0	0	35	0	0	0	0
12:30	4	12	3	7	0	14	0	0	40	0	0	0	0
12:45	2	9	3	2	2	11	0	0	29	0	0	0	0
13:00	5	16	0	2	0	21	0	0	44	0	0	0	0
13:15	4	13	0	2	0	23	0	0	42	0	0	0	0
13:30	6	9	0	0	2	21	0	0	38	0	0	0	0
13:45	5	10	4	1	1	16	0	0	37	0	0	0	0
14:00	2	7	1	1	1	8	0	0	20	0	0	0	0
14:15	5	13	5	2	3	20	0	0	48	0	0	0	0
14:30	3	9	3	4	0	20	0	0	39	0	0	0	0
14:45	2	8	3	2	2	13	0	0	30	0	0	0	0
TOTAL	92	208	30	54	21	328	0	0	733	0	0	0	0
PEAK HOUR (11:45a-12:45p)	21	50	6	18	5	64	0	0	164	0	0	0	0
									84%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

SR 236_EB To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	La Casita Access All Classes	SR 236_EB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
10:00	69	46	2	52	6	0	1	3	179	0	0	0	0
10:15	83	48	4	72	11	0	0	1	219	0	0	0	0
10:30	75	46	3	62	12	0	0	0	198	0	0	0	0
10:45	92	58	6	84	16	0	0	0	256	0	0	0	0
11:00	66	46	2	83	10	0	0	0	207	0	0	0	0
11:15	89	52	3	87	14	0	0	0	245	0	0	0	0
11:30	92	60	2	56	10	0	0	0	220	0	0	0	0
11:45	99	65	3	73	20	0	0	0	260	0	0	0	0
12:00	72	56	6	74	15	0	0	0	223	0	0	0	0
12:15	85	60	4	73	12	0	0	0	234	0	0	0	0
12:30	89	70	7	87	11	0	0	0	264	0	0	0	0
12:45	70	63	5	71	14	0	0	0	223	0	0	0	0
13:00	96	53	4	66	16	0	0	0	235	0	0	0	0
13:15	101	60	3	71	25	0	0	0	260	0	0	0	0
13:30	84	53	2	63	16	0	0	0	218	0	0	0	0
13:45	95	60	3	71	18	0	0	0	247	0	0	0	0
14:00	52	45	15	57	9	0	0	0	178	0	0	0	0
14:15	91	61	8	71	9	0	0	0	240	0	0	0	0
14:30	84	55	6	54	3	0	0	0	202	0	0	0	0
14:45	67	49	4	42	13	0	0	0	175	0	0	0	0
TOTAL	1651	1106	92	1369	260	0	1	4	4483	0	0	0	0
PEAK HOUR (11:45a-12:45p)	345	251	20	307	58	0	0	0	981	0	0	0	0
									93%				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: September 09, 2023
Saturday
Weather: Sunny, Warm
Entered by: ARG

Time	La Casita Access To All Classes	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	TOTAL	PEDS		PCL	
											CW	CCW	CW	CCW
10:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0
10:15	1	1	0	0	0	0	0	1	0	3	1	1	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	1	0	0	1	0	0	0	0	2	0	0	0	0
11:30	2	0	0	0	1	0	0	0	0	3	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	1	0	0	1	0	2	0	0	0	0
12:15	0	0	0	0	1	0	0	2	0	3	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0
12:45	2	0	0	0	0	0	0	2	0	4	0	0	0	0
13:00	0	1	0	0	1	0	0	2	1	4	0	0	0	0
13:15	0	0	0	0	0	1	0	1	0	2	0	0	0	0
13:30	1	0	0	0	3	0	0	0	0	4	0	0	0	0
13:45	0	0	0	0	1	0	0	1	0	2	0	0	0	0
14:00	0	0	0	0	0	1	0	1	0	2	0	0	0	0
14:15	1	0	0	0	1	0	0	1	0	3	0	0	0	0
14:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	7	3	0	0	10	2	0	16	0	38	1	1	0	1
PEAK HOUR (11:45a-12:45p)	0	0	0	0	2	0	0	4	0	6	0	0	0	1

50%

SEASONAL ADJUSTMENT DATA

2018
Weekly Group Mean Factors
Average: 2015, 2016, 2017

Month	Start Date	Dates	Month	Urban	Arterial	Recreational	Group	Group	Group	Year
			Week #	Group I	Group II	Group III	I + II	II + III	I + III	Week #
Dec	31	1	1	1.04	1.19	1.37	1.12	1.28	1.21	1
Jan	07	2	2	1.03	1.21	1.41	1.12	1.31	1.22	2
	14	3	3	1.02	1.19	1.41	1.11	1.30	1.22	3
	21	4	4	1.03	1.21	1.41	1.12	1.31	1.22	4
	28	5	5	1.11	1.33	1.55	1.22	1.44	1.33	5
Feb	04	1	1	1.12	1.34	1.64	1.23	1.49	1.38	6
	11	2	2	1.10	1.29	1.57	1.20	1.43	1.34	7
	18	3	3	1.02	1.17	1.39	1.10	1.28	1.21	8
	25	4	4	0.99	1.17	1.41	1.08	1.29	1.20	9
Mar	04	1	1	0.98	1.14	1.36	1.06	1.25	1.17	10
	11	2	2	1.03	1.19	1.44	1.11	1.32	1.24	11
	18	3	3	1.01	1.17	1.42	1.09	1.30	1.22	12
	25	4	4	0.98	1.14	1.33	1.06	1.24	1.16	13
Apr	01	1	1	0.97	1.13	1.32	1.05	1.23	1.15	14
	08	2	2	0.94	1.09	1.27	1.02	1.18	1.11	15
	15	3	3	0.94	1.05	1.17	1.00	1.11	1.06	16
	22	4	4	0.94	1.07	1.19	1.01	1.13	1.07	17
	29	5	5	0.91	1.04	1.16	0.98	1.10	1.04	18
May	06	1	1	0.89	0.99	1.06	0.94	1.03	0.98	19
	13	2	2	0.88	0.97	1.00	0.93	0.99	0.94	20
	20	3	3	0.88	0.93	0.94	0.91	0.94	0.91	21
	27	4	4	0.86	0.93	0.94	0.90	0.94	0.90	22
Jun	03	1	1	0.88	0.93	0.95	0.91	0.94	0.92	23
	10	2	2	0.86	0.90	0.87	0.88	0.89	0.87	24
	17	3	3	0.86	0.88	0.83	0.87	0.86	0.85	25
	24	4	4	0.86	0.85	0.77	0.86	0.81	0.82	26
Jul	01	1	1	0.85	0.80	0.70	0.83	0.75	0.78	27
	08	2	2	0.85	0.82	0.73	0.84	0.78	0.79	28
	15	3	3	0.85	0.81	0.71	0.83	0.76	0.78	29
	22	4	4	0.85	0.81	0.68	0.83	0.75	0.77	30
	29	5	5	0.85	0.79	0.66	0.82	0.73	0.76	31
Aug	05	1	1	0.86	0.79	0.65	0.83	0.72	0.76	32
	12	2	2	0.85	0.79	0.68	0.82	0.74	0.77	33
	19	3	3	0.85	0.80	0.70	0.83	0.75	0.78	34
	26	4	4	0.86	0.84	0.78	0.85	0.81	0.82	35
Sep	02	1	1	0.86	0.88	0.86	0.87	0.87	0.86	36
	09	2	2	0.87	0.89	0.87	0.88	0.88	0.87	37
	16	3	3	0.88	0.90	0.91	0.89	0.91	0.90	38
	23	4	4	0.88	0.90	0.91	0.89	0.91	0.90	39
	30	5	5	0.88	0.88	0.93	0.88	0.91	0.91	40
Oct	07	1	1	0.87	0.88	0.93	0.88	0.91	0.90	41
	14	2	2	0.89	0.93	0.99	0.91	0.96	0.94	42
	21	3	3	0.92	0.99	1.11	0.96	1.05	1.02	43
	28	4	4	0.92	1.03	1.16	0.98	1.10	1.04	44
Nov	04	1	1	0.92	1.01	1.15	0.97	1.08	1.04	45
	11	2	2	0.93	1.03	1.19	0.98	1.11	1.06	46
	18	3	3	0.92	0.99	1.19	0.96	1.09	1.06	47
	25	4	4	0.94	1.05	1.23	1.00	1.14	1.09	48
Dec	02	1	1	0.95	1.11	1.27	1.03	1.19	1.11	49
	09	2	2	0.98	1.14	1.34	1.06	1.24	1.16	50
	16	3	3	0.94	1.07	1.28	1.01	1.18	1.11	51
	23	4	4	1.02	1.11	1.32	1.07	1.22	1.17	52

COVID ADJUSTMENT DATA

Multi-Day Volume Report MAINE_DOT_CCS 133113054702

Monday, July 1, 2019 to Wednesday, July 31, 2019



Site Name KITTERY 54702 Site ID 133113054702 Description I-95 (SB) @ NH SL

All Lanes Time Period: 1 hour Exclude data: None

	Mon Jul 1	Tue Jul 2	Wed Jul 3	Thu Jul 4	Fri Jul 5	Sat Jul 6	Sun Jul 7	Mon Jul 8	Tue Jul 9	Wed Jul 10	Thu Jul 11	Fri Jul 12	Sat Jul 13	Sun Jul 14	Mon Jul 15	Tue Jul 16	Wed Jul 17	Thu Jul 18	Fri Jul 19	Sat Jul 20	Sun Jul 21	Mon Jul 22	Tue Jul 23	Wed Jul 24	Thu Jul 25	Fri Jul 26	Sat Jul 27	Sun Jul 28	Mon Jul 29	Tue Jul 30	Wed Jul 31	Average 7 Day	Total Count		
12:00 am	173	200	223	259	455	306	378	252	178	169	208	193	238	286	214	225	205	206	230	280	359	-	168	219	201	252	284	303	245	198	-	224	247	7107	
01:00 am	152	165	172	187	233	222	224	173	152	165	154	183	203	178	159	161	180	170	197	213	227	-	203	182	164	143	207	203	202	181	183	-	175	185	5335
02:00 am	171	184	199	139	194	184	149	202	199	161	199	178	162	147	166	196	189	215	214	163	172	-	181	177	188	185	175	128	206	184	-	187	179	5207	
03:00 am	291	242	229	151	239	206	172	325	228	243	297	198	188	160	307	264	262	226	227	190	142	-	259	269	309	282	211	159	327	296	-	261	237	6899	
04:00 am	737	521	477	219	388	265	253	829	543	484	530	465	258	208	742	608	540	596	554	274	191	-	580	574	589	501	313	207	792	605	-	565	474	13943	
05:00 am	1434	1121	1004	397	814	628	661	1793	1192	932	1214	1052	557	344	1697	1239	1182	1197	1008	610	425	-	1145	1136	1214	1078	586	446	1769	1271	-	1185	1002	29236	
06:00 am	2314	1860	1692	692	1496	1116	1346	2837	2109	1823	1997	1705	975	880	2598	2126	1995	2011	1757	1097	944	-	1993	2015	1271	1774	1175	944	2659	2168	-	1977	1715	50669	
07:00 am	3073	2645	2303	939	2116	1762	2430	3430	2829	2874	2842	2491	1700	1466	3160	2893	2780	2815	2577	1892	1585	-	2842	2851	2655	2547	1849	1485	3275	2878	-	2700	2435	70984	
08:00 am	3043	2812	2651	1347	2519	2974	3910	3575	2998	3017	3198	2892	2631	2531	3413	3077	3145	3142	2833	1046	2786	-	3089	3004	3061	2939	2831	2717	3417	3139	-	2964	2939	85302	
09:00 am	2907	2687	2594	1798	3252	4313	4600	3716	2757	2967	2981	3171	3582	3852	3339	2986	3050	3020	3159	1046	4085	-	2929	2841	3032	3169	3995	4172	3652	2446	-	2985	3191	92108	
10:00 am	3079	2800	2799	2124	4189	4582	4209	3161	2839	2847	3113	3593	4116	4523	3622	3065	3168	3185	3538	892	3020	-	3242	2863	3143	3577	4454	4629	1401	42	-	2950	3193	91815	
11:00 am	3177	2811	2783	2346	4389	3103	4638	2822	2974	3020	3276	3917	4128	4559	3599	3073	3220	3295	3635	1918	16	-	3402	2873	3252	3859	4381	4469	66	218	-	2976	3097	89219	
12:00 pm	2845	2711	2817	2153	4403	3527	4633	4128	2832	3015	3187	3743	3676	4515	3547	2929	3212	3193	3341	1135	1324	-	3194	2756	3122	3690	4379	4370	65	664	-	2954	3094	89106	
01:00 pm	2900	2790	2842	2016	4118	2041	4558	3690	3017	2935	3275	3648	3469	4526	3640	2977	3285	3259	3449	2472	1546	-	3050	3129	3182	3794	3826	4412	279	2795	-	3057	3143	90920	
02:00 pm	3108	2965	2967	2070	4322	2257	3958	3751	3144	3106	3454	3764	3405	4521	3548	3089	3330	3111	3545	2311	1463	-	3143	3205	3432	3820	3752	4513	2946	3271	-	3298	3291	95271	
03:00 pm	3251	3047	2905	2134	4151	4485	3553	3523	3229	3298	3511	3720	3486	4596	3697	3254	3279	3258	3787	559	1004	-	3006	3433	3537	3817	4069	4463	3835	3405	-	3394	3361	97292	
04:00 pm	3136	2854	2718	2245	3020	3718	3775	3349	2969	3158	3143	3331	3453	4576	3279	3048	2999	3252	3429	2764	4253	-	2851	3275	3311	3277	3786	4483	3445	3034	-	3154	3353	96841	
05:00 pm	2759	2555	2635	2167	3733	3895	3690	2951	2722	2716	2850	2856	3249	4561	2815	2659	2537	2819	2985	3295	4535	-	2456	2763	3141	3229	3446	4495	2949	2614	-	2815	3124	90077	
06:00 pm	2139	2102	2182	2039	3226	3762	3882	2430	2067	2249	2080	2366	2925	4209	2414	2006	2024	2140	2592	3044	4127	-	1917	2379	2355	2823	3319	4276	2393	2218	-	2304	2694	77485	
07:00 pm	1589	1641	1811	1977	2863	2990	4072	1850	1233	1747	1591	1786	2621	3905	1815	1669	1447	1715	2071	2527	4129	-	1370	1655	1889	2175	2764	4528	1925	1693	-	1800	2269	65048	
08:00 pm	1343	1351	1460	1754	2484	2572	3598	1481	1316	1347	1242	1219	2314	3375	1444	1378	1133	1420	1652	2360	3491	-	1177	1391	1521	1792	2615	3812	1477	1509	-	1477	1917	55028	
09:00 pm	950	1030	1112	1432	2013	1934	2675	1018	974	984	911	1040	1982	2084	988	971	817	1038	1322	2093	2300	-	871	1006	1132	1353	1917	2454	1078	993	-	1103	1411	40472	
10:00 pm	538	619	808	1909	1284	1221	1171	578	583	595	501	733	1207	926	576	508	554	687	981	1344	1081	-	518	572	765	966	1258	1136	562	636	-	745	866	24817	
11:00 pm	317	339	452	1238	635	669	480	305	306	291	398	415	591	404	314	335	323	373	569	787	420	-	414	388	504	582	674	447	326	400	-	439	473	13596	
7am-7pm	35417	32779	32196	23378	44338	40419	47836	40526	34397	35202	36910	39492	39820	48445	40073	35056	36029	36489	38870	23939	29744	-	35121	35372	37223	40541	43887	48484	27723	26714	-	35552	36915	1066420	
6am-10pm	41613	38661	38271	29233	53194	49031	59527	47712	40029	41103	42651	45242	47712	58689	46918	41200	41421	42673	45672	32016	40608	-	40532	41439	43736	47635	52358	60222	34862	33077	-	41909	44226	1277037	
6am-12am	42468	39619	39531	32380	55113	50921	61178	48595	40918	41989	43550	46390	49510	60019	47808	42043	42298	43733	47222	34147	42109	-	41364	42399	45005	49183	54290	61805	35750	34113	-	43093	45566	1315450	
12am-12am	45426	42052	41835	33732	57436	52732	63015	52169	43410	44143	46152	48659	51116	61432	51093	44736	44856	46343	49652	35877	43625	-	43879	44938	47649	51688	56062	63250	39270	36850	-	45689	47889	1383077	
am Peak	11:00 am	08:00 am	10:00 am	11:00 am	11:00 am	10:00 am	11:00 am	09:00 am	08:00 am	11:00 am	11:00 am	11:00 am	11:00 am	11:00 am	10:00 am	08:00 am	11:00 am	11:00 am	11:00 am	11:00 am	08:00 am	09:00 am	-	11:00 am	08:00 am	11:00 am	11:00 am	10:00 am	10:00 am	09:00 am	08:00 am	-	09:00 am	10:00 am	
Peak Volume	3177	2812	2799	2346	4389	4582	4638	3716	2998	3020	3276	3917	4128	4559	3622	3077	3220	3295	3635	2611	4085	-	3402	3004	3252	3859	4454	4629	3652	3139	-	2985	3193		
pm Peak	03:00 pm	03:00 pm	02:00 pm	04:00 pm	12:00 pm	03:00 pm	12:00 pm	12:00 pm	03:00 pm	03:00 pm	03:00 pm	02:00 pm	12:00 pm	03:00 pm	03:00 pm	03:00 pm	02:00 pm	01:00 pm	03:00 pm	05:00 pm	05:00 pm	-	12:00 pm	03:00 pm	03:00 pm	02:00 pm	12:00 pm	07:00 pm	03:00 pm	03:00 pm	-	03:00 pm	03:00 pm		
Peak Volume	3251	3047	2967	2245	4403	4485	4633	4128	3229	3298	3511	3764	3676	4596	3697	3254	3330	3259	3787	3295	4535	-	3194	3433	3537	3820	4379	4528	3835	3405	-	3394	3361		

Event key: QC Failure, QC Outlier, QC Atypical, Events, Special, Holiday, Offline, Weekends and defined holidays

Notes on data: Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:	Start	End	Type	Lanes	Included	Description
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Multi-Day Volume Report MAINE_DOT_CCS 133113054702 Saturday, July 1, 2023 to Thursday, July 20, 2023

Multi-Day Volume Report MAINE_DOT_CCS 133113054702 Saturday, July 1, 2023 to Thursday, July 20, 2023



- Toggle All
- Sat Jul 1
- Sun Jul 2
- Mon Jul 3
- Tue Jul 4
- Wed Jul 5
- Thu Jul 6
- Fri Jul 7
- Sat Jul 8
- Sun Jul 9
- Mon Jul 10
- Tue Jul 11
- Wed Jul 12
- Thu Jul 13
- Fri Jul 14
- Sat Jul 15
- Sun Jul 16
- Mon Jul 17
- Tue Jul 18
- Wed Jul 19
- Thu Jul 20

Site Name KITTEERY 54702 Site ID 133113054702 Description I-95 (SB) @ NH SL

All Lanes Time Period: 1 hour Exclude data: None

	Sat Jul 1	Sun Jul 2	Mon Jul 3	Tue Jul 4	Wed Jul 5	Thu Jul 6	Fri Jul 7	Sat Jul 8	Sun Jul 9	Mon Jul 10	Tue Jul 11	Wed Jul 12	Thu Jul 13	Fri Jul 14	Sat Jul 15	Sun Jul 16	Mon Jul 17	Tue Jul 18	Wed Jul 19	Thu Jul 20	Average Workday 7 Day	Total Count
12:00 am	251	252	186	258	283	-	-	-	-	-	-	-	228	-	-	-	-	-	-	-	-	1458
01:00 am	204	137	147	168	190	-	-	-	-	-	-	-	145	-	-	-	-	-	-	-	-	991
02:00 am	162	139	132	133	175	-	-	-	-	-	-	-	183	-	-	-	-	-	-	-	-	924
03:00 am	188	138	161	145	219	-	-	-	-	-	-	-	244	-	-	-	-	-	-	-	-	1095
04:00 am	266	178	283	160	529	-	-	-	-	-	-	-	424	-	-	-	-	-	-	-	-	1840
05:00 am	495	348	590	338	1331	-	-	-	-	-	-	-	1041	-	-	-	-	-	-	-	-	4143
06:00 am	870	663	1178	624	2337	-	-	-	-	-	-	-	1736	-	-	-	-	-	-	-	-	7408
07:00 am	1404	929	1604	966	2995	-	-	-	-	-	-	-	2453	-	-	-	-	-	-	-	-	10351
08:00 am	2086	1646	2044	1509	3306	-	-	-	-	-	-	-	2906	-	-	-	-	-	-	-	-	13497
09:00 am	3231	2481	2750	2376	3658	-	-	-	-	-	-	-	2949	-	-	-	-	-	-	-	-	17445
10:00 am	4185	3579	3437	3339	4120	-	-	-	-	-	-	-	3260	-	-	-	-	-	-	-	-	21920
11:00 am	4253	4195	3912	3836	4432	-	-	-	-	-	-	-	3329	-	-	-	-	-	-	-	-	23957
12:00 pm	3922	4298	3869	3878	4230	-	-	-	-	-	-	-	3325	-	-	-	-	-	-	-	-	23522
01:00 pm	3629	4118	3760	3739	4156	-	-	-	-	-	-	-	3390	-	-	-	-	-	-	-	-	22792
02:00 pm	3247	3959	3535	3615	4284	-	-	-	-	-	-	-	3579	-	-	-	-	-	-	-	-	22219
03:00 pm	3154	3554	3365	3392	4353	-	-	-	-	-	-	-	3690	-	-	-	-	-	-	-	-	21508
04:00 pm	2955	3351	3180	3149	4226	-	-	-	-	-	-	-	3391	-	-	-	-	-	-	-	-	20252
05:00 pm	2800	2987	2748	2721	3744	-	-	-	-	-	-	-	3080	-	-	-	-	-	-	-	-	18080
06:00 pm	2437	2410	2434	2481	3063	-	-	-	-	-	-	-	2382	-	-	-	-	-	-	-	-	15207
07:00 pm	2037	1869	2009	2320	2504	-	-	-	-	-	-	-	1778	-	-	-	-	-	-	-	-	12517
08:00 pm	1622	1437	1601	1991	1905	-	-	-	-	-	-	-	1424	-	-	-	-	-	-	-	-	9980
09:00 pm	1304	931	1194	1602	1437	-	-	-	-	-	-	-	1026	-	-	-	-	-	-	-	-	7494
10:00 pm	809	619	842	1243	954	-	-	-	-	-	-	-	577	-	-	-	-	-	-	-	-	5044
11:00 pm	503	331	568	645	428	-	-	-	-	-	-	-	407	-	-	-	-	-	-	-	-	2882
7am-7pm	37303	37507	36638	35001	46567	-	-	-	-	-	-	-	37734	-	-	-	-	-	-	-	-	230750
6am-10pm	43136	42407	42620	41538	54750	-	-	-	-	-	-	-	43698	-	-	-	-	-	-	-	-	268149
6am-12am	44448	43357	44030	43426	56132	-	-	-	-	-	-	-	44682	-	-	-	-	-	-	-	-	276075
12am-12am	46014	44549	45529	44628	58859	-	-	-	-	-	-	-	46947	-	-	-	-	-	-	-	-	286526
am Peak	11:00 am	11:00 am	11:00 am	11:00 am	11:00 am	-	-	-	-	-	-	-	11:00 am	-	-	-	-	-	-	-	-	-
Peak Volume	4253	4195	3912	3836	4432	-	-	-	-	-	-	-	3329	-	-	-	-	-	-	-	-	-
pm Peak	12:00 pm	12:00 pm	12:00 pm	12:00 pm	03:00 pm	-	-	-	-	-	-	-	03:00 pm	-	-	-	-	-	-	-	-	-
Peak Volume	3922	4298	3869	3878	4353	-	-	-	-	-	-	-	3690	-	-	-	-	-	-	-	-	-

Event key: ■ QC Failure ■ QC Outlier ■ QC Atypical ■ Events ■ Special ■ Holiday ■ Offline
■ Weekends and defined holidays

Notes on data:
 Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
07/04/2023 12:00 am	07/04/2023 11:59 pm	Holiday	-	Yes	Holiday

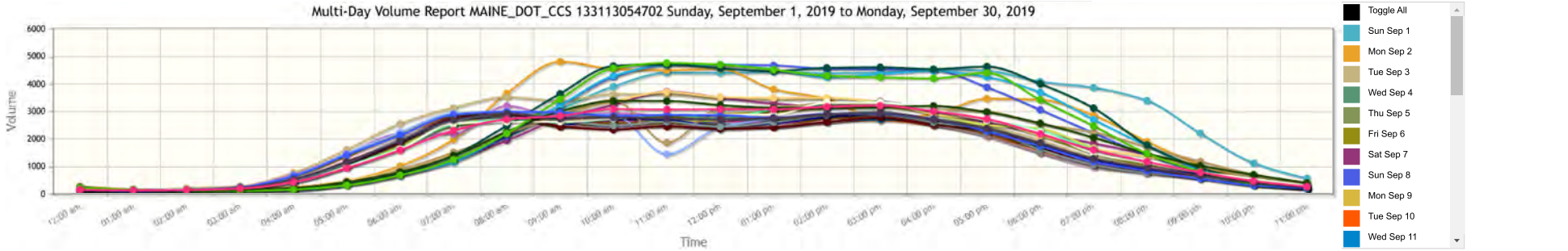
Data prepared by Drakewell US 04 - Nevada July 20, 2023 8:09:50 AM.

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Version 23.06.27.073745

Multi-Day Volume Report MAINE_DOT_CCS 133113054702

Sunday, September 1, 2019 to Monday, September 30, 2019



Site Name KITTERY 54702 Site ID 133113054702 Description I-95 (SB) @ NH SL

All Lanes Time Period: 1 hour Exclude data: None

	Sun Sep 1	Mon Sep 2	Tue Sep 3	Wed Sep 4	Thu Sep 5	Fri Sep 6	Sat Sep 7	Sun Sep 8	Mon Sep 9	Tue Sep 10	Wed Sep 11	Thu Sep 12	Fri Sep 13	Sat Sep 14	Sun Sep 15	Mon Sep 16	Tue Sep 17	Wed Sep 18	Thu Sep 19	Fri Sep 20	Sat Sep 21	Sun Sep 22	Mon Sep 23	Tue Sep 24	Wed Sep 25	Thu Sep 26	Fri Sep 27	Sat Sep 28	Sun Sep 29	Mon Sep 30	Workday	Average 7 Day	Total Count
12:00 am	289	290	151	151	139	155	224	214	147	134	122	140	168	187	228	169	177	155	177	150	207	266	150	145	106	145	185	175	240	168	157	176	5354
01:00 am	183	189	154	158	164	163	159	170	116	118	117	144	182	157	175	107	138	164	172	140	152	163	152	129	143	137	167	158	176	123	147	152	4570
02:00 am	145	144	232	175	173	172	148	135	147	184	180	183	158	131	119	153	177	177	182	185	150	135	167	166	175	190	192	134	126	161	176	165	4896
03:00 am	134	186	302	253	249	240	180	117	289	254	199	257	244	167	142	273	252	244	248	217	177	146	266	244	206	253	225	160	130	258	245	219	6512
04:00 am	156	268	785	555	529	463	236	178	647	546	500	548	481	235	177	724	575	518	542	485	239	182	686	543	543	512	438	235	181	666	548	450	13373
05:00 am	344	501	1622	1166	1129	1003	456	366	1365	1188	1164	1123	1012	488	349	1447	1283	1194	1158	1045	451	366	1479	1175	1176	1146	1005	452	338	1435	1179	958	28426
06:00 am	675	1035	2561	1991	1954	1657	766	711	2233	1975	1952	1928	1762	902	719	2195	2026	1893	1926	1668	899	757	2253	1962	1895	1995	1648	815	698	2142	1936	1605	47633
07:00 am	1283	1993	3140	2821	2795	2469	1252	1211	2895	2815	2749	2755	2546	1464	1168	2186	2742	2799	2774	2518	1519	1413	2932	2760	2759	2659	2565	1386	1260	2885	2699	2310	68513
08:00 am	2064	3662	3516	2966	2967	2681	1952	2108	2982	2872	2808	2848	2707	2201	2203	3203	2884	2888	2906	2704	2202	2492	3001	2829	2915	2930	2627	2271	2214	2992	2936	2722	81595
09:00 am	3063	4808	3392	2566	2502	2604	2744	3213	2821	2616	2500	2689	2654	2893	3222	2804	2488	2443	2526	2595	2870	3647	2869	2502	2478	2692	2637	3010	3450	2974	2745	2846	86272
10:00 am	3908	4545	3631	2698	2522	2850	3241	4250	2826	2585	2508	2669	2793	3372	4289	2940	2589	2590	2746	2739	3429	4650	2887	2417	2347	2499	2749	3382	4568	2845	2788	3090	94064
11:00 am	4401	4498	3612	2701	2521	2855	3724	4684	2791	2452	2619	2610	2639	3707	4683	2878	2546	2576	2695	2884	1875	4706	1463	2496	2471	2631	2928	3382	4757	2880	2742	3076	93665
12:00 pm	4399	4550	3472	2696	2501	2921	3508	4691	2752	2433	2539	2651	2687	3526	4697	2867	2454	2516	2473	2745	3107	4567	2428	2358	2376	2459	2890	3236	4697	2871	2727	3084	94067
01:00 pm	4431	3808	3425	2673	2664	2962	3290	4671	2741	2448	2478	2589	3081	3492	4525	2795	2475	2459	2587	3079	3144	4465	2740	2472	2430	2618	2887	3139	4515	2776	2762	3085	93879
02:00 pm	4386	3462	3467	2805	2798	3120	3195	4547	2765	2627	2650	2670	3171	3499	4240	2842	2678	2742	2805	3268	3297	4581	2906	2606	2626	2876	3325	3133	4296	2925	2908	3176	96308
03:00 pm	4412	2729	3364	2909	2961	3150	3364	4532	2814	2689	2715	2873	3273	3335	4357	2805	2827	2808	2918	3339	3272	4602	2912	2801	2786	3011	3325	3168	4235	2942	2956	3213	97228
04:00 pm	4531	2904	3001	2646	2743	2967	2982	4503	2529	2498	2665	2690	2903	2711	4468	2530	2587	2566	2719	3047	3075	4534	2619	2507	2530	2619	3057	3203	4201	2730	3013	91465	
05:00 pm	4476	3466	2505	2226	2448	2658	2615	3881	2212	2134	2272	2306	2517	2904	4248	2193	2097	2158	2300	2696	3006	4629	2294	2111	2334	2635	2681	2982	4402	2295	2388	2728	83201
06:00 pm	4085	3432	1972	1532	1825	2130	2206	3065	1691	1538	1692	1680	2382	2132	3698	1673	1509	1694	1778	2300	2552	4003	1747	1498	1733	1630	2266	2581	3427	1755	1870	2196	67206
07:00 pm	3864	2871	1359	1048	1316	1491	1852	2229	1178	1064	1156	1678	1678	1657	2712	1035	984	1117	1228	1633	2252	3127	1170	1018	1089	1085	1500	2060	2484	1193	1300	1619	49717
08:00 pm	3398	1915	1010	830	949	1072	1448	1424	834	879	900	908	1132	1369	1763	976	841	876	926	1168	1724	1796	833	754	836	787	1137	1490	1487	864	967	1188	36326
09:00 pm	2214	1080	655	630	653	821	1003	813	586	602	660	670	833	997	897	681	642	619	736	806	1197	966	577	596	644	617	814	1048	834	571	690	808	24462
10:00 pm	1138	504	360	424	434	574	697	394	352	377	397	415	557	673	422	353	362	425	481	531	732	474	430	345	439	429	565	715	379	331	435	491	14709
11:00 pm	584	249	232	242	283	318	370	262	203	247	233	274	320	380	200	311	249	275	291	344	409	227	226	223	234	241	331	423	228	231	266	289	8640
7am-7pm	45439	43857	38497	31239	31247	33387	34073	45356	31819	29707	30195	31030	33553	35236	45798	31716	29876	30239	31227	33914	33348	48289	30798	29357	29785	30979	33937	34873	46022	32870	32241	34538	1047463
6am-10pm	55590	50756	44082	35738	36119	38468	39142	50533	36650	34227	34863	35803	38758	40161	51889	36603	34369	34744	36043	39189	39420	54935	35631	33687	34249	35463	39036	40286	51525	37640	37133	39759	1205601
6am-12am	57312	51511	44674	36404	36836	39360	40209	51189	37205	34851	35493	36492	39635	41214	52511	37267	34980	35444	36815	40064	40561	55636	36287	34255	34922	36133	39932	41424	52132	38202	37833	40539	128950
12am-12am	58563	53089	47920	38862	39219	41556	41612	52369	39916	37275	37775	38887	41880	42579	53701	40140	37582	37896	39294	42286	41937	56894	39187	36657	37271	38516	42144	42738	53323	41013	40285	42659	1292081
am Peak	11:00 am	09:00 am	10:00 am	08:00 am	08:00 am	11:00 am	11:00 am	08:00 am	08:00 am	08:00 am	08:00 am	08:00 am	10:00 am	11:00 am	08:00 am	08:00 am	08:00 am	08:00 am	08:00 am	11:00 am	10:00 am	11:00 am	08:00 am	08:00 am	08:00 am	08:00 am	08:00 am	11:00 am	10:00 am	11:00 am	08:00 am	08:00 am	10:00 am
Peak Volume	4401	4808	3631	2966	2967	2855	3724	4684	2982	2872	2808	2848	2793	3707	4683	3203	2884	2888	2906	2884	3429	4706	3061	2829	2915	2930	2928	3382	4757	2992	2936	3090	
pm Peak	04:00 pm	12:00 pm	03:00 pm	03:00 pm	03:00 pm	12:00 pm	12:00 pm	03:00 pm	03:00 pm	03:00 pm	03:00 pm	03:00 pm	03:00 pm	12:00 pm	12:00 pm	08:00 pm	08:00 pm	08:00 pm	03:00 pm	03:00 pm	02:00 pm	05:00 pm	03:00 pm	03:00 pm	03:00 pm	02:00 pm	02:00 pm	12:00 pm	12:00 pm	03:00 pm	03:00 pm	03:00 pm	
Peak Volume	4531	4550	3472	2909	2961	3150	3508	4691	2814	2689	2715	2873	3273	3526	4697	2867	2827	2808	2918	3339	3297	4629	2912	2801	2786	3011	3325	3236	4697	2942	2956	3213	

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:	Start	End	Type	Lanes	Included	Description
	09/02/2019 12:00 am	09/02/2019 11:59 pm	Holiday	-	Yes	Holiday

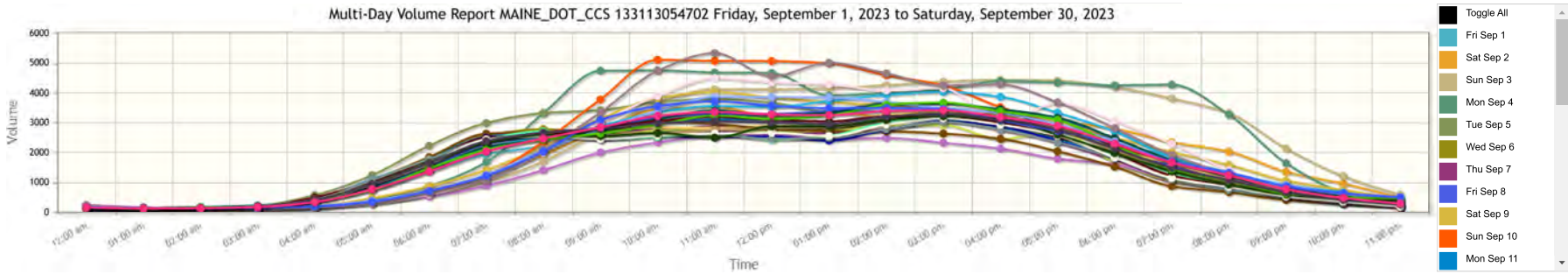
Data prepared by Drakewell US 04 - Nevada October 20, 2023 7:47:45 AM.

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Version 23.10.17.073936

Multi-Day Volume Report MAINE_DOT_CCS 133113054702

Friday, September 1, 2023 to Saturday, September 30, 2023



Site Name KITTERY 54702 Site ID 133113054702 Description I-95 (SB) @ NH SL

All Lanes Time Period: 1 hour Exclude data: None

	Fri Sep 1	Sat Sep 2	Sun Sep 3	Mon Sep 4	Tue Sep 5	Wed Sep 6	Thu Sep 7	Fri Sep 8	Sat Sep 9	Sun Sep 10	Mon Sep 11	Tue Sep 12	Wed Sep 13	Thu Sep 14	Fri Sep 15	Sat Sep 16	Sun Sep 17	Mon Sep 18	Tue Sep 19	Wed Sep 20	Thu Sep 21	Fri Sep 22	Sat Sep 23	Sun Sep 24	Mon Sep 25	Tue Sep 26	Wed Sep 27	Thu Sep 28	Fri Sep 29	Sat Sep 30	Average	7 Day	Total
12:00 am	215	230	245	241	195	165	177	164	246	256	145	154	147	160	170	256	145	136	134	174	150	179	180	237	156	163	154	167	185	202	167	183	5528
01:00 am	144	158	148	172	141	127	142	135	153	156	134	129	125	138	155	183	116	158	124	152	135	164	144	154	107	141	140	141	138	144	140	143	4298
02:00 am	179	129	123	132	186	168	166	171	155	122	130	171	152	166	194	132	89	184	141	176	153	178	155	130	136	160	159	163	179	150	163	154	4629
03:00 am	223	163	121	151	242	239	221	200	200	175	146	223	192	198	223	245	111	220	219	216	225	222	154	144	200	215	210	196	203	168	213	194	5824
04:00 am	390	184	166	231	587	430	398	415	227	167	451	418	397	417	376	195	177	436	459	448	435	441	226	170	508	443	401	424	385	212	424	357	10614
05:00 am	760	380	301	453	1253	1046	935	867	488	380	1108	1057	945	934	833	357	301	1077	993	985	977	807	406	294	1049	1091	948	959	758	370	952	782	23112
06:00 am	1376	737	598	890	2235	1765	1681	1499	888	730	1798	1766	1715	1635	1491	544	606	1854	1707	1731	1635	1422	728	652	1758	1789	1627	2159	1479	729	1653	1377	40724
07:00 am	1950	1233	1025	1689	2992	2561	2451	2291	1430	1246	2625	2402	2423	2465	2170	903	1129	2635	2505	2452	2392	2186	1260	1107	2483	2444	2436	2330	2100	1235	2392	2043	60550
08:00 am	2239	1932	1720	3321	3324	2789	2703	2576	2210	2366	2638	2666	2590	2628	2538	1422	1996	2706	2604	2713	2643	2445	2094	2112	2590	2603	2545	2599	2436	2045	2672	2479	73793
09:00 am	2832	2779	2707	4733	3421	2670	2778	2797	3132	3779	2747	2544	2560	2730	2899	2008	3009	2731	2444	2458	2727	2739	2773	3343	2827	2473	2455	2561	2651	3095	2800	2852	85402
10:00 am	3228	3449	3678	4744	3692	2780	2770	3173	3820	5099	3067	2803	2753	2846	3355	2345	3898	3046	2548	2524	2652	3116	3397	4734	3054	2613	2573	2659	2939	3553	2989	3230	96908
11:00 am	3320	3531	4121	4676	3796	2861	2873	3288	4024	5064	3106	2719	2794	2827	3558	2569	4491	2959	2527	2640	2758	3410	3865	5325	3203	2594	2641	2506	3242	3716	3047	3361	101004
12:00 pm	3212	3222	4121	4659	3669	2788	2779	3299	3844	5055	3115	2636	2709	2897	3525	2618	4354	2790	2540	2438	2815	3259	3857	4548	3104	2466	2669	2881	3127	3571	3005	3281	98567
01:00 pm	3393	3340	4154	3914	3370	2751	2860	3391	3693	4983	2858	2656	2738	2875	3725	2450	4285	2730	2411	2563	2850	3334	3849	5000	3046	2506	2557	2885	3238	3489	2962	3254	97894
02:00 pm	3381	3217	4253	3989	3676	3140	3090	3623	3573	4586	3112	2792	2913	3287	3933	2495	4079	2716	2771	3008	3142	3628	3688	4647	3209	2786	2942	3099	3604	3491	3210	3391	101870
03:00 pm	3479	3315	4374	4112	3423	3260	3249	3265	3436	4244	3113	3038	2924	3340	4032	2333	4158	2640	3044	3242	3397	3634	3481	4242	3181	3029	3148	3223	3672	3461	3291	3417	102489
04:00 pm	3290	3234	4431	4393	3197	3057	3149	3032	3290	3519	2823	2769	2465	3363	3868	2137	2958	2468	2889	2977	3067	3450	3321	4277	2999	2775	2937	3129	3385	3081	3104	3190	95730
05:00 pm	2834	3049	4404	4340	2762	2787	2801	3082	3010	2930	2462	2342	2721	3031	3335	1801	3662	2048	2386	2542	2802	3173	2956	3681	2535	2350	2573	2610	3095	2730	2775	2894	86834
06:00 pm	2340	2801	4191	4249	2215	2093	2243	2370	2508	2273	1714	1741	1686	2116	1715	1611	3057	1538	1815	1960	2058	2485	2382	2826	1989	1818	1843	1997	2259	2308	2141	2302	69201
07:00 pm	1862	2354	3812	4270	1587	1408	1575	1557	2021	1671	1058	1043	1074	1648	1843	1124	2302	884	1146	1343	1428	1752	1682	1932	1235	1123	1163	1383	1461	1707	1507	1678	50448
08:00 pm	1288	2038	3322	3272	1202	1017	1115	1093	1595	1277	807	841	795	1100	1748	871	1419	684	826	918	1036	1236	1088	1288	885	772	858	943	1074	1341	1095	1247	37541
09:00 pm	938	1365	2141	1655	711	558	685	814	1070	741	487	571	583	717	917	664	802	426	599	583	649	773	920	724	511	523	551	614	645	888	685	787	23825
10:00 pm	620	973	1222	689	408	435	444	549	761	420	281	327	386	405	677	446	405	305	391	397	414	541	619	382	319	346	381	491	514	652	437	497	15200
11:00 pm	372	498	600	319	245	228	247	463	458	250	208	205	228	294	372	292	247	174	247	253	305	331	428	221	211	215	207	414	480	520	281	310	9532
7am-7pm	35498	35102	43179	48819	39537	33537	33746	36187	37970	45144	33380	31108	31276	34405	39653	24692	41076	31007	30484	31517	33303	36859	36923	45842	34220	30457	31319	32479	35748	35775	34388	35691	1070242
6am-10pm	40962	41596	53052	58906	45272	38285	38802	41150	43544	49563	37530	35329	35443	39505	45252	27895	46205	34855	34762	36092	38051	42042	41533	50438	38609	34664	35518	37078	40407	40440	39328	40779	122278
6am-12am	41954	43067	54874	59914	45925	38948	39493	42162	44763	50233	38019	35861	36057	40204	46301	28633	46857	35334	35400	36742	38770	42914	42580	51041	39139	35225	36106	37983	41401	41612	40045	41587	1247512
12am-12am	43865	44311	55978	61294	48529	41123	41532	44114	46207	51460	40210	37982	38021	42242	48274	29915	47796	37545	37470	38893	40845	44905	43845	52170	41295	37438	38118	40033	43249	42858	42105	43400	1301517

Event key: QC Failure, QC Outlier, QC Atypical, Events, Special, Holiday, Offline, Weekends and defined holidays

Notes on data: Weekly (7-day) averages are weighted by each day of the week.

Start	End	Type	Lanes	Included	Description
09/04/2023 12:00 am	09/04/2023 11:59 pm	Holiday	-	Yes	Holiday
09/04/2023 12:00 am	09/04/2023 11:59 pm	Volume Atypical	-	Yes	
09/16/2023 12:00 am	09/16/2023 11:59 pm	Volume Atypical	-	Yes	

Data prepared by Drakewell US 04 - Nevada October 20, 2023 7:43:06 AM.

C2-Cloud Traffic Data ©2003-2023 Drakewell Ltd.

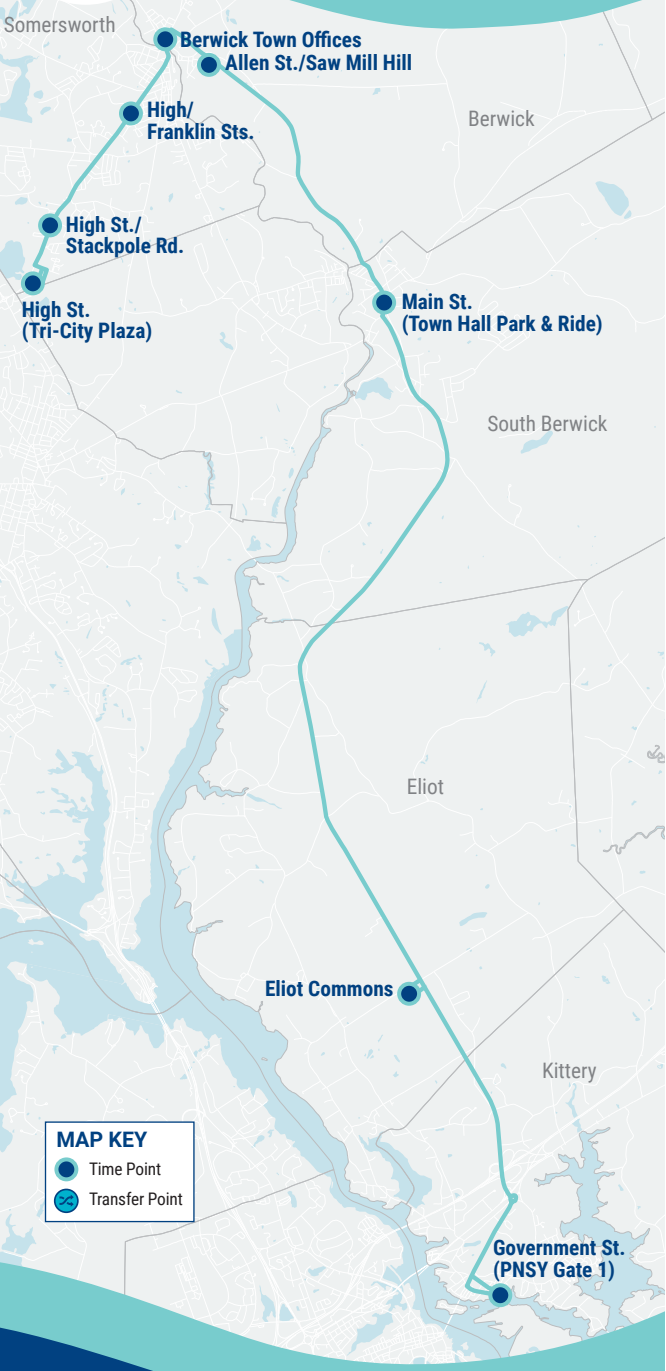
Version 23.10.17.073936

PUBLIC TRANSPORTATION SCHEDULES

100

Route 100 Map

Somersworth • Berwick • Kittery • PNSY



MAP KEY

- Time Point
- Transfer Point



Ride Information

COAST BUS FARES

Base Cash Fare **\$1.50**
All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.

Half-Fare **\$ 0.75**
Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.

Multi-Ride Tickets and Passes
Available at www.coastbus.org or call 603-743-5777, TTY 711.

Unlimited Monthly Pass **\$ 52**
Unlimited rides on COAST Routes for the month.

YOUR RIGHTS

COAST adheres to all Federal regulations regarding Civil Rights. If you need to request an ADA Reasonable Modification/ Accommodation, or if you believe you have been discriminated against or would like to file a complaint under the ADA or Title VI, please contact COAST's Civil Rights Officer at 603-516-0788, TTY 711 or email CivilRights@coastbus.org.

NO SERVICE DAYS

COAST does not operate on the following holidays:

- New Year's Day
- Labor Day
- Martin Luther King Jr./ Civil Rights Day
- Thanksgiving Day
- Memorial Day
- Christmas Eve Day
- Independence Day
- Christmas Day



42 Sumner Drive • Dover, NH 03820
 603-743-5777 • TTY 711 • www.coastbus.org
This brochure is available in alternative formats upon request.

Bus Schedule & Map ¹⁰⁰



Effective 07.01.22

ROUTE 100

Somersworth • Berwick • Kittery • PNSY



Find all of the full COAST schedules online at coastbus.org

MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org



COAST SYSTEM MAP



SOUTHBOUND • NORTHBOUND Route 100

Somersworth • Berwick • Kittery • PNSY

How to Read the Schedule

Printed Southbound bus schedules only show the timepoints (major bus stops where the bus will hold until the scheduled departure time). In between those timepoints are many other stops that you can use. Northbound times after leaving the PNSY are estimates.

For a full listing of bus stops, visit www.coastbus.org, or use the Passio GO! App.

SOUTHBOUND (M-F)	Single Run Only
High St. (Tri-City Plaza) - Government St. (PNSY Gate 1)	Run Time
• High St. (Tri-City Plaza #140)	5:20am
• High St./Stackpole Rd. (Seacoast Redi-Care)	5:24am
• High/Franklin Sts.	5:26am
• Sullivan St. (Berwick Town Hall)	5:31am
• Main/Norton Sts.	5:39am
• Downtown Park & Ride (Central School)	5:40am
• Eliot Commons	5:50am
• Government St. (PNSY Gate 1)	6:03am

NORTHBOUND (M-F)	Single Run Only
Government St. (PNSY Gate 1) - High St. (Tri-City Plaza)	Run Time
• Government St. (PNSY Gate 1)	3:15pm
• Eliot Commons	3:25pm
• Main St. (Town Hall Park & Ride)	3:40pm
• Main/Norton Sts. (Post Office)	3:43pm
• Allen St./Saw Mill Hill	3:49pm
• Berwick Town Offices	3:52pm
• High St. (VFW/City Hall)	3:55pm
• High St./Memorial Dr.	3:57pm
• High/Bernier Sts.	4:00pm
• High St. (Tri-City Plaza #140)	4:07pm

Northbound times after leaving the PNSY are estimates. The bus will not hold at stops and may leave early.

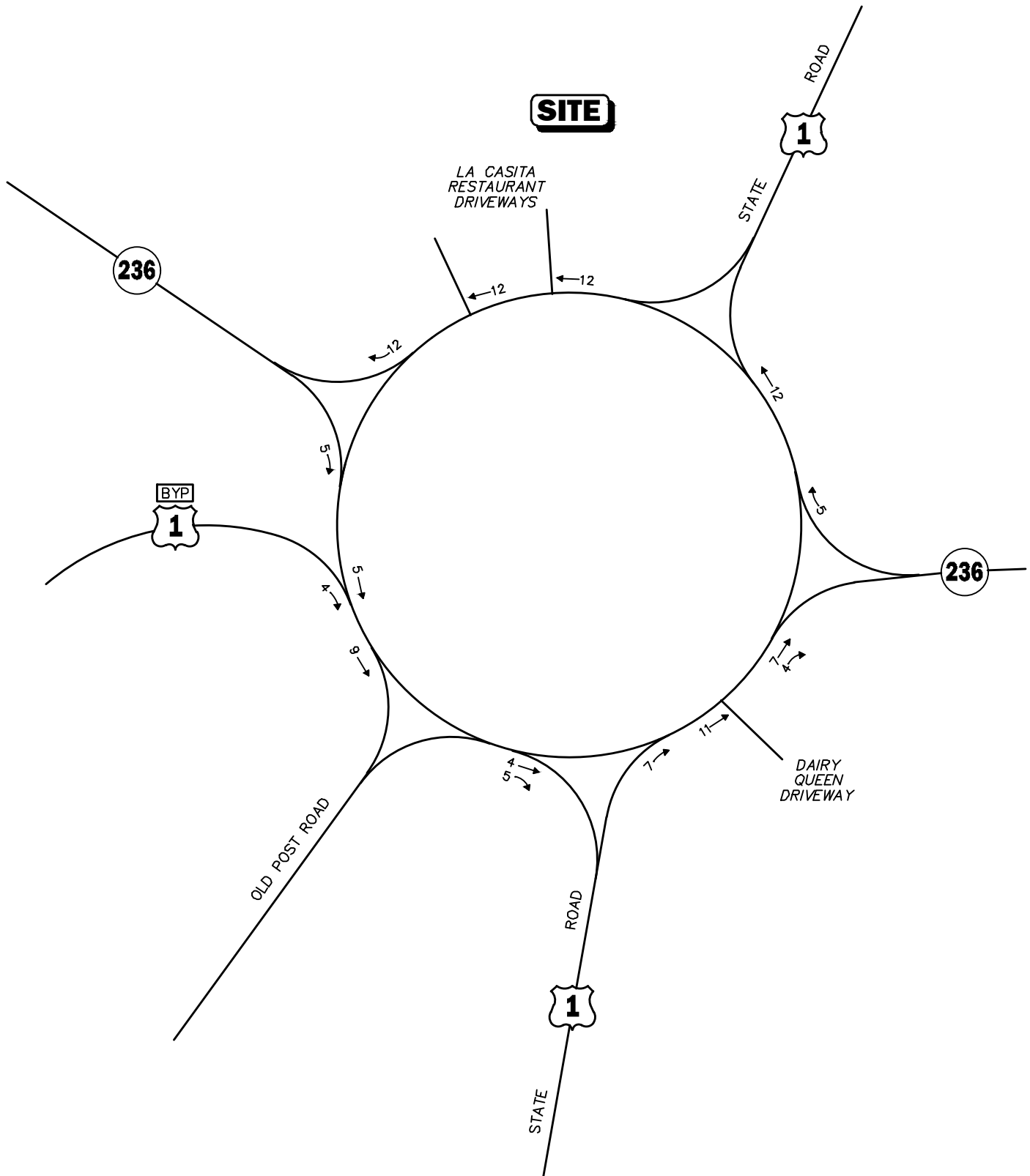


VEHICLE TRAVEL SPEED DATA

GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth - Daily Traffic Volumes

CITY/TOWN	ROUTE/STREET	LOCATION	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Growth
Kittery	I-95 NB	Sta. 133113054701						36,320	37,400	40,420	43,200	38,810	37,990	1.13%
Kittery	I-95 SB	Sta. 133113054702						37,500	38,610	41,190	43,710	40,480	38,770	0.83%
														0.98%

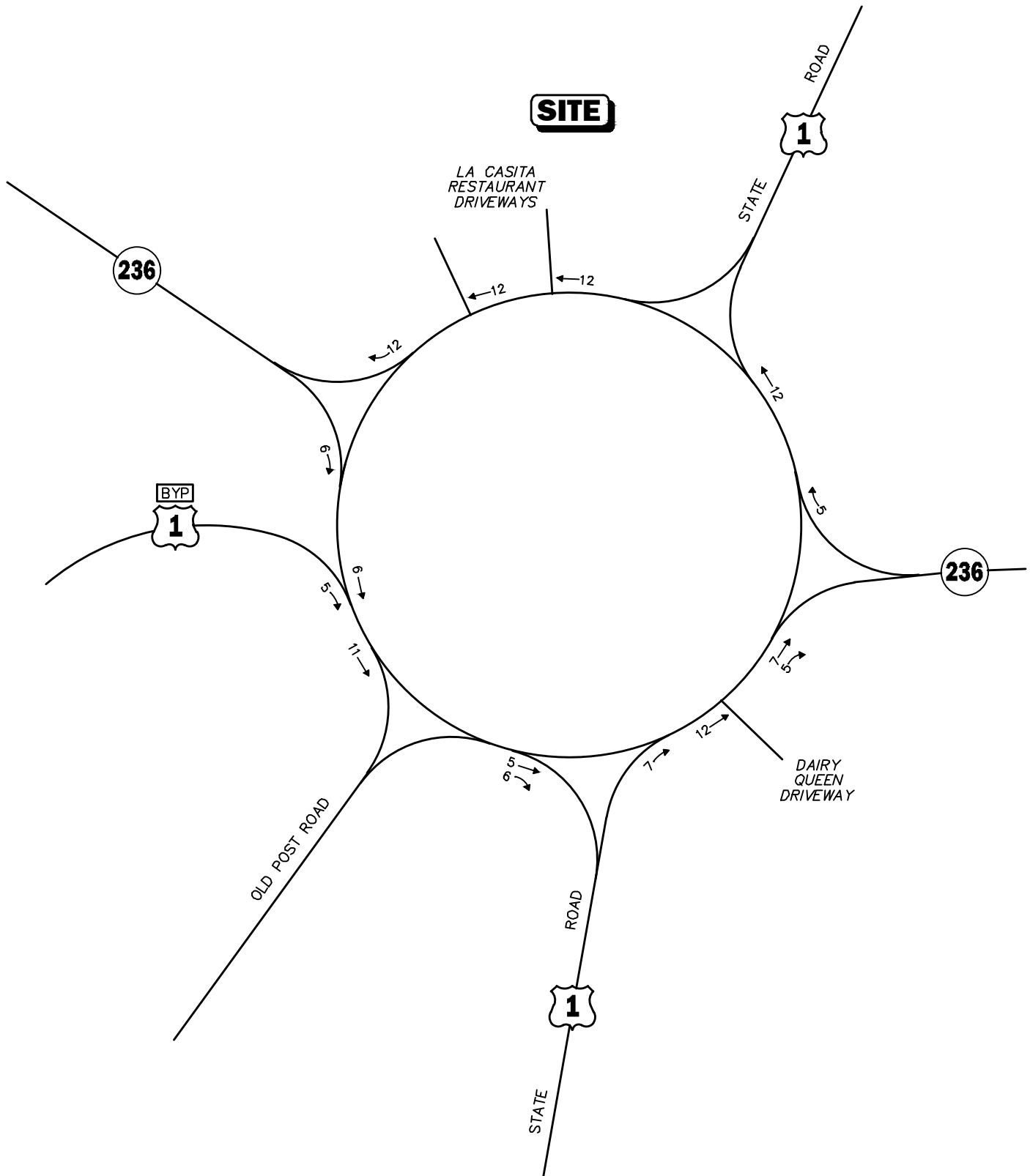


Not To Scale



Figure A-1

Proposed Hotel
85 U.S. Route 1
Weekday Morning
Peak-Hour Traffic Volumes

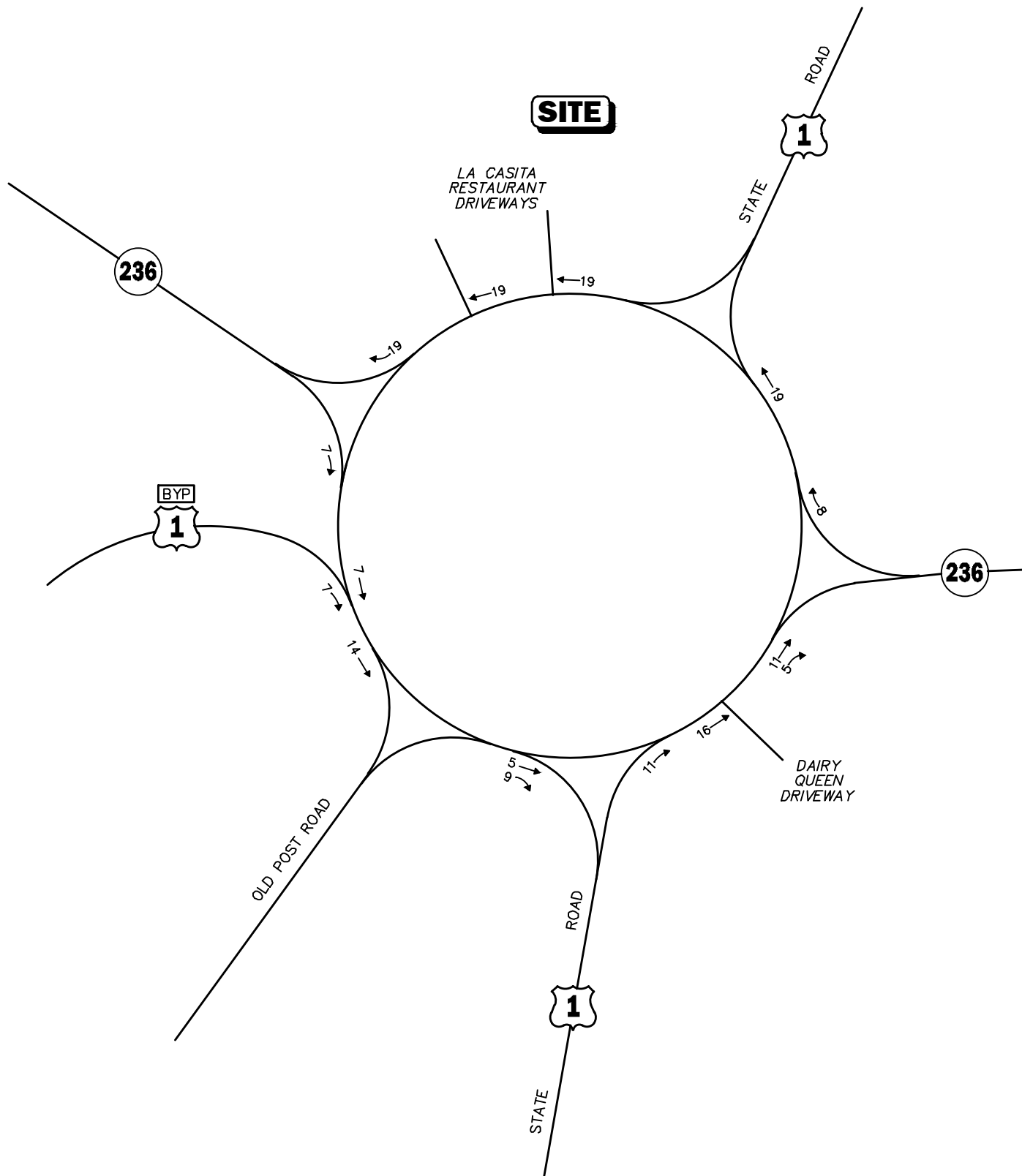


Not To Scale



Figure A-2

Proposed Hotel
85 U.S. Route 1
Weekday Evening
Peak-Hour Traffic Volumes



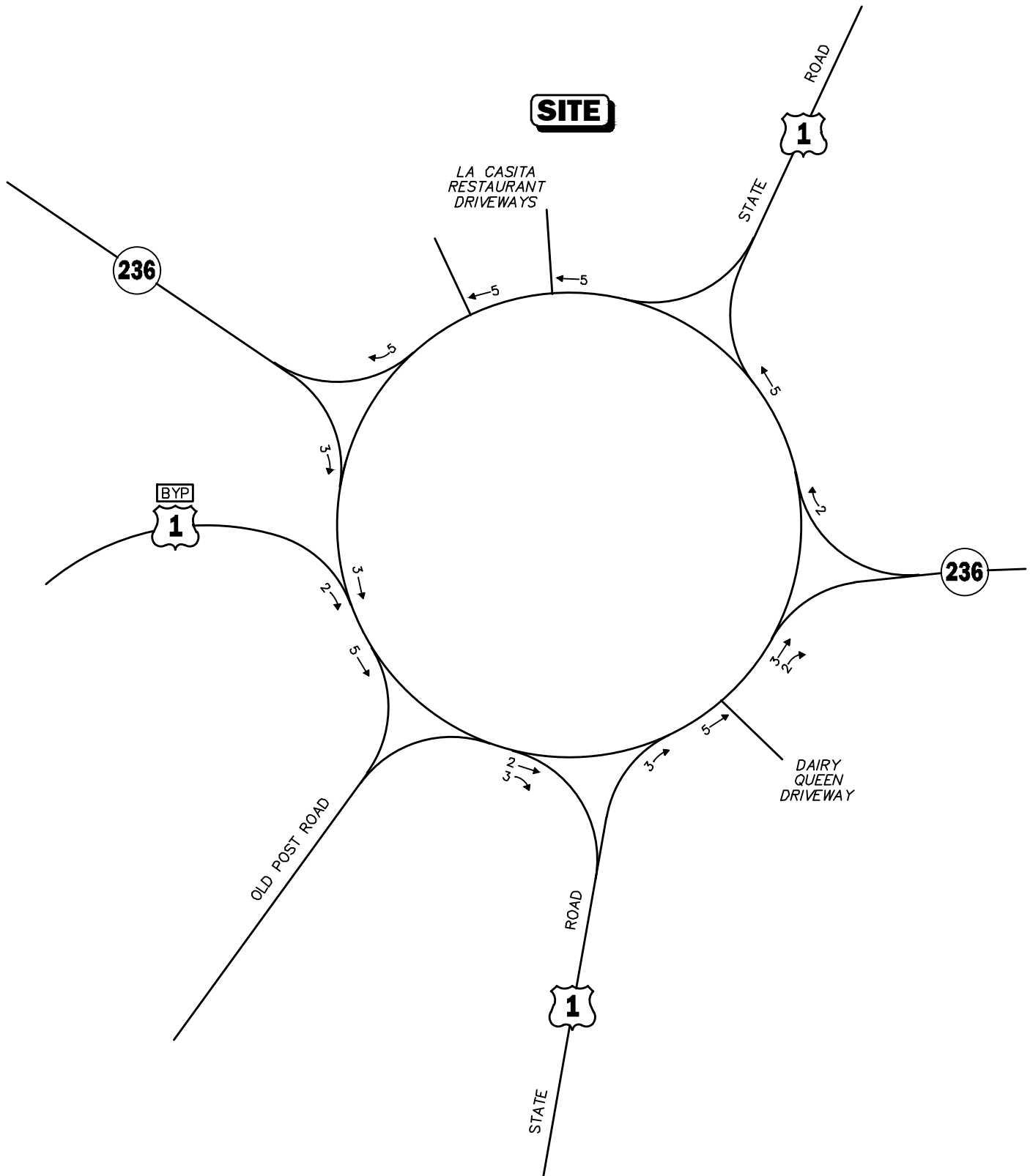
Not To Scale

Figure A-3



**Proposed Hotel
85 U.S. Route 1
Saturday Midday
Peak-Hour Traffic Volumes**

R:\9802\9802NT1.dwg, 10/23/2023 2:31:59 PM, DWG To PDF.pc3

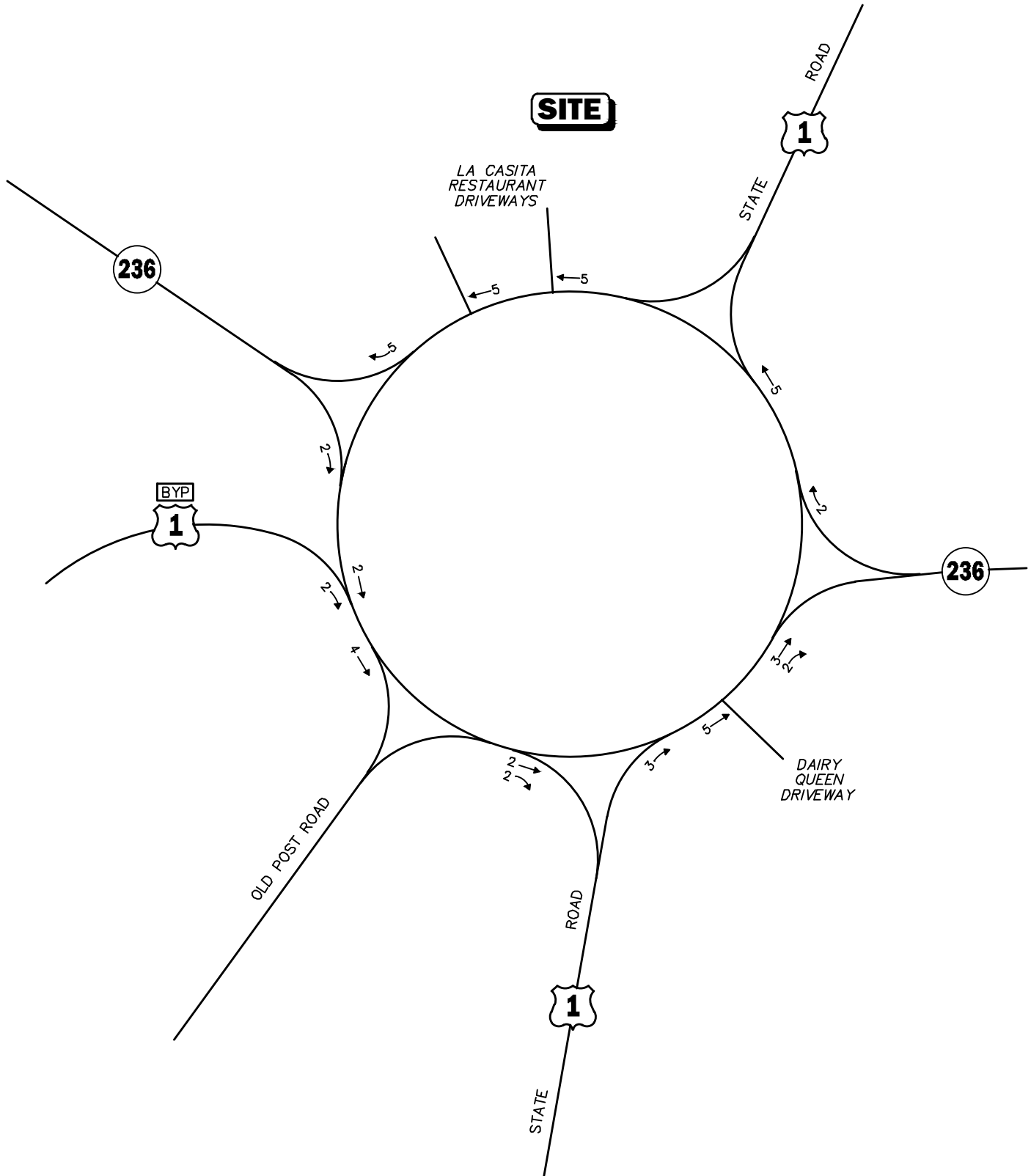


Not To Scale



Figure A-4

Proposed Hotel
90 U.S. Route 1
Weekday Morning
Peak-Hour Traffic Volumes



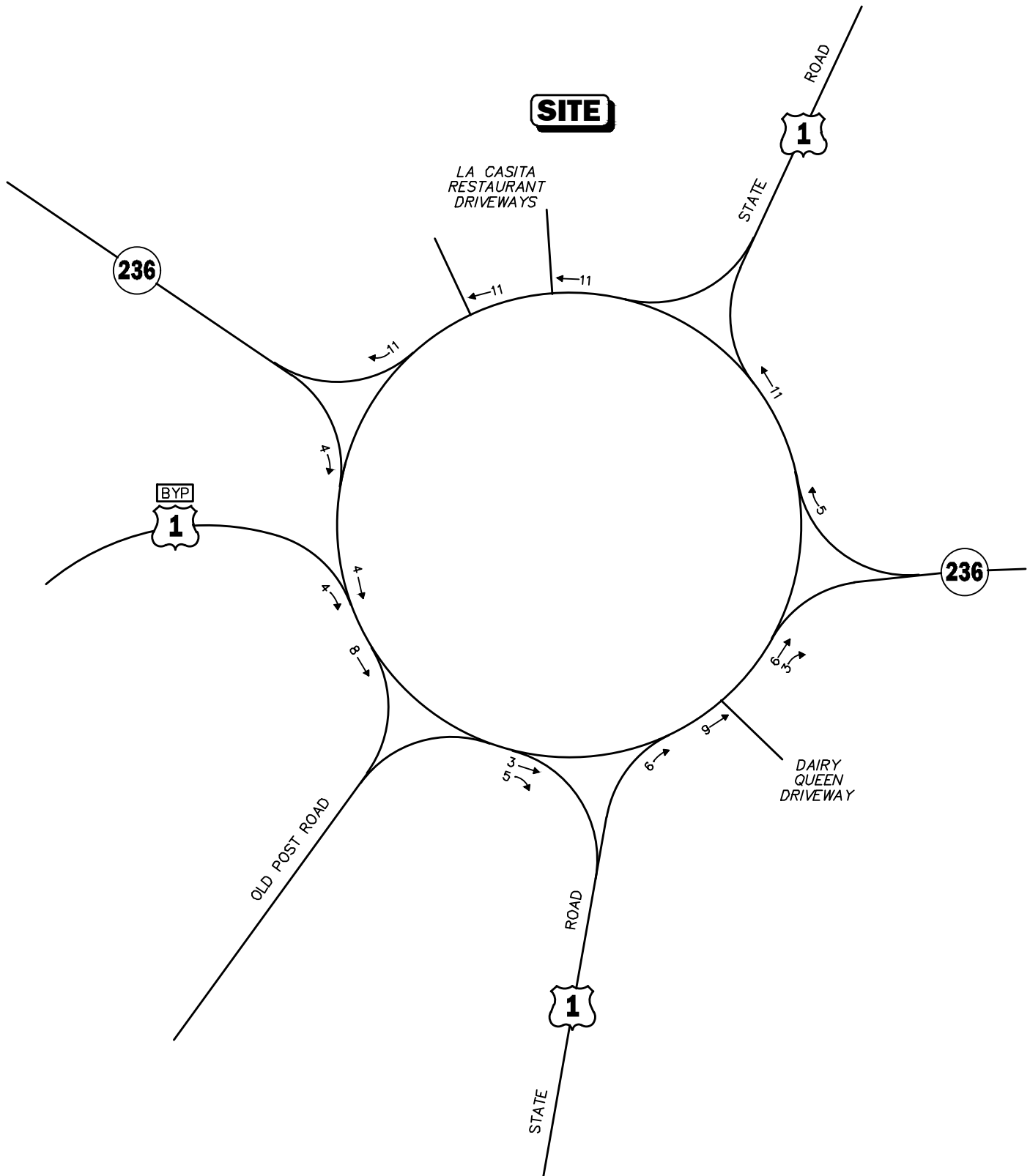
Not To Scale



Figure A-5

Proposed Hotel
90 U.S. Route 1
Weekday Evening
Peak-Hour Traffic Volumes

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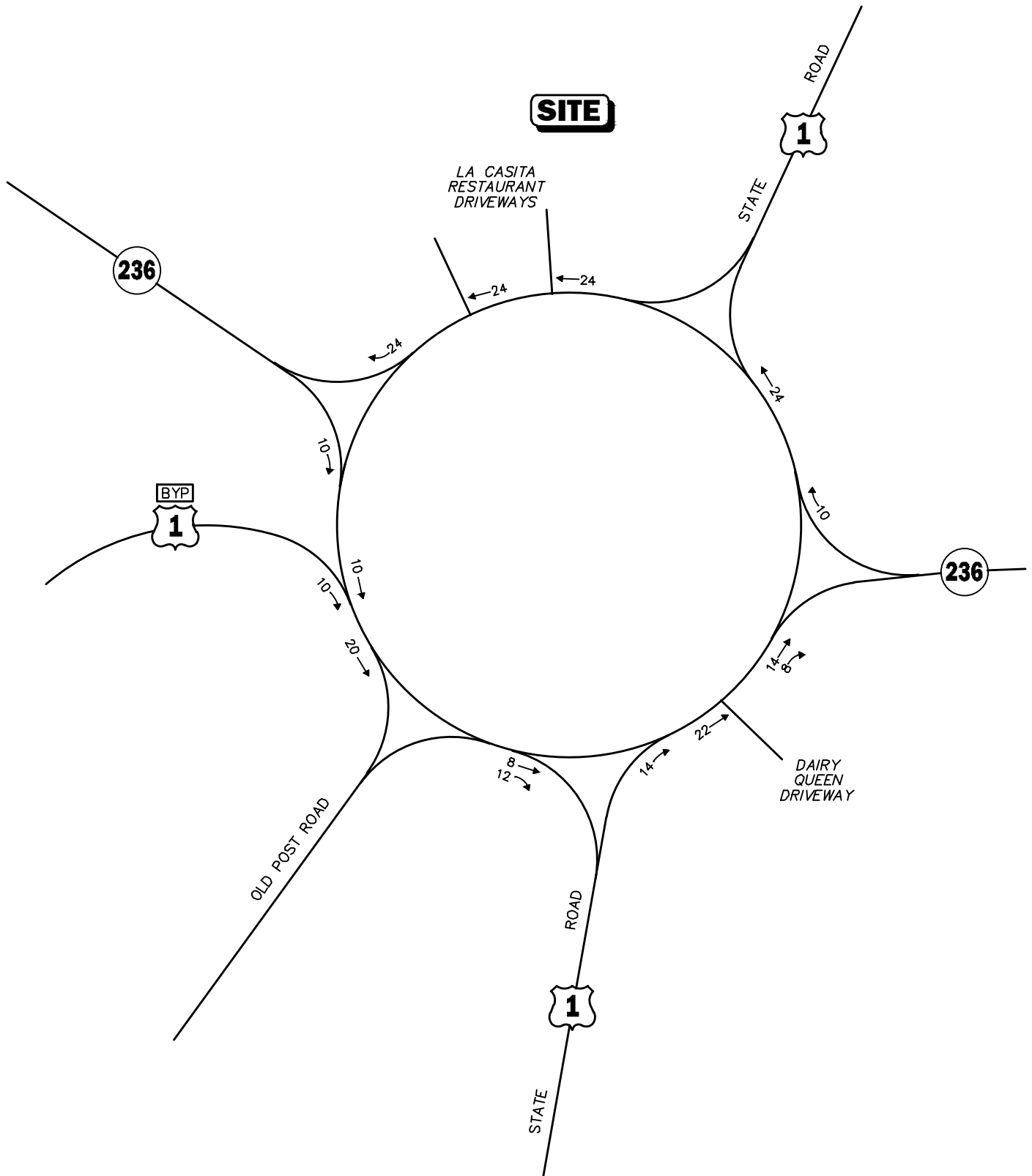


Not To Scale



Figure A-6

Proposed Hotel
90 U.S. Route 1
Saturday Midday
Peak-Hour Traffic Volumes

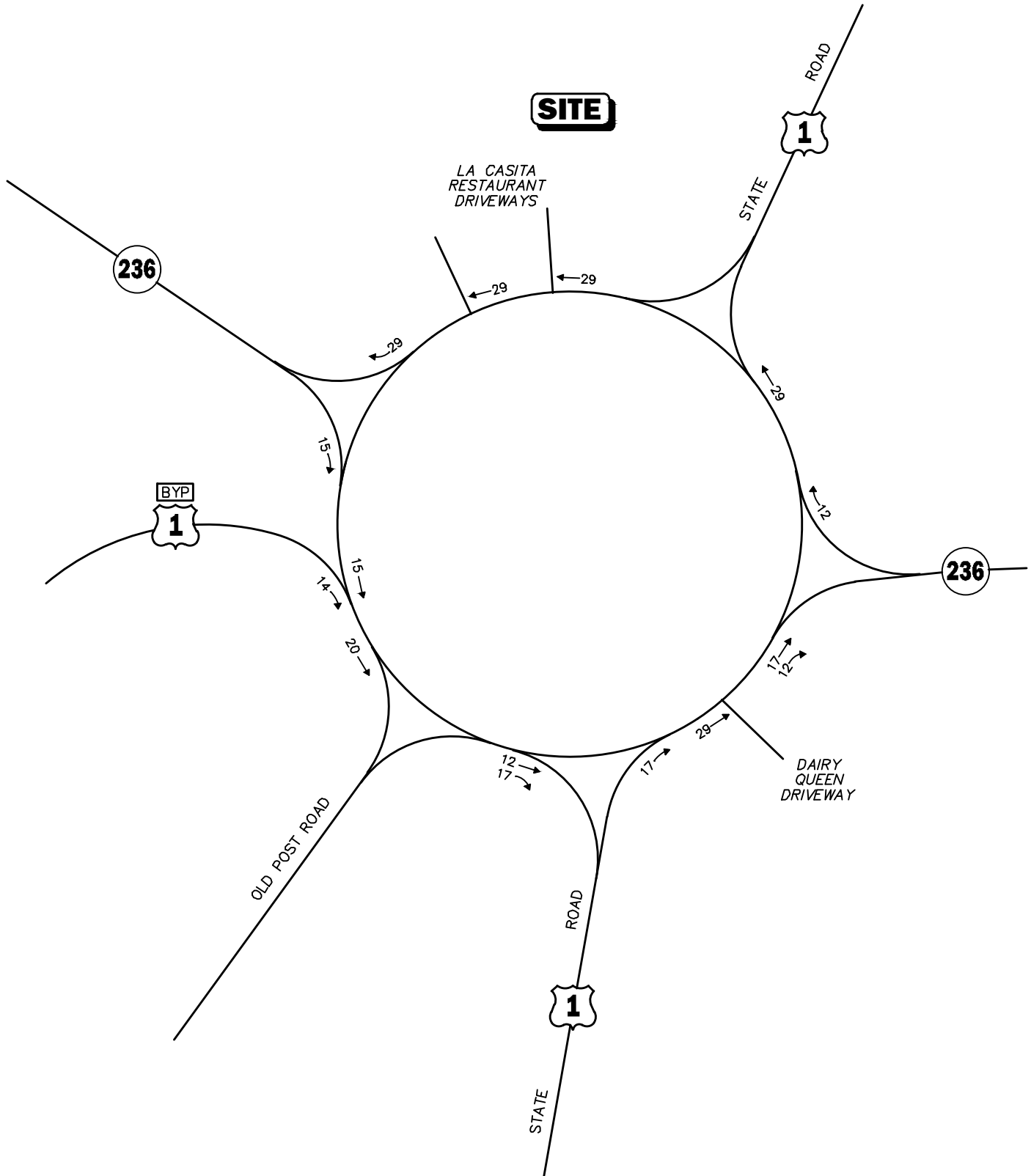


Not To Scale



Figure A-7

Proposed Mixed-Use Development
283 U.S. Route 1
Weekday Morning
Peak-Hour Traffic Volumes

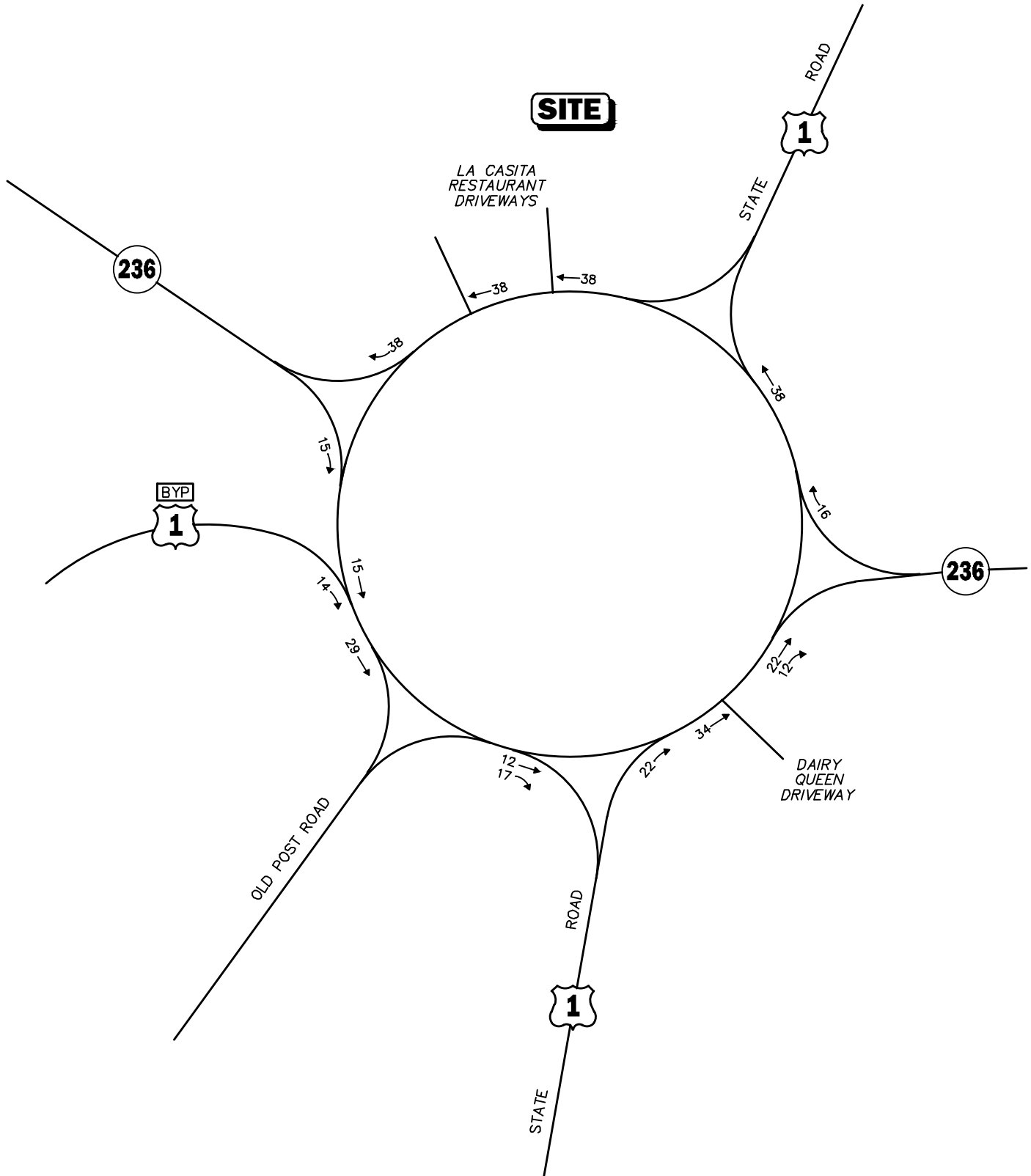


Not To Scale



Figure A-8

Proposed Mixed-Use Development
283 U.S. Route 1
Weekday Evening
Peak-Hour Traffic Volumes

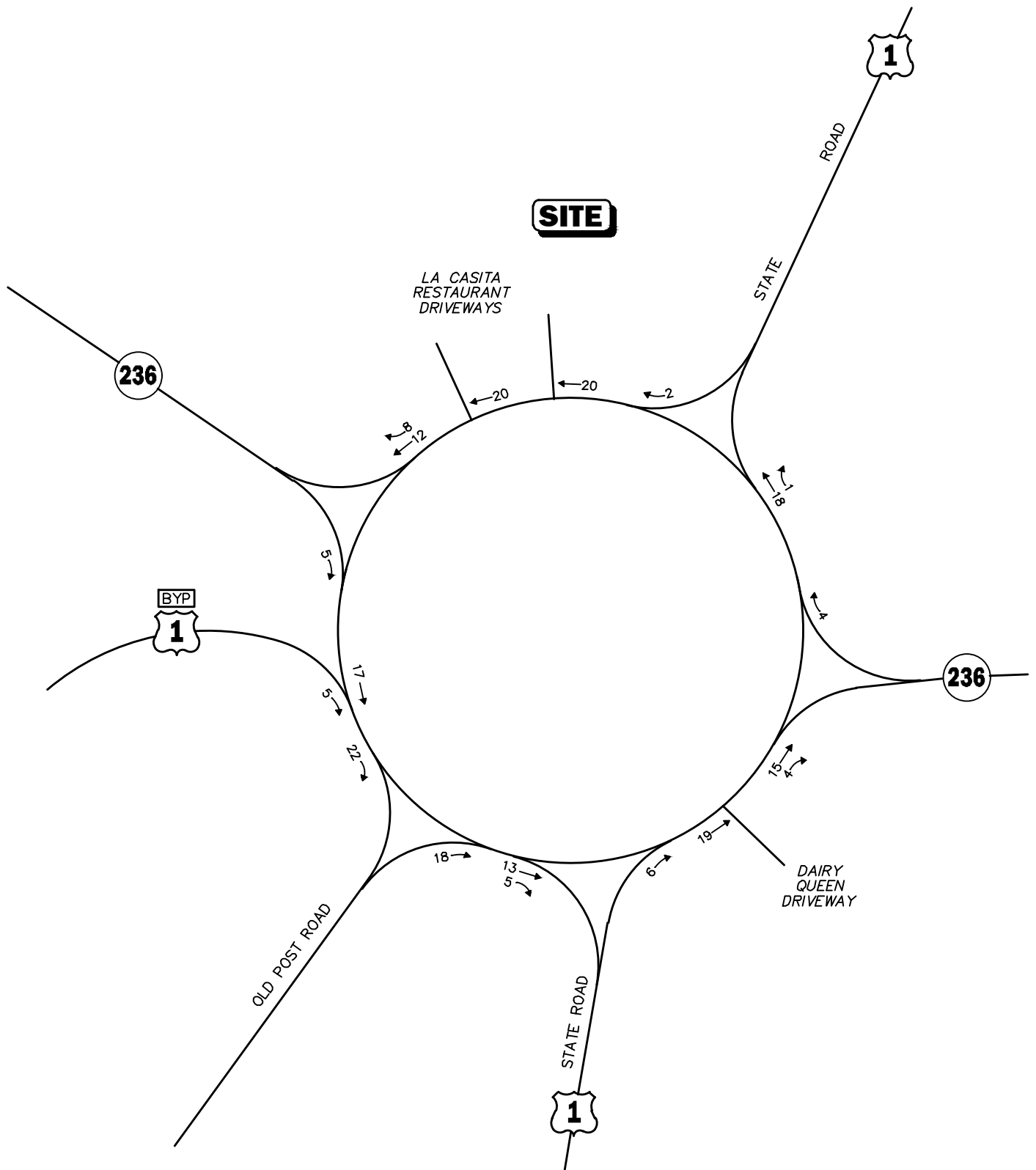


Not To Scale



Figure A-9

Proposed Mixed-Use Development
 283 U.S. Route 1
 Saturday Midday
 Peak-Hour Traffic Volumes

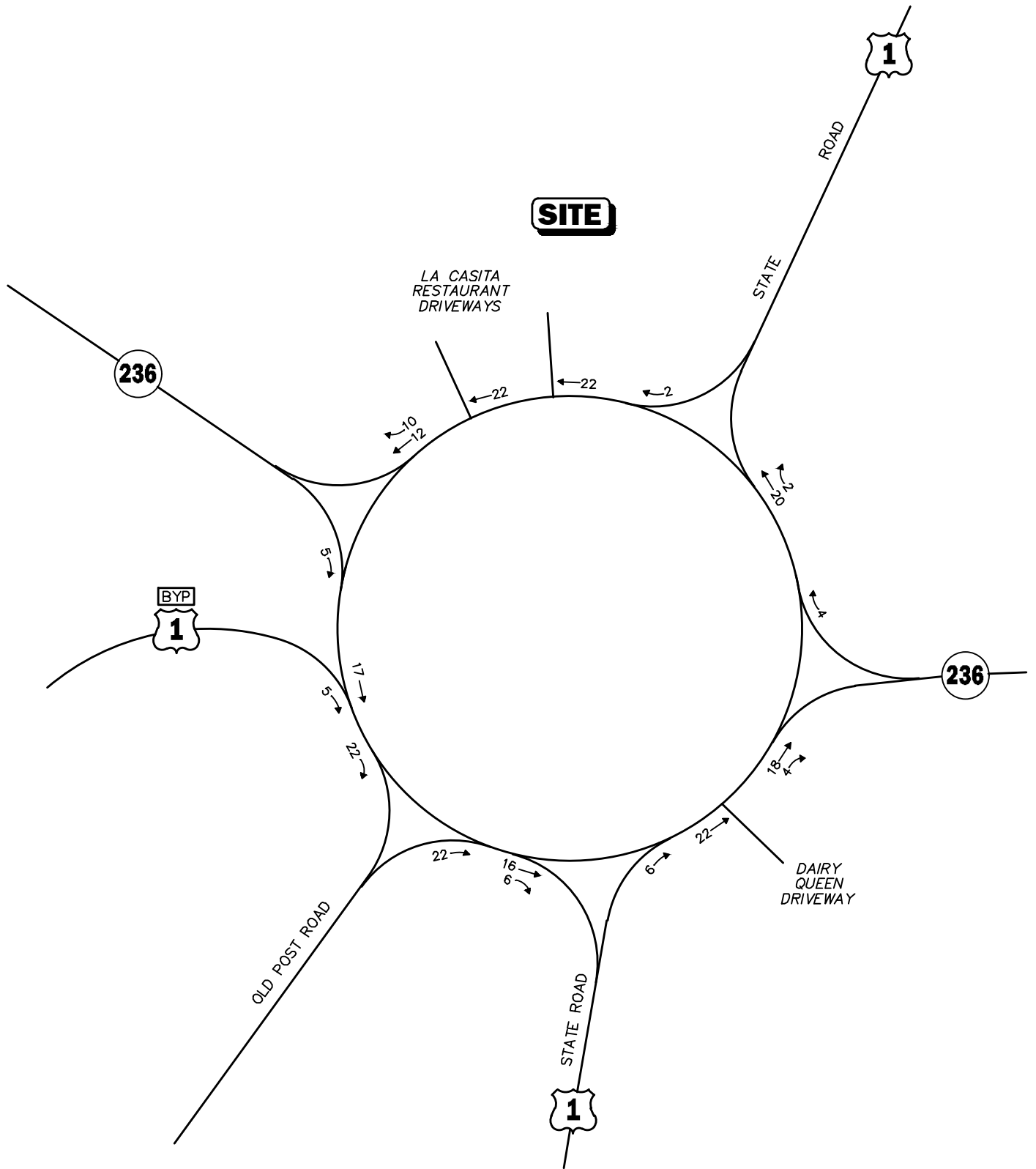


Not To Scale



Figure A-10

Proposed Extended Stay Hotel
Old Post Road
Weekday Morning
Peak-Hour Traffic Volumes



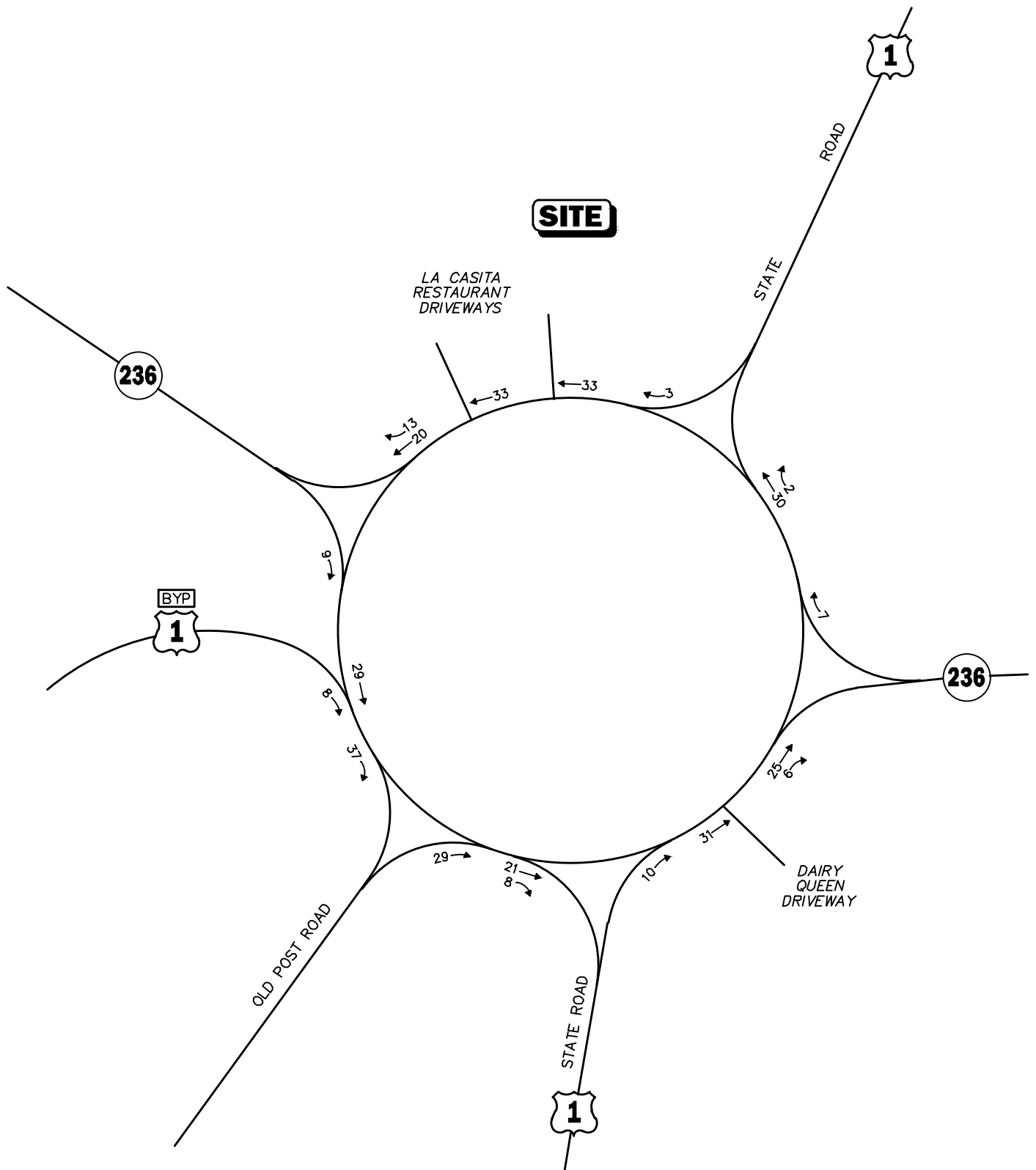
Not To Scale

Figure A-11



Proposed Extended Stay Hotel
Old Post Road
Weekday Evening
Peak-Hour Traffic Volumes

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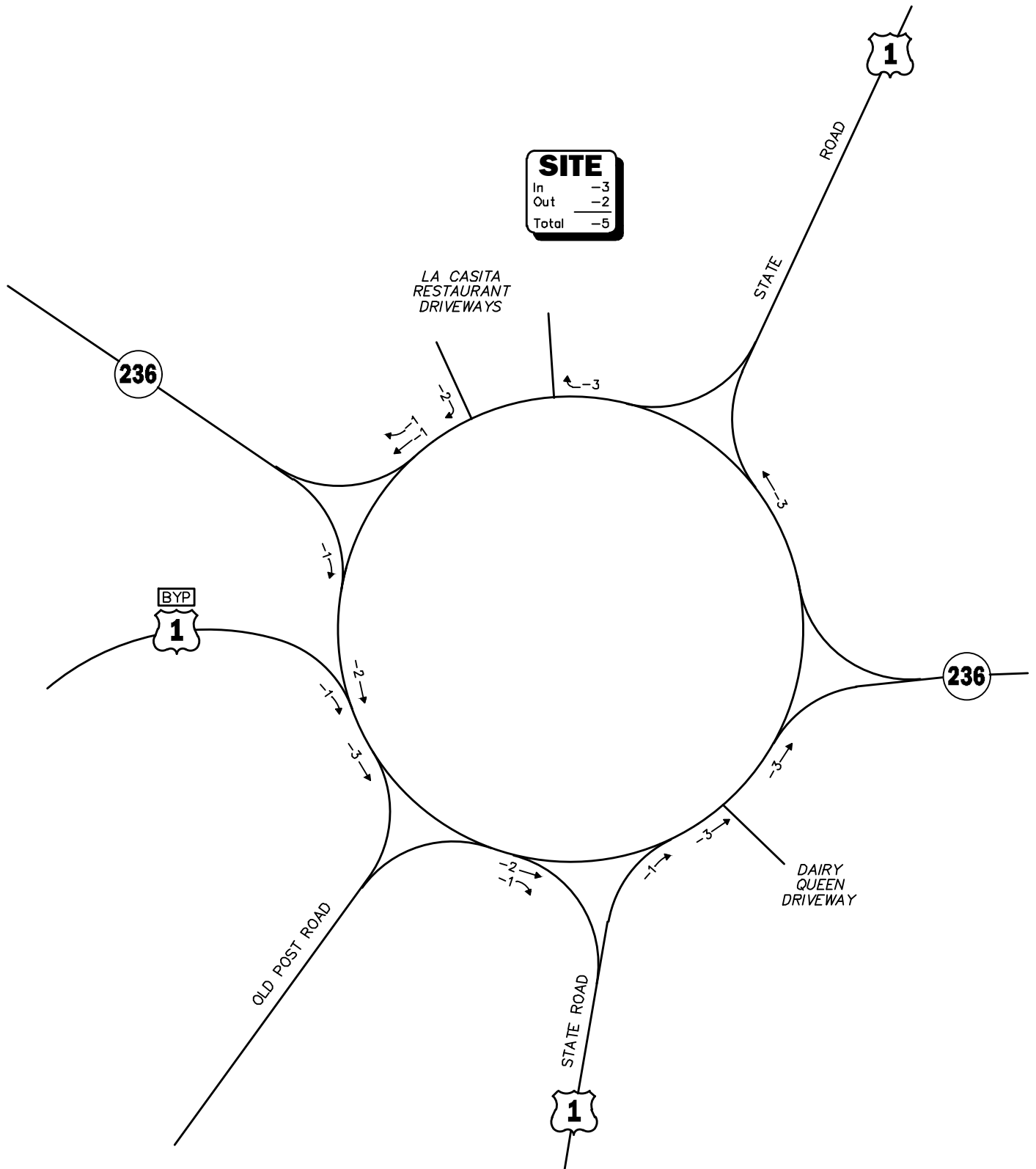


Not To Scale



Figure A-12

Proposed Extended Stay Hotel
 Old Post Road
 Saturday Midday
 Peak-Hour Traffic Volumes

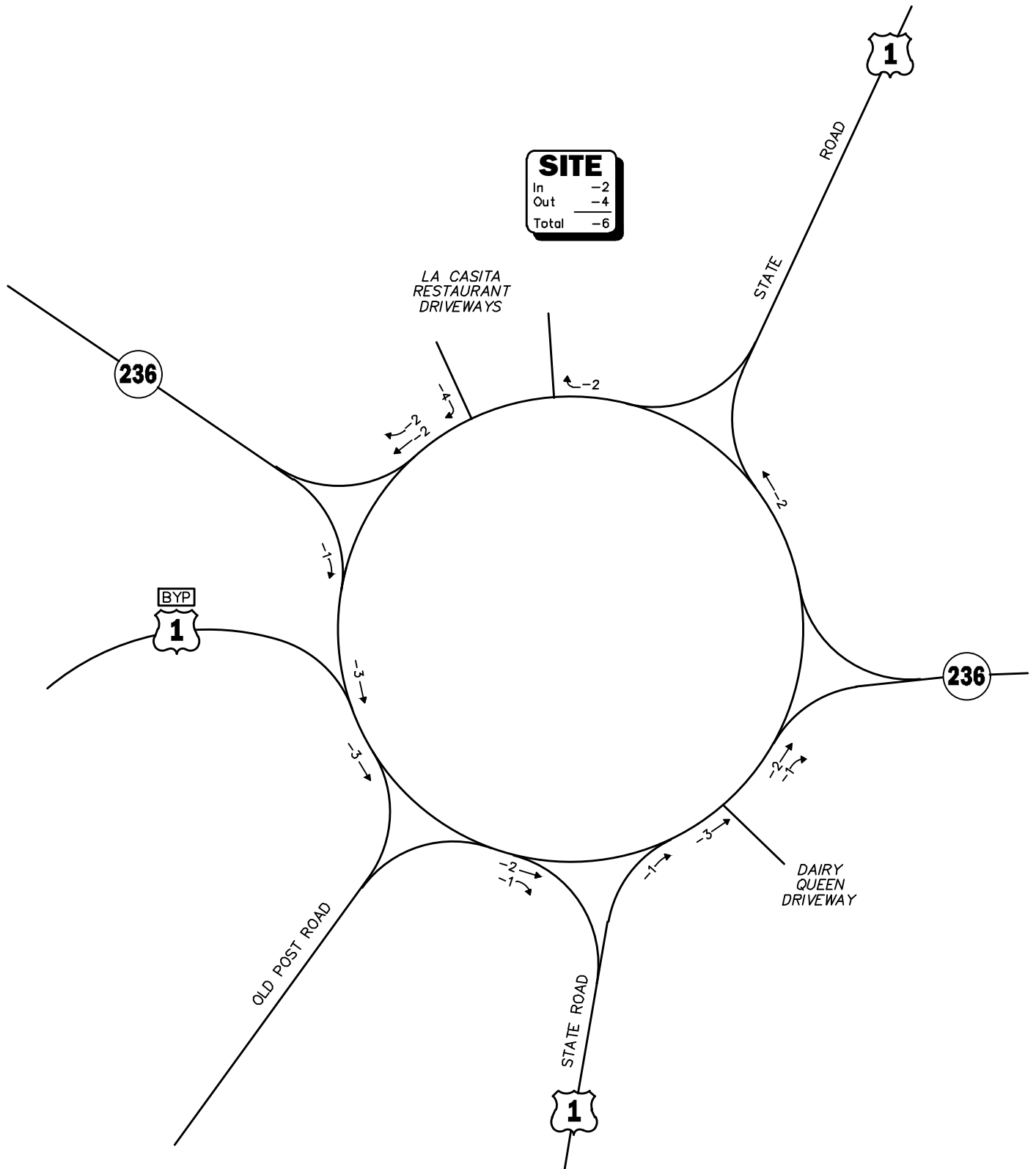


Not To Scale



Figure A-13

La Casita Removed Trips
Weekday Morning
Peak-Hour Traffic Volumes

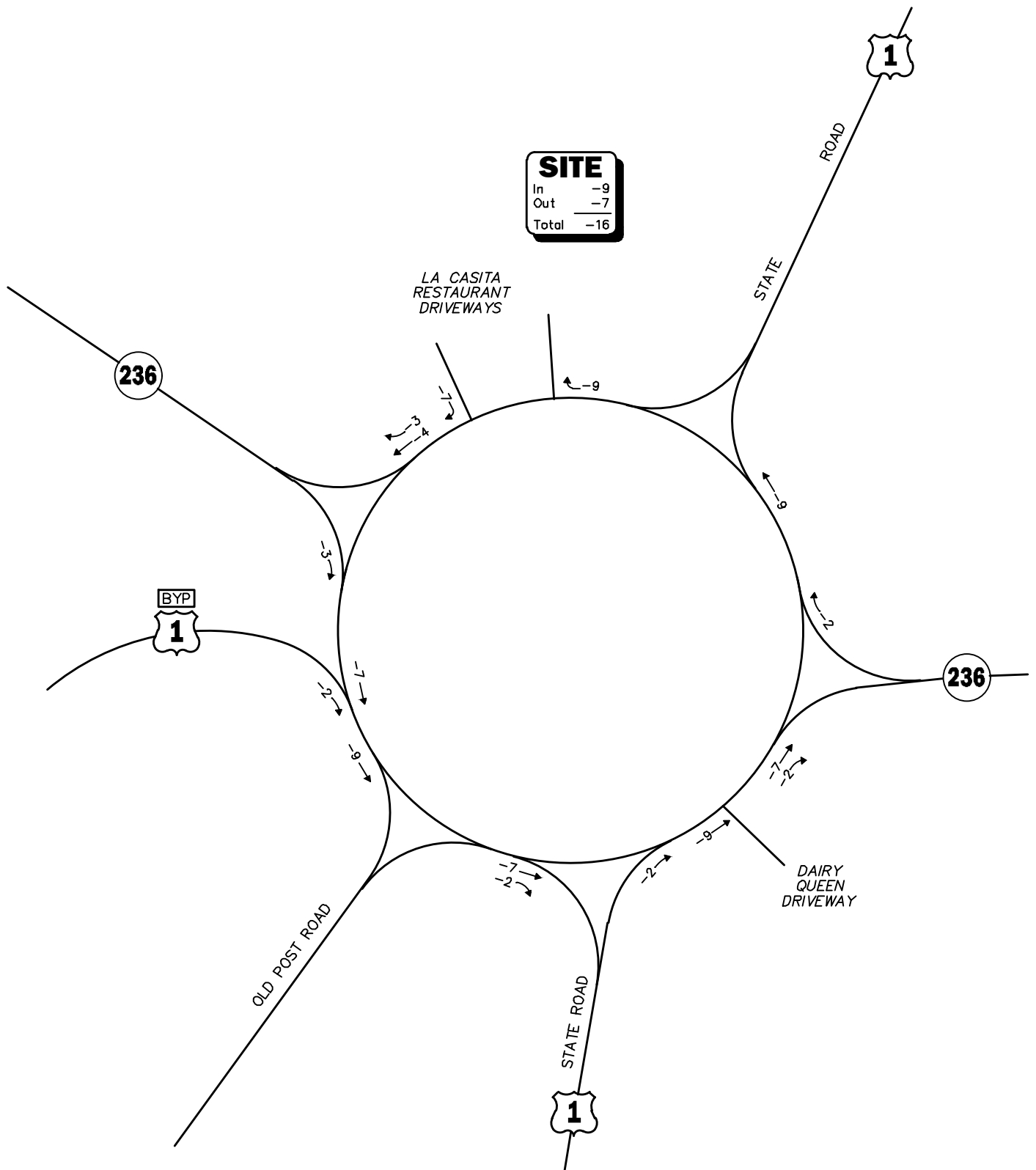


Not To Scale



Figure A-14

La Casita Removed Trips
Weekday Evening
Peak-Hour Traffic Volumes



Not To Scale

Figure A-15



La Casita Removed Trips
Saturday MIDDAY
Peak-Hour Traffic Volumes

R:\9802\9802NT1.dwg, 10/24/2023 7:58:06 AM, DWG To PDF.pc3

TRIP-GENERATION CALCULATIONS

Graph Look Up



ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Add-ons to do more:

Try OTISS Pro

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

882

LAND USE GROUP:

(800-899) Retail

LAND USE :

882 - Marijuana Dispensary

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday

TRIP TYPE:

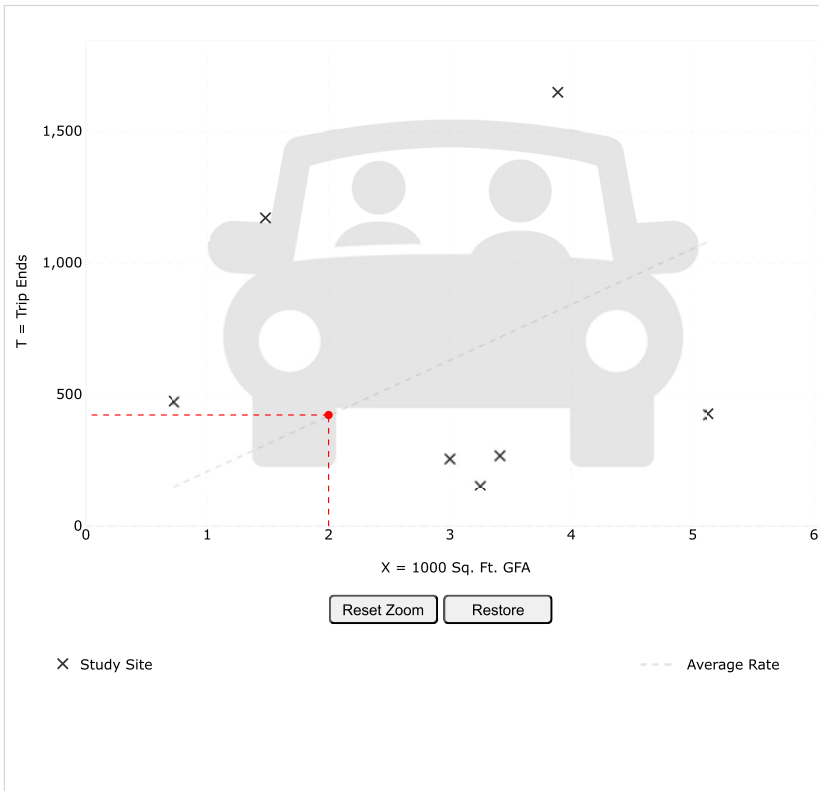
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

2

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Marijuana Dispensary (882) Click for Description and Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	7
Avg. 1000 Sq. Ft. GFA:	3
Average Rate:	211.12
Range of Rates:	48.00 - 791.22
Standard Deviation:	246.90
Fitted Curve Equation:	Not Given
R²:	****
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 422 (Total), 211 (Entry), 211 (Exit)

Graph Look Up



ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

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Comments

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Try OTISS Pro

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

882

LAND USE GROUP:

(800-899) Retail

LAND USE :

882 - Marijuana Dispensary

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

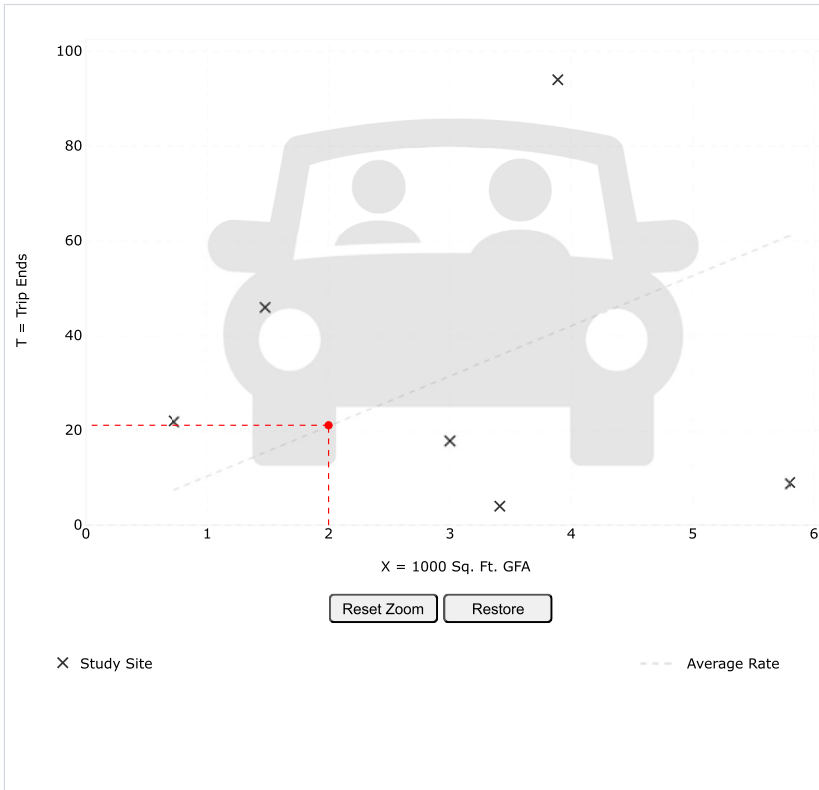
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

2

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Marijuana Dispensary (882) Click for Description and Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	6
Avg. 1000 Sq. Ft. GFA:	3
Average Rate:	10.54
Range of Rates:	1.17 - 31.08
Standard Deviation:	12.69
Fitted Curve Equation:	Not Given
R²:	****
Directional Distribution:	52% entering, 48% exiting
Calculated Trip Ends:	Average Rate: 21 (Total), 11 (Entry), 10 (Exit)

Graph Look Up



ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

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Add-ons to do more:

Try OTISS Pro

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

882

LAND USE GROUP:

(800-899) Retail

LAND USE :

882 - Marijuana Dispensary

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

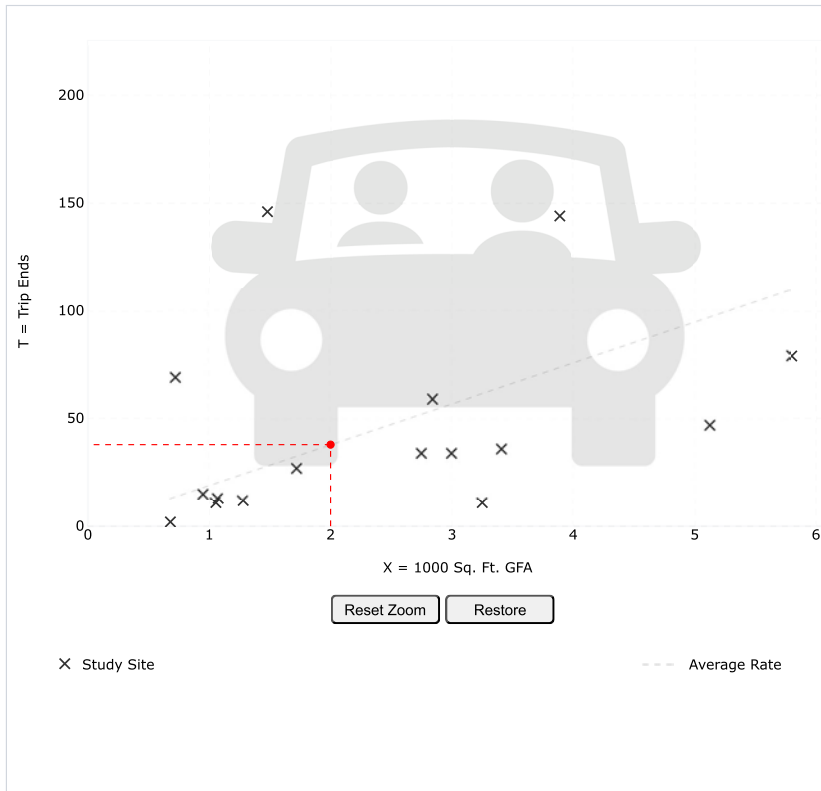
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

2

Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:	Marijuana Dispensary (882) Click for Description and Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	16
Avg. 1000 Sq. Ft. GFA:	2
Average Rate:	18.92
Range of Rates:	2.94 - 98.65
Standard Deviation:	21.73
Fitted Curve Equation:	Not Given
R²:	****
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 38 (Total), 19 (Entry), 19 (Exit)

Graph Look Up



ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
882

LAND USE GROUP:
(800-899) Retail

LAND USE :
882 - Marijuana Dispensary

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

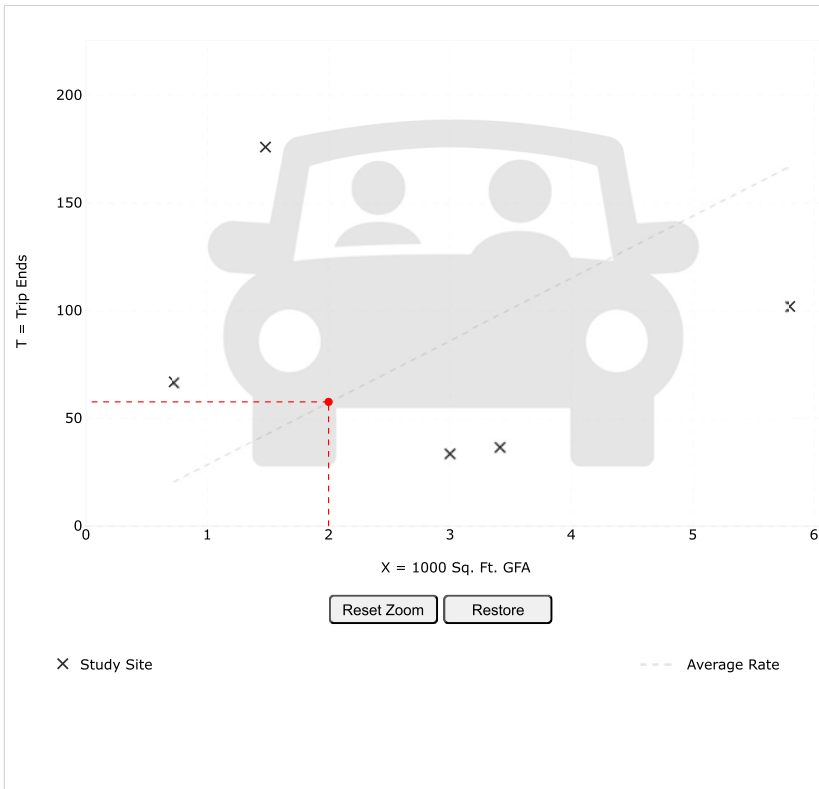
TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:	Marijuana Dispensary (882) Click for Description and Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Saturday Peak Hour of Generator
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	5
Avg. 1000 Sq. Ft. GFA:	3
Average Rate:	28.85
Range of Rates:	10.85 - 118.92
Standard Deviation:	39.14
Fitted Curve Equation:	Not Given
R²:	****
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 58 (Total), 29 (Entry), 29 (Exit)

Add-ons to do more:

Try OTISS Pro

CAPACITY ANALYSIS WORKSHEETS

Kittery Traffic Circle
Route 1 at the Project Site Driveway

Kittery Traffic Circle

MOVEMENT SUMMARY

 Site: 101 [2023 Existing (Site Folder: Weekday Morning)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Route 1 (State Road)														
3u	U	1	2.0	1	2.0	0.487	13.9	LOS B	2.9	72.9	0.76	0.87	1.11	36.6
3a	L1	85	2.0	100	2.0	0.487	13.9	LOS B	2.9	72.9	0.76	0.87	1.11	33.3
18a	R1	124	2.0	146	2.0	0.487	13.9	LOS B	2.9	72.9	0.76	0.87	1.11	31.6
18	R2	36	2.0	42	2.0	0.487	13.9	LOS B	2.9	72.9	0.76	0.87	1.11	31.1
18b	R3	4	2.0	5	2.0	0.487	13.9	LOS B	2.9	72.9	0.76	0.87	1.11	30.6
Approach		250	2.0	294	2.0	0.487	13.9	LOS B	2.9	72.9	0.76	0.87	1.11	32.1
SouthEast: Dairy Queen Driveway														
3bx	L3	4	2.0	7	2.0	0.043	8.3	LOS A	0.2	3.9	0.67	0.66	0.67	38.0
8x	T1	5	2.0	8	2.0	0.043	8.3	LOS A	0.2	3.9	0.67	0.66	0.67	34.3
18x	R2	2	2.0	3	2.0	0.043	8.3	LOS A	0.2	3.9	0.67	0.66	0.67	33.2
18bx	R3	1	2.0	2	2.0	0.043	8.3	LOS A	0.2	3.9	0.67	0.66	0.67	32.6
Approach		12	2.0	20	2.0	0.043	8.3	LOS A	0.2	3.9	0.67	0.66	0.67	35.1
East: Route 236														
1b	L3	2	2.0	2	2.0	0.511	13.1	LOS B	3.4	86.4	0.75	0.87	1.11	36.4
1	L2	27	2.0	31	2.0	0.511	13.1	LOS B	3.4	86.4	0.75	0.87	1.11	35.2
1a	L1	15	2.0	17	2.0	0.511	13.1	LOS B	3.4	86.4	0.75	0.87	1.11	34.1
16a	R1	256	2.0	291	2.0	0.511	13.1	LOS B	3.4	86.4	0.75	0.87	1.11	32.3
16	R2	1	2.0	1	2.0	0.511	13.1	LOS B	3.4	86.4	0.75	0.87	1.11	31.8
16b	R3	9	2.0	10	2.0	0.511	13.1	LOS B	3.4	86.4	0.75	0.87	1.11	31.2
Approach		310	2.0	352	2.0	0.511	13.1	LOS B	3.4	86.4	0.75	0.87	1.11	32.6
NorthEast: Route 1 (State Road)														
1x	L2	1	2.0	1	2.0	0.037	5.1	LOS A	0.1	3.6	0.54	0.44	0.54	39.0
1ax	L1	9	2.0	11	2.0	0.037	5.1	LOS A	0.1	3.6	0.54	0.44	0.54	37.6
6x	T1	1	2.0	1	2.0	0.037	5.1	LOS A	0.1	3.6	0.54	0.44	0.54	36.1
16x	R2	12	2.0	15	2.0	0.037	5.1	LOS A	0.1	3.6	0.54	0.44	0.54	34.9
Approach		23	2.0	28	2.0	0.037	5.1	LOS A	0.1	3.6	0.54	0.44	0.54	36.2
North: La Casita Driveways														
7	L2	1	2.0	2	2.0	0.005	5.0	LOS A	0.0	0.5	0.54	0.37	0.54	38.3
14b	R3	1	2.0	2	2.0	0.005	5.0	LOS A	0.0	0.5	0.54	0.37	0.54	33.8
Approach		2	2.0	4	2.0	0.005	5.0	LOS A	0.0	0.5	0.54	0.37	0.54	35.9
NorthWest: Route 236														
7bx	L3	2	2.0	2	2.0	0.774	15.8	LOS C	10.6	269.1	0.63	0.32	0.63	33.8
7x	L2	230	2.0	247	2.0	0.774	15.8	LOS C	10.6	269.1	0.63	0.32	0.63	32.8
7ax	L1	265	2.0	285	2.0	0.774	15.8	LOS C	10.6	269.1	0.63	0.32	0.63	31.9
4x	T1	28	2.0	30	2.0	0.774	15.8	LOS C	10.6	269.1	0.63	0.32	0.63	30.8
14ax	R1	333	2.0	358	2.0	0.774	15.8	LOS C	10.6	269.1	0.63	0.32	0.63	30.4
14x	R2	44	2.0	47	2.0	0.774	15.8	LOS C	10.6	269.1	0.63	0.32	0.63	30.0
Approach		902	2.0	970	2.0	0.774	15.8	LOS C	10.6	269.1	0.63	0.32	0.63	31.4
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	64	2.0	74	2.0	0.300	12.7	LOS B	1.2	30.9	0.74	0.76	0.83	34.6
5a	L1	6	2.0	7	2.0	0.300	12.7	LOS B	1.2	30.9	0.74	0.76	0.83	32.7

2	T1	25	2.0	29	2.0	0.300	12.7	LOS B	1.2	30.9	0.74	0.76	0.83	31.6
12a	R1	2	2.0	2	2.0	0.300	12.7	LOS B	1.2	30.9	0.74	0.76	0.83	31.1
12	R2	15	2.0	17	2.0	0.300	12.7	LOS B	1.2	30.9	0.74	0.76	0.83	30.7
12b	R3	6	2.0	7	2.0	0.300	12.7	LOS B	1.2	30.9	0.74	0.76	0.83	30.2
Approach		118	2.0	137	2.0	0.300	12.7	LOS B	1.2	30.9	0.74	0.76	0.83	33.0
SouthWest: Old Post Road														
5x	L2	23	2.0	28	2.0	0.228	12.0	LOS B	0.8	21.5	0.74	0.74	0.74	35.2
2x	T1	20	2.0	24	2.0	0.228	12.0	LOS B	0.8	21.5	0.74	0.74	0.74	32.9
12ax	R1	30	2.0	37	2.0	0.228	12.0	LOS B	0.8	21.5	0.74	0.74	0.74	32.4
12x	R2	2	2.0	2	2.0	0.228	12.0	LOS B	0.8	21.5	0.74	0.74	0.74	31.9
12bx	R3	5	2.0	6	2.0	0.228	12.0	LOS B	0.8	21.5	0.74	0.74	0.74	31.3
Approach		80	2.0	98	2.0	0.228	12.0	LOS B	0.8	21.5	0.74	0.74	0.74	33.2
All Vehicles		1697	2.0	1903	2.0	0.774	14.3	LOS B	10.6	269.1	0.68	0.57	0.81	32.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: S:\Jobs\9802\Analysis\Sidra\Kittery Traffic Circle.sip9

MOVEMENT SUMMARY

 Site: 101 [2028 No-Build (Site Folder: Weekday Morning)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Route 1 (State Road)														
3u	U	1	2.0	1	2.0	0.613	19.1	LOS C	4.3	109.2	0.82	1.01	1.44	33.7
3b	L3	6	2.0	7	2.0	0.613	19.1	LOS C	4.3	109.2	0.82	1.01	1.44	32.7
3a	L1	113	2.0	133	2.0	0.613	19.1	LOS C	4.3	109.2	0.82	1.01	1.44	30.9
18a	R1	130	2.0	153	2.0	0.613	19.1	LOS C	4.3	109.2	0.82	1.01	1.44	29.4
18	R2	38	2.0	45	2.0	0.613	19.1	LOS C	4.3	109.2	0.82	1.01	1.44	29.0
18b	R3	5	2.0	6	2.0	0.613	19.1	LOS C	4.3	109.2	0.82	1.01	1.44	28.6
Approach		293	2.0	345	2.0	0.613	19.1	LOS C	4.3	109.2	0.82	1.01	1.44	30.0
SouthEast: Dairy Queen Driveway														
3bx	L3	4	2.0	7	2.0	0.053	9.5	LOSA	0.2	4.7	0.71	0.71	0.71	37.4
8x	T1	5	2.0	8	2.0	0.053	9.5	LOSA	0.2	4.7	0.71	0.71	0.71	33.8
18x	R2	3	2.0	5	2.0	0.053	9.5	LOSA	0.2	4.7	0.71	0.71	0.71	32.8
18bx	R3	1	2.0	2	2.0	0.053	9.5	LOSA	0.2	4.7	0.71	0.71	0.71	32.2
Approach		13	2.0	22	2.0	0.053	9.5	LOSA	0.2	4.7	0.71	0.71	0.71	34.5
East: Route 236														
1b	L3	2	2.0	2	2.0	0.621	17.6	LOS C	4.8	122.9	0.82	1.02	1.43	34.0
1	L2	28	2.0	32	2.0	0.621	17.6	LOS C	4.8	122.9	0.82	1.02	1.43	33.0
1a	L1	20	2.0	23	2.0	0.621	17.6	LOS C	4.8	122.9	0.82	1.02	1.43	32.0
16a	R1	287	2.0	326	2.0	0.621	17.6	LOS C	4.8	122.9	0.82	1.02	1.43	30.5
16	R2	1	2.0	1	2.0	0.621	17.6	LOS C	4.8	122.9	0.82	1.02	1.43	30.0
16b	R3	9	2.0	10	2.0	0.621	17.6	LOS C	4.8	122.9	0.82	1.02	1.43	29.5
Approach		347	2.0	394	2.0	0.621	17.6	LOS C	4.8	122.9	0.82	1.02	1.43	30.7
NorthEast: Route 1 (State Road)														
1x	L2	1	2.0	1	2.0	0.043	5.7	LOSA	0.2	4.1	0.58	0.50	0.58	38.7
1ax	L1	9	2.0	11	2.0	0.043	5.7	LOSA	0.2	4.1	0.58	0.50	0.58	37.4
6x	T1	1	2.0	1	2.0	0.043	5.7	LOSA	0.2	4.1	0.58	0.50	0.58	35.9
16x	R2	13	2.0	16	2.0	0.043	5.7	LOSA	0.2	4.1	0.58	0.50	0.58	34.7
Approach		24	2.0	29	2.0	0.043	5.7	LOSA	0.2	4.1	0.58	0.50	0.58	35.8
North: La Casita Driveways														
7	L2	1	2.0	2	2.0	0.006	5.5	LOSA	0.0	0.6	0.57	0.41	0.57	38.0
14b	R3	1	2.0	2	2.0	0.006	5.5	LOSA	0.0	0.6	0.57	0.41	0.57	33.5
Approach		2	2.0	4	2.0	0.006	5.5	LOSA	0.0	0.6	0.57	0.41	0.57	35.6
NorthWest: Route 236														
7bx	L3	2	2.0	2	2.0	0.845	20.5	LOS C	14.1	358.1	0.84	0.47	0.84	31.7
7x	L2	242	2.0	260	2.0	0.845	20.5	LOS C	14.1	358.1	0.84	0.47	0.84	30.9
7ax	L1	286	2.0	308	2.0	0.845	20.5	LOS C	14.1	358.1	0.84	0.47	0.84	30.1
4x	T1	29	2.0	31	2.0	0.845	20.5	LOS C	14.1	358.1	0.84	0.47	0.84	29.1
14ax	R1	361	2.0	388	2.0	0.845	20.5	LOS C	14.1	358.1	0.84	0.47	0.84	28.7
14x	R2	51	2.0	55	2.0	0.845	20.5	LOS C	14.1	358.1	0.84	0.47	0.84	28.3
Approach		971	2.0	1044	2.0	0.845	20.5	LOS C	14.1	358.1	0.84	0.47	0.84	29.6
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	67	2.0	78	2.0	0.404	16.4	LOS C	1.8	46.1	0.79	0.87	1.07	33.2

5a	L1	6	2.0	7	2.0	0.404	16.4	LOS C	1.8	46.1	0.79	0.87	1.07	31.4
2	T1	33	2.0	38	2.0	0.404	16.4	LOS C	1.8	46.1	0.79	0.87	1.07	30.4
12a	R1	2	2.0	2	2.0	0.404	16.4	LOS C	1.8	46.1	0.79	0.87	1.07	30.0
12	R2	26	2.0	30	2.0	0.404	16.4	LOS C	1.8	46.1	0.79	0.87	1.07	29.6
12b	R3	11	2.0	13	2.0	0.404	16.4	LOS C	1.8	46.1	0.79	0.87	1.07	29.1
Approach		145	2.0	169	2.0	0.404	16.4	LOS C	1.8	46.1	0.79	0.87	1.07	31.4
SouthWest: Old Post Road														
5x	L2	32	2.0	39	2.0	0.321	15.2	LOS C	1.3	32.6	0.78	0.83	0.94	33.6
2x	T1	22	2.0	27	2.0	0.321	15.2	LOS C	1.3	32.6	0.78	0.83	0.94	31.4
12ax	R1	36	2.0	44	2.0	0.321	15.2	LOS C	1.3	32.6	0.78	0.83	0.94	31.0
12x	R2	2	2.0	2	2.0	0.321	15.2	LOS C	1.3	32.6	0.78	0.83	0.94	30.5
12bx	R3	10	2.0	12	2.0	0.321	15.2	LOS C	1.3	32.6	0.78	0.83	0.94	30.0
Approach		102	2.0	124	2.0	0.321	15.2	LOS C	1.3	32.6	0.78	0.83	0.94	31.7
All Vehicles		1897	2.0	2131	2.0	0.845	18.7	LOS C	14.1	358.1	0.82	0.71	1.07	30.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: S:\Jobs\9802\Analysis\Sidra\Kittery Traffic Circle.sip9

MOVEMENT SUMMARY

 Site: 101 [2028 Build (Site Folder: Weekday Morning)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Route 1 (State Road)														
3u	U	1	2.0	1	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	33.5
3b	L3	6	2.0	7	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	32.5
3a	L1	113	2.0	133	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	30.7
8	T1	1	2.0	1	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	29.7
18a	R1	130	2.0	153	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	29.3
18	R2	38	2.0	45	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	28.9
18b	R3	5	2.0	6	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	28.4
Approach		294	2.0	346	2.0	0.621	19.5	LOS C	4.4	111.3	0.82	1.02	1.46	29.8
SouthEast: Dairy Queen Driveway														
3bx	L3	4	2.0	7	2.0	0.053	9.6	LOS A	0.2	4.7	0.71	0.71	0.71	37.4
8x	T1	5	2.0	8	2.0	0.053	9.6	LOS A	0.2	4.7	0.71	0.71	0.71	33.8
18x	R2	3	2.0	5	2.0	0.053	9.6	LOS A	0.2	4.7	0.71	0.71	0.71	32.7
18bx	R3	1	2.0	2	2.0	0.053	9.6	LOS A	0.2	4.7	0.71	0.71	0.71	32.1
Approach		13	2.0	22	2.0	0.053	9.6	LOS A	0.2	4.7	0.71	0.71	0.71	34.4
East: Route 236														
1u	U	1	2.0	1	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	34.9
1b	L3	2	2.0	2	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	33.8
1	L2	28	2.0	32	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	32.8
1a	L1	20	2.0	23	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	31.9
16a	R1	287	2.0	326	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	30.3
16	R2	2	2.0	2	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	29.9
16b	R3	9	2.0	10	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	29.3
Approach		349	2.0	397	2.0	0.629	18.0	LOS C	5.0	125.8	0.82	1.03	1.46	30.6
NorthEast: Route 1 (State Road)														
1bx	L3	2	2.0	2	2.0	0.061	6.0	LOS A	0.2	5.9	0.58	0.52	0.58	39.8
1x	L2	1	2.0	1	2.0	0.061	6.0	LOS A	0.2	5.9	0.58	0.52	0.58	38.4
1ax	L1	11	2.0	13	2.0	0.061	6.0	LOS A	0.2	5.9	0.58	0.52	0.58	37.1
6x	T1	3	2.0	4	2.0	0.061	6.0	LOS A	0.2	5.9	0.58	0.52	0.58	35.6
16x	R2	16	2.0	20	2.0	0.061	6.0	LOS A	0.2	5.9	0.58	0.52	0.58	34.5
16bx	R3	1	2.0	1	2.0	0.061	6.0	LOS A	0.2	5.9	0.58	0.52	0.58	33.8
Approach		34	2.0	41	2.0	0.061	6.0	LOS A	0.2	5.9	0.58	0.52	0.58	35.8
NorthWest: Route 236														
7bx	L3	7	2.0	8	2.0	0.855	21.4	LOS C	14.5	367.9	0.89	0.51	0.89	31.3
7x	L2	242	2.0	260	2.0	0.855	21.4	LOS C	14.5	367.9	0.89	0.51	0.89	30.5
7ax	L1	286	2.0	308	2.0	0.855	21.4	LOS C	14.5	367.9	0.89	0.51	0.89	29.7
4x	T1	29	2.0	31	2.0	0.855	21.4	LOS C	14.5	367.9	0.89	0.51	0.89	28.8
14ax	R1	361	2.0	388	2.0	0.855	21.4	LOS C	14.5	367.9	0.89	0.51	0.89	28.4
14x	R2	51	2.0	55	2.0	0.855	21.4	LOS C	14.5	367.9	0.89	0.51	0.89	28.0
Approach		976	2.0	1049	2.0	0.855	21.4	LOS C	14.5	367.9	0.89	0.51	0.89	29.3
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	67	2.0	78	2.0	0.409	16.7	LOS C	1.8	46.8	0.79	0.88	1.09	33.1
5a	L1	6	2.0	7	2.0	0.409	16.7	LOS C	1.8	46.8	0.79	0.88	1.09	31.3

2	T1	33	2.0	38	2.0	0.409	16.7	LOS C	1.8	46.8	0.79	0.88	1.09	30.3
12a	R1	2	2.0	2	2.0	0.409	16.7	LOS C	1.8	46.8	0.79	0.88	1.09	29.9
12	R2	26	2.0	30	2.0	0.409	16.7	LOS C	1.8	46.8	0.79	0.88	1.09	29.5
12b	R3	11	2.0	13	2.0	0.409	16.7	LOS C	1.8	46.8	0.79	0.88	1.09	29.0
Approach		145	2.0	169	2.0	0.409	16.7	LOS C	1.8	46.8	0.79	0.88	1.09	31.3
SouthWest: Old Post Road														
5x	L2	32	2.0	39	2.0	0.327	15.5	LOS C	1.3	33.4	0.79	0.84	0.96	33.4
2x	T1	22	2.0	27	2.0	0.327	15.5	LOS C	1.3	33.4	0.79	0.84	0.96	31.3
12ax	R1	37	2.0	45	2.0	0.327	15.5	LOS C	1.3	33.4	0.79	0.84	0.96	30.9
12x	R2	2	2.0	2	2.0	0.327	15.5	LOS C	1.3	33.4	0.79	0.84	0.96	30.4
12bx	R3	10	2.0	12	2.0	0.327	15.5	LOS C	1.3	33.4	0.79	0.84	0.96	29.9
Approach		103	2.0	126	2.0	0.327	15.5	LOS C	1.3	33.4	0.79	0.84	0.96	31.6
All Vehicles		1914	2.0	2149	2.0	0.855	19.4	LOS C	14.5	367.9	0.85	0.74	1.10	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: S:\Jobs\9802\Analysis\Sidra\Kittery Traffic Circle.sip9

MOVEMENT SUMMARY

 Site: 101 [2023 Existing (Site Folder: Weekday Evening)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Route 1 (State Road)														
3a	L1	220	2.0	227	2.0	1.114	108.7	LOS F	28.2	715.3	1.00	2.47	6.16	14.4
18a	R1	224	2.0	231	2.0	1.114	108.7	LOS F	28.2	715.3	1.00	2.47	6.16	14.0
18	R2	9	2.0	9	2.0	1.114	108.7	LOS F	28.2	715.3	1.00	2.47	6.16	14.0
18b	R3	13	2.0	13	2.0	1.114	108.7	LOS F	28.2	715.3	1.00	2.47	6.16	13.8
Approach		466	2.0	480	2.0	1.114	108.7	LOS F	28.2	715.3	1.00	2.47	6.16	14.2
SouthEast: Dairy Queen Driveway														
3bx	L3	2	2.0	3	2.0	0.099	14.4	LOS B	0.3	8.3	0.80	0.80	0.80	35.2
3x	L2	3	2.0	4	2.0	0.099	14.4	LOS B	0.3	8.3	0.80	0.80	0.80	34.1
8x	T1	7	2.0	10	2.0	0.099	14.4	LOS B	0.3	8.3	0.80	0.80	0.80	31.9
18x	R2	8	2.0	11	2.0	0.099	14.4	LOS B	0.3	8.3	0.80	0.80	0.80	31.0
Approach		20	2.0	28	2.0	0.099	14.4	LOS B	0.3	8.3	0.80	0.80	0.80	32.1
East: Route 236														
1u	U	3	2.0	4	2.0	1.187	133.1	LOS F	38.2	970.4	1.00	2.89	7.54	12.9
1	L2	28	2.0	35	2.0	1.187	133.1	LOS F	38.2	970.4	1.00	2.89	7.54	12.6
1a	L1	17	2.0	22	2.0	1.187	133.1	LOS F	38.2	970.4	1.00	2.89	7.54	12.4
16a	R1	361	2.0	457	2.0	1.187	133.1	LOS F	38.2	970.4	1.00	2.89	7.54	12.2
16	R2	1	2.0	1	2.0	1.187	133.1	LOS F	38.2	970.4	1.00	2.89	7.54	12.1
16b	R3	9	2.0	11	2.0	1.187	133.1	LOS F	38.2	970.4	1.00	2.89	7.54	12.0
Approach		419	2.0	530	2.0	1.187	133.1	LOS F	38.2	970.4	1.00	2.89	7.54	12.2
NorthEast: Route 1 (State Road)														
1ux	U	2	2.0	3	2.0	0.126	8.4	LOS A	0.5	11.8	0.66	0.66	0.66	39.7
1x	L2	2	2.0	3	2.0	0.126	8.4	LOS A	0.5	11.8	0.66	0.66	0.66	37.1
1ax	L1	13	2.0	19	2.0	0.126	8.4	LOS A	0.5	11.8	0.66	0.66	0.66	35.9
6x	T1	2	2.0	3	2.0	0.126	8.4	LOS A	0.5	11.8	0.66	0.66	0.66	34.5
16x	R2	25	2.0	37	2.0	0.126	8.4	LOS A	0.5	11.8	0.66	0.66	0.66	33.4
Approach		44	2.0	66	2.0	0.126	8.4	LOS A	0.5	11.8	0.66	0.66	0.66	34.5
North: La Casita Driveways														
7b	L3	1	2.0	1	2.0	0.008	7.4	LOS A	0.0	0.7	0.64	0.53	0.64	39.1
14a	R1	1	2.0	1	2.0	0.008	7.4	LOS A	0.0	0.7	0.64	0.53	0.64	34.5
14b	R3	2	2.0	2	2.0	0.008	7.4	LOS A	0.0	0.7	0.64	0.53	0.64	33.3
Approach		4	2.0	4	2.0	0.008	7.4	LOS A	0.0	0.7	0.64	0.53	0.64	34.9
NorthWest: Route 236														
7ux	U	1	2.0	1	2.0	0.861	21.9	LOS C	15.1	384.7	0.90	0.50	0.90	31.8
7x	L2	296	2.0	315	2.0	0.861	21.9	LOS C	15.1	384.7	0.90	0.50	0.90	30.1
7ax	L1	344	2.0	366	2.0	0.861	21.9	LOS C	15.1	384.7	0.90	0.50	0.90	29.4
4x	T1	15	2.0	16	2.0	0.861	21.9	LOS C	15.1	384.7	0.90	0.50	0.90	28.5
14ax	R1	297	2.0	316	2.0	0.861	21.9	LOS C	15.1	384.7	0.90	0.50	0.90	28.1
14x	R2	45	2.0	48	2.0	0.861	21.9	LOS C	15.1	384.7	0.90	0.50	0.90	27.7
Approach		998	2.0	1062	2.0	0.861	21.9	LOS C	15.1	384.7	0.90	0.50	0.90	29.1
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	182	2.0	212	2.0	0.711	31.3	LOS D	4.8	121.3	0.88	1.15	1.82	27.3

5a	L1	14	2.0	16	2.0	0.711	31.3	LOS D	4.8	121.3	0.88	1.15	1.82	26.1
2	T1	38	2.0	44	2.0	0.711	31.3	LOS D	4.8	121.3	0.88	1.15	1.82	25.4
12a	R1	5	2.0	6	2.0	0.711	31.3	LOS D	4.8	121.3	0.88	1.15	1.82	25.2
12	R2	7	2.0	8	2.0	0.711	31.3	LOS D	4.8	121.3	0.88	1.15	1.82	24.9
12b	R3	4	2.0	5	2.0	0.711	31.3	LOS D	4.8	121.3	0.88	1.15	1.82	24.6
Approach		250	2.0	291	2.0	0.711	31.3	LOS D	4.8	121.3	0.88	1.15	1.82	26.8
SouthWest: Old Post Road														
5x	L2	33	2.0	36	2.0	0.355	18.7	LOS C	1.4	35.8	0.83	0.89	1.07	32.0
5ax	L1	1	2.0	1	2.0	0.355	18.7	LOS C	1.4	35.8	0.83	0.89	1.07	31.1
2x	T1	32	2.0	35	2.0	0.355	18.7	LOS C	1.4	35.8	0.83	0.89	1.07	30.1
12ax	R1	36	2.0	40	2.0	0.355	18.7	LOS C	1.4	35.8	0.83	0.89	1.07	29.7
12x	R2	1	2.0	1	2.0	0.355	18.7	LOS C	1.4	35.8	0.83	0.89	1.07	29.3
12bx	R3	3	2.0	3	2.0	0.355	18.7	LOS C	1.4	35.8	0.83	0.89	1.07	28.8
Approach		106	2.0	116	2.0	0.355	18.7	LOS C	1.4	35.8	0.83	0.89	1.07	30.5
All Vehicles		2307	2.0	2578	2.0	1.187	61.4	LOS F	38.2	970.4	0.92	1.46	3.35	19.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 101 [2028 No-Build (Site Folder: Weekday Evening)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %]	[Total veh/h	HV %]				[Veh. veh	Dist] ft				
South: Route 1 (State Road)														
3b	L3	6	2.0	6	2.0	1.381	214.1	LOS F	56.5	1435.6	1.00	3.58	10.27	9.0
3a	L1	259	2.0	267	2.0	1.381	214.1	LOS F	56.5	1435.6	1.00	3.58	10.27	8.8
18a	R1	235	2.0	242	2.0	1.381	214.1	LOS F	56.5	1435.6	1.00	3.58	10.27	8.7
18	R2	9	2.0	9	2.0	1.381	214.1	LOS F	56.5	1435.6	1.00	3.58	10.27	8.7
18b	R3	14	2.0	14	2.0	1.381	214.1	LOS F	56.5	1435.6	1.00	3.58	10.27	8.6
Approach		523	2.0	539	2.0	1.381	214.1	LOS F	56.5	1435.6	1.00	3.58	10.27	8.8
SouthEast: Dairy Queen Driveway														
3bx	L3	2	2.0	3	2.0	0.110	15.5	LOS C	0.4	9.1	0.82	0.82	0.82	34.5
3x	L2	4	2.0	6	2.0	0.110	15.5	LOS C	0.4	9.1	0.82	0.82	0.82	33.5
8x	T1	7	2.0	10	2.0	0.110	15.5	LOS C	0.4	9.1	0.82	0.82	0.82	31.4
18x	R2	8	2.0	11	2.0	0.110	15.5	LOS C	0.4	9.1	0.82	0.82	0.82	30.5
Approach		21	2.0	30	2.0	0.110	15.5	LOS C	0.4	9.1	0.82	0.82	0.82	31.7
East: Route 236														
1u	U	3	2.0	4	2.0	1.331	189.7	LOS F	56.8	1442.1	1.00	3.58	9.96	9.8
1	L2	30	2.0	38	2.0	1.331	189.7	LOS F	56.8	1442.1	1.00	3.58	9.96	9.7
1a	L1	22	2.0	28	2.0	1.331	189.7	LOS F	56.8	1442.1	1.00	3.58	9.96	9.6
16a	R1	399	2.0	505	2.0	1.331	189.7	LOS F	56.8	1442.1	1.00	3.58	9.96	9.4
16	R2	1	2.0	1	2.0	1.331	189.7	LOS F	56.8	1442.1	1.00	3.58	9.96	9.4
16b	R3	9	2.0	11	2.0	1.331	189.7	LOS F	56.8	1442.1	1.00	3.58	9.96	9.3
Approach		464	2.0	587	2.0	1.331	189.7	LOS F	56.8	1442.1	1.00	3.58	9.96	9.5
NorthEast: Route 1 (State Road)														
1ux	U	2	2.0	3	2.0	0.132	8.6	LOS A	0.5	12.5	0.66	0.66	0.66	39.6
1x	L2	2	2.0	3	2.0	0.132	8.6	LOS A	0.5	12.5	0.66	0.66	0.66	36.9
1ax	L1	14	2.0	21	2.0	0.132	8.6	LOS A	0.5	12.5	0.66	0.66	0.66	35.8
6x	T1	2	2.0	3	2.0	0.132	8.6	LOS A	0.5	12.5	0.66	0.66	0.66	34.4
16x	R2	26	2.0	39	2.0	0.132	8.6	LOS A	0.5	12.5	0.66	0.66	0.66	33.3
Approach		46	2.0	69	2.0	0.132	8.6	LOS A	0.5	12.5	0.66	0.66	0.66	34.4
North: La Casita Driveways														
7b	L3	1	2.0	1	2.0	0.008	7.5	LOS A	0.0	0.7	0.64	0.53	0.64	39.1
14a	R1	1	2.0	1	2.0	0.008	7.5	LOS A	0.0	0.7	0.64	0.53	0.64	34.5
14b	R3	2	2.0	2	2.0	0.008	7.5	LOS A	0.0	0.7	0.64	0.53	0.64	33.2
Approach		4	2.0	4	2.0	0.008	7.5	LOS A	0.0	0.7	0.64	0.53	0.64	34.8
NorthWest: Route 236														
7ux	U	1	2.0	1	2.0	0.937	31.4	LOS D	37.8	959.8	1.00	0.79	1.30	28.4
7x	L2	311	2.0	331	2.0	0.937	31.4	LOS D	37.8	959.8	1.00	0.79	1.30	27.0
7ax	L1	372	2.0	396	2.0	0.937	31.4	LOS D	37.8	959.8	1.00	0.79	1.30	26.4
4x	T1	16	2.0	17	2.0	0.937	31.4	LOS D	37.8	959.8	1.00	0.79	1.30	25.7
14ax	R1	325	2.0	346	2.0	0.937	31.4	LOS D	37.8	959.8	1.00	0.79	1.30	25.4
14x	R2	52	2.0	55	2.0	0.937	31.4	LOS D	37.8	959.8	1.00	0.79	1.30	25.1
Approach		1077	2.0	1146	2.0	0.937	31.4	LOS D	37.8	959.8	1.00	0.79	1.30	26.2
West: U.S. Route 1 Bypass Off-Ramp														

5b	L3	191	2.0	222	2.0	0.905	59.2	LOS F	9.2	233.2	0.96	1.52	3.01	21.1
5a	L1	16	2.0	19	2.0	0.905	59.2	LOS F	9.2	233.2	0.96	1.52	3.01	20.4
2	T1	49	2.0	57	2.0	0.905	59.2	LOS F	9.2	233.2	0.96	1.52	3.01	20.0
12a	R1	5	2.0	6	2.0	0.905	59.2	LOS F	9.2	233.2	0.96	1.52	3.01	19.8
12	R2	19	2.0	22	2.0	0.905	59.2	LOS F	9.2	233.2	0.96	1.52	3.01	19.7
12b	R3	9	2.0	10	2.0	0.905	59.2	LOS F	9.2	233.2	0.96	1.52	3.01	19.4
Approach		289	2.0	336	2.0	0.905	59.2	LOS F	9.2	233.2	0.96	1.52	3.01	20.7
SouthWest: Old Post Road														
5x	L2	44	2.0	48	2.0	0.503	26.8	LOS D	2.2	55.8	0.88	1.00	1.35	28.9
5ax	L1	1	2.0	1	2.0	0.503	26.8	LOS D	2.2	55.8	0.88	1.00	1.35	28.2
2x	T1	36	2.0	40	2.0	0.503	26.8	LOS D	2.2	55.8	0.88	1.00	1.35	27.3
12ax	R1	42	2.0	46	2.0	0.503	26.8	LOS D	2.2	55.8	0.88	1.00	1.35	27.0
12x	R2	1	2.0	1	2.0	0.503	26.8	LOS D	2.2	55.8	0.88	1.00	1.35	26.6
12bx	R3	9	2.0	10	2.0	0.503	26.8	LOS D	2.2	55.8	0.88	1.00	1.35	26.2
Approach		133	2.0	146	2.0	0.503	26.8	LOS D	2.2	55.8	0.88	1.00	1.35	27.6
All Vehicles		2557	2.0	2857	2.0	1.381	100.7	LOS F	56.8	1442.1	0.98	1.99	4.96	15.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2028 Build (Site Folder: Weekday Evening)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Route 1 (State Road)														
3b	L3	6	2.0	6	2.0	1.404	224.3	LOS F	58.8	1492.9	1.00	3.65	10.56	8.7
3a	L1	259	2.0	267	2.0	1.404	224.3	LOS F	58.8	1492.9	1.00	3.65	10.56	8.5
8	T1	4	2.0	4	2.0	1.404	224.3	LOS F	58.8	1492.9	1.00	3.65	10.56	8.4
18a	R1	235	2.0	242	2.0	1.404	224.3	LOS F	58.8	1492.9	1.00	3.65	10.56	8.4
18	R2	8	2.0	8	2.0	1.404	224.3	LOS F	58.8	1492.9	1.00	3.65	10.56	8.4
18b	R3	14	2.0	14	2.0	1.404	224.3	LOS F	58.8	1492.9	1.00	3.65	10.56	8.3
Approach		526	2.0	542	2.0	1.404	224.3	LOS F	58.8	1492.9	1.00	3.65	10.56	8.5
SouthEast: Dairy Queen Driveway														
3bx	L3	2	2.0	3	2.0	0.111	15.6	LOS C	0.4	9.2	0.82	0.82	0.82	34.4
3x	L2	4	2.0	6	2.0	0.111	15.6	LOS C	0.4	9.2	0.82	0.82	0.82	33.4
8x	T1	7	2.0	10	2.0	0.111	15.6	LOS C	0.4	9.2	0.82	0.82	0.82	31.3
18x	R2	8	2.0	11	2.0	0.111	15.6	LOS C	0.4	9.2	0.82	0.82	0.82	30.4
Approach		21	2.0	30	2.0	0.111	15.6	LOS C	0.4	9.2	0.82	0.82	0.82	31.6
East: Route 236														
1u	U	3	2.0	4	2.0	1.342	194.4	LOS F	57.8	1468.4	1.00	3.62	10.11	9.6
1	L2	30	2.0	38	2.0	1.342	194.4	LOS F	57.8	1468.4	1.00	3.62	10.11	9.5
1a	L1	22	2.0	28	2.0	1.342	194.4	LOS F	57.8	1468.4	1.00	3.62	10.11	9.4
16a	R1	399	2.0	505	2.0	1.342	194.4	LOS F	57.8	1468.4	1.00	3.62	10.11	9.3
16	R2	1	2.0	1	2.0	1.342	194.4	LOS F	57.8	1468.4	1.00	3.62	10.11	9.2
16b	R3	9	2.0	11	2.0	1.342	194.4	LOS F	57.8	1468.4	1.00	3.62	10.11	9.2
Approach		464	2.0	587	2.0	1.342	194.4	LOS F	57.8	1468.4	1.00	3.62	10.11	9.3
NorthEast: Route 1 (State Road)														
1ux	U	2	2.0	3	2.0	0.139	8.7	LOS A	0.5	13.2	0.67	0.67	0.67	39.5
1x	L2	2	2.0	3	2.0	0.139	8.7	LOS A	0.5	13.2	0.67	0.67	0.67	36.9
1ax	L1	14	2.0	21	2.0	0.139	8.7	LOS A	0.5	13.2	0.67	0.67	0.67	35.7
6x	T1	4	2.0	6	2.0	0.139	8.7	LOS A	0.5	13.2	0.67	0.67	0.67	34.3
16x	R2	26	2.0	39	2.0	0.139	8.7	LOS A	0.5	13.2	0.67	0.67	0.67	33.3
Approach		48	2.0	72	2.0	0.139	8.7	LOS A	0.5	13.2	0.67	0.67	0.67	34.4
NorthWest: Route 236														
7ux	U	1	2.0	1	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	28.0
7bx	L3	8	2.0	9	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	27.3
7x	L2	311	2.0	331	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	26.7
7ax	L1	372	2.0	396	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	26.1
4x	T1	16	2.0	17	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	25.4
14ax	R1	324	2.0	345	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	25.1
14x	R2	52	2.0	55	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	24.8
Approach		1084	2.0	1153	2.0	0.943	32.5	LOS D	41.7	1059.6	1.00	0.84	1.36	25.9
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	191	2.0	222	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	20.6
5	L2	2	2.0	2	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	20.3
5a	L1	16	2.0	19	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	19.9
2	T1	49	2.0	57	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	19.5

12a	R1	5	2.0	6	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	19.4
12	R2	19	2.0	22	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	19.2
12b	R3	9	2.0	10	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	19.0
Approach		291	2.0	338	2.0	0.919	62.2	LOS F	9.7	246.8	0.96	1.56	3.14	20.2
SouthWest: Old Post Road														
5x	L2	44	2.0	48	2.0	0.511	27.4	LOS D	2.2	56.9	0.88	1.01	1.37	28.7
5ax	L1	1	2.0	1	2.0	0.511	27.4	LOS D	2.2	56.9	0.88	1.01	1.37	28.0
2x	T1	37	2.0	41	2.0	0.511	27.4	LOS D	2.2	56.9	0.88	1.01	1.37	27.1
12ax	R1	42	2.0	46	2.0	0.511	27.4	LOS D	2.2	56.9	0.88	1.01	1.37	26.8
12x	R2	1	2.0	1	2.0	0.511	27.4	LOS D	2.2	56.9	0.88	1.01	1.37	26.4
12bx	R3	9	2.0	10	2.0	0.511	27.4	LOS D	2.2	56.9	0.88	1.01	1.37	26.0
Approach		134	2.0	147	2.0	0.511	27.4	LOS D	2.2	56.9	0.88	1.01	1.37	27.4
All Vehicles		2568	2.0	2870	2.0	1.404	104.4	LOS F	58.8	1492.9	0.98	2.03	5.08	14.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2023 Existing (Site Folder: Saturday Middy)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Route 1 (State Road)														
3b	L3	10	2.0	10	2.0	1.325	187.7	LOS F	55.6	1411.8	1.00	3.53	9.82	9.9
3a	L1	167	2.0	194	2.0	1.325	187.7	LOS F	55.6	1411.8	1.00	3.53	9.82	9.7
8	T1	9	2.0	9	2.0	1.325	187.7	LOS F	55.6	1411.8	1.00	3.53	9.82	9.6
18a	R1	152	2.0	177	2.0	1.325	187.7	LOS F	55.6	1411.8	1.00	3.53	9.82	9.6
18	R2	160	2.0	186	2.0	1.325	187.7	LOS F	55.6	1411.8	1.00	3.53	9.82	9.5
18b	R3	3	2.0	3	2.0	1.325	187.7	LOS F	55.6	1411.8	1.00	3.53	9.82	9.5
Approach		501	2.0	580	2.0	1.325	187.7	LOS F	55.6	1411.8	1.00	3.53	9.82	9.6
SouthEast: Dairy Queen Driveway														
3bx	L3	2	2.0	3	2.0	0.121	14.7	LOS B	0.4	10.1	0.81	0.81	0.81	35.1
3x	L2	3	2.0	5	2.0	0.121	14.7	LOS B	0.4	10.1	0.81	0.81	0.81	34.1
8x	T1	14	2.0	21	2.0	0.121	14.7	LOS B	0.4	10.1	0.81	0.81	0.81	31.9
18x	R2	4	2.0	6	2.0	0.121	14.7	LOS B	0.4	10.1	0.81	0.81	0.81	30.9
Approach		23	2.0	35	2.0	0.121	14.7	LOS B	0.4	10.1	0.81	0.81	0.81	32.2
East: Route 236														
1b	L3	7	2.0	9	2.0	1.165	121.3	LOS F	39.3	997.6	1.00	2.88	7.29	13.6
1	L2	40	2.0	44	2.0	1.165	121.3	LOS F	39.3	997.6	1.00	2.88	7.29	13.5
1a	L1	35	2.0	39	2.0	1.165	121.3	LOS F	39.3	997.6	1.00	2.88	7.29	13.3
16a	R1	417	2.0	463	2.0	1.165	121.3	LOS F	39.3	997.6	1.00	2.88	7.29	13.0
16b	R3	21	2.0	23	2.0	1.165	121.3	LOS F	39.3	997.6	1.00	2.88	7.29	12.8
Approach		520	2.0	579	2.0	1.165	121.3	LOS F	39.3	997.6	1.00	2.88	7.29	13.1
NorthEast: Route 1 (State Road)														
1ux	U	2	2.0	4	2.0	0.103	7.2	LOS A	0.4	9.9	0.63	0.63	0.63	41.2
1bx	L3	2	2.0	3	2.0	0.103	7.2	LOS A	0.4	9.9	0.63	0.63	0.63	39.7
1ax	L1	3	2.0	5	2.0	0.103	7.2	LOS A	0.4	9.9	0.63	0.63	0.63	37.1
6x	T1	7	2.0	12	2.0	0.103	7.2	LOS A	0.4	9.9	0.63	0.63	0.63	35.6
16x	R2	21	2.0	37	2.0	0.103	7.2	LOS A	0.4	9.9	0.63	0.63	0.63	34.4
Approach		35	2.0	61	2.0	0.103	7.2	LOS A	0.4	9.9	0.63	0.63	0.63	35.4
North: La Casita Driveways														
4	T1	3	2.0	3	2.0	0.020	6.6	LOS A	0.1	1.8	0.62	0.53	0.62	36.6
14b	R3	4	2.0	8	2.0	0.020	6.6	LOS A	0.1	1.8	0.62	0.53	0.62	34.6
Approach		7	2.0	11	2.0	0.020	6.6	LOS A	0.1	1.8	0.62	0.53	0.62	35.1
NorthWest: Route 236														
7x	L2	379	2.0	408	2.0	0.972	38.4	LOS E	64.2	1629.6	1.00	1.31	2.05	25.1
7ax	L1	276	2.0	297	2.0	0.972	38.4	LOS E	64.2	1629.6	1.00	1.31	2.05	24.6
4x	T1	22	2.0	24	2.0	0.972	38.4	LOS E	64.2	1629.6	1.00	1.31	2.05	23.9
14ax	R1	337	2.0	362	2.0	0.972	38.4	LOS E	64.2	1629.6	1.00	1.31	2.05	23.7
14x	R2	64	2.0	69	2.0	0.972	38.4	LOS E	64.2	1629.6	1.00	1.31	2.05	23.4
Approach		1078	2.0	1159	2.0	0.972	38.4	LOS E	64.2	1629.6	1.00	1.31	2.05	24.4
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	70	2.0	83	2.0	0.600	27.1	LOS D	3.2	80.4	0.87	1.05	1.51	29.1
5a	L1	23	2.0	27	2.0	0.600	27.1	LOS D	3.2	80.4	0.87	1.05	1.51	27.7

2	T1	55	2.0	65	2.0	0.600	27.1	LOS D	3.2	80.4	0.87	1.05	1.51	26.9
12a	R1	7	2.0	8	2.0	0.600	27.1	LOS D	3.2	80.4	0.87	1.05	1.51	26.6
12	R2	20	2.0	24	2.0	0.600	27.1	LOS D	3.2	80.4	0.87	1.05	1.51	26.3
12b	R3	5	2.0	6	2.0	0.600	27.1	LOS D	3.2	80.4	0.87	1.05	1.51	25.9
Approach		180	2.0	214	2.0	0.600	27.1	LOS D	3.2	80.4	0.87	1.05	1.51	27.7
SouthWest: Old Post Road														
5x	L2	38	2.0	44	2.0	0.500	23.9	LOS C	2.3	57.8	0.86	0.98	1.32	30.0
2x	T1	53	2.0	62	2.0	0.500	23.9	LOS C	2.3	57.8	0.86	0.98	1.32	28.3
12ax	R1	42	2.0	49	2.0	0.500	23.9	LOS C	2.3	57.8	0.86	0.98	1.32	27.9
12x	R2	3	2.0	3	2.0	0.500	23.9	LOS C	2.3	57.8	0.86	0.98	1.32	27.6
12bx	R3	5	2.0	6	2.0	0.500	23.9	LOS C	2.3	57.8	0.86	0.98	1.32	27.1
Approach		141	2.0	164	2.0	0.500	23.9	LOS C	2.3	57.8	0.86	0.98	1.32	28.6
All Vehicles		2485	2.0	2803	2.0	1.325	83.6	LOS F	64.2	1629.6	0.97	2.03	4.61	16.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 101 [2028 No-Build (Site Folder: Saturday Midday)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %]	[Total veh/h	HV %]				[Veh. veh	Dist ft]				
South: Route 1 (State Road)														
3b	L3	21	2.0	22	2.0	1.605	307.5	LOS F	89.3	2267.5	1.00	4.50	13.38	6.6
3a	L1	215	2.0	250	2.0	1.605	307.5	LOS F	89.3	2267.5	1.00	4.50	13.38	6.5
8	T1	9	2.0	9	2.0	1.605	307.5	LOS F	89.3	2267.5	1.00	4.50	13.38	6.5
18a	R1	160	2.0	186	2.0	1.605	307.5	LOS F	89.3	2267.5	1.00	4.50	13.38	6.5
18	R2	168	2.0	195	2.0	1.605	307.5	LOS F	89.3	2267.5	1.00	4.50	13.38	6.5
18b	R3	3	2.0	3	2.0	1.605	307.5	LOS F	89.3	2267.5	1.00	4.50	13.38	6.4
Approach		576	2.0	666	2.0	1.605	307.5	LOS F	89.3	2267.5	1.00	4.50	13.38	6.5
SouthEast: Dairy Queen Driveway														
3bx	L3	2	2.0	3	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	34.8
3x	L2	3	2.0	5	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	33.8
8x	T1	15	2.0	23	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	31.6
18x	R2	4	2.0	6	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	30.7
Approach		24	2.0	36	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	32.0
East: Route 236														
1b	L3	8	2.0	10	2.0	1.332	187.2	LOS F	62.8	1594.4	1.00	3.73	10.23	9.9
1	L2	42	2.0	47	2.0	1.332	187.2	LOS F	62.8	1594.4	1.00	3.73	10.23	9.8
1a	L1	44	2.0	49	2.0	1.332	187.2	LOS F	62.8	1594.4	1.00	3.73	10.23	9.7
16a	R1	466	2.0	518	2.0	1.332	187.2	LOS F	62.8	1594.4	1.00	3.73	10.23	9.5
16b	R3	23	2.0	26	2.0	1.332	187.2	LOS F	62.8	1594.4	1.00	3.73	10.23	9.4
Approach		583	2.0	649	2.0	1.332	187.2	LOS F	62.8	1594.4	1.00	3.73	10.23	9.6
NorthEast: Route 1 (State Road)														
1ux	U	2	2.0	4	2.0	0.121	7.7	LOS A	0.5	11.7	0.64	0.64	0.64	40.9
1bx	L3	2	2.0	3	2.0	0.121	7.7	LOS A	0.5	11.7	0.64	0.64	0.64	39.4
1ax	L1	4	2.0	7	2.0	0.121	7.7	LOS A	0.5	11.7	0.64	0.64	0.64	36.8
6x	T1	10	2.0	18	2.0	0.121	7.7	LOS A	0.5	11.7	0.64	0.64	0.64	35.3
16x	R2	22	2.0	39	2.0	0.121	7.7	LOS A	0.5	11.7	0.64	0.64	0.64	34.2
Approach		40	2.0	70	2.0	0.121	7.7	LOS A	0.5	11.7	0.64	0.64	0.64	35.2
North: La Casita Driveways														
4	T1	3	2.0	3	2.0	0.020	6.9	LOS A	0.1	1.9	0.63	0.55	0.63	36.5
14b	R3	4	2.0	8	2.0	0.020	6.9	LOS A	0.1	1.9	0.63	0.55	0.63	34.4
Approach		7	2.0	11	2.0	0.020	6.9	LOS A	0.1	1.9	0.63	0.55	0.63	35.0
NorthWest: Route 236														
7x	L2	398	2.0	428	2.0	1.067	64.3	LOS F	102.3	2598.3	1.00	1.93	3.04	19.9
7ax	L1	310	2.0	333	2.0	1.067	64.3	LOS F	102.3	2598.3	1.00	1.93	3.04	19.5
4x	T1	24	2.0	26	2.0	1.067	64.3	LOS F	102.3	2598.3	1.00	1.93	3.04	19.1
14ax	R1	360	2.0	387	2.0	1.067	64.3	LOS F	102.3	2598.3	1.00	1.93	3.04	19.0
14x	R2	76	2.0	82	2.0	1.067	64.3	LOS F	102.3	2598.3	1.00	1.93	3.04	18.8
Approach		1168	2.0	1256	2.0	1.067	64.3	LOS F	102.3	2598.3	1.00	1.93	3.04	19.4
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	74	2.0	88	2.0	0.764	41.1	LOS E	5.1	129.6	0.92	1.23	2.06	25.1
5a	L1	24	2.0	29	2.0	0.764	41.1	LOS E	5.1	129.6	0.92	1.23	2.06	24.0

2	T1	58	2.0	69	2.0	0.764	41.1	LOS E	5.1	129.6	0.92	1.23	2.06	23.4
12a	R1	7	2.0	8	2.0	0.764	41.1	LOS E	5.1	129.6	0.92	1.23	2.06	23.2
12	R2	46	2.0	55	2.0	0.764	41.1	LOS E	5.1	129.6	0.92	1.23	2.06	22.9
12b	R3	13	2.0	15	2.0	0.764	41.1	LOS E	5.1	129.6	0.92	1.23	2.06	22.6
Approach		222	2.0	264	2.0	0.764	41.1	LOS E	5.1	129.6	0.92	1.23	2.06	23.8
SouthWest: Old Post Road														
5x	L2	53	2.0	62	2.0	0.660	34.7	LOS D	3.5	89.6	0.90	1.11	1.70	26.4
2x	T1	58	2.0	67	2.0	0.660	34.7	LOS D	3.5	89.6	0.90	1.11	1.70	25.1
12ax	R1	50	2.0	58	2.0	0.660	34.7	LOS D	3.5	89.6	0.90	1.11	1.70	24.8
12x	R2	3	2.0	3	2.0	0.660	34.7	LOS D	3.5	89.6	0.90	1.11	1.70	24.5
12bx	R3	13	2.0	15	2.0	0.660	34.7	LOS D	3.5	89.6	0.90	1.11	1.70	24.2
Approach		177	2.0	206	2.0	0.660	34.7	LOS D	3.5	89.6	0.90	1.11	1.70	25.3
All Vehicles		2797	2.0	3158	2.0	1.605	135.0	LOS F	102.3	2598.3	0.98	2.68	6.44	12.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2028 Build (Site Folder: Saturday MIDDAY)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Route 1 (State Road)														
3b	L3	21	2.0	22	2.0	1.614	311.3	LOS F	90.5	2298.8	1.00	4.53	13.49	6.6
3a	L1	215	2.0	250	2.0	1.614	311.3	LOS F	90.5	2298.8	1.00	4.53	13.49	6.5
8	T1	13	2.0	13	2.0	1.614	311.3	LOS F	90.5	2298.8	1.00	4.53	13.49	6.4
18a	R1	160	2.0	186	2.0	1.614	311.3	LOS F	90.5	2298.8	1.00	4.53	13.49	6.4
18	R2	168	2.0	195	2.0	1.614	311.3	LOS F	90.5	2298.8	1.00	4.53	13.49	6.4
18b	R3	3	2.0	3	2.0	1.614	311.3	LOS F	90.5	2298.8	1.00	4.53	13.49	6.4
Approach		580	2.0	670	2.0	1.614	311.3	LOS F	90.5	2298.8	1.00	4.53	13.49	6.4
SouthEast: Dairy Queen Driveway														
3bx	L3	2	2.0	3	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	34.8
3x	L2	3	2.0	5	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	33.8
8x	T1	15	2.0	23	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	31.7
18x	R2	4	2.0	6	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	30.7
Approach		24	2.0	36	2.0	0.129	15.3	LOS C	0.4	10.9	0.81	0.81	0.81	32.0
East: Route 236														
1b	L3	8	2.0	10	2.0	1.345	192.6	LOS F	64.5	1638.9	1.00	3.79	10.43	9.6
1	L2	42	2.0	47	2.0	1.345	192.6	LOS F	64.5	1638.9	1.00	3.79	10.43	9.6
1a	L1	44	2.0	49	2.0	1.345	192.6	LOS F	64.5	1638.9	1.00	3.79	10.43	9.5
16a	R1	466	2.0	518	2.0	1.345	192.6	LOS F	64.5	1638.9	1.00	3.79	10.43	9.3
16	R2	4	2.0	4	2.0	1.345	192.6	LOS F	64.5	1638.9	1.00	3.79	10.43	9.3
16b	R3	23	2.0	26	2.0	1.345	192.6	LOS F	64.5	1638.9	1.00	3.79	10.43	9.2
Approach		587	2.0	653	2.0	1.345	192.6	LOS F	64.5	1638.9	1.00	3.79	10.43	9.4
NorthEast: Route 1 (State Road)														
1ux	U	2	2.0	4	2.0	0.191	8.7	LOS A	0.7	19.0	0.66	0.66	0.66	39.8
1bx	L3	5	2.0	7	2.0	0.191	8.7	LOS A	0.7	19.0	0.66	0.66	0.66	38.4
1ax	L1	11	2.0	19	2.0	0.191	8.7	LOS A	0.7	19.0	0.66	0.66	0.66	36.0
6x	T1	11	2.0	19	2.0	0.191	8.7	LOS A	0.7	19.0	0.66	0.66	0.66	34.5
16x	R2	33	2.0	58	2.0	0.191	8.7	LOS A	0.7	19.0	0.66	0.66	0.66	33.4
16bx	R3	1	2.0	1	2.0	0.191	8.7	LOS A	0.7	19.0	0.66	0.66	0.66	32.8
Approach		63	2.0	109	2.0	0.191	8.7	LOS A	0.7	19.0	0.66	0.66	0.66	34.5
NorthWest: Route 236														
7bx	L3	9	2.0	10	2.0	1.092	72.9	LOS F	106.2	2697.8	1.00	2.16	3.47	18.9
7x	L2	398	2.0	428	2.0	1.092	72.9	LOS F	106.2	2697.8	1.00	2.16	3.47	18.6
7ax	L1	310	2.0	333	2.0	1.092	72.9	LOS F	106.2	2697.8	1.00	2.16	3.47	18.3
4x	T1	24	2.0	26	2.0	1.092	72.9	LOS F	106.2	2697.8	1.00	2.16	3.47	17.9
14ax	R1	360	2.0	387	2.0	1.092	72.9	LOS F	106.2	2697.8	1.00	2.16	3.47	17.8
14x	R2	76	2.0	82	2.0	1.092	72.9	LOS F	106.2	2697.8	1.00	2.16	3.47	17.7
Approach		1177	2.0	1265	2.0	1.092	72.9	LOS F	106.2	2697.8	1.00	2.16	3.47	18.2
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	74	2.0	88	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	25.1
5	L2	1	2.0	1	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	24.5
5a	L1	24	2.0	29	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	24.0
2	T1	58	2.0	69	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	23.4

12a	R1	7	2.0	8	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	23.1
12	R2	46	2.0	55	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	22.9
12b	R3	13	2.0	15	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	22.6
Approach		223	2.0	265	2.0	0.766	41.2	LOS E	5.1	130.3	0.92	1.23	2.06	23.8
SouthWest: Old Post Road														
5x	L2	53	2.0	62	2.0	0.664	34.9	LOS D	3.6	90.4	0.91	1.12	1.70	26.4
5ax	L1	1	2.0	1	2.0	0.664	34.9	LOS D	3.6	90.4	0.91	1.12	1.70	25.8
2x	T1	58	2.0	67	2.0	0.664	34.9	LOS D	3.6	90.4	0.91	1.12	1.70	25.0
12ax	R1	50	2.0	58	2.0	0.664	34.9	LOS D	3.6	90.4	0.91	1.12	1.70	24.7
12x	R2	3	2.0	3	2.0	0.664	34.9	LOS D	3.6	90.4	0.91	1.12	1.70	24.5
12bx	R3	13	2.0	15	2.0	0.664	34.9	LOS D	3.6	90.4	0.91	1.12	1.70	24.1
Approach		178	2.0	207	2.0	0.664	34.9	LOS D	3.6	90.4	0.91	1.12	1.70	25.2
All Vehicles		2832	2.0	3207	2.0	1.614	139.2	LOS F	106.2	2697.8	0.97	2.77	6.63	12.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Route 1 at the Project Site Driveway

2028 Build Weekday Morning
1: State Road & Project Site Driveway

10/23/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	3	7	0	412	27	0
Future Vol, veh/h	3	7	0	412	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	8	0	502	33	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	535	33	-	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	506	1041	0	-	-	0
Stage 1	989	-	0	-	-	0
Stage 2	608	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	506	1041	-	-	-	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 790	-
HCM Lane V/C Ratio	- 0.014	-
HCM Control Delay (s)	- 9.6	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0	-

2028 Build Weekday Evening
1: State Road & Project Site Driveway

10/23/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑		↑
Traffic Vol, veh/h	5	14	0	618	48	0
Future Vol, veh/h	5	14	0	618	48	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	15	0	922	72	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	994	72	-	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	272	990	0	-	-	0
Stage 1	951	-	0	-	-	0
Stage 2	387	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	272	990	-	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 584	-
HCM Lane V/C Ratio	- 0.035	-
HCM Control Delay (s)	- 11.4	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

2028 Build Saturday Midday
 1: State Road & Project Site Driveway

10/23/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	22	0	669	41	0
Future Vol, veh/h	7	22	0	669	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	24	0	1174	72	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1246	72	-	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	1174	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	192	990	0	-	-	0
Stage 1	951	-	0	-	-	0
Stage 2	294	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	192	990	-	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	294	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 494	-
HCM Lane V/C Ratio	- 0.064	-
HCM Control Delay (s)	- 12.8	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Ref: 9802

February 8, 2024

Mr. Maxim Zakiam
Town Planner
Town of Kittery
200 Rogers Road
Kittery, ME 03904

Re: Preliminary Plan Approval Follow-Up
Proposed Adult-Use Marijuana Dispensary – 181 & 185 State Road (Route 1)
Kittery, Maine

Dear Maxim:

Vanasse & Associates, Inc. (VAI) is providing supplemental information and analyses by way of follow-up to the Preliminary Plan Approval that was issued by the Planning Board for the proposed adult-use marijuana dispensary to be located at 181 and 185 State Road (Route 1) in Kittery, Maine (hereafter referred to as the “Project”). Specifically, it was requested that additional information be provided concerning the operation of the Kittery Traffic circle during the weekday midday period (which coincides with the afternoon release of the Portsmouth Naval Shipyard) and that traffic volume data be provided for the commercial driveway adjacent to the Project site at 187 State Road (Route 1). This information supplements the information and analyses that are presented in the November 2023 *Traffic Impact Study* (the “November 2023 TIS”) that was prepared by VAI in support of the Project.

Kittery Traffic Circle Weekday Midday Peak-Hour Traffic Volumes

In order to assess traffic volumes and operating conditions at the Kittery Traffic Circle during the weekday midday peak period, turning movement counts completed on July 13, 2023 (Thursday) were reviewed for the 1:00 to 3:00 PM peak period (the period which coincides with the afternoon release of the Portsmouth Naval Shipyard).

In accordance with MaineDOT requirements, and consistent with the methodology described in the November 2023 TIS, the July traffic volumes were adjusted upward by 1.2 percent in order to be representative of the 30th highest hour (6th highest week of the year) traffic volumes. The resulting 2023 Existing weekday midday peak-hour traffic volumes are shown on Figure 1. The 2028 No-Build weekday midday peak-hour traffic volumes as shown on Figure 2 and were developed by applying a 1.0 percent compounded annual background traffic growth rate to the 2023 Existing traffic volumes and then adding traffic volumes associated with the specific development projects by others identified in the November 2023 TIS (it was assumed that the traffic volumes generated the specific development projects by others during the weekday midday peak-hour were consistent with those generated during the weekday evening peak-hour in order to provide a conservative (high) estimate of traffic volumes at the rotary). The 2028 Build weekday midday peak-hour traffic volumes are depicted on Figure 3 and consist of the 2028 No-Build traffic volumes with the addition of the traffic expected to be generated by the Project during the weekday evening peak-hour. Similar to the establishment of the 2028 No-Build condition

Mr. Maxim Zakiam
February 8, 2024
Page 2 of 2

weekday midday peak-hour traffic volumes, this methodology results in conservative (high) Build condition traffic volumes from which to assess the impact of the Project at the traffic circle.

A traffic operations analysis was performed for the weekday midday peak-period analysis conditions following the methodology defined in the November 2023 TIS, the results of which are summarized in Table 10R. The weekday evening peak-hour traffic operations analysis as presented in Table 10 of the November 2023 TIS are also shown in Table 10R for comparison.

As can be seen in Table 10R and consistent with the analysis presented in the November 2023 TIS for the weekday evening peak-hour, no change in level of service is predicted to occur for any movement over No-Build conditions during the weekday midday peak-period, with Project-related impact generally defined as a predicted increase in average motorist delay that resulted in an increase in vehicle queuing of up to four (4) vehicles. Independent of the Project and consistent with the weekday evening peak-hour, overall intersection operations as well as specific movements are currently or are predicted to operate over capacity. It was noted that traffic volumes and vehicle queuing on the Route 1 northbound approach and on the Route 236 westbound approaches are higher during the weekday midday peak-hour than during the weekday evening peak-hour.

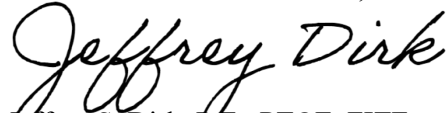
187 State Road Traffic Volumes

In order to determine the volume of traffic using the driveway to 187 State Road, which is situated adjacent to the State Road Project site driveway, an 8-hour turning movement count (10:00 AM to 6:00 PM, which coincides with the anticipated operating hours of the proposed dispensary) was performed at the State Road intersection with the driveway to 187 State Road. Over the course of the 8-hour period, five (5) vehicles were counted entering the driveway to 187 State Road and six (6) vehicles were counted exiting, or a total of 11 vehicles over the 8-hour count period. Based on the traffic count data and consistent with the discussions with the Planning Board, the two driveways can operate in a safe manner given that clear line of sight is provided between the driveways for exiting motorists and given the minor volume of traffic utilizing the 187 State Road driveway. As identified in the November 2023 TIS, fewer than 10 vehicles are predicted to turn left exiting the State Road Project site driveway, or less than one (1) vehicle every six-minutes during the peak hours.

If you should have any questions or would like to discuss this information in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



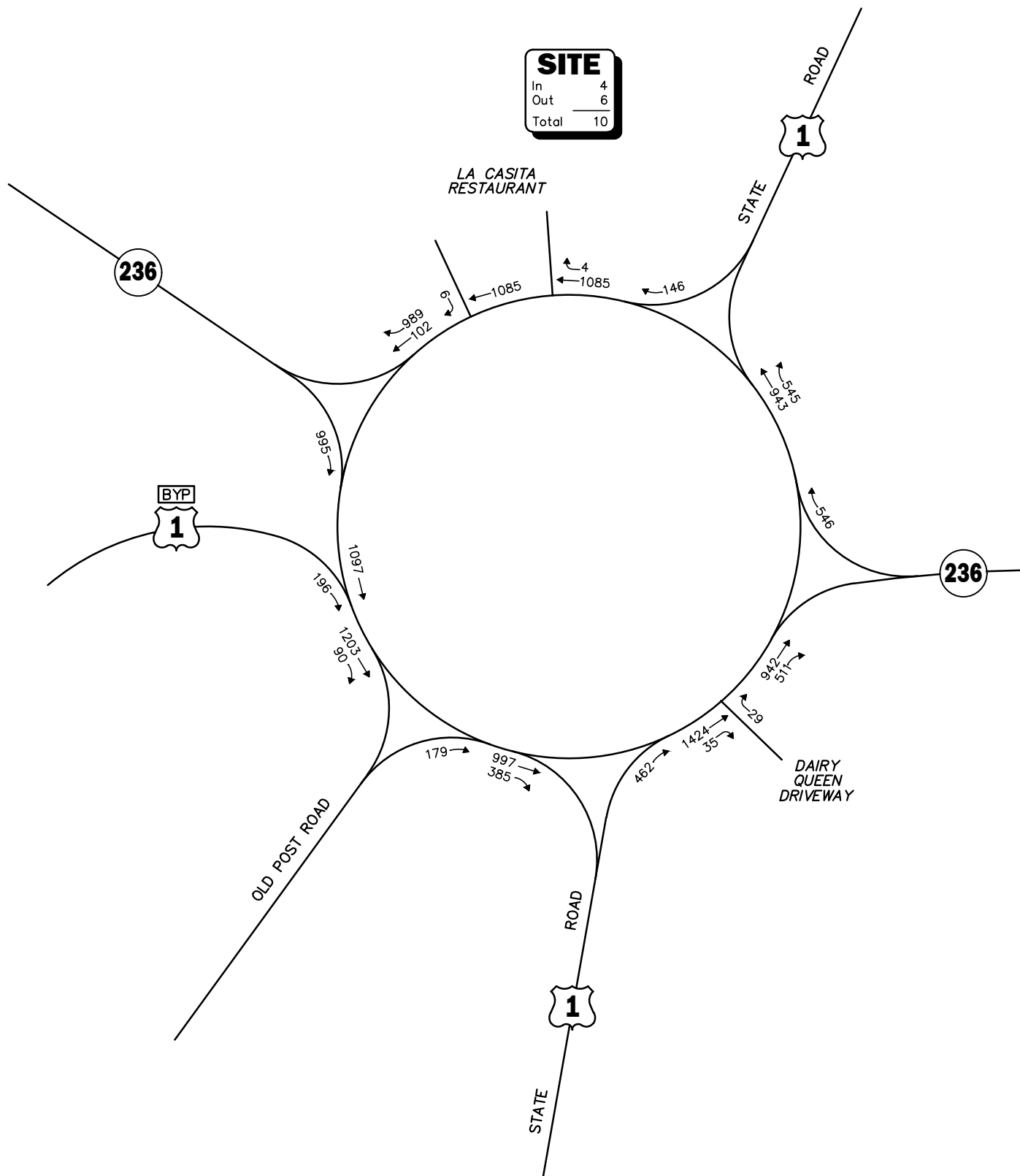
Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

Professional Engineer in CT, MA, ME, NH, RI, and VA

JSD/jsd

Attachments



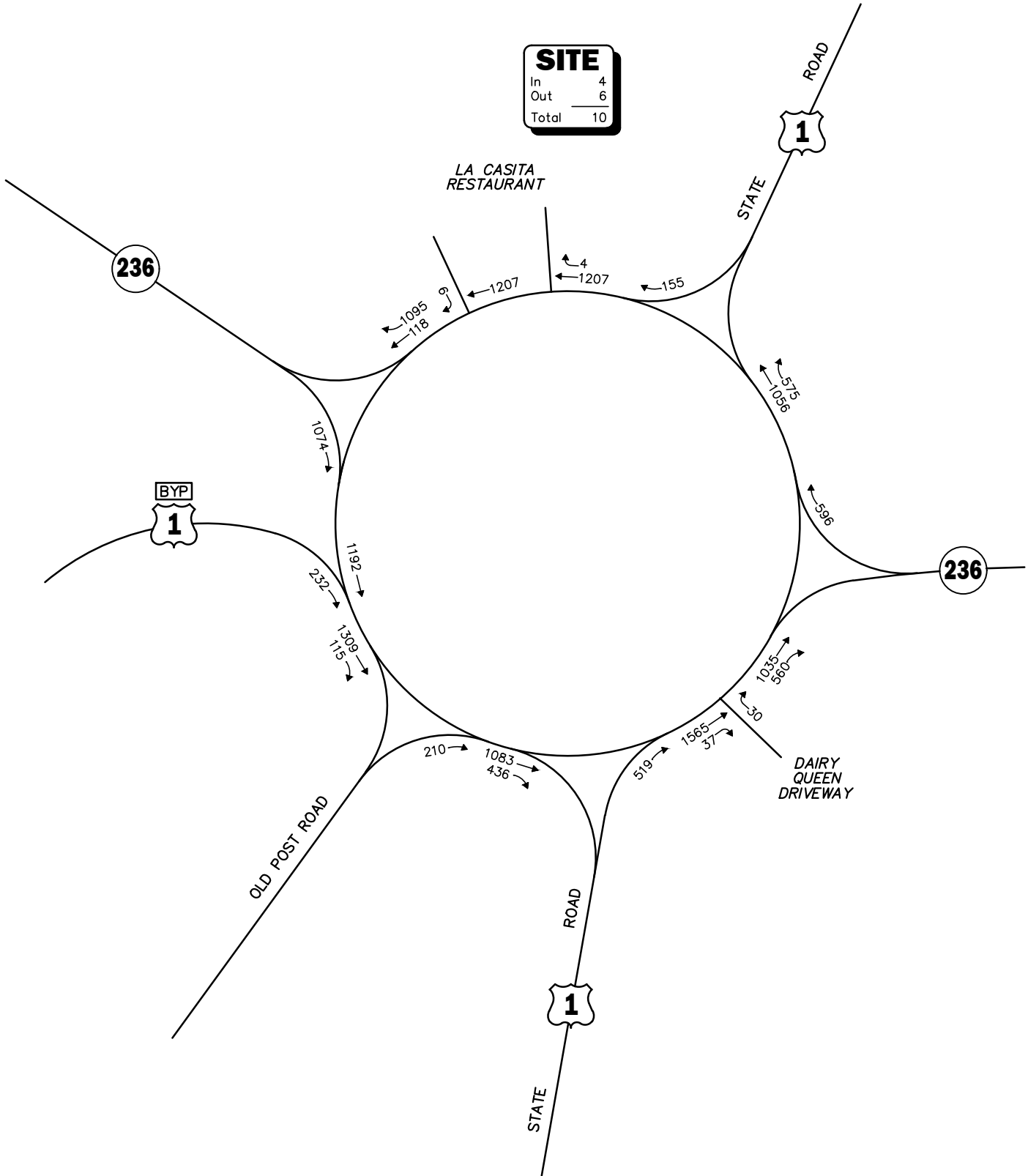


Not To Scale

Figure 1



2023 Existing Weekday Midday Peak-Hour Traffic Volumes

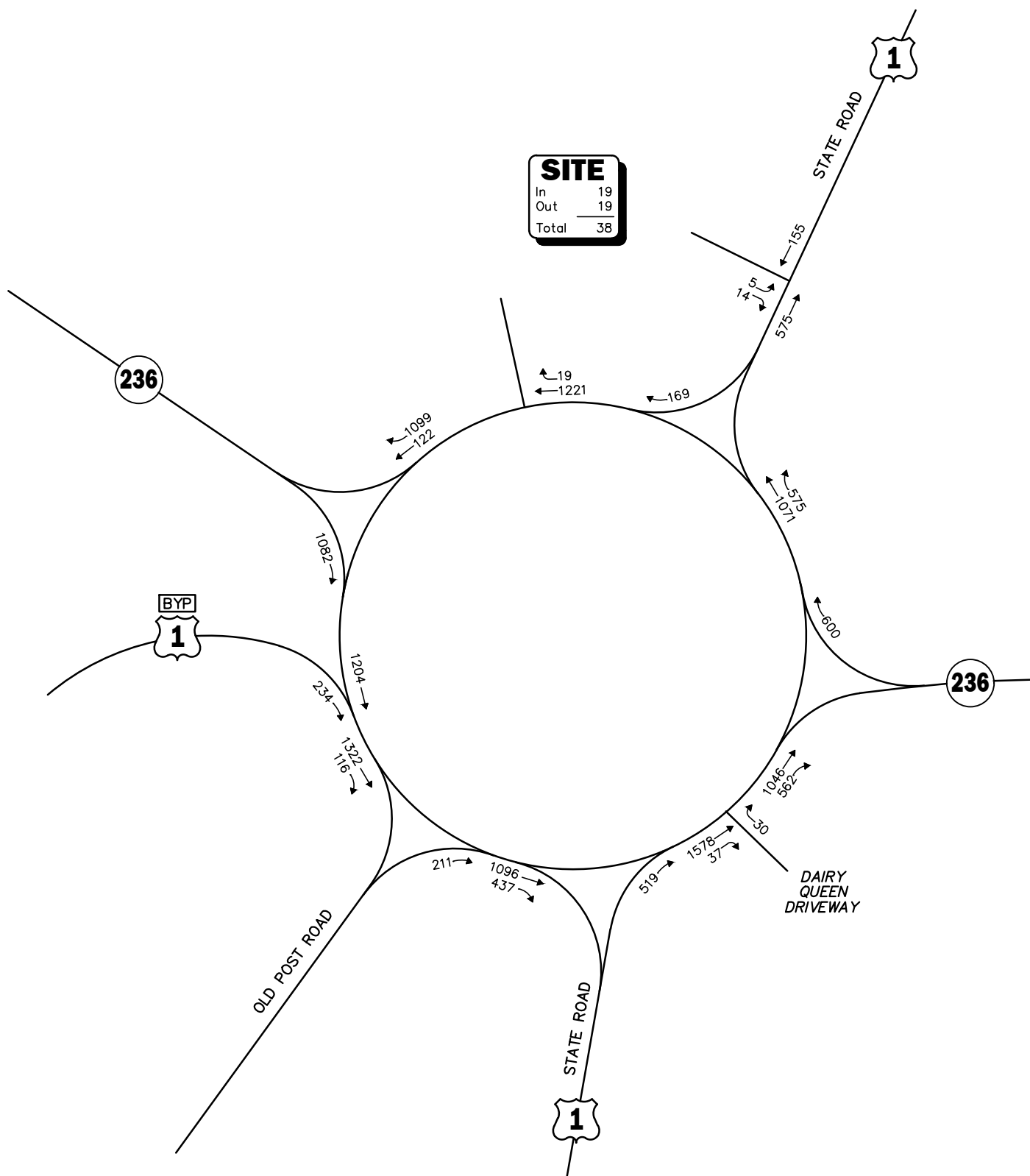


Not To Scale

Figure 2



2028 No-Build Weekday Midday Peak-Hour Traffic Volumes



Not To Scale

Figure 3



2028 Build
Weekday Midday
Peak-Hour Traffic Volumes

Table 10R
ROTARY INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Roundabout Intersection/Peak Hour/Movement	2023 Existing				2028 No-Build				2028 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
<i>Kittery Traffic Circle</i>												
<i>Weekday Evening:</i>												
Route 1 NB	466	>50.0	F	28	523	>50.0	F	57	526	>50.0	F	59
Dairy Queen Driveway NWB	20	14.4	B	1	21	15.5	C	1	21	15.6	C	1
Route 236 WB	419	>50.0	F	38	464	>50.0	F	57	464	>50.0	F	58
Route 1 SWB	44	8.4	A	1	46	8.6	A	1	48	8.7	A	1
La Casita Driveways SB	4	7.4	A	0	4	7.5	A	0	--	--	--	--
Route 236 SEB	998	21.9	C	15	1,077	31.4	D	38	1,084	32.5	D	42
Route 1 Bypass EB	250	31.3	D	5	289	>50.0	F	9	291	>50.0	F	10
Old Post Road NEB	106	18.7	C	2	133	26.8	D	2	134	27.4	D	2
Overall	--	>50.0	F	--	--	>50.0	F	--	--	>50.0	F	--
<i>Weekday Midday:</i>												
Route 1 NB	462	>50.0	F	46	519	>50.0	F	79	519	>50.0	F	81
Dairy Queen Driveway NWB	29	15.3	C	1	30	16.5	C	1	30	16.6	C	1
Route 236 WB	546	>50.0	F	51	596	>50.0	F	73	600	>50.0	F	75
Route 1 SWB	146	12.0	B	2	155	12.5	B	2	169	13.3	B	2
La Casita Driveways SB	6	8.5	A	0	6	8.7	A	0	--	--	--	--
Route 236 SEB	995	20.2	C	13	1,074	27.7	D	37	1,082	28.8	D	41
Route 1 Bypass EB	196	20.6	C	3	232	31.4	D	5	234	32.6	D	5
Old Post Road NEB	179	29.1	D	4	210	>50.0	F	7	211	>50.0	F	7
Overall	--	>50.0	F	--	--	>50.0	F	--	--	>50.0	F	--

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; NEB = northeastbound; SEB = southeastbound; NWB = northwestbound; SWB = southwestbound.

ATTACHMENTS

KITTERY TRAFFIC CIRCLE TURNING MOVEMENT COUNTS
187 STATE ROAD DRIVEWAY TURNING MOVEMENT COUNTS
CAPACITY ANALYSIS

KITTERY TRAFFIC CIRCLE TURNING MOVEMENT COUNTS

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

State Road_SB To Time	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	State Road_SB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	2	0	0	0	0	0	0	0	2	0	0	0	0
7:15	1	0	1	0	0	3	0	1	6	0	0	0	0
7:30	0	0	2	0	0	4	0	0	6	0	0	1	0
7:45	0	0	1	0	0	0	0	1	2	0	0	0	0
8:00	0	0	2	0	0	4	0	0	6	0	0	0	0
8:15	0	0	1	1	0	1	0	0	3	0	0	0	0
8:30	0	1	5	0	0	1	0	0	7	0	0	0	0
8:45	0	0	1	0	0	6	0	0	7	0	0	0	0
TOTAL	3	1	13	1	0	19	0	2	39	0	0	1	0
PEAK HOUR (8a-9a)	3	0	4	0	0	7	0	2	16				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
13:00	4	1	4	1	0	5	0	0	15	0	0	0	0
13:15	0	0	1	0	0	5	0	0	6	0	0	0	0
13:30	0	0	5	0	0	7	0	0	12	0	0	0	0
13:45	1	1	1	1	0	3	0	0	7	0	0	0	0
14:00	1	0	2	1	0	21	0	0	25	0	0	0	0
14:15	1	0	1	2	0	34	0	0	38	0	0	0	0
14:30	2	0	5	3	0	27	0	0	37	0	0	0	0
14:45	0	0	5	1	0	39	0	0	45	0	0	0	0
TOTAL	9	2	24	9	0	141	0	0	185	0	0	0	0
PEAK HOUR (2p-3p)	4	0	13	7	0	121	0	0	145				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	1	1	4	1	0	15	0	0	22	0	0	0	0
16:15	1	0	3	2	0	22	1	0	29	0	0	0	0
16:30	0	0	6	0	0	9	0	1	16	0	0	0	0
16:45	0	2	3	2	0	5	0	0	12	0	0	0	0
17:00	0	0	1	0	0	5	0	0	6	0	0	0	0
17:15	0	0	3	0	0	5	0	1	9	0	0	0	0
17:30	0	0	5	0	0	7	0	0	12	0	0	0	0
17:45	1	0	5	1	0	7	1	0	15	0	0	0	0
TOTAL	3	3	30	6	0	75	2	2	121	0	0	0	0
PEAK HOUR (4p-5p)	1	0	14	1	0	24	1	1	42				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Weather: Sunny, Warm
Entered by: ARG
Thursday

SR 236_WB To Time	State Road_SB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	SR 236_WB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	1	0	7	1	0	30	0	0	39	0	0	0	0
7:15	0	0	5	2	0	51	0	0	58	0	0	0	0
7:30	1	1	8	2	0	59	1	0	72	0	0	0	0
7:45	3	0	8	5	0	57	1	1	75	0	0	0	0
8:00	4	1	4	3	0	56	0	0	68	0	0	0	0
8:15	2	0	3	1	0	63	0	0	69	0	0	0	0
8:30	2	1	7	6	0	70	1	0	87	0	0	0	0
8:45	1	0	12	5	0	64	0	0	82	0	0	0	0
TOTAL	14	3	54	25	0	450	3	1	550	0	0	0	0
PEAK HOUR (8a-9a)	5	1	28	10	0	197	2	1	244	0	0	0	0
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
13:00	7	0	12	4	0	80	0	0	103	0	0	0	0
13:15	5	2	11	4	0	46	0	1	69	2	0	0	0
13:30	5	0	7	5	0	60	0	0	77	0	1	0	0
13:45	3	1	9	4	0	52	1	0	70	0	0	0	0
14:00	4	0	5	6	0	104	0	0	119	1	1	0	0
14:15	4	1	10	8	0	128	0	0	151	2	0	0	0
14:30	4	0	11	6	0	113	0	1	135	0	4	0	0
14:45	4	0	10	6	0	125	0	0	145	0	0	0	0
TOTAL	36	4	75	43	0	708	1	2	869	5	6	0	0
PEAK HOUR (2p-3p)	16	1	36	26	0	470	0	1	550	0	0	0	0
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	0	0	6	2	0	125	0	1	134	0	0	0	0
16:15	6	0	9	6	0	95	0	2	118	0	0	0	0
16:30	3	0	7	3	0	118	0	0	131	0	0	0	0
16:45	0	0	7	4	0	94	0	0	105	0	0	0	0
17:00	4	0	9	4	0	84	1	0	102	0	0	0	0
17:15	2	0	5	6	0	61	0	2	76	0	0	0	0
17:30	3	0	5	5	0	60	0	0	73	0	0	0	0
17:45	4	0	2	3	0	44	0	0	53	0	0	0	0
TOTAL	22	0	50	33	0	681	1	5	792	0	0	0	0
PEAK HOUR (4p-5p)	13	0	21	18	0	249	1	2	304	0	0	0	0

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

Dairy Queen Access To	State Road_SB All Classes	SR 236_WB All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	Dairy Queen Access All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
Time													
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	1	0	0	0	0	0	0	3	0	0	0	0
7:30	0	0	0	0	0	1	0	0	1	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	1	0	0	2	0	0	3	0	0	0	0
8:15	1	0	0	0	0	1	0	0	2	0	0	0	0
8:30	0	1	1	0	0	0	0	0	2	0	0	0	0
8:45	1	0	2	0	0	2	0	0	5	0	0	0	0
TOTAL	4	2	4	0	0	6	0	0	16	0	0	0	0
PEAK HOUR (8a-9a)	2	1	0	0	0	1	0	0	4				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
13:00	1	0	2	1	0	0	0	0	4	0	0	0	0
13:15	0	0	0	0	0	1	0	0	1	2	0	0	0
13:30	2	0	1	0	0	3	0	0	6	0	0	0	0
13:45	3	0	0	0	0	2	0	0	5	0	0	0	0
14:00	0	0	2	1	0	3	0	0	6	0	1	0	0
14:15	1	1	0	0	0	4	0	0	6	0	0	0	0
14:30	1	0	1	1	0	7	0	0	10	0	0	0	0
14:45	3	0	0	1	0	3	0	0	7	0	0	0	0
TOTAL	11	1	6	4	0	23	0	0	45	2	1	0	0
PEAK HOUR (2p-3p)	5	1	3	3	0	17	0	0	29				
									0.73				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	3	0	1	0	0	2	0	0	6	0	0	0	0
16:15	0	0	1	0	0	3	0	0	4	0	0	0	0
16:30	2	0	0	1	0	2	0	0	5	0	0	0	0
16:45	1	0	2	0	0	4	0	0	7	0	0	0	0
17:00	2	0	0	0	0	1	0	0	3	0	0	0	0
17:15	3	0	0	2	0	0	0	0	5	0	0	0	0
17:30	2	0	0	0	0	3	0	0	5	0	0	0	0
17:45	2	0	0	0	0	1	0	0	3	0	0	0	0
TOTAL	15	0	4	3	0	16	0	0	38	0	0	0	0
PEAK HOUR (4p-5p)	9	0	0	2	0	5	0	0	16				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

State Road_NB To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	Old Post Road All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	State Road_NB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	23	3	2	0	0	18	0	0	46	0	0	0	0
7:15	9	0	0	0	0	13	0	0	22	0	1	0	0
7:30	12	6	1	0	0	17	0	0	36	0	0	0	0
7:45	23	6	0	0	0	15	0	1	45	0	0	0	0
8:00	25	7	2	0	0	14	0	1	49	0	0	0	0
8:15	25	7	0	0	0	21	0	0	53	0	0	0	0
8:30	37	10	0	0	0	26	0	0	73	0	1	0	0
8:45	35	12	2	0	0	23	0	0	72	0	0	0	0
TOTAL	189	51	7	0	0	147	0	2	396	0	2	0	0
PEAK HOUR (8a-9a)	67	15	3	0	0	63	0	1	149				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
13:00	55	20	2	1	0	63	1	0	142	0	0	0	0
13:15	33	18	2	0	0	57	2	0	112	0	0	0	0
13:30	39	25	2	0	0	59	1	0	126	0	0	0	0
13:45	51	22	0	1	0	51	0	0	125	0	0	0	0
14:00	34	27	4	2	0	65	2	0	134	0	0	0	0
14:15	26	39	4	1	0	41	2	0	113	0	0	0	0
14:30	15	37	1	0	0	57	0	0	110	0	0	0	0
14:45	17	37	3	1	0	42	0	0	100	0	0	0	0
TOTAL	270	225	18	6	0	435	8	0	962	0	0	0	0
PEAK HOUR (2p-3p)	92	140	12	4	0	205	4	0	457				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	54	2	1	0	0	54	0	0	111	0	0	0	0
16:15	66	2	5	0	0	31	0	0	104	0	0	0	0
16:30	70	0	1	0	0	46	0	0	117	0	0	0	0
16:45	35	8	2	0	0	60	0	0	105	0	0	0	0
17:00	61	0	4	0	0	54	0	0	119	0	0	0	0
17:15	55	1	6	0	0	57	0	0	119	0	0	0	0
17:30	67	2	2	0	0	44	0	0	115	0	0	0	0
17:45	41	0	3	0	0	34	0	0	78	0	0	0	0
TOTAL	449	15	24	0	0	380	0	0	868	0	0	0	0
PEAK HOUR (4p-5p)	224	3	15	0	0	189	0	0	431				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

Old Post Road To Time	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	From US 1 All Classes	SR 236_EB All Classes	La Casita Access All Classes	Old Post Road All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	4	6	1	0	0	3	0	1	15	0	0	0	0
7:15	5	7	0	0	0	6	0	0	18	0	0	0	0
7:30	4	4	0	0	0	7	0	0	15	0	0	0	0
7:45	8	6	3	0	0	6	0	0	23	0	0	0	0
8:00	5	5	0	1	0	4	0	0	15	0	0	0	0
8:15	6	7	2	1	0	8	0	0	24	0	0	0	0
8:30	4	10	0	1	0	7	0	0	22	0	0	0	0
8:45	5	7	0	2	0	4	0	0	18	0	0	0	0
TOTAL	41	52	6	5	0	45	0	1	150	0	0	0	0
PEAK HOUR (8a-9a)	21	23	4	0	0	22	0	1	71				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
13:00	9	7	0	2	0	5	0	0	23	0	0	1	0
13:15	7	6	1	2	0	9	0	0	25	0	1	0	0
13:30	9	10	0	2	0	8	0	0	29	0	0	0	0
13:45	15	9	0	2	0	10	0	0	36	0	0	0	0
14:00	13	8	2	0	0	11	0	0	34	0	0	0	0
14:15	7	6	1	2	0	14	0	0	30	0	0	0	0
14:30	22	13	0	1	0	22	0	0	58	0	0	0	0
14:45	15	11	0	0	0	29	0	0	55	0	0	0	0
TOTAL	97	70	4	11	0	108	0	0	290	0	1	1	0
PEAK HOUR (2p-3p)	57	38	3	3	0	76	0	0	177				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	14	9	1	2	0	13	0	1	40	0	0	0	0
16:15	16	15	1	2	0	18	0	0	52	0	0	0	0
16:30	10	7	0	0	0	11	0	0	28	0	0	0	0
16:45	6	9	0	0	0	5	0	0	20	0	0	0	0
17:00	8	11	1	1	0	8	0	0	29	0	0	0	0
17:15	8	9	0	2	0	9	0	0	28	0	0	0	0
17:30	5	7	0	1	0	10	0	0	23	0	0	0	0
17:45	4	6	2	0	0	10	0	0	22	0	0	0	0
TOTAL	71	73	5	8	0	84	0	1	242	0	0	0	0
PEAK HOUR (4p-5p)	25	33	3	4	0	37	0	0	102				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

From US 1 To	State Road_SB	SR 236_WB	Dairy Queen Access	State Road_NB	Old Post Road	SR 236_EB	La Casita Access	From US 1	TOTAL	PEDS		PCL	
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	CW	CCW	CW	CCW
7:00	3	5	0	1	0	3	2	1	15	0	0	0	0
7:15	3	2	2	1	0	4	0	0	12	0	0	0	0
7:30	4	3	0	1	1	6	0	0	15	0	0	0	0
7:45	0	4	0	2	1	8	0	0	15	0	0	0	0
8:00	2	3	0	2	1	18	0	0	26	0	0	0	0
8:15	1	5	1	2	1	16	0	0	26	0	0	0	0
8:30	1	9	1	4	3	16	0	0	34	0	0	0	0
8:45	2	8	0	7	1	13	0	0	31	0	0	0	0
TOTAL	16	39	4	20	8	84	2	1	174	0	0	0	0
PEAK HOUR (8a-9a)	10	14	2	5	2	21	2	1	57				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
13:00	6	13	3	2	1	13	0	0	38	0	0	0	0
13:15	3	14	2	1	1	21	0	0	42	0	0	0	0
13:30	7	10	2	4	1	19	0	0	43	0	0	0	0
13:45	6	19	1	4	2	26	0	0	58	0	0	0	0
14:00	8	11	1	3	1	16	0	0	40	0	0	0	0
14:15	8	11	0	3	3	21	0	0	46	0	0	0	0
14:30	6	17	1	3	1	24	0	0	52	0	0	0	0
14:45	8	18	2	5	1	22	0	0	56	0	0	0	0
TOTAL	52	113	12	25	11	162	0	0	375	0	0	0	0
PEAK HOUR (2p-3p)	30	57	4	14	6	83	0	0	194				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	2	13	1	2	0	33	0	0	51	0	0	0	0
16:15	1	14	0	1	3	41	0	0	60	0	0	0	0
16:30	2	9	1	0	1	49	0	0	62	0	0	0	0
16:45	4	8	1	2	2	48	0	0	65	0	0	0	0
17:00	4	10	1	3	0	30	0	0	48	0	0	0	0
17:15	4	11	1	2	1	53	0	0	72	0	0	0	0
17:30	3	6	0	0	3	20	0	0	32	0	0	0	0
17:45	6	12	0	2	0	31	0	0	51	0	0	0	0
TOTAL	26	83	5	12	10	305	0	0	441	0	0	0	0
PEAK HOUR (4p-5p)	17	39	2	7	4	134	0	0	203				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Weather: Sunny, Warm
Entered by: ARG
Thursday

SR 236_EB To	State Road_SB All Classes	SR 236_WB All Classes	Dairy Queen Access All Classes	State Road_NB All Classes	Old Post Road All Classes	From US 1 All Classes	La Casita Access All Classes	SR 236_EB All Classes	TOTAL	PEDS		PCL	
										CW	CCW	CW	CCW
7:00	36	92	5	71	3	0	1	0	208	0	0	0	0
7:15	43	79	3	75	6	0	0	0	206	0	0	0	0
7:30	31	60	9	97	8	0	0	0	205	0	0	0	0
7:45	38	51	2	94	12	0	1	0	198	0	0	0	0
8:00	49	56	9	87	10	0	0	0	211	0	0	0	0
8:15	56	60	10	70	5	0	0	0	201	0	0	0	0
8:30	66	68	5	85	15	0	1	0	240	0	0	0	0
8:45	56	78	4	87	13	0	1	0	239	0	0	0	0
TOTAL	375	544	47	666	72	0	4	0	1708	0	0	0	0
PEAK HOUR (8a-9a)	148	282	19	337	29	0	2	0	817				
13:00	65	53	5	71	3	0	1	1	199	0	0	0	0
13:15	90	64	4	85	8	0	2	2	255	0	0	0	0
13:30	75	69	5	89	8	0	0	2	248	0	0	0	0
13:45	74	65	7	91	15	0	0	0	252	0	0	0	0
14:00	79	68	5	77	7	0	0	2	238	0	0	0	0
14:15	90	59	3	82	11	0	0	1	246	0	0	0	0
14:30	94	64	1	72	16	0	0	0	247	0	0	0	0
14:45	86	72	6	78	9	0	0	1	252	0	0	0	0
TOTAL	653	514	36	645	77	0	3	9	1937	0	0	0	0
PEAK HOUR (2p-3p)	349	263	15	309	43	0	0	4	983				
16:00	48	98	6	48	11	0	1	2	214	0	0	0	0
16:15	50	113	7	51	8	0	1	0	230	0	0	0	0
16:30	65	108	5	66	12	0	1	0	257	0	0	0	0
16:45	64	70	4	63	11	0	0	0	212	0	0	0	0
17:00	82	76	2	83	10	0	0	1	254	0	0	0	0
17:15	81	86	4	81	11	0	0	0	263	0	0	0	0
17:30	75	87	3	75	8	0	0	0	248	0	0	0	0
17:45	64	71	6	63	8	0	0	0	212	0	0	0	0
TOTAL	529	709	37	530	79	0	3	3	1890	0	0	0	0
PEAK HOUR (4p-5p)	302	320	15	302	37	0	0	1	977				

TURNING MOVEMENT COUNT - SUMMARY

Intersection of: SR 236/State Road
and: Rogers Road/Old Post Road
Location: York County, Maine

Counted by: VCU
Date: July 13, 2023
Thursday
Weather: Sunny, Warm
Entered by: ARG

La Casita Access To	State Road_SB	SR 236_WB	Dairy Queen Access	State Road_NB	Old Post Road	From US 1	SR 236_EB	La Casita Access	TOTAL	PEDS		PCL	
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes		CW	CCW	CW	CCW
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	1	0	0	0	0	0	0	1	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	2	0	0	0
7:45	0	0	0	0	0	0	2	0	2	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	1	0	1	0	0	0	0
TOTAL	0	2	0	0	0	0	3	0	5	2	0	0	0
PEAK HOUR (8a-9a)	0	1	0	0	0	0	2	0	3				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
13:00	0	0	0	0	0	0	2	0	2	0	0	0	0
13:15	0	0	0	1	0	0	0	0	1	0	0	0	0
13:30	0	0	0	1	0	0	1	0	2	0	0	0	0
13:45	0	1	0	0	1	0	1	0	3	0	0	0	0
14:00	0	1	0	1	0	0	0	0	2	0	0	0	0
14:15	0	0	0	1	0	0	2	0	3	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	1	0	0	0	0	1	0	0	0	0
TOTAL	0	2	0	5	1	0	6	0	14	0	0	0	0
PEAK HOUR (2p-3p)	0	1	0	3	0	0	2	0	6				
Time	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	All Classes	TOTAL	CW	CCW	CW	CCW
16:00	1	1	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	1	1	0	2	0	4	0	0	0	0
16:30	0	0	0	0	1	0	0	0	1	0	0	0	0
16:45	1	0	0	0	0	0	0	0	1	0	0	2	0
17:00	0	0	0	0	0	0	1	0	1	0	0	0	0
17:15	0	0	0	0	0	0	1	0	1	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	2	1	0	1	2	0	4	0	10	0	0	2	1
PEAK HOUR (4p-5p)	0	0	0	0	0	0	2	0	2				

187 STATE ROAD DRIVEWAY TURNING MOVEMENT COUNTS

Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	State Rd From North		State Rd From South		Century 21 Driveway From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
10:00 AM	2	0	0	75	0	0	77
10:15 AM	9	0	0	70	0	0	79
10:30 AM	10	0	0	78	0	1	89
10:45 AM	9	1	1	60	0	0	71
Total	30	1	1	283	0	1	316
11:00 AM	5	0	0	93	0	1	99
11:15 AM	6	0	0	98	0	0	104
11:30 AM	7	0	1	89	0	0	97
11:45 AM	10	0	0	108	0	0	118
Total	28	0	1	388	0	1	418
12:00 PM	13	0	0	112	0	0	125
12:15 PM	7	0	0	105	0	0	112
12:30 PM	7	0	0	88	0	0	95
12:45 PM	8	0	0	96	0	0	104
Total	35	0	0	401	0	0	436
01:00 PM	12	0	0	111	0	0	123
01:15 PM	10	0	0	87	1	1	99
01:30 PM	10	0	0	105	0	0	115
01:45 PM	6	0	0	78	0	0	84
Total	38	0	0	381	1	1	421
02:00 PM	12	0	1	93	0	0	106
02:15 PM	24	0	0	101	0	0	125
02:30 PM	49	0	0	105	0	0	154
02:45 PM	15	0	0	108	0	0	123
Total	100	0	1	407	0	0	508
03:00 PM	36	0	0	122	0	0	158
03:15 PM	31	0	0	89	0	0	120
03:30 PM	10	0	0	106	0	0	116
03:45 PM	11	0	0	105	0	0	116
Total	88	0	0	422	0	0	510
04:00 PM	14	0	0	87	0	0	101
04:15 PM	16	0	0	95	0	0	111
04:30 PM	8	0	0	93	0	0	101
04:45 PM	6	0	0	83	0	0	89
Total	44	0	0	358	0	0	402
05:00 PM	6	0	1	80	0	1	88
05:15 PM	2	0	0	109	0	1	112
05:30 PM	5	0	0	76	0	0	81
05:45 PM	4	0	0	63	0	0	67
Total	17	0	1	328	0	2	348
Grand Total	380	1	4	2968	1	5	3359
Apprch %	99.7	0.3	0.1	99.9	16.7	83.3	
Total %	11.3	0	0.1	88.4	0	0.1	
Cars	378	1	4	2886	1	5	3275
% Cars	99.5	100	100	97.2	100	100	97.5
Trucks	2	0	0	82	0	0	84
% Trucks	0.5	0	0	2.8	0	0	2.5

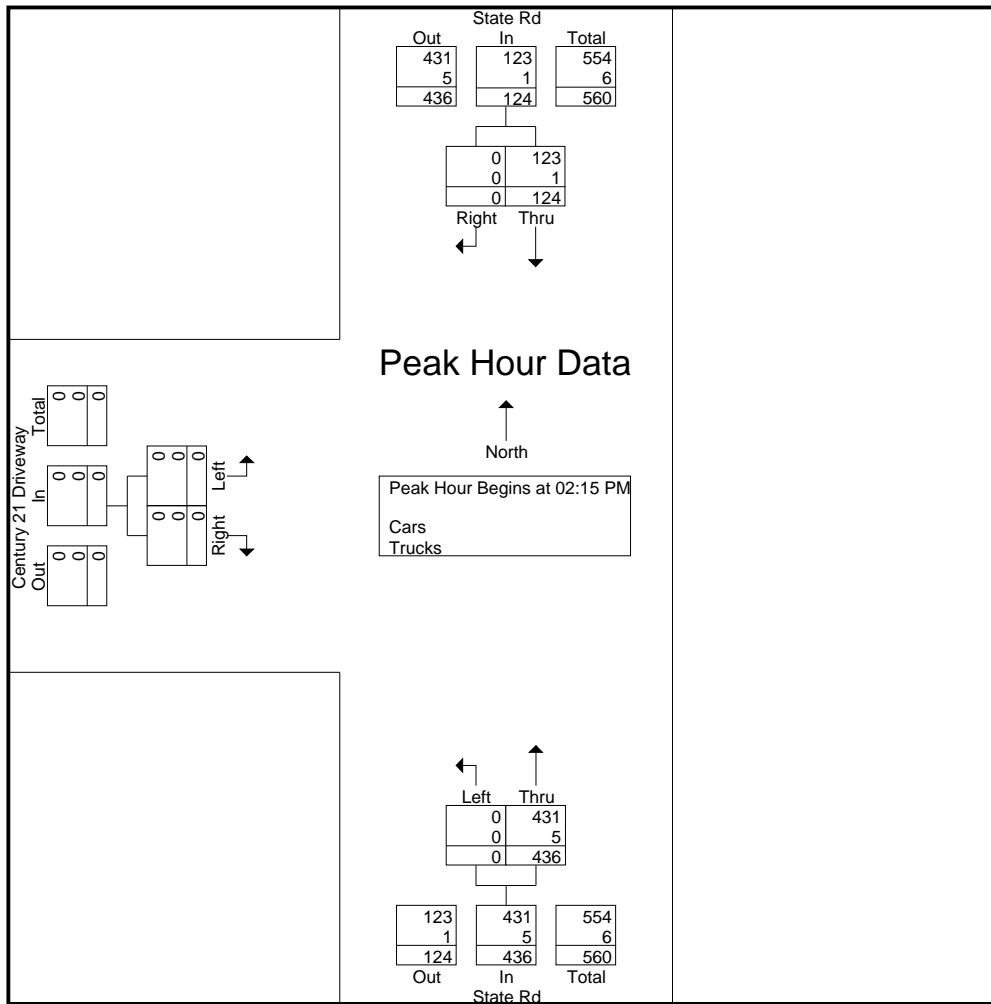
Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 2

Start Time	State Rd From North			State Rd From South			Century 21 Driveway From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:15 PM										
02:15 PM	24	0	24	0	101	101	0	0	0	125
02:30 PM	49	0	49	0	105	105	0	0	0	154
02:45 PM	15	0	15	0	108	108	0	0	0	123
03:00 PM	36	0	36	0	122	122	0	0	0	158
Total Volume	124	0	124	0	436	436	0	0	0	560
% App. Total	100	0		0	100		0	0		
PHF	.633	.000	.633	.000	.893	.893	.000	.000	.000	.886
Cars	123	0	123	0	431	431	0	0	0	554
% Cars	99.2	0	99.2	0	98.9	98.9	0	0	0	98.9
Trucks	1	0	1	0	5	5	0	0	0	6
% Trucks	0.8	0	0.8	0	1.1	1.1	0	0	0	1.1



Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:30 PM			02:15 PM			10:15 AM		
+0 mins.	49	0	49	0	101	101	0	0	0
+15 mins.	15	0	15	0	105	105	0	1	1
+30 mins.	36	0	36	0	108	108	0	0	0
+45 mins.	31	0	31	0	122	122	0	1	1
Total Volume	131	0	131	0	436	436	0	2	2
% App. Total	100	0		0	100		0	100	
PHF	.668	.000	.668	.000	.893	.893	.000	.500	.500
Cars	129	0	129	0	431	431	0	2	2
% Cars	98.5	0	98.5	0	98.9	98.9	0	100	100
Trucks	2	0	2	0	5	5	0	0	0
% Trucks	1.5	0	1.5	0	1.1	1.1	0	0	0

Accurate Counts

978-664-2565

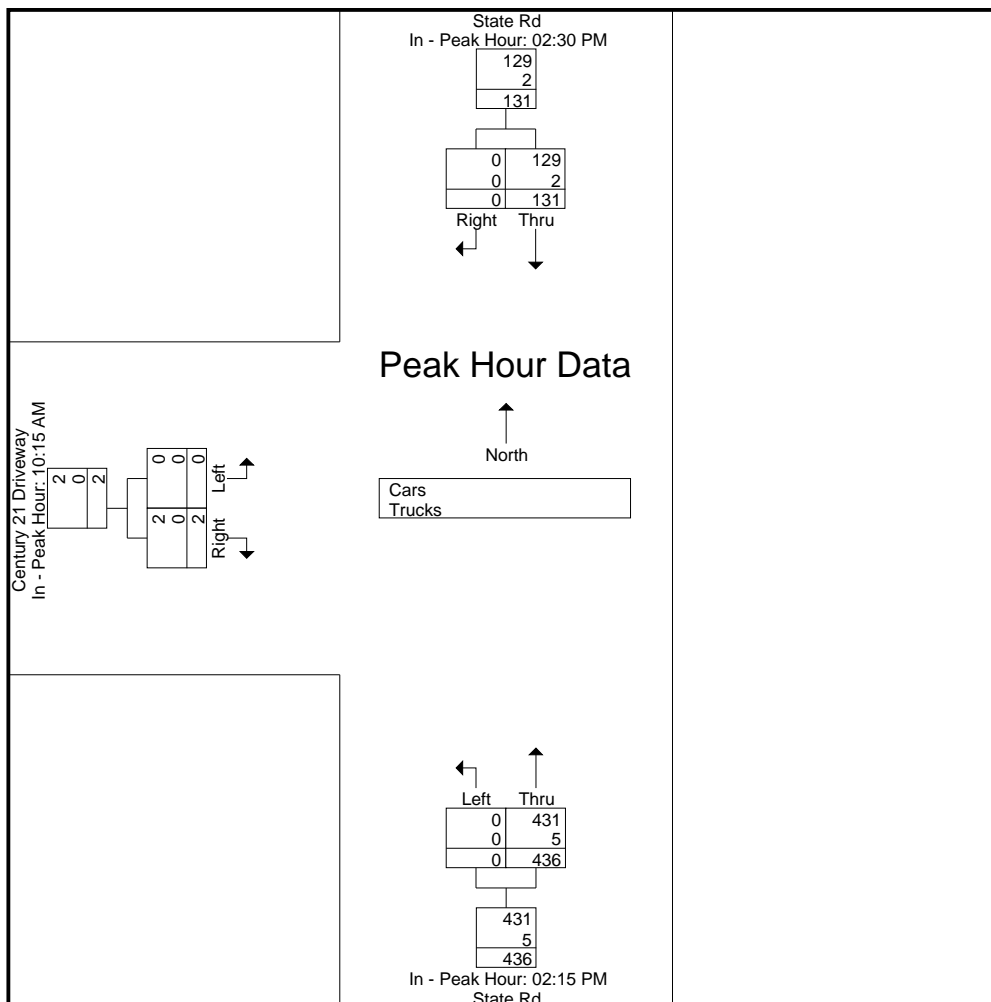
File Name : 98020001

Site Code : 98020001

Start Date : 1/23/2024

Page No : 3

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy



Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 4

Groups Printed- Cars

Start Time	State Rd From North		State Rd From South		Century 21 Driveway From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
10:00 AM	2	0	0	69	0	0	71
10:15 AM	9	0	0	65	0	0	74
10:30 AM	10	0	0	75	0	1	86
10:45 AM	9	1	1	53	0	0	64
Total	30	1	1	262	0	1	295
11:00 AM	5	0	0	83	0	1	89
11:15 AM	6	0	0	96	0	0	102
11:30 AM	7	0	1	87	0	0	95
11:45 AM	10	0	0	104	0	0	114
Total	28	0	1	370	0	1	400
12:00 PM	13	0	0	108	0	0	121
12:15 PM	7	0	0	105	0	0	112
12:30 PM	7	0	0	84	0	0	91
12:45 PM	8	0	0	93	0	0	101
Total	35	0	0	390	0	0	425
01:00 PM	12	0	0	109	0	0	121
01:15 PM	10	0	0	81	1	1	93
01:30 PM	10	0	0	104	0	0	114
01:45 PM	6	0	0	77	0	0	83
Total	38	0	0	371	1	1	411
02:00 PM	12	0	1	88	0	0	101
02:15 PM	24	0	0	99	0	0	123
02:30 PM	49	0	0	104	0	0	153
02:45 PM	15	0	0	108	0	0	123
Total	100	0	1	399	0	0	500
03:00 PM	35	0	0	120	0	0	155
03:15 PM	30	0	0	88	0	0	118
03:30 PM	10	0	0	103	0	0	113
03:45 PM	11	0	0	105	0	0	116
Total	86	0	0	416	0	0	502
04:00 PM	14	0	0	86	0	0	100
04:15 PM	16	0	0	94	0	0	110
04:30 PM	8	0	0	92	0	0	100
04:45 PM	6	0	0	82	0	0	88
Total	44	0	0	354	0	0	398
05:00 PM	6	0	1	79	0	1	87
05:15 PM	2	0	0	108	0	1	111
05:30 PM	5	0	0	74	0	0	79
05:45 PM	4	0	0	63	0	0	67
Total	17	0	1	324	0	2	344
Grand Total	378	1	4	2886	1	5	3275
Apprch %	99.7	0.3	0.1	99.9	16.7	83.3	
Total %	11.5	0	0.1	88.1	0	0.2	

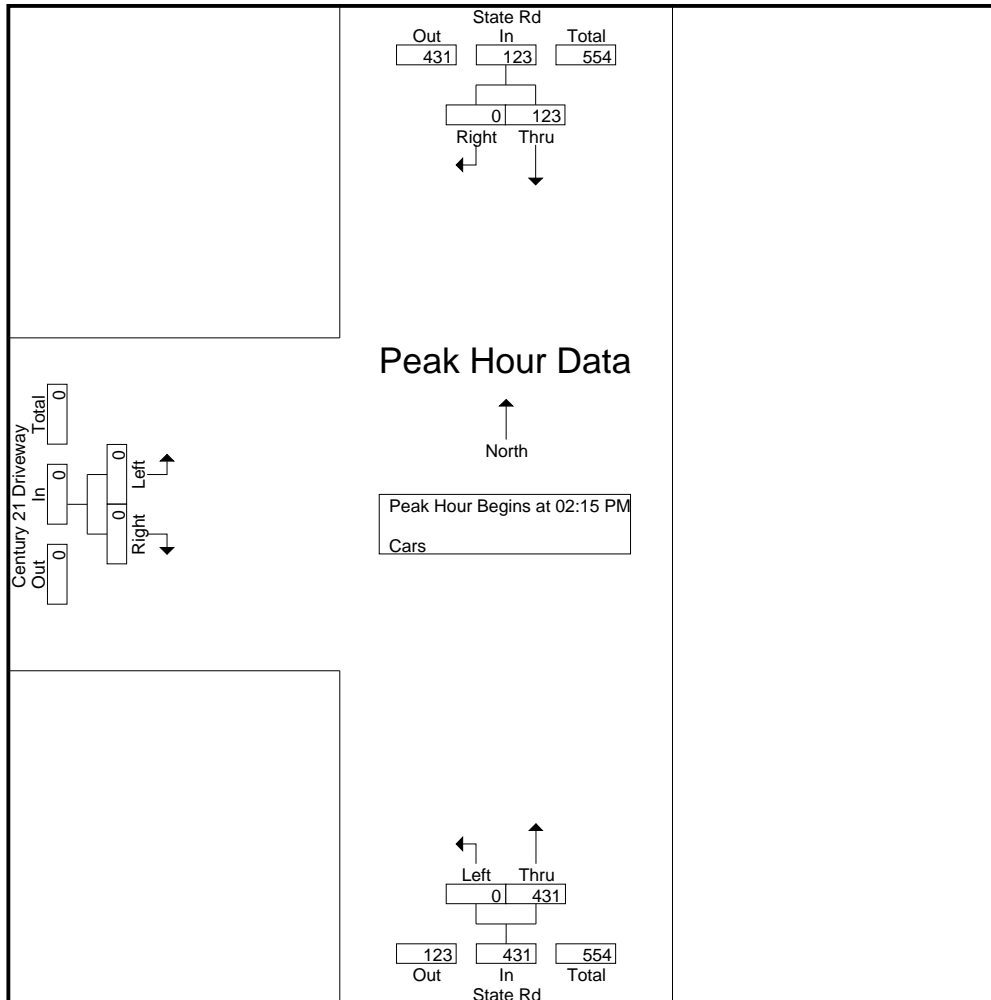
Start Time	State Rd From North		App. Total	State Rd From South		App. Total	Century 21 Driveway From West		Int. Total	
	Thru	Right		Left	Thru		Left	Right		App. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:15 PM										
02:15 PM	24	0	24	0	99	99	0	0	0	123
02:30 PM	49	0	49	0	104	104	0	0	0	153
02:45 PM	15	0	15	0	108	108	0	0	0	123
03:00 PM	35	0	35	0	120	120	0	0	0	155
Total Volume	123	0	123	0	431	431	0	0	0	554
% App. Total	100	0		0	100		0	0		
PHF	.628	.000	.628	.000	.898	.898	.000	.000	.000	.894

Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 5



Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM			02:15 PM			10:15 AM		
+0 mins.	49	0	49	0	99	99	0	0	0
+15 mins.	15	0	15	0	104	104	0	1	1
+30 mins.	35	0	35	0	108	108	0	0	0
+45 mins.	30	0	30	0	120	120	0	1	1
Total Volume	129	0	129	0	431	431	0	2	2
% App. Total	100	0		0	100		0	100	
PHF	.658	.000	.658	.000	.898	.898	.000	.500	.500

Accurate Counts

978-664-2565

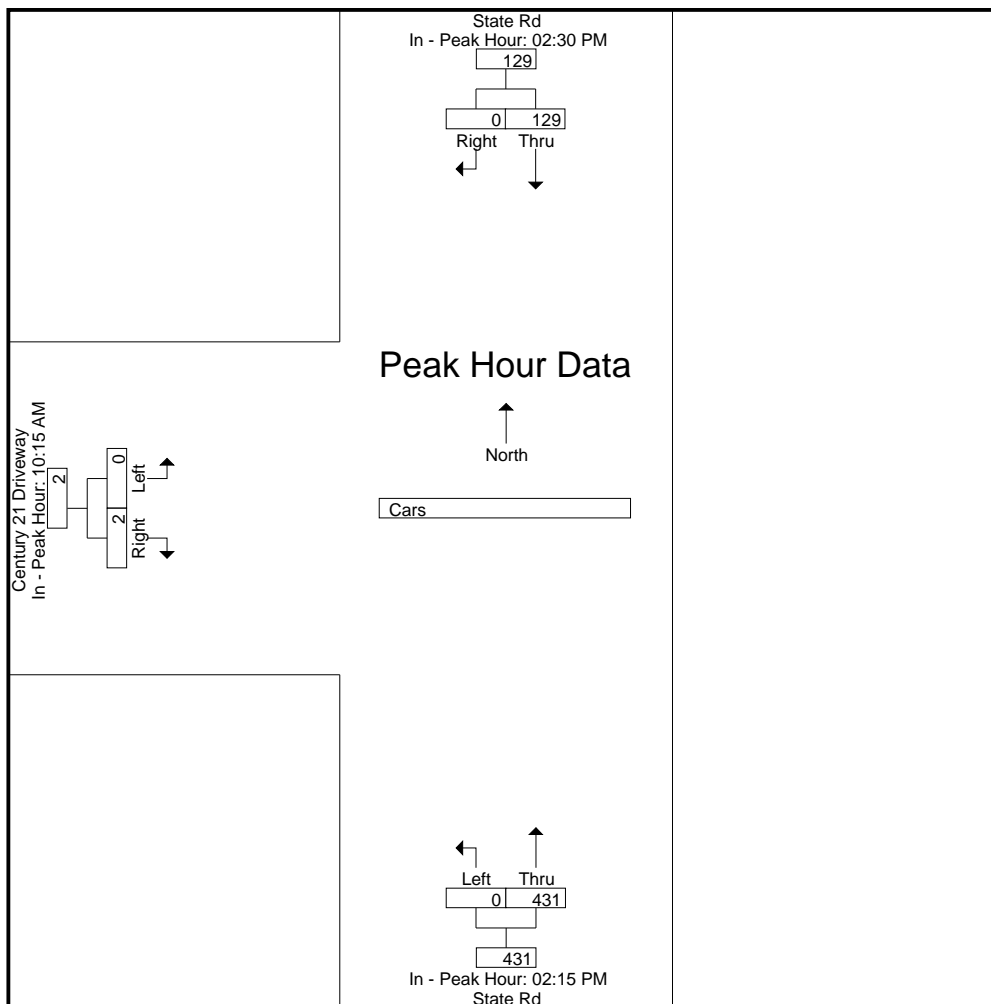
File Name : 98020001

Site Code : 98020001

Start Date : 1/23/2024

Page No : 6

N/S Street : State Road
E/W Street : Century 21 Driveway
City/State : Kittery, ME
Weather : Cloudy



Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 7

Groups Printed- Trucks

Start Time	State Rd From North		State Rd From South		Century 21 Driveway From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
10:00 AM	0	0	0	6	0	0	6
10:15 AM	0	0	0	5	0	0	5
10:30 AM	0	0	0	3	0	0	3
10:45 AM	0	0	0	7	0	0	7
Total	0	0	0	21	0	0	21
11:00 AM	0	0	0	10	0	0	10
11:15 AM	0	0	0	2	0	0	2
11:30 AM	0	0	0	2	0	0	2
11:45 AM	0	0	0	4	0	0	4
Total	0	0	0	18	0	0	18
12:00 PM	0	0	0	4	0	0	4
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	4	0	0	4
12:45 PM	0	0	0	3	0	0	3
Total	0	0	0	11	0	0	11
01:00 PM	0	0	0	2	0	0	2
01:15 PM	0	0	0	6	0	0	6
01:30 PM	0	0	0	1	0	0	1
01:45 PM	0	0	0	1	0	0	1
Total	0	0	0	10	0	0	10
02:00 PM	0	0	0	5	0	0	5
02:15 PM	0	0	0	2	0	0	2
02:30 PM	0	0	0	1	0	0	1
02:45 PM	0	0	0	0	0	0	0
Total	0	0	0	8	0	0	8
03:00 PM	1	0	0	2	0	0	3
03:15 PM	1	0	0	1	0	0	2
03:30 PM	0	0	0	3	0	0	3
03:45 PM	0	0	0	0	0	0	0
Total	2	0	0	6	0	0	8
04:00 PM	0	0	0	1	0	0	1
04:15 PM	0	0	0	1	0	0	1
04:30 PM	0	0	0	1	0	0	1
04:45 PM	0	0	0	1	0	0	1
Total	0	0	0	4	0	0	4
05:00 PM	0	0	0	1	0	0	1
05:15 PM	0	0	0	1	0	0	1
05:30 PM	0	0	0	2	0	0	2
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	4	0	0	4
Grand Total	2	0	0	82	0	0	84
Apprch %	100	0	0	100	0	0	
Total %	2.4	0	0	97.6	0	0	

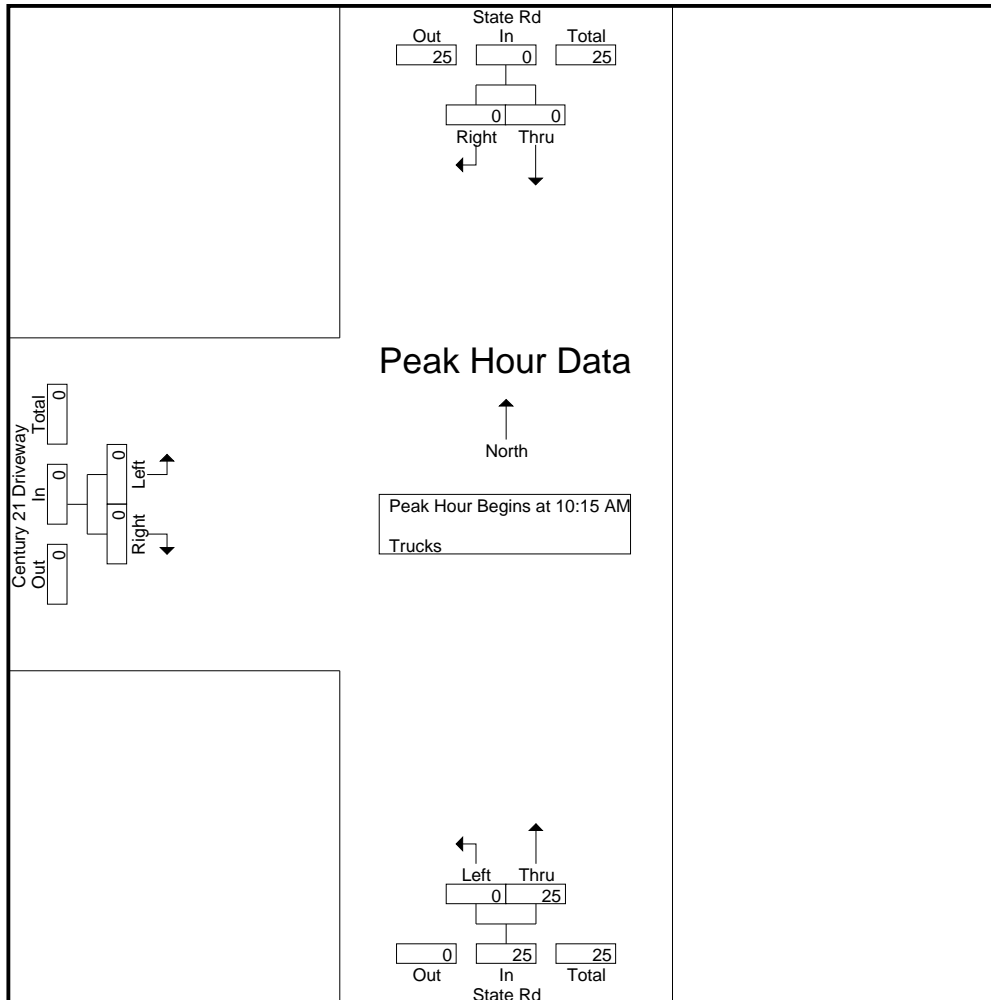
Start Time	State Rd From North			State Rd From South			Century 21 Driveway From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 10:15 AM										
10:15 AM	0	0	0	0	5	5	0	0	0	5
10:30 AM	0	0	0	0	3	3	0	0	0	3
10:45 AM	0	0	0	0	7	7	0	0	0	7
11:00 AM	0	0	0	0	10	10	0	0	0	10
Total Volume	0	0	0	0	25	25	0	0	0	25
% App. Total	0	0	0	0	100		0	0		
PHF	.000	.000	.000	.000	.625	.625	.000	.000	.000	.625

Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 8



Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM			10:15 AM			10:00 AM		
+0 mins.	0	0	0	0	5	5	0	0	0
+15 mins.	0	0	0	0	3	3	0	0	0
+30 mins.	1	0	1	0	7	7	0	0	0
+45 mins.	1	0	1	0	10	10	0	0	0
Total Volume	2	0	2	0	25	25	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.625	.625	.000	.000	.000

Accurate Counts

978-664-2565

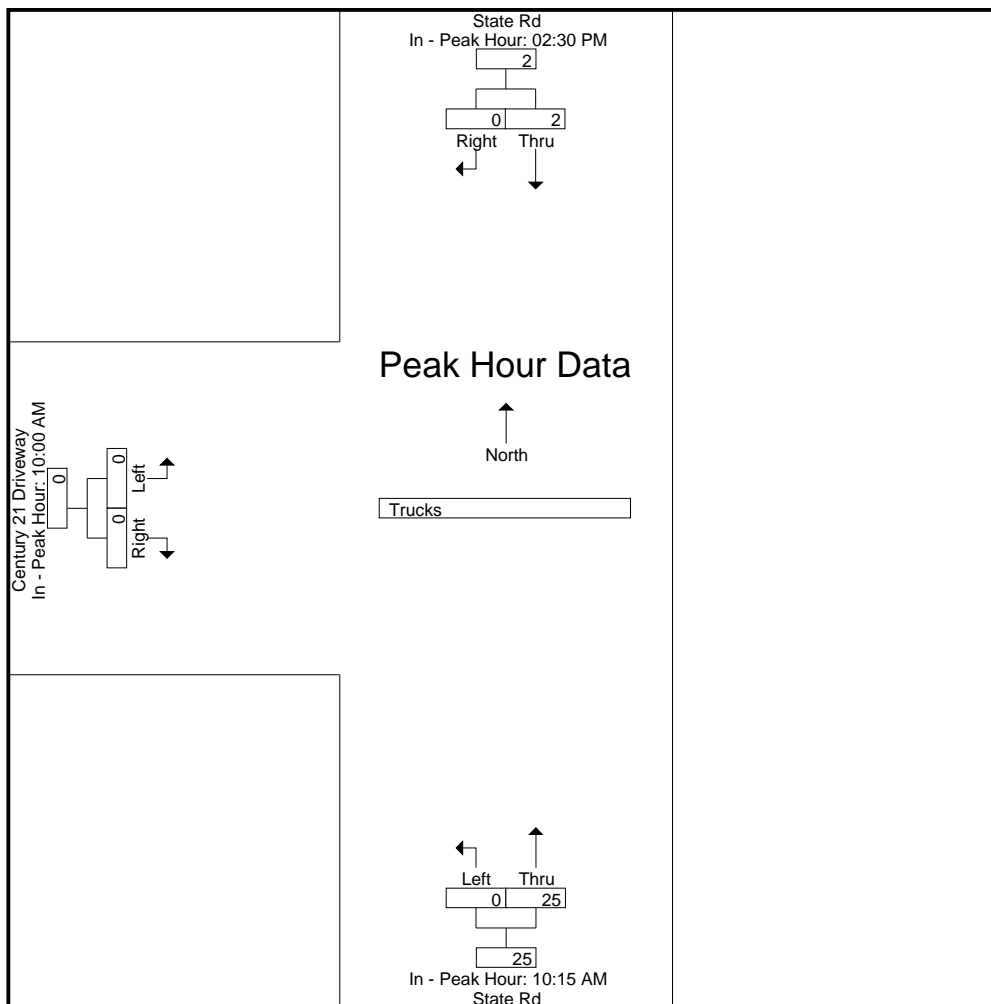
File Name : 98020001

Site Code : 98020001

Start Date : 1/23/2024

Page No : 9

N/S Street : State Road
E/W Street : Century 21 Driveway
City/State : Kittery, ME
Weather : Cloudy



Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 10

Groups Printed- Bikes Peds

Start Time	State Rd From North			State Rd From South			Century 21 Driveway From West			Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	2	0	2
Total	0	0	0	0	1	2	0	0	0	2	1	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	2	0	0	0	2	1	3
Apprch %	0	0		0	100		0	0				
Total %	0	0		0	100		0	0		66.7	33.3	

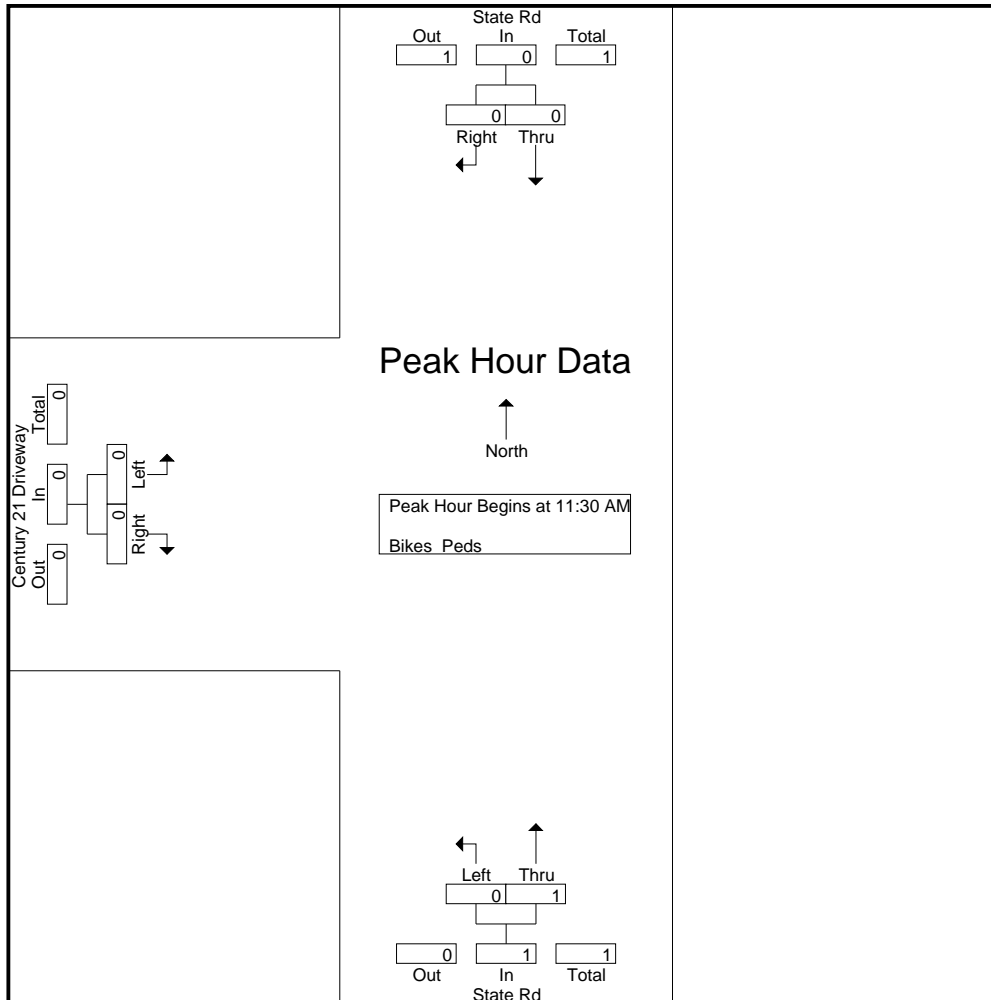
Start Time	State Rd From North			State Rd From South			Century 21 Driveway From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:30 AM										
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : State Road
 E/W Street : Century 21 Driveway
 City/State : Kittery, ME
 Weather : Cloudy

File Name : 98020001
 Site Code : 98020001
 Start Date : 1/23/2024
 Page No : 11



Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00 AM			11:30 AM			10:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0	0	0	100	100	0	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

Accurate Counts

978-664-2565

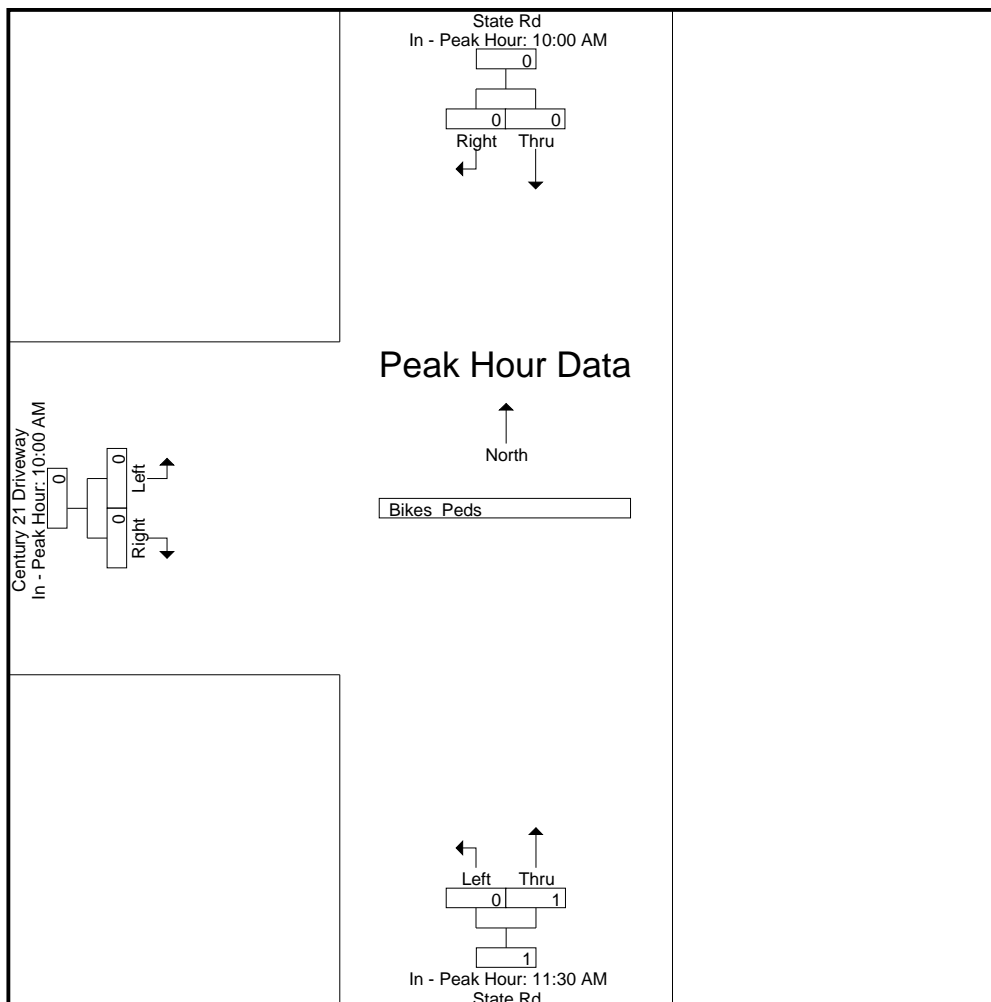
File Name : 98020001

Site Code : 98020001

Start Date : 1/23/2024

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N/S Street : State Road
E/W Street : Century 21 Driveway
City/State : Kittery, ME
Weather : Cloudy



CAPACITY ANALYSIS WORKSHEETS

MOVEMENT SUMMARY

 Site: 101 [2023 Existing (Site Folder: Weekday Midday)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] [veh/h %]		DEMAND FLOWS [Total HV] [veh/h %]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] [veh ft]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Route 1 (State Road)														
3b	L3	4	2.0	5	2.0	1.253	159.4	LOS F	45.6	1158.4	1.00	3.18	8.62	11.2
3a	L1	207	2.0	244	2.0	1.253	159.4	LOS F	45.6	1158.4	1.00	3.18	8.62	11.0
8	T1	4	2.0	5	2.0	1.253	159.4	LOS F	45.6	1158.4	1.00	3.18	8.62	10.9
18a	R1	93	2.0	109	2.0	1.253	159.4	LOS F	45.6	1158.4	1.00	3.18	8.62	10.8
18	R2	142	2.0	167	2.0	1.253	159.4	LOS F	45.6	1158.4	1.00	3.18	8.62	10.8
18b	R3	12	2.0	14	2.0	1.253	159.4	LOS F	45.6	1158.4	1.00	3.18	8.62	10.7
Approach		462	2.0	544	2.0	1.253	159.4	LOS F	45.6	1158.4	1.00	3.18	8.62	10.9
SouthEast: Dairy Queen Driveway														
3bx	L3	3	2.0	4	2.0	0.139	15.3	LOS C	0.5	11.7	0.81	0.81	0.81	34.8
3x	L2	3	2.0	4	2.0	0.139	15.3	LOS C	0.5	11.7	0.81	0.81	0.81	33.8
8x	T1	17	2.0	23	2.0	0.139	15.3	LOS C	0.5	11.7	0.81	0.81	0.81	31.6
18x	R2	5	2.0	7	2.0	0.139	15.3	LOS C	0.5	11.7	0.81	0.81	0.81	30.7
18bx	R3	1	2.0	1	2.0	0.139	15.3	LOS C	0.5	11.7	0.81	0.81	0.81	30.2
Approach		29	2.0	40	2.0	0.139	15.3	LOS C	0.5	11.7	0.81	0.81	0.81	31.9
East: Route 236														
1u	U	1	2.0	1	2.0	1.262	159.5	LOS F	51.1	1296.9	1.00	3.34	8.98	11.3
1b	L3	1	2.0	1	2.0	1.262	159.5	LOS F	51.1	1296.9	1.00	3.34	8.98	11.1
1	L2	36	2.0	40	2.0	1.262	159.5	LOS F	51.1	1296.9	1.00	3.34	8.98	11.0
1a	L1	26	2.0	29	2.0	1.262	159.5	LOS F	51.1	1296.9	1.00	3.34	8.98	10.9
16a	R1	476	2.0	523	2.0	1.262	159.5	LOS F	51.1	1296.9	1.00	3.34	8.98	10.7
16b	R3	6	2.0	7	2.0	1.262	159.5	LOS F	51.1	1296.9	1.00	3.34	8.98	10.6
Approach		546	2.0	600	2.0	1.262	159.5	LOS F	51.1	1296.9	1.00	3.34	8.98	10.8
NorthEast: Route 1 (State Road)														
1bx	L3	4	2.0	5	2.0	0.343	12.0	LOS B	1.5	38.6	0.72	0.76	0.86	37.3
1ax	L1	13	2.0	16	2.0	0.343	12.0	LOS B	1.5	38.6	0.72	0.76	0.86	34.9

6x	T1	7	2.0	9	2.0	0.343	12.0	LOS B	1.5	38.6	0.72	0.76	0.86	33.5
16x	R2	122	2.0	151	2.0	0.343	12.0	LOS B	1.5	38.6	0.72	0.76	0.86	32.4
Approach		146	2.0	180	2.0	0.343	12.0	LOS B	1.5	38.6	0.72	0.76	0.86	32.8
North: La Casita Driveways														
7	L2	1	2.0	2	2.0	0.027	8.5	LOS A	0.1	2.4	0.68	0.65	0.68	37.6
4	T1	3	2.0	6	2.0	0.027	8.5	LOS A	0.1	2.4	0.68	0.65	0.68	34.9
14b	R3	2	2.0	4	2.0	0.027	8.5	LOS A	0.1	2.4	0.68	0.65	0.68	33.1
Approach		6	2.0	12	2.0	0.027	8.5	LOS A	0.1	2.4	0.68	0.65	0.68	34.7
NorthWest: Route 236														
7ux	U	4	2.0	4	2.0	0.838	20.2	LOS C	12.8	325.9	0.86	0.52	0.86	32.5
7x	L2	353	2.0	360	2.0	0.838	20.2	LOS C	12.8	325.9	0.86	0.52	0.86	30.8
7ax	L1	266	2.0	271	2.0	0.838	20.2	LOS C	12.8	325.9	0.86	0.52	0.86	30.0
4x	T1	15	2.0	15	2.0	0.838	20.2	LOS C	12.8	325.9	0.86	0.52	0.86	29.0
14ax	R1	313	2.0	319	2.0	0.838	20.2	LOS C	12.8	325.9	0.86	0.52	0.86	28.7
14x	R2	44	2.0	45	2.0	0.838	20.2	LOS C	12.8	325.9	0.86	0.52	0.86	28.3
Approach		995	2.0	1015	2.0	0.838	20.2	LOS C	12.8	325.9	0.86	0.52	0.86	29.8
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	84	2.0	97	2.0	0.534	20.6	LOS C	2.8	71.5	0.82	0.96	1.32	31.3
5a	L1	30	2.0	34	2.0	0.534	20.6	LOS C	2.8	71.5	0.82	0.96	1.32	29.8
2	T1	58	2.0	67	2.0	0.534	20.6	LOS C	2.8	71.5	0.82	0.96	1.32	28.8
12a	R1	4	2.0	5	2.0	0.534	20.6	LOS C	2.8	71.5	0.82	0.96	1.32	28.5
12	R2	14	2.0	16	2.0	0.534	20.6	LOS C	2.8	71.5	0.82	0.96	1.32	28.1
12b	R3	6	2.0	7	2.0	0.534	20.6	LOS C	2.8	71.5	0.82	0.96	1.32	27.7
Approach		196	2.0	225	2.0	0.534	20.6	LOS C	2.8	71.5	0.82	0.96	1.32	29.9
SouthWest: Old Post Road														
5x	L2	77	2.0	101	2.0	0.642	29.1	LOS D	3.6	92.3	0.88	1.08	1.62	28.0
2x	T1	58	2.0	76	2.0	0.642	29.1	LOS D	3.6	92.3	0.88	1.08	1.62	26.5
12ax	R1	38	2.0	50	2.0	0.642	29.1	LOS D	3.6	92.3	0.88	1.08	1.62	26.2
12x	R2	3	2.0	4	2.0	0.642	29.1	LOS D	3.6	92.3	0.88	1.08	1.62	25.9
12bx	R3	3	2.0	4	2.0	0.642	29.1	LOS D	3.6	92.3	0.88	1.08	1.62	25.5
Approach		179	2.0	236	2.0	0.642	29.1	LOS D	3.6	92.3	0.88	1.08	1.62	27.0
All Vehicles		2559	2.0	2852	2.0	1.262	76.1	LOS F	51.1	1296.9	0.91	1.72	4.14	17.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: S:\Jobs\9802\Analysis\Sidra\Kittery Traffic Circle.sip9

MOVEMENT SUMMARY

 Site: 101 [2028 No-Build (Site Folder: Weekday Midday)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] [veh/h %]		DEMAND FLOWS [Total HV] [veh/h %]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] [veh ft]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Route 1 (State Road)														
3b	L3	10	2.0	12	2.0	1.558	288.8	LOS F	78.6	1996.9	1.00	4.22	12.57	7.0
3a	L1	245	2.0	288	2.0	1.558	288.8	LOS F	78.6	1996.9	1.00	4.22	12.57	6.9
8	T1	4	2.0	5	2.0	1.558	288.8	LOS F	78.6	1996.9	1.00	4.22	12.57	6.9
18a	R1	98	2.0	115	2.0	1.558	288.8	LOS F	78.6	1996.9	1.00	4.22	12.57	6.8
18	R2	149	2.0	175	2.0	1.558	288.8	LOS F	78.6	1996.9	1.00	4.22	12.57	6.8
18b	R3	13	2.0	15	2.0	1.558	288.8	LOS F	78.6	1996.9	1.00	4.22	12.57	6.8
Approach		519	2.0	611	2.0	1.558	288.8	LOS F	78.6	1996.9	1.00	4.22	12.57	6.9
SouthEast: Dairy Queen Driveway														
3bx	L3	3	2.0	4	2.0	0.153	16.5	LOS C	0.5	12.8	0.82	0.82	0.82	34.3
3x	L2	3	2.0	4	2.0	0.153	16.5	LOS C	0.5	12.8	0.82	0.82	0.82	33.3
8x	T1	18	2.0	25	2.0	0.153	16.5	LOS C	0.5	12.8	0.82	0.82	0.82	31.2
18x	R2	5	2.0	7	2.0	0.153	16.5	LOS C	0.5	12.8	0.82	0.82	0.82	30.3
18bx	R3	1	2.0	1	2.0	0.153	16.5	LOS C	0.5	12.8	0.82	0.82	0.82	29.7
Approach		30	2.0	41	2.0	0.153	16.5	LOS C	0.5	12.8	0.82	0.82	0.82	31.4
East: Route 236														
1u	U	1	2.0	1	2.0	1.424	226.9	LOS F	72.4	1838.7	1.00	4.05	11.48	8.5
1b	L3	1	2.0	1	2.0	1.424	226.9	LOS F	72.4	1838.7	1.00	4.05	11.48	8.4
1	L2	38	2.0	42	2.0	1.424	226.9	LOS F	72.4	1838.7	1.00	4.05	11.48	8.4
1a	L1	31	2.0	34	2.0	1.424	226.9	LOS F	72.4	1838.7	1.00	4.05	11.48	8.3
16a	R1	519	2.0	570	2.0	1.424	226.9	LOS F	72.4	1838.7	1.00	4.05	11.48	8.2
16b	R3	6	2.0	7	2.0	1.424	226.9	LOS F	72.4	1838.7	1.00	4.05	11.48	8.1
Approach		596	2.0	655	2.0	1.424	226.9	LOS F	72.4	1838.7	1.00	4.05	11.48	8.2
NorthEast: Route 1 (State Road)														
1bx	L3	4	2.0	5	2.0	0.364	12.5	LOS B	1.7	42.4	0.73	0.78	0.91	37.0
1ax	L1	14	2.0	17	2.0	0.364	12.5	LOS B	1.7	42.4	0.73	0.78	0.91	34.6

6x	T1	9	2.0	11	2.0	0.364	12.5	LOS B	1.7	42.4	0.73	0.78	0.91	33.3
16x	R2	128	2.0	158	2.0	0.364	12.5	LOS B	1.7	42.4	0.73	0.78	0.91	32.2
Approach		155	2.0	191	2.0	0.364	12.5	LOS B	1.7	42.4	0.73	0.78	0.91	32.6
North: La Casita Driveways														
7	L2	1	2.0	2	2.0	0.028	8.7	LOS A	0.1	2.5	0.69	0.66	0.69	37.5
4	T1	3	2.0	6	2.0	0.028	8.7	LOS A	0.1	2.5	0.69	0.66	0.69	34.8
14b	R3	2	2.0	4	2.0	0.028	8.7	LOS A	0.1	2.5	0.69	0.66	0.69	33.0
Approach		6	2.0	12	2.0	0.028	8.7	LOS A	0.1	2.5	0.69	0.66	0.69	34.6
NorthWest: Route 236														
7ux	U	4	2.0	4	2.0	0.910	27.7	LOS D	37.1	941.4	1.00	0.92	1.45	29.6
7x	L2	371	2.0	379	2.0	0.910	27.7	LOS D	37.1	941.4	1.00	0.92	1.45	28.2
7ax	L1	289	2.0	295	2.0	0.910	27.7	LOS D	37.1	941.4	1.00	0.92	1.45	27.5
4x	T1	16	2.0	16	2.0	0.910	27.7	LOS D	37.1	941.4	1.00	0.92	1.45	26.7
14ax	R1	343	2.0	350	2.0	0.910	27.7	LOS D	37.1	941.4	1.00	0.92	1.45	26.4
14x	R2	51	2.0	52	2.0	0.910	27.7	LOS D	37.1	941.4	1.00	0.92	1.45	26.1
Approach		1074	2.0	1096	2.0	0.910	27.7	LOS D	37.1	941.4	1.00	0.92	1.45	27.3
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	88	2.0	101	2.0	0.692	31.4	LOS D	4.3	110.2	0.89	1.13	1.76	27.7
5a	L1	32	2.0	37	2.0	0.692	31.4	LOS D	4.3	110.2	0.89	1.13	1.76	26.5
2	T1	71	2.0	82	2.0	0.692	31.4	LOS D	4.3	110.2	0.89	1.13	1.76	25.7
12a	R1	4	2.0	5	2.0	0.692	31.4	LOS D	4.3	110.2	0.89	1.13	1.76	25.4
12	R2	26	2.0	30	2.0	0.692	31.4	LOS D	4.3	110.2	0.89	1.13	1.76	25.1
12b	R3	11	2.0	13	2.0	0.692	31.4	LOS D	4.3	110.2	0.89	1.13	1.76	24.8
Approach		232	2.0	267	2.0	0.692	31.4	LOS D	4.3	110.2	0.89	1.13	1.76	26.4
SouthWest: Old Post Road														
5x	L2	91	2.0	120	2.0	0.843	53.5	LOS F	6.5	165.2	0.95	1.36	2.50	21.9
2x	T1	63	2.0	83	2.0	0.843	53.5	LOS F	6.5	165.2	0.95	1.36	2.50	21.0
12ax	R1	44	2.0	58	2.0	0.843	53.5	LOS F	6.5	165.2	0.95	1.36	2.50	20.8
12x	R2	3	2.0	4	2.0	0.843	53.5	LOS F	6.5	165.2	0.95	1.36	2.50	20.6
12bx	R3	9	2.0	12	2.0	0.843	53.5	LOS F	6.5	165.2	0.95	1.36	2.50	20.3
Approach		210	2.0	276	2.0	0.843	53.5	LOS F	6.5	165.2	0.95	1.36	2.50	21.3
All Vehicles		2822	2.0	3149	2.0	1.558	121.2	LOS F	78.6	1996.9	0.97	2.26	5.77	13.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: S:\Jobs\9802\Analysis\Sidra\Kittery Traffic Circle.sip9

MOVEMENT SUMMARY

 Site: 101 [2028 Build (Site Folder: Weekday Midday)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] [veh/h %]		DEMAND FLOWS [Total HV] [veh/h %]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] [veh ft]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Route 1 (State Road)														
3b	L3	10	2.0	12	2.0	1.580	298.6	LOS F	80.3	2038.7	1.00	4.26	12.75	6.8
3a	L1	245	2.0	288	2.0	1.580	298.6	LOS F	80.3	2038.7	1.00	4.26	12.75	6.7
8	T1	4	2.0	5	2.0	1.580	298.6	LOS F	80.3	2038.7	1.00	4.26	12.75	6.7
18a	R1	98	2.0	115	2.0	1.580	298.6	LOS F	80.3	2038.7	1.00	4.26	12.75	6.7
18	R2	149	2.0	175	2.0	1.580	298.6	LOS F	80.3	2038.7	1.00	4.26	12.75	6.6
18b	R3	13	2.0	15	2.0	1.580	298.6	LOS F	80.3	2038.7	1.00	4.26	12.75	6.6
Approach		519	2.0	611	2.0	1.580	298.6	LOS F	80.3	2038.7	1.00	4.26	12.75	6.7
SouthEast: Dairy Queen Driveway														
3bx	L3	3	2.0	4	2.0	0.154	16.6	LOS C	0.5	12.9	0.83	0.83	0.83	34.2
3x	L2	3	2.0	4	2.0	0.154	16.6	LOS C	0.5	12.9	0.83	0.83	0.83	33.2
8x	T1	18	2.0	25	2.0	0.154	16.6	LOS C	0.5	12.9	0.83	0.83	0.83	31.1
18x	R2	5	2.0	7	2.0	0.154	16.6	LOS C	0.5	12.9	0.83	0.83	0.83	30.2
18bx	R3	1	2.0	1	2.0	0.154	16.6	LOS C	0.5	12.9	0.83	0.83	0.83	29.7
Approach		30	2.0	41	2.0	0.154	16.6	LOS C	0.5	12.9	0.83	0.83	0.83	31.4
East: Route 236														
1u	U	1	2.0	1	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	8.2
1b	L3	1	2.0	1	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	8.2
1	L2	38	2.0	42	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	8.1
1a	L1	31	2.0	34	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	8.0
16a	R1	519	2.0	570	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	7.9
16	R2	4	2.0	4	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	7.9
16b	R3	6	2.0	7	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	7.9
Approach		600	2.0	659	2.0	1.445	236.3	LOS F	74.9	1902.3	1.00	4.12	11.77	8.0
NorthEast: Route 1 (State Road)														
1bx	L3	7	2.0	9	2.0	0.399	13.3	LOS B	1.9	48.9	0.74	0.81	0.98	36.4

1ax	L1	18	2.0	22	2.0	0.399	13.3	LOS B	1.9	48.9	0.74	0.81	0.98	34.1
6x	T1	10	2.0	12	2.0	0.399	13.3	LOS B	1.9	48.9	0.74	0.81	0.98	32.8
16x	R2	134	2.0	165	2.0	0.399	13.3	LOS B	1.9	48.9	0.74	0.81	0.98	31.8
Approach		169	2.0	209	2.0	0.399	13.3	LOS B	1.9	48.9	0.74	0.81	0.98	32.2
NorthWest: Route 236														
7ux	U	4	2.0	4	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	29.2
7bx	L3	8	2.0	8	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	28.5
7x	L2	371	2.0	379	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	27.8
7ax	L1	289	2.0	295	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	27.2
4x	T1	16	2.0	16	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	26.4
14ax	R1	343	2.0	350	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	26.1
14x	R2	51	2.0	52	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	25.8
Approach		1082	2.0	1104	2.0	0.918	28.8	LOS D	40.3	1023.5	1.00	0.96	1.52	27.0
West: U.S. Route 1 Bypass Off-Ramp														
5b	L3	88	2.0	101	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	27.3
5	L2	2	2.0	2	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	26.7
5a	L1	32	2.0	37	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	26.1
2	T1	71	2.0	82	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	25.4
12a	R1	4	2.0	5	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	25.1
12	R2	26	2.0	30	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	24.8
12b	R3	11	2.0	13	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	24.5
Approach		234	2.0	269	2.0	0.705	32.6	LOS D	4.5	114.0	0.89	1.14	1.81	26.1
SouthWest: Old Post Road														
5x	L2	91	2.0	120	2.0	0.857	56.1	LOS F	6.8	172.7	0.95	1.39	2.59	21.4
5ax	L1	1	2.0	1	2.0	0.857	56.1	LOS F	6.8	172.7	0.95	1.39	2.59	21.0
2x	T1	63	2.0	83	2.0	0.857	56.1	LOS F	6.8	172.7	0.95	1.39	2.59	20.5
12ax	R1	44	2.0	58	2.0	0.857	56.1	LOS F	6.8	172.7	0.95	1.39	2.59	20.3
12x	R2	3	2.0	4	2.0	0.857	56.1	LOS F	6.8	172.7	0.95	1.39	2.59	20.1
12bx	R3	9	2.0	12	2.0	0.857	56.1	LOS F	6.8	172.7	0.95	1.39	2.59	19.9
Approach		211	2.0	278	2.0	0.857	56.1	LOS F	6.8	172.7	0.95	1.39	2.59	20.8
All Vehicles		2845	2.0	3170	2.0	1.580	125.4	LOS F	80.3	2038.7	0.97	2.30	5.89	13.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Michael Cuomo, Soil Scientist
6 York Pond Road, York, Maine 03909
207 363 4532
mcuomosoil@gmail.com

Lew Chamberlain, P.E.
Attar Engineering, Inc.
1284 State Road
Eliot, Maine 03903

26 September 2023

Dear Mr. Chamberlain;

This letter is in reference to the property at 181 & 185 State Road in Kittery, Maine. This property is identified on the municipal records as tax map 22, lot 4. I inspected this property on this date to determine if there are any regulated wetlands on the property.

Wetlands are defined by the town of Kittery Land Use ordinance as follows:

Wetland means areas that under normal circumstances have hydrophytic vegetation, hydric soils, and wetland hydrology as determined in the Corps of Engineers Wetlands Delineation Manual - *Waterways Experiment Station Technical Report Y-87-1, January 1987*" (1987 manual). This definition of wetland is based on the 1987 manual and is not subject to further revisions and/or amendments.

Considering local, state, and federal definitions, **there are no regulated wetlands on this property.**

Please call if you have questions regarding this work.

Sincerely,



Michael Cuomo
Maine Soil Scientist #211



Catalog #: _____

Project: _____

Prepared By: _____

Date: _____

Mirada Small Area (MRS)

Outdoor LED Area Light



IP66 IK08



OVERVIEW

Lumen Package	6,000 - 24,000
Wattage Range	41 - 196
Efficacy Range (LPW)	112 - 156
Fixture Weight lbs (kg)	20 (9.1)

QUICK LINKS

[Ordering Guide](#)
[Performance](#)
[Photometrics](#)
[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 27 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 5W, and FT.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377
- Minimum CRI of 70.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- Designed to mount to square or round poles.
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.
- IK08 rated luminaire per IEC 66262 mechanical impact code
- DesignLights Consortium® Listings in progress.



ORDERING GUIDE

[Back to Quick Links](#)

TYPICAL ORDER EXAMPLE: MRS LED 18L SIL FT UNV DIM 40 70CRI ALBCS1 BLK IH

Prefix	Light Source	Lumen Package	Lens	Distribution	Orientation ²	Voltage	Driver
MRS - Mirada Small Area Light	LED	6L - 6,000 lms 9L - 9,000 lms 12L - 12,000 lms 15L - 15,000 lms 18L - 18,000 lms 21L - 21,000 lms 24L - 24,000 lms Custom Lumen Packages ¹	SIL - Silicone	2 - Type 2 3 - Type 3 5W - Type 5 Wide FT - Forward Throw	(blank) - standard L - Optics rotated left 90° R - Optics rotated right 90°	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DIM - 0-10V Dimming (0-10%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5,000 CCT 40 - 4,000 CCT 30 - 3,000 CCT	70CRI - 70 CRI	(Blank) - None Wireless Controls System ALSC - AirLink Synapse Control System ALSCS2 - AirLink Synapse Control System with 12-20' MH Motion Sensor ALSCS4 - AirLink Synapse Control System with 20-40' MH Motion Sensor ALBCS1 - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' MH) ALBCS2 - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' MH) Stand-Alone Controls EXT - 0-10V Dimming leads extended to housing exterior CR7P - 7 Pin Control Receptacle ANSI C136.41 ³ IMSBT1 - Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH) ⁴ IMSBT2 - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH) ⁴	BLK - Black BRZ - Dark Bronze GMG - Gun Metal Gray GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White	(Blank) - None IH - Integral Half Louver (Moderate Spill Light Cutoff) ² IL - Integral Louver (Sharp Spill Light Cutoff) ²



Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800



Accessory Ordering Information⁵

CONTROLS ACCESSORIES		MOUNTING ACCESSORIES	
Description	Order Number	Description	Order Number ⁶
Twist Lock Photocell (120V) for use with CR7P	122514	Universal Mounting Bracket	684616CLR
Twist Lock Photocell (208-277) for use with CR7P	122515	Adjustable Slip Fitter (2" - 2 3/8" Tenon)	688138CLR
Twist Lock Photocell (347V) for use with CR7P	122516	Horizontal Slip Fitter (2" - 2 3/8" Tenon)	652761CLR
Twist Lock Photocell (480V) for use with CR7P	1225180	Quick Mount Pole Bracket (Square Pole)	687073CLR
AirLink 5 Pin Twist Lock Controller	661409	Quick Mount Pole Bracket (4-5" Round Pole)	689903CLR
AirLink 7 Pin Twist Lock Controller	661410	15 Tilt Quick Mount Pole Bracket (Square Pole)	688003CLR
Pole-Mounted Occupancy Sensor (24V)	663284CLR ⁶	15 Tilt Quick Mount Pole Bracket (4-5" Round Pole)	689905CLR
Shorting Cap for use with CR7P	149328	Wall Mount Bracket	382132CLR

FUSING OPTIONS ⁷	
Description	Order Number
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

SHIELDING OPTIONS	
Mirada Small	See Shielding Accessory Guide
Mirada Medium	
Mirada Large	
Zone Medium	
Zone Large	
Slice Medium	

SHIELDING & MISCELLANEOUS ACCESSORIES	
Description	Order Number
Field Install Integral Louver (Sharp Spill Light Cutoff)	690981
Field Install Integral Half Louver (Moderate Spill Light Cutoff)	743415
10' Linear Bird Spike Kit (2" Recommended per Luminaire)	751632

FOOTNOTES:

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on "Type 5W" distribution.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "CLR" denotes finish. See Finish options.
7. Fusing must be located in hand hole of pole. See [Fusing Accessory Guide](#) for compatibility.



ACCESSORIES

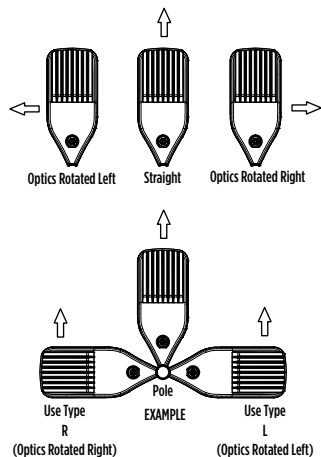
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MOUNTING ACCESSORIES		SHIELDING, POLES & MISC. ACCESSORIES			
Side Arm	Universal Mounting Bracket Mounts to ≥ 3" square or round (tapered/straight) poles with (2) mounting hole spaces between 3.5" to 5" Part Number: BKA UMB CLR		Shielding		
	Quick Mount Plate True one person installation to existing/new construction poles with hole spaces between 2.4 to 4.6" Part Number: BKS PQM B3B5 XX CLR			Integral Louver Field Install Integral Louver provides maximum backlight control by shielding each individual row of LEDs Part Number: 686485	
	15° Tilt Quick Mount Plate True one person installation to existing/new construction poles with hole spaces between 2.4 to 4.6" Part Number: BKS PQ15 B3B5 XX CLR			Integral Half Louver Field Install Integral Half Louver provides great backlight control without impacting front side distribution. Part Number: 743416	
Tenon / Slipfitter	Adjustable Slipfitter Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and provides 180° of tilt (max 45° above horizontal) Part Number: BKA ASF CLR		Poles		
	Square Tenon Top Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 luminaires Part Number: BKA XNM *			External Shield External shield blocks view of light source from any side of luminaire, additional shielding configurations available Part Number: 785970BLK (3") / 785962BLK (6")	
	Square Internal Slipfitter Mounts inside 4" or 5" square pole and allows for mounting up to 4 luminaires Part Number: BKA X_ISF * CLR			Square Poles 14 - 39' steel and aluminum poles in 4", 5" and 6" sizes for retrofit and new construction Part Number: 45Q/55Q/65Q	
Wall Mount / Wood Pole	Wall Mount Bracket Mounts onto vertical wall surface (hardware/anchors not included) Part Number: BKS XBO WM CLR		Round Poles 10 - 30' steel and aluminum poles in 4" and 5" sizes for retrofit and new construction Part Number: 4RP/5RP		
	Wood Pole Bracket Mounts onto wooden poles (6" minimum OD, hardware/anchors not included) Part Number: BKS XBO WP CLR		Tapered Poles 20' - 39' steel and aluminum poles for retrofit and new construction Part Number: RTP		
			Misc.	Bird Spikes 10' Linear Bird Spike Kit, 4" recommended per luminaire, includes silicone adhesive and application tool Part Number: 751632	

Replace CLR with paint finish description
 Replace XX with SQ for square pole or RD for round pole (≥3" OD)
 Replace * with S (Single), D180 (Double @180°), D90 (Double @90°), T90 (Triple), Q90 (Quad)
 Replace _ with 4 (4" square pole) or 5 (5" square pole)

OPTICS ROTATION

Top View



ACCESSORIES/OPTIONS

Integral Louver (IL) and House-Side Shield (IH)

Accessory louver and shield available for improved backlight control without sacrificing street side performance. LSI's Integral Louver (L) and Integral House-Side Shield (IH) options deliver backlight control that significantly reduces spill light behind the poles for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Both options rotate with the optical distribution.

Luminaire Shown with Integral Louver (IL)



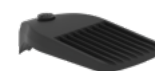
Luminaire Shown with IMSBT Option



7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Luminaire Shown with CR7P



Mirada Small Area Light (MRS)

Type: _____

 Have questions? Call us at (800) 436-7800

PERFORMANCE

[Back to Quick Links](#)

DELIVERED LUMENS*												
Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
6L	2	70	6045	148	B2-U0-G1	6268	154	B2-U0-G1	6253	153	B2-U0-G1	41
	3		6145	151	B1-U0-G2	6372	156	B1-U0-G2	6357	156	B1-U0-G2	
	5W		5812	142	B3-U0-G1	6,026	148	B3-U0-G1	6012	147	B3-U0-G1	
	FT		5947	146	B1-U0-G1	6166	151	B1-U0-G1	6152	151	B1-U0-G1	
9L	2	70	9091	145	B2-U0-G2	9484	152	B2-U0-G2	9462	151	B2-U0-G2	63
	3		9241	148	B2-U0-G2	9641	154	B2-U0-G2	9619	154	B2-U0-G2	
	5W		8740	140	B3-U0-G2	9,118	146	B3-U0-G2	9097	144	B3-U0-G2	
	FT		8943	143	B2-U0-G2	9330	149	B2-U0-G2	9308	149	B2-U0-G2	
12L	2	70	12132	141	B3-U0-G2	12685	148	B3-U0-G2	12514	146	B3-U0-G2	86
	3		12333	143	B2-U0-G2	12894	150	B2-U0-G2	12721	148	B2-U0-G2	
	5W		11664	136	B4-U0-G2	12195	142	B4-U0-G2	12031	140	B4-U0-G2	
	FT		11935	139	B2-U0-G2	12479	145	B2-U0-G2	12311	143	B2-U0-G2	
15L	2	70	14220	128	B3-U0-G2	15167	137	B3-U0-G2	14488	131	B3-U0-G2	111
	3		14938	135	B2-U0-G2	15933	144	B2-U0-G2	15219	137	B2-U0-G2	
	5W		14304	129	B4-U0-G2	15257	137	B4-U0-G2	14574	131	B4-U0-G2	
	FT		14342	129	B2-U0-G2	15297	138	B2-U0-G2	14612	132	B2-U0-G2	
18L	2	70	16438	122	B3-U0-G3	17532	130	B3-U0-G3	16747	124	B3-U0-G3	135
	3		17267	128	B3-U0-G3	18417	137	B3-U0-G3	17592	131	B3-U0-G3	
	5W		16535	123	B4-U0-G2	17636	133	B5-U0-G3	16846	125	B4-U0-G2	
	FT		16578	123	B3-U0-G3	17682	131	B3-U0-G3	16890	125	B3-U0-G3	
21L	2	70	19488	118	B3-U0-G3	20786	126	B3-U0-G3	19885	120	B3-U0-G3	165
	3		20472	124	B3-U0-G3	21835	132	B3-U0-G3	20857	126	B3-U0-G3	
	5W		19604	119	B5-U0-G3	20,909	126	B5-U0-G3	19973	121	B5-U0-G3	
	FT		19655	119	B3-U0-G3	20964	127	B3-U0-G3	20025	121	B3-U0-G3	
24L	2	70	21976	112	B3-U0-G3	23439	120	B3-U0-G3	22390	114	B3-U0-G3	196
	3		23085	118	B3-U0-G3	24622	126	B3-U0-G3	23519	120	B3-U0-G3	
	5W		22105	113	B5-U0-G3	23578	120	B5-U0-G3	22522	115	B5-U0-G3	
	FT		22164	113	B3-U0-G3	23640	121	B3-U0-G3	22581	115	B3-U0-G3	

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA (AMPS)*						
Lumens	120V	208V	240V	277V	347V	480V
6L	0.34	0.20	0.17	0.15	0.12	0.09
9L	0.52	0.30	0.26	0.23	0.18	0.13
12L	0.72	0.41	0.36	0.31	0.25	0.18
15L	0.93	0.53	0.46	0.40	0.32	0.23
18L	1.12	0.65	0.56	0.49	0.39	0.28
21L	1.38	0.80	0.69	0.60	0.48	0.34
24L	1.63	0.94	0.82	0.71	0.56	0.41

*Electrical data at 25°C (77°F). Actual wattage may differ by +/-10%

RECOMMENDED LUMEN MAINTENANCE ¹					
Ambient Temp	Lumen Multiplier				
	0 hrs. ²	25K hrs. ²	50K hrs. ²	75K hrs. ³	100K hrs. ³
0 C - 25 C	100%	95%	89%	84%	79%
40 C	100%	94%	87%	80%	74%

FOOTNOTES:

- Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
- In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
- In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

PHOTOMETRICS

[Back to Quick Links](#)

Luminaire photometry has been conducted by an accredited laboratory in accordance with IESNA LM-79. As specified by IESNA LM-79 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

MRS-LED-18L-SIL-2-40-70CRI

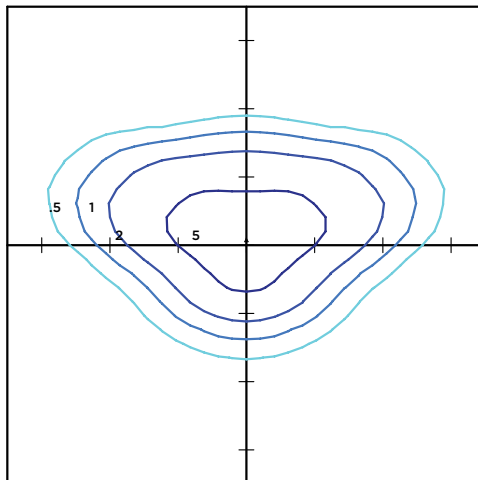
LUMINAIRE DATA

Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,532
Watts	135
Efficacy	130
IES Type	Type II - Short
BUG Rating	B3-U0-G3

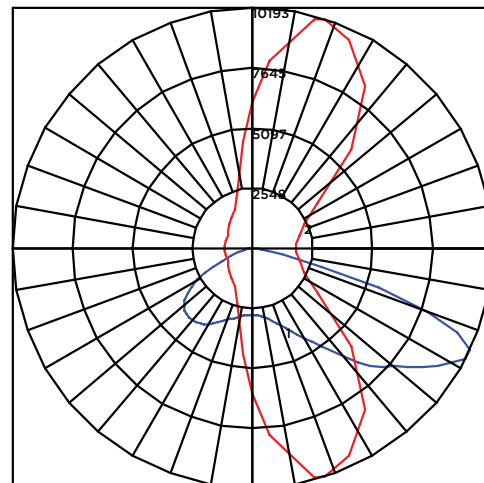
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	2831	16%
Medium (30-60)°	10310	59%
High (60-80)°	4208	24%
Very High (80-90)°	184	1%
Uplight (90-180)°	0	0%
Total Flux	17532	100%

ISO FOOTCANDLE



POLAR CURVE



20' Mounting Height/20' Grid Spacing

■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

MRS-LED-18L-SIL-3-40-70CRI

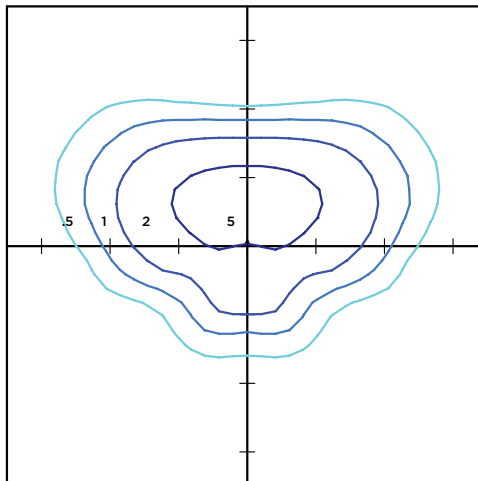
LUMINAIRE DATA

Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	18,417
Watts	135
Efficacy	137
IES Type	Type III - Short
BUG Rating	B3-U0-G3

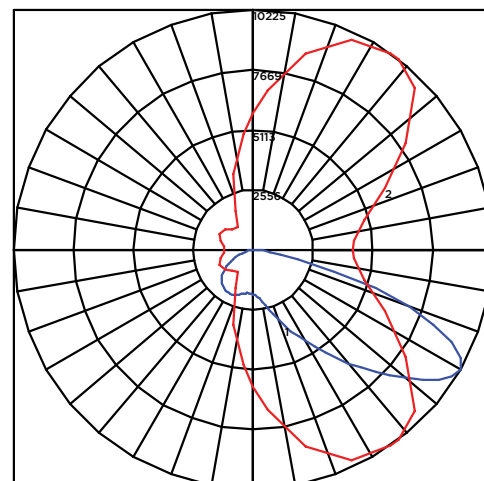
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	2329	13%
Medium (30-60)°	10634	61%
High (60-80)°	5246	30%
Very High (80-90)°	208	1%
Uplight (90-180)°	0	0%
Total Flux	18417	100%

ISO FOOTCANDLE



POLAR CURVE



20' Mounting Height/20' Grid Spacing

■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

Mirada Small Area Light (MRS)

Type: _____

 Have questions? Call us at (800) 436-7800

PHOTOMETRICS (CONT)

[Back to Quick Links](#)

MRS-LED-18L-SIL-FT-40-70CRI

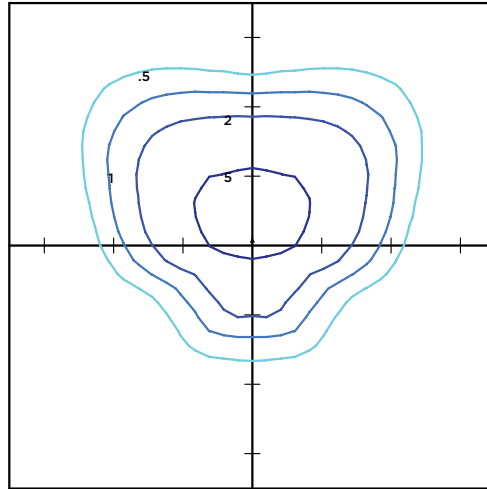
LUMINAIRE DATA

Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,682
Watts	135
Efficacy	131
IES Type	Type III - Short
BUG Rating	B3-U0-G2

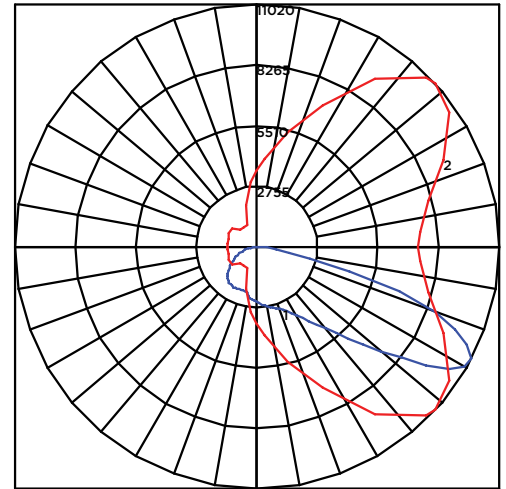
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	2255	13%
Medium (30-60)°	9463	54%
High (60-80)°	5696	32%
Very High (80-90)°	268	2%
Uplight (90-180)°	0	0%
Total Flux	17682	100%

ISO FOOTCANDLE



POLAR CURVE



20' Mounting Height/20' Grid Spacing

■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

MRM-LED-30L-SIL-5W-40-70CRI

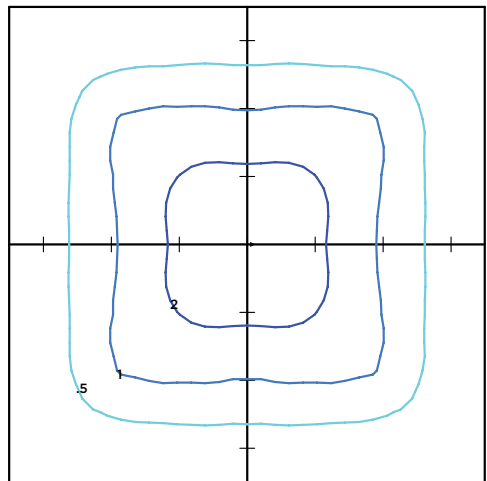
LUMINAIRE DATA

Type 5W Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,636
Watts	135
Efficacy	131
IES Type	Type VS - Short
BUG Rating	B4-U0-G2

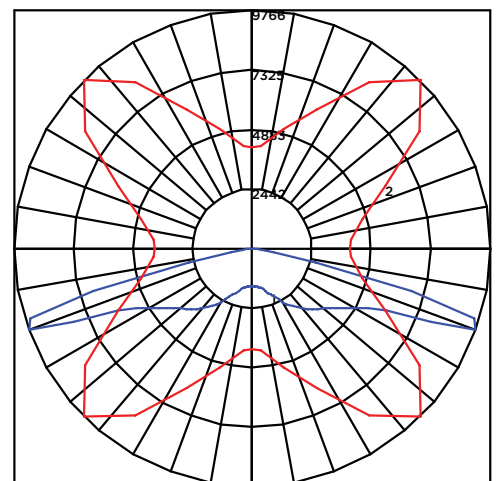
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	1646	9%
Medium (30-60)°	7453	43%
High (60-80)°	8405	48%
Very High (80-90)°	132	1%
Uplight (90-180)°	0	0%
Total Flux	17636	100%

ISO FOOTCANDLE



POLAR CURVE



20' Mounting Height/20' Grid Spacing

■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC



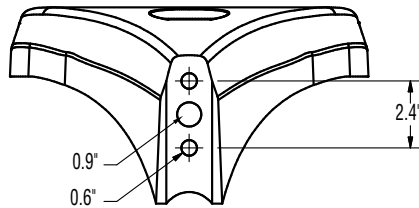
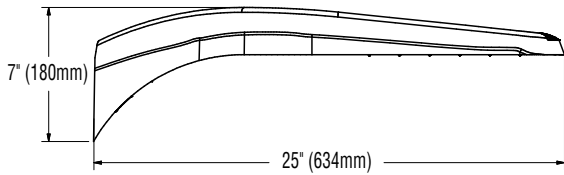
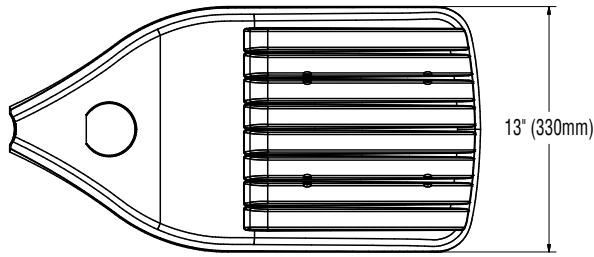
Mirada Small Area Light (MRS)

Type: _____







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PRODUCT DIMENSIONS

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B3 Drill Pattern

LUMINAIRE EPA CHART - MRS									
Tilt Degree		0°	30°	45°	Tilt Degree		0°	30°	45°
	Single	0.5	1.3	1.8		T90°	1.4	2.3	2.6
	D180°	0.9	1.3	1.8		TN120°	1.4	1.9	2.3
	D90°	0.9	1.8	2.2		Q90°	1.4	2.3	2.6

CONTROLS

AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

[Click here to learn more about AirLink.](#)

Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

[Click here to learn more about IMSBT.](#)

AirLink Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

[Click here to learn more about AirLink Blue.](#)





Catalog #: _____

Project: _____

Prepared By: _____

Date: _____

Steel Poles

Square Straight



QUICK LINKS

[Ordering Guide](#)[Configurations](#)[Dimensions](#)[EPA](#)

FEATURES & SPECIFICATIONS

Pole Shaft

- Straight poles are 4", 5", or 6" square.
- Pole shaft is electro-welded ASTM-A500 Grade C steel tubing with a minimum yield strength of 50,000 psi.
- On Tenon Mount steel poles, tenon is 2-3/8" O.D. high-strength pipe. Tenon is 4-3/4" in length.

Hand-Hole

- Standard hand-hole location is 12" above pole base.
- Poles 22' and above have a 3" x 6" reinforced hand-hole. Shorter poles have a 2" x 4" non-reinforced hand-hole.

Base

- Pole base is ASTM-A36 hot-rolled steel plate with a minimum yield strength of 36,000 psi.
- Two-piece square base cover is optional.

Anchor Bolts

- Poles are furnished with anchor bolts featuring zinc-plated double nuts and washers. Galvanized anchor bolts are optional.
- Anchor Bolts conform to ASTM F 1554-07a Grade 55 with a minimum yield strength of 55,000 PSI.

Ground Lug

- Ground lug is standard.

Duplex Receptacle

- Weatherproof duplex receptacle is optional.

Ground Fault Circuit Interrupter

- Self-testing Ground fault circuit interrupter is optional.

Finishes

- Every pole is provided with the DuraGrip Protection System and a 5-year limited warranty:
- When the top-of-the line DuraGrip Plus Protection System is selected, in addition to the DuraGrip Protection System, a non-porous, automotive-grade corrosion coating is applied to the lower portion of the pole interior sealing and further protecting it from corrosion. This option extends the limited warranty to 7 years.

Determining The Luminaire/Pole Combination For Your Application:

- Select luminaire from luminaire ordering information.
- Select bracket configuration if required
- Determine EPA value from luminaire/bracket EPA chart
- Select Pole Height
- Select MPH to match wind speed in the application area (See windspeed maps).
- Confirm pole EPA equal to or exceeding value of luminaire/bracket EPA
- Consult factory for special wind load requirements and banner brackets.

Pole Vibration Damper

- A pole vibration damper is recommended in open terrain areas of the country where low steady state winds are common.
- Non-tapered poles and lightly loaded poles are more susceptible to destructive vibration if a damper is not installed.

Listings

- UL Listed
- BAA/TAA Compliant



Steel Poles - Square Straight

Type: _____

 **Have questions?** Call us at (800) 436-7800

ORDERING GUIDE

[Back to Quick Links](#)

TYPICAL ORDER EXAMPLE: 4SQ B3 S11G 24 S PLP DGP							
Pole Series	Mounting Method	Material	Height ²	Mounting Configuration	Pole Finish	Options	
4SQ - 4" x 4" Square Straight Pole (New Build)	Bolt-On Mount¹ - See pole selection guide for patterns and fixture matches	S11G - 11 Ga. Steel (4SQ/4SQU and 5SQ/5SQU Only)	8'	S - Single/Parallel	BRZ - Bronze	GA - Galvanized Anchor Bolts	
5SQ - 5" x 5" Square Straight Pole (New Build)			10'				
6SQ - 6" x 6" Square Straight Pole (New Build)	B5 - 5" Traditional Drilling Pattern	S07G - 07 Ga. Steel	12'	D180 - Double	BLK - Black	SF - Single Flood ³	
4SQU - 4" x 4" Square Straight Pole (Retrofit)	B3 - 3" Reduced Drilling Pattern		13'	D90 - Double	PLP - Platinum Plus	DF - Double Flood ³	
5SQU - 5" x 5" Square Straight Pole (Retrofit)	B2 - 2" Reduced Drilling Pattern		14'	DN90 - Double	WHT - White	DGP - DuraGrip ³ Plus	
6SQU - 6" x 6" Square Straight Pole (Retrofit)			15'	T90 - Triple	SVG - Satin Verde Green	LAB - Less Anchor Bolts	
			16'	TN120 - Triple	GPT - Graphite	CRXX - Conduit Raceway ⁴	
			17'	Q90 - Quad	MSV - Metallic Silver		
			17'6"	QN90 - Quad	BZA - Alternate Bronze		
	T - Tenon Mount - See pole selection guide for tenon and fixture/bracket matches			18'	N - Tenon Mount (Standard Tenon size is 2-3/8" O.D.) ⁸		
				20'			
				22'			
			22'6"				
			23'				
			24'				
			25'				
			26'				
			27'				
			28'				
			30'				
			32'				
			35'				
			39'				
	I - No Mounting Holes ¹ - Use with: BKA-IFM4 - Flush Mount Adapter ⁷ Greenlee Lifestyle CH Mounting Style Enterprise, Lexington, Constitution PT Single Mounting ²						



Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800



Accessory Ordering Information

DESCRIPTION	PART NUMBER
4BC - 4" Square Base Cover	122559CLR
5BC - 5" Square Base Cover	122561CLR
6BC - 6" Square Base Cover	122563CLR
5BC - 5' Square Universal Base Cover	132488CLR
6BC - 6' Square Universal Base Cover	131252CLR
ER2 - Weatherproof Duplex Receptacle	122566CLR
GFI - Ground Fault Circuit Interrupter	122567CLR
MH5 - mounting Hole Plugs for use with 5" traditional drill pattern (3 set of 3 plugs)	132336
MH3 - mounting Hole Plugs for use with 3" reduced drill pattern (3 set of 3 plugs)	681126
MH2 - Mounting Hole Plugs for use with 2" reduced drill pattern (3 sets of 3 plugs)	725841
Vibration Damper - 4" Square Pole (bolt-on mount only)	172539
Vibration Damper - 5" Square Pole (bolt-on mount only)	172538
Vibration Damper - 6" Square Pole (bolt-on mount only)	178361

FOOTNOTES:

1 - See Area Light Brackets - 3" Reduced Drill Pattern and Area Light Brackets - 5" Traditional Drill Pattern Spec Sheets.

2 - Pole heights will have +/- 1/2" tolerance.

3 - See Flood Lighting Brackets section for choice of FBO brackets.

4 - CR selection must indicate required height and side of pole mounting location. Mounting template required at time of order.



Steel Poles - Square Straight

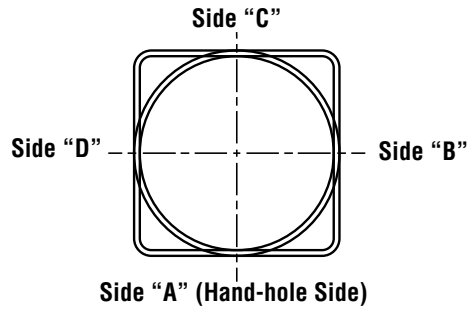
Type: _____

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DRILLING LOCATIONS

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Sides	A	B	C	D
Hand-hole	X			
Single	X			
D180		X		X
D90	X			X
DN90 ¹				
T90	X	X		X
TN120 ²				
Q90	X	X	X	X
QN90 ³				
Single FBO	X			
Double FBO		X		X

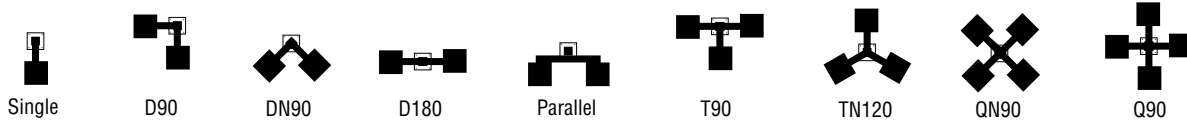


NOTES:

- 1 - Two locations will be 45° to the left and right of Side A.
- 2 - Other two locations will be 120° to the left and right of Side A.
- 3 - Two locations will be 45° to the left and right of Side A and two locations will be 135° to the left and right of Side A.

Consult factory for custom variations. Standard SF and DF pole preparations are located 3/4 of the height of the pole from the base, except on 20' poles. Maximum height for SF and DF pole preparations on 20' poles is 13' from the base.

FIXTURE CONFIGURATIONS



BOLT CIRCLE

STANDARD BASEPLATE

4" (102mm) square
10-1/8" (257mm) sq.



11" (279mm) Dia. Bolt Circle

5" (127mm) square
10-1/8" (257mm) sq.



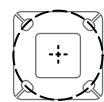
11" (279mm) Dia. Bolt Circle

5" (127mm) square
10-1/8" (257mm) sq.



11" (279mm) Dia. Bolt Circle

6" (152mm) square
12" (305mm) sq.



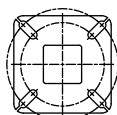
12" (305mm) Dia. Bolt Circle

Bolt Circle Designator	B	C	D	J
Bolt Circle	Slotted 8"-11" (203mm-279mm)	Slotted 9"-11" (229mm-279mm)	Slotted 9"-11" (229mm-279mm)	Slotted 12" (305mm)
Anchor Bolt Size	3/4" x 30" (19mm x 762mm)	3/4" x 30" (19mm x 762mm)	1" x 36" (25mm x 914mm)	1" x 36" (25mm x 914mm)
Anchor Bolt Projection	3-1/4" (83mm)	3-1/4" (83mm)	4" (102mm)	4" (102mm)
Base Plate Opening for Wireway Entry	3-5/8" (92mm)	4-3/4" (121mm)	4-5/8" (117mm)	5-5/8" (143mm)
Base Plate Dimensions	10-1/8" sq. x 3/4" thk. (257mm x 19mm)	10-1/8" sq. x 3/4" thk. (257mm x 19mm)	10-1/8" sq. x 1" thk. (257mm x 25mm)	12" sq. x 1-1/8" thk. (305mm x 29mm)
Pole Gauge	11	11	7	7

Note: Base plate illustrations may change without notice. Do not use for setting anchor bolts. Consult factory for the appropriate anchor bolt template.

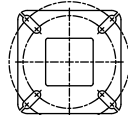
UNIVERSAL BASEPLATE

4" (102mm) square
10.5" (267mm) sq.



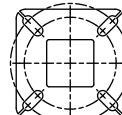
4SQ

5" (127mm) square
11.125" (283mm) sq.



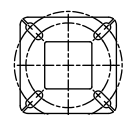
5SQ

5" (127mm) square
11.75" (298mm) sq.



5SQ

6" (152mm) square
12-1/2" (318mm) sq.



14" (356mm) Dia. Bolt Circle

Bolt Circle Designator	E	F	G	H
Bolt Circle	Slotted 9"-12"	Slotted 10"-13"	Slotted 10"-13"	Slotted 11"-14" (279mm-356mm)
Anchor Bolt Size	3/4" x 30" (19mm x 762 mm)	3/4x 30" (25mm x 914 mm)	1x 36" (25mm x 914 mm)	1" x 36" (25mm x 914mm)
Anchor Bolt Projection	3-1/4" (83 mm)	3-1/4" (83 mm)	4" (102 mm)	4" (102mm)
Base Plate Opening for Wireway Entry	3-5/8" (92mm)	4-3/4" (121mm)	5-1/8" (130 mm)	5-5/8" (143mm)
Base Plate Dimensions	10-1/2" sq. x 3/4" thk. (267 mm x 19 mm)	11-1/8 sq. x 3/4" thk. (283 mm x 19 mm)	11-3/4" sq. x 1" thk. (298 mm x 25 mm)	12 1/2" sq. x 1 1/8" thk. (318mm x 29mm)
Pole Gauge	11	11	7	7

Note: Base plate illustrations may change without notice. Do not use for setting anchor bolts. Consult factory for the appropriate anchor bolt template.

Steel Poles - Square Straight

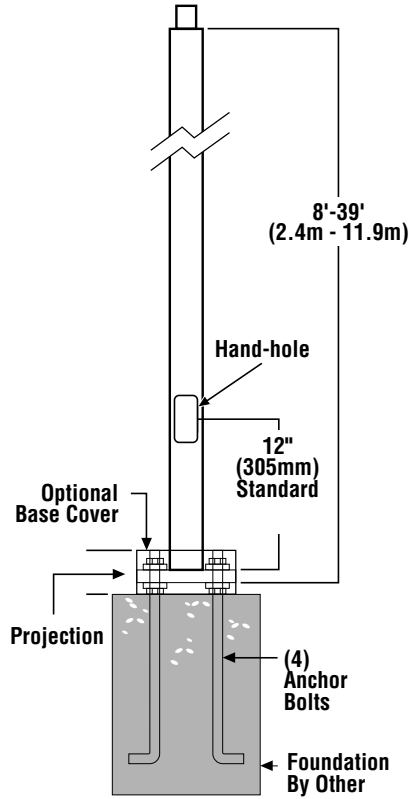
Type: _____

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PRODUCT DIMENSIONS

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SQT -
N= 2-3/8" (60mm) O.D. x 4-3/4" (121mm) Tenon

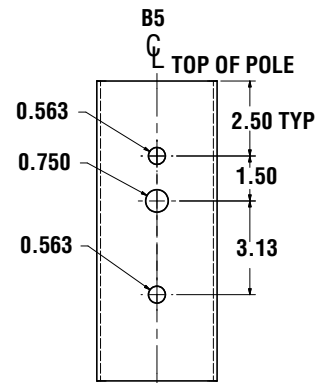
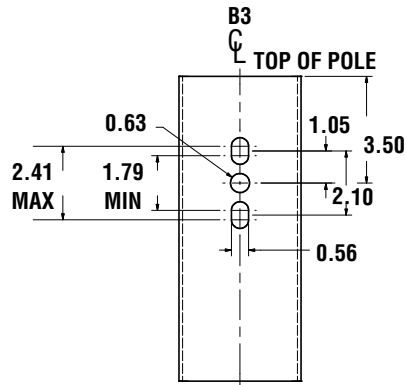
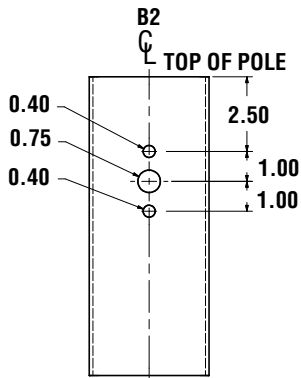


SF -
Single Flood
Pole Preparation



SHIPPING WEIGHTS	
4"(102mm) sq. 11 Ga. is approximately	7.50 lbs./ft.
4"(102mm) sq. 07 Ga. is approximately	10.00 lbs./ft.
5"(127mm) sq. 11 Ga. is approximately	9.00 lbs./ft.
5"(127mm) sq. 07 Ga. is approximately	12.50 lbs./ft.
6"(152mm) sq. 07 Ga. is approximately	15.40 lbs./ft.
Anchor Bolts (3/4" x 30")(19mm x 762mm)	15 lbs. (7kg)/set
Anchor Bolts (1" x 36")(25mm x 914mm)	30 lbs. (14kg)/set

Bolt-On Mount 2-Bolt Pattern



Steel Poles - Square Straight

Type: _____

 **Have questions?** Call us at (800) 436-7800

WIND SPEED

[Back to Quick Links](#)

EPA Information

All LSI Industries' poles are guaranteed to meet the EPA requirements listed. LSI Industries is not responsible if a pole order has a lower EPA rating than the indicated wind-loading zone where the pole will be located.

CAUTION: This guarantee does not apply if the pole/bracket/fixture combination is used to support any other items such as flags, pennants, or signs, which would add stress to the pole. LSI Industries cannot accept responsibility for harm or damage caused in these situations.

NOTE: Pole calculations include a 1.3 gust factor over steady wind velocity. Example: poles designed to withstand 80 MPH steady wind will withstand gusts to 104 MPH. EPAs are for locations 100 miles away from hurricane ocean lines. Consult LSI for other areas. Note: Hurricane ocean lines are the Atlantic and Gulf of Mexico coastal areas. For applications in Florida or Canada, consult factory.

Use ONLY with "Wind Speed Map for ASCE 7-10

POLE ¹	Mtg. Height Length (ft)	Wall Thick (ga)	BOLT CIRCLE			EPA								
			Designator	Dia. (in)	Anchor bolt Dia {in}	110 MPH	115 MPH	120 MPH	130 MPH	140 MPH	150 MPH	160 MPH	170 MPH	180 MPH
4" x 11-ga x 12'	12	11	B	8" - 11"	0.75	13.9	12.5	11.3	9.2	7.6	6.3	5.2	4.3	3.6
4" x 11-ga x 14'	14	11	B	8" - 11"	0.75	10.7	9.5	8.5	6.8	5.4	4.4	3.5	2.7	2.1
4" x 11-ga x 16'	16	11	B	8" - 11"	0.75	8.2	7.2	6.4	4.9	3.8	2.9	2.1	1.5	1.0
4" x 11-ga x 18'	18	11	B	8" - 11"	0.75	6.3	5.4	4.7	3.4	2.4	1.6	1.0	0.4	n/a
4" x 11-ga x 20'	20	11	B	8" - 11"	0.75	4.6	3.9	3.2	2.1	1.2	0.6	n/a	n/a	n/a
4" x 11-ga x 22'	22	11	B	8" - 11"	0.75	7.6	6.6	5.7	4.2	3.0	2.0	1.2	0.5	n/a
4" x 11-ga x 24'	24	11	B	8" - 11"	0.75	6.0	5.1	4.3	2.9	1.8	0.9	n/a	n/a	n/a
4" x 11-ga x 26'	26	11	B	8" - 11"	0.75	4.6	3.7	3.0	1.7	0.7	n/a	n/a	n/a	n/a
4" x 7-ga x 14'	14	7	B	8" - 11"	0.75	18.3	16.4	14.9	12.2	10.2	8.5	7.1	5.9	5.0
4" x 7-ga x 16'	16	7	B	8" - 11"	0.75	14.7	13.2	11.8	9.6	7.8	6.3	5.2	4.2	3.4
4" x 7-ga x 18'	18	7	B	8" - 11"	0.75	11.9	10.5	9.3	7.4	5.9	4.6	3.6	2.8	2.1
4" x 7-ga x 20'	20	7	B	8" - 11"	0.75	9.6	8.4	7.4	5.7	4.3	3.2	2.3	1.6	0.9
4" x 7-ga x 22'	22	7	B	8" - 11"	0.75	7.7	6.6	5.7	4.2	3.0	2.0	1.2	0.5	n/a
4" x 7-ga x 24'	24	7	B	8" - 11"	0.75	6.0	5.1	4.3	2.9	1.8	0.9	n/a	n/a	n/a
4" x 7-ga x 26'	26	7	B	8" - 11"	0.75	4.6	3.7	3.0	1.7	0.7	n/a	n/a	n/a	n/a
4" x 7-ga x 28'	28	7	B	8" - 11"	0.75	3.3	2.5	1.8	0.7	n/a	n/a	n/a	n/a	n/a
4" x 7-ga x 30'	30	7	B	8" - 11"	0.75	2.2	1.4	0.8	n/a	n/a	n/a	n/a	n/a	n/a
5" x 11-ga x 14'	14	11	C	9" - 11"	0.75	17.4	15.7	14.1	11.5	9.3	7.7	6.3	5.2	4.2
5" x 11-ga x 16'	16	11	C	9" - 11"	0.75	13.8	12.3	10.9	8.7	6.9	5.5	4.3	3.3	2.5
5" x 11-ga x 18'	18	11	C	9" - 11"	0.75	10.8	9.6	8.4	6.5	4.9	3.7	2.6	1.8	1.1
5" x 11-ga x 20'	20	11	C	9" - 11"	0.75	8.5	7.3	6.3	4.6	3.2	2.1	1.2	0.5	n/a
5" x 11-ga x 22'	22	11	C	9" - 11"	0.75	10.9	9.5	8.3	6.2	4.5	3.2	2.1	1.2	0.5
5" x 11-ga x 24'	24	11	C	9" - 11"	0.75	8.8	7.5	6.4	4.5	3.0	1.8	0.8	n/a	n/a
5" x 11-ga x 26'	26	11	C	9" - 11"	0.75	6.8	5.7	4.6	3.0	1.6	0.6	n/a	n/a	n/a
5" x 11-ga x 28'	28	11	C	9" - 11"	0.75	5.2	4.1	3.2	1.6	0.4	n/a	n/a	n/a	n/a
5" x 11-ga x 30'	30	11	C	9" - 11"	0.75	3.6	2.7	1.8	0.4	n/a	n/a	n/a	n/a	n/a
5" x 7-ga x 20'	20	7	D	9" - 11"	1.00	21.6	19.3	17.3	14.0	11.3	9.2	7.4	6.0	4.8
5" x 7-ga x 22'	22	7	D	9" - 11"	1.00	20.7	18.6	16.6	13.3	10.7	8.5	6.8	5.4	4.2
5" x 7-ga x 24'	24	7	D	9" - 11"	1.00	17.7	15.6	13.8	10.8	8.5	6.6	5.0	3.7	2.6
5" x 7-ga x 26'	26	7	D	9" - 11"	1.00	14.9	13.1	11.4	8.8	6.6	4.9	3.5	2.3	1.3
5" x 7-ga x 28'	28	7	D	9" - 11"	1.00	12.5	10.9	9.4	6.9	4.9	3.4	2.1	1.0	n/a
5" x 7-ga x 30'	30	7	D	9" - 11"	1.00	10.3	8.9	7.5	5.2	3.4	2.0	0.8	n/a	n/a
5" x 7-ga x 35'	35	7	D	9" - 11"	1.00	6.0	4.8	3.6	1.8	n/a	n/a	n/a	n/a	n/a
6" x 7-ga x 24'	24	7	J	12"	1.00	18.6	16.4	14.3	11.2	8.6	6.5	4.8	3.4	2.2
6" x 7-ga x 26'	26	7	J	12"	1.00	15.6	13.4	11.7	8.8	6.5	4.6	3.0	1.8	0.7
6" x 7-ga x 28'	28	7	J	12"	1.00	12.9	10.9	9.3	6.7	4.6	2.8	1.5	n/a	n/a
6" x 7-ga x 30'	30	7	J	12"	1.00	10.4	8.8	7.3	4.8	2.9	1.3	n/a	n/a	n/a
6" x 7-ga x 32'	32	7	J	12"	1.00	8.3	6.8	5.5	3.1	1.3	n/a	n/a	n/a	n/a
6" x 7-ga x 34'	34	7	J	12"	1.00	6.5	5.0	3.7	1.6	n/a	n/a	n/a	n/a	n/a
6" x 7-ga x 35'	35	7	J	12"	1.00	5.5	4.2	2.9	0.9	n/a	n/a	n/a	n/a	n/a
6" x 7-ga x 39'	39	7	J	12"	1.00	2.3	1.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a

All LSI Industries' poles are guaranteed to meet the EPA requirements listed. LSI Industries is not responsible if a pole order has a lower EPA rating than the indicated wind-loading zone where the pole will be located.

CAUTION: This guarantee does not apply if the pole/bracket/fixture combination is used to support any other items such as flags, pennants, or signs, which would add stress to the pole. LSI Industries cannot accept responsibility for harm or damage caused in these situations.

Note:

1- Poles shorter than these listed here in for each gauge have EPA rating equal to or greater than what is provided in this table. To Confirm EPA ratings on shorter poles, contact LSI Industries.

2- LSI Industries recommends a vibration damper be ordered with this length.



Steel Poles - Square Straight

Type: _____

 Have questions? Call us at (800) 436-7800

WIND SPEED

POLE ¹	Mtg. Height Length (ft)	Wall Thick (ga)	BOLT CIRCLE			EPA								
			Designator	Dia. (in)	Anchor bolt Dia {in}	110 MPH	115 MPH	120 MPH	130 MPH	140 MPH	150 MPH	160 MPH	170 MPH	180 MPH
5" x 11-ga x 14'	14	11	F	11"	0.75	17.6	15.8	14.2	11.5	9.4	7.7	6.3	5.2	4.3
5" x 11-ga x 14'	14	11	F	13"	0.75	17.6	15.8	14.2	11.5	9.4	7.7	6.3	5.2	4.3
5" x 11-ga x 16'	16	11	F	11"	0.75	13.9	12.2	11.0	8.8	7.0	5.5	4.3	3.4	2.5
5" x 11-ga x 16'	16	11	F	13"	0.75	13.9	12.2	11.0	8.8	7.0	5.5	4.3	3.4	2.5
5" x 11-ga x 18'	18	11	F	11"	0.75	11.0	9.6	8.4	6.5	5.0	3.7	2.7	1.8	1.1
5" x 11-ga x 18'	18	11	F	13"	0.75	11.0	9.6	8.4	6.5	5.0	3.7	2.7	1.8	1.1
5" x 11-ga x 20'	20	11	F	11"	0.75	8.6	7.4	6.4	4.6	3.3	2.2	1.3	0.5	-
5" x 11-ga x 20'	20	11	F	13"	0.75	8.6	7.4	6.4	4.6	3.3	2.2	1.3	0.5	-
5" x 11-ga x 22'	22	11	F	11"	0.75	12.7	11.1	9.6	7.4	5.6	4.1	3.0	2.0	1.1
5" x 11-ga x 22'	22	11	F	12"	0.75	10.3	8.9	7.7	5.7	4.1	2.8	1.8	0.9	-
5" x 11-ga x 22'	22	11	F	13"	0.75	8.6	7.4	6.4	4.6	3.1	2.0	1.1	-	-
5" x 11-ga x 24'	24	11	F	11"	0.75	10.2	8.9	7.6	5.6	4.0	2.6	1.6	0.7	-
5" x 11-ga x 24'	24	11	F	12"	0.75	8.0	6.9	5.8	4.0	2.6	1.5	0.5	-	-
5" x 11-ga x 24'	24	11	F	13"	0.75	6.7	5.5	4.6	3.0	1.7	0.7	-	-	-
5" x 11-ga x 26'	26	11	F	11"	0.75	8.1	6.9	5.8	4.0	2.5	1.3	-	-	-
5" x 11-ga x 26'	26	11	F	12"	0.75	6.2	5.1	4.1	2.6	1.3	-	-	-	-
5" x 11-ga x 26'	26	11	F	13"	0.75	5.0	4.0	3.1	1.6	0.5	-	-	-	-
5" x 11-ga x 28'	28	11	F	11"	0.75	6.3	5.2	4.3	2.5	1.1	-	-	-	-
5" x 11-ga x 28'	28	11	F	12"	0.75	4.6	3.6	2.7	1.2	-	-	-	-	-
5" x 11-ga x 28'	28	11	F	13"	0.75	3.4	2.5	1.7	-	-	-	-	-	-
5" x 11-ga x 30'	30	11	F	11"	0.75	4.7	3.7	2.8	1.2	-	-	-	-	-
5" x 11-ga x 30'	30	11	F	12"	0.75	3.1	2.2	1.4	-	-	-	-	-	-
5" x 11-ga x 30'	30	11	F	13"	0.75	2.0	1.2	0.5	-	-	-	-	-	-
5" x 7-ga x 20'	20	7	G	11"	0.75	19.0	17.0	15.0	12.2	9.7	7.8	6.2	5.0	3.8
5" x 7-ga x 20'	20	7	G	12"	0.75	21.4	19.1	17.1	13.8	11.2	9.1	7.3	5.9	4.7
5" x 7-ga x 20'	20	7	G	13"	0.75	21.4	19.2	17.2	13.9	11.3	9.2	7.4	6.0	4.8
5" x 7-ga x 20'	20	7	G	11"	1	21.7	19.4	17.4	14.0	11.4	9.3	7.5	6.0	4.8
5" x 7-ga x 20'	20	7	G	13"	1	21.7	19.4	17.4	14.0	11.4	9.3	7.5	6.0	4.8
5" x 7-ga x 22'	22	7	G	11"	0.75	16.0	14.1	12.5	9.8	7.6	5.9	4.4	3.3	2.3
5" x 7-ga x 22'	22	7	G	12"	0.75	17.7	15.9	14.2	11.2	8.7	7.0	5.4	4.1	3.0
5" x 7-ga x 22'	22	7	G	13"	0.75	19.9	17.3	15.6	12.6	10.0	8.0	6.3	5.0	3.8
5" x 7-ga x 22'	22	7	G	11"	1	21.0	18.7	16.7	13.4	10.6	8.5	6.8	5.4	4.2
5" x 7-ga x 22'	22	7	G	12"	1	23.4	20.6	18.4	15.0	12.2	9.9	8.0	6.4	5.1
5" x 7-ga x 22'	22	7	G	13"	1	21.3	18.8	17.0	13.7	11.0	8.8	7.0	5.6	4.3
5" x 7-ga x 24'	24	7	G	11"	0.75	13.3	11.6	10.0	7.7	5.7	4.2	2.9	1.9	1.0
5" x 7-ga x 24'	24	7	G	12"	0.75	15.0	13.0	11.6	8.9	6.8	5.1	3.8	2.6	1.7
5" x 7-ga x 24'	24	7	G	13"	0.75	16.6	14.6	12.9	10.2	8.0	6.1	4.6	3.3	2.3
5" x 7-ga x 24'	24	7	G	11"	1	17.5	15.7	13.9	10.9	8.6	6.7	5.0	3.7	2.7
5" x 7-ga x 24'	24	7	G	12"	1	20.0	17.4	15.4	12.3	9.9	7.8	6.0	4.7	3.5
5" x 7-ga x 24'	24	7	G	13"	1	18.1	16.0	14.2	11.0	8.7	6.7	5.3	3.9	2.8
5" x 7-ga x 26'	26	7	G	11"	0.75	10.9	9.3	8.0	5.9	4.1	2.7	1.6	0.6	-
5" x 7-ga x 26'	26	7	G	12"	0.75	12.4	10.9	9.5	7.0	5.1	3.6	2.3	1.3	-
5" x 7-ga x 26'	26	7	G	13"	0.75	14.0	12.3	10.7	8.1	6.0	4.4	3.1	2.0	1.0
5" x 7-ga x 26'	26	7	G	11"	1	15.0	13.2	11.5	8.8	6.7	4.9	3.5	2.3	1.3

Steel Poles - Square Straight

Type: _____

 Have questions? Call us at (800) 436-7800

WIND SPEED

POLE ¹	Mtg. Height Length (ft)	Wall Thick (ga)	BOLT CIRCLE			EPA									
			Designator	Dia. (in)	Anchor bolt Dia {in}	110 MPH	115 MPH	120 MPH	130 MPH	140 MPH	150 MPH	160 MPH	170 MPH	180 MPH	
5" x 7-ga x 26'	26	7	G	12"	1	17.0	14.8	13.0	10.2	7.9	6.0	4.4	3.1	2.1	
5" x 7-ga x 26'	26	7	G	13"	1	15.3	13.5	11.8	9.0	6.8	5.0	3.6	2.5	1.4	
5" x 7-ga x 28'	28	7	G	11"	0.75	8.9	7.4	6.3	4.3	2.7	1.4	-	-	-	
5" x 7-ga x 28'	28	7	G	12"	0.75	10.2	8.8	7.5	5.3	3.5	2.1	1.0	-	-	
5" x 7-ga x 28'	28	7	G	13"	0.75	11.8	10.2	8.8	6.4	4.5	3.0	1.7	0.7	-	
5" x 7-ga x 28'	28	7	G	11"	1	12.5	10.9	9.5	7.0	5.0	3.3	2.1	1.0	-	
5" x 7-ga x 28'	28	7	G	12"	1	14.2	12.4	11.0	8.2	6.0	4.3	3.0	1.7	0.8	
5" x 7-ga x 28'	28	7	G	13"	1	12.9	11.0	9.7	7.2	5.2	3.6	2.2	1.1	-	
5" x 7-ga x 30'	30	7	G	11"	0.75	7.0	5.8	4.7	2.8	1.3	-	-	-	-	
5" x 7-ga x 30'	30	7	G	12"	0.75	8.4	7.0	5.8	3.8	2.2	0.9	-	-	-	
5" x 7-ga x 30'	30	7	G	13"	0.75	9.7	8.2	7.0	4.8	3.0	1.6	0.5	-	-	
5" x 7-ga x 30'	30	7	G	11"	1	10.4	8.8	7.6	5.3	3.4	2.0	0.8	-	-	
5" x 7-ga x 30'	30	7	G	12"	1	12.0	10.3	9.0	6.4	4.4	2.9	1.6	0.5	-	
5" x 7-ga x 30'	30	7	G	13"	1	10.6	9.1	7.7	5.5	3.6	2.1	1.0	-	-	
5" x 7-ga x 35'	35	7	G	11"	0.75	3.2	2.2	1.2	-	-	-	-	-	-	
5" x 7-ga x 35'	35	7	G	12"	0.75	4.4	3.2	2.2	0.5	-	-	-	-	-	
5" x 7-ga x 35'	35	7	G	13"	0.75	5.5	4.2	3.1	1.3	-	-	-	-	-	
5" x 7-ga x 35'	35	7	G	11"	1	6.0	4.8	3.6	1.8	-	-	-	-	-	
5" x 7-ga x 35'	35	7	G	12"	1	7.3	6.0	4.8	2.7	1.1	-	-	-	-	
5" x 7-ga x 35'	35	7	G	13"	1	6.3	5.0	3.8	1.9	-	-	-	-	-	
6" x 7-ga x 24'	24	7	H	11"	1	16.5	14.4	12.6	9.6	7.2	5.3	3.8	2.5	1.4	
6" x 7-ga x 24'	24	7	H	12-1/2"	1	19.8	17.5	15.4	12.0	9.2	7.0	5.3	3.8	2.7	
6" x 7-ga x 24'	24	7	H	14"	1	23.0	20.5	18.0	14.3	11.2	8.9	6.9	5.3	3.8	
6" x 7-ga x 26'	26	7	H	11"	1	13.7	11.8	10.2	7.5	5.3	3.6	2.1	1.0	-	
6" x 7-ga x 26'	26	7	H	12-1/2"	1	16.5	14.6	12.6	9.6	7.0	5.2	3.6	2.2	1.1	
6" x 7-ga x 26'	26	7	H	14"	1	19.6	17.3	15.2	11.7	8.9	6.7	5.0	3.5	2.2	
6" x 7-ga x 28'	28	7	H	11"	1	11.0	9.3	7.8	5.5	3.5	1.9	0.6	-	-	
6" x 7-ga x 28'	28	7	H	12-1/2"	1	13.8	12.0	10.2	7.5	5.2	3.4	1.9	0.7	-	
6" x 7-ga x 28'	28	7	H	14"	1	16.4	14.5	12.5	9.4	6.9	4.7	3.2	1.8	0.7	
6" x 7-ga x 30'	30	7	H	11"	1	9.0	7.3	6.0	3.6	1.9	0.5	-	-	-	
6" x 7-ga x 30'	30	7	H	12-1/2"	1	11.4	9.6	8.0	5.5	3.4	1.7	-	-	-	
6" x 7-ga x 30'	30	7	H	14"	1	14.0	12.0	10.0	7.2	5.0	3.2	1.6	-	-	
6" x 7-ga x 32'	32	7	H	11"	1	7.0	5.5	4.2	2.0	-	-	-	-	-	
6" x 7-ga x 32'	32	7	H	12-1/2"	1	9.2	7.6	6.0	3.8	1.8	-	-	-	-	
6" x 7-ga x 32'	32	7	H	14"	1	11.4	9.7	8.0	5.4	3.2	1.6	-	-	-	
6" x 7-ga x 34'	34	7	H	11"	1	5.1	3.7	2.5	0.6	-	-	-	-	-	
6" x 7-ga x 34'	34	7	H	12-1/2"	1	7.2	5.6	4.4	2.2	-	-	-	-	-	
6" x 7-ga x 34'	34	7	H	14"	1	9.3	7.6	6.2	3.6	1.7	-	-	-	-	
6" x 7-ga x 35'	35	7	H	11"	1	4.2	3.0	1.8	-	-	-	-	-	-	
6" x 7-ga x 35'	35	7	H	12-1/2"	1	6.2	4.8	3.6	1.4	-	-	-	-	-	
6" x 7-ga x 35'	35	7	H	14"	1	8.2	6.6	5.2	2.9	1.0	-	-	-	-	
6" x 7-ga x 39'	39	7	H	11"	1	1.0	-	-	-	-	-	-	-	-	
6" x 7-ga x 39'	39	7	H	12-1/2"	1	3.0	1.6	0.5	-	-	-	-	-	-	
6" x 7-ga x 39'	39	7	H	14"	1	4.6	3.3	2.0	-	-	-	-	-	-	

All LSI Industries' poles are guaranteed to meet the EPA requirements listed. LSI Industries is not responsible if a pole order has a lower EPA rating than the indicated wind-loading zone where the pole will be located.

CAUTION: This guarantee does not apply if the pole/bracket/fixture combination is used to support any other items such as flags, pennants, or signs, which would add stress to the pole. LSI Industries cannot accept responsibility for harm or damage caused in these situations.

Note:

1- Poles shorter than these listed here in for each gauge have EPA rating equal to or greater than what is provided in this table. To Confirm EPA ratings on shorter poles, contact LSI Industries.

2- LSI Industries recommends a vibration damper be ordered with this length.



Catalog # : _____ Project : _____

Prepared By : _____ Date : _____

Slim Wall Pack (WPSLS)

Small LED Slim Wall Pack



OVERVIEW

Lumen Range	1,000 - 4,000
Wattage Range	12 - 40
Efficacy Range (LPW)	98 - 122
Weight lbs(kg)	3.8 (1.7)

QUICK LINKS

[Ordering Guide](#)[Performance](#)[Dimensions](#)[Photometrics](#)

FEATURES & SPECIFICATIONS

Construction

- Rigid Precision Die cast-aluminum housing for durability and consistency.
- Vertical fins serve as a heat sink and resist accumulation of dust and debris.
- The Patent Pending thermal stacking heat removal technology extracts heat from within the housing moving it away from LEDs and integral components.
- Luminaire hinges open from the bottom to prevent leakage.
- Luminaire is proudly manufactured and tested in the U.S.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory
- Shipping weight: 3.8 lbs in carton.

Optical System

- High-performance Chip On Board (COB) LEDs behind clear tempered glass for maximum light output.
- 3000K | 4000K | 5000K color temperatures.
- Minimum CRI of 71.
- Zero uplight.

Electrical

- High-performance driver features over-voltage, under voltage, short-circuit and over temperature protection.
- 0-10 volt dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz
- L70 Calculated Life: >100k Hours
- Total harmonic distortion: <20%
- Power factor: >.85
- Input power stays constant over life.
- Driver Off-State Power is 0 watts.
- Chip On Board (COB) LEDs with integrated circuit board mounted directly to the housing to maximize heat dissipation and promote long life.
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.
- Minimum 2.5kV surge rating
- Operating temperature: -40°C to +50°C (-40°F to +122°F)

Controls

- Optional 120V electronic button Photocontrol.
- Apertures for field or factory installed photo-control.

Installation

- Surface mounts direct to J-box or wall.
- Features a bubble level and removable hinged face frame for ease of installation.

Warranty

- LSI LED Fixtures carry a 5-year warranty.
- 1 Year warranty on optional Button Photocell.

Listings

- Listed to UL 1598 and UL 8750.
- CSA Listed
- RoHS Compliant.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- American Recovery and Reinvestment Act Funding Compliant.
- Suitable For Wet Locations.

Specifications and dimensions subject to change without notice.





Small LED Slim Wall Pack (WPSLS)

ORDERING GUIDE

[Back to Quick Links](#)

TYPICAL ORDER EXAMPLE: **WPSLS LED 1L UNV DIM 30 PC120 BZA**

Family Prefix	Lumen Package	Color Temp	Controls	Finishes
WPSLS - Small Slim Wall Pack	1L - 1000 Lumens	30 - 3000K	PC120 - 120V Photocontrol	BZA - Bronze
	2L - 2000 Lumens	40 - 4000K	PC208-277 - 208-277V Photocontrol	WHT - White
	4L - 4000 Lumens	50 - 5000K		BLK - Black

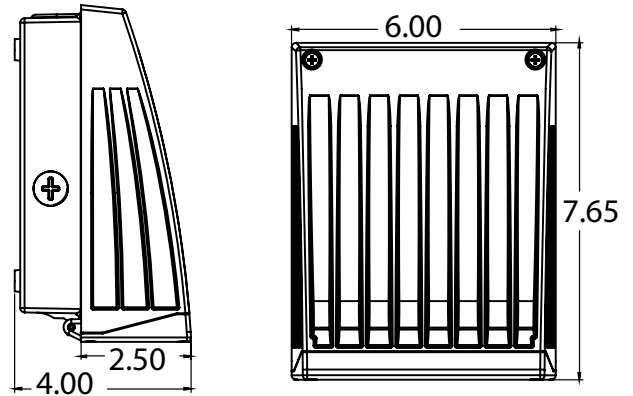
PERFORMANCE

Lumens	3000K		4000K		5000K		Wattage
	Delivered Lumens	Efficacy	Delivered Lumens	Efficacy	Delivered Lumens	Efficacy	
1L	1206	97.79	1206	97.79	1366	111.11	12
2L	2125	107.2	2125	107.2	2418	121.97	20
4L	3712	100.18	3712	100.18	4394	116.21	40

LED		HID			Annual Savings
Wattage	Annual Cost	Source Wattage	Total Wattage Used	Annual Cost	
12	\$5	50	72	\$52	\$47
		70	90	\$59	\$54
20	\$9	50	72	\$52	\$43
		70	90	\$59	\$50
		100	129	\$77	\$68
40	\$18	100	129	\$77	\$59
		150	185	\$100	\$82
		175	210	\$112	\$94

PRODUCT DIMENSIONS

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PHOTOMETRICS

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Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%. See <http://www.lsi-industries.com/products/led-lighting-solutions.aspx> for detailed photometric data.

WPSLS-4L-40

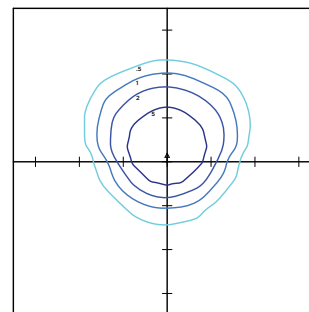
Luminaire Data

Wide Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	4,053
Watts	37.0
Efficacy	109
IES Type	Type III - Very Short
BUG Rating	B1-U0-G1

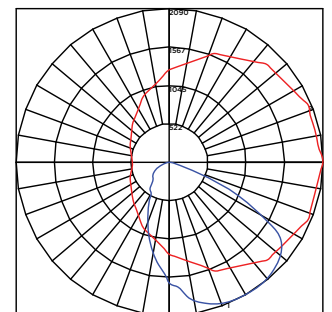
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30°)	1239.6	30.6%
Medium (30-60°)	2246.2	55.4%
High (60-80°)	559.6	13.8%
Very High (80-90°)	7.3	0.2%
Uplight (90-180°)	0.0	0.0%
Total Flux	4052.7	100%

ISO FOOTCANDLE PLOT



POLAR CURVE



10' Mounting Height/10' Grid Spacing

■ 10 FC ■ 5 FC ■ 2 FC ■ 1 FC





Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Mirada Small Wall Sconce (XWS)

Outdoor LED Wall Light

**IP65 IK10****OVERVIEW**

Lumen Output Range	2,000 - 6,000
Wattage Range	15 - 52
Efficacy Range (LPW)	119 - 151
Luminaire Weight lbs (kg)	8 (3.6)

QUICK LINKS[Ordering Guide](#)[Performance](#)[Photometrics](#)[Dimensions](#)**FEATURES & SPECIFICATIONS****Construction**

- Rugged die-cast aluminum housing.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Extended housing available with 1/2" threaded hubs for surface conduit and rated wire.
- Standard luminaire shipping weight: 10 lbs in carton.
- Max luminaire shipping weight (with back housing): 20 lbs in carton.

Optical System

- Choice of acrylic lens or high impact resistant polycarbonate lens
- The lens is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire
- Reflector system with recessed light engine reduces glare and brightness.
- Forward Throw Wide and Medium distributions available.
- Optional diffused lens for reduced LED pixilation over the lens and maximum visual comfort.
- Zero uplight.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377.
- Minimum CRI of 80

Electrical

- High-performance driver features over-voltage under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance. Driver complies with FCC standards. Accessible driver and electrical components.
- Optional Dual Drivers/Circuit/Power Feeds.
- Optional battery backup provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. Standard battery rated for 0° to 50° with cold weather battery rated for -20°C to 50°. 120-277V Only.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.

- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- Universal wall mounting plate mounts directly to vertical surface or 4" junction box (octagonal or square).
- Luminaire hinges to the top of the mounting plate and is secured via two flush mount screws that help to conceal the hardware and prevent over tightening during installation.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 2700K or 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP65 rated luminaire per IEC 60598-1.
- IK10 rated luminaire per IEC 66262 mechanical impact code with clear polycarbonate lens (MTP).
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product are DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.





Mirada Small Wall Sconce (XWS)

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ORDERING GUIDE

TYPICAL ORDER EXAMPLE: **XWS LED 6L FTW UNV DIM 40 70CRI ALBCS1 BLK EH**

Luminaire Prefix	Light Source	Lumen Package	Distribution/Lens	Voltage	Driver	Color Temp	Color Rendering
XWS - Mirada Small Wall Sconce	LED	2L - 2,000 lms 3L - 3,000 lms 5L - 5,000 lms 6L - 6,000 lms Custom Lumen Packages ¹	FTW - Forward Throw Wide Clear Acrylic MT - Medium Throw Clear Acrylic MTD - Medium Throw Diffuse Acrylic MTP - Medium Throw Clear Polycarbonate MTPD - Medium Throw Diffuse Polycarbonate	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V) ²	DIM - 0-10v Dimming (0-10%)	50 - 5,000K 40 - 4,000K 35 - 3,500K 30 - 3,000K 27 - 2,700K	80CRI - 80 CRI

Controls	Finish	Options
(Blank) - None Wireless Controls⁸ ALSC - AirLink Synapse Control System ³ ALSCS1 - AirLink Synapse Control System with 8-12' MH Motion Sensor ^{3,4} ALSCS2 - AirLink Synapse Control System with 12-20' MH Motion Sensor ^{3,4} ALBCS1 - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' mounting height) ^{3,4} Standalone Controls EXT - 0-10v Dimming leads extended to housing exterior IMSBT1 - Integral Bluetooth™ Motion and Photocell Sensor 8-24' MH ^{3,4,5} Button Type Photocells PCI120 - 120V PCI208-277 - 208-277V PCI347 - 347V	BLK - Black BRZ - Dark Bronze GMG - Gun Metal Gray GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White	(Blank) - None 2DP - Dual Driver, Circuit & Power Feed ^{3,4,6,7} BB - Battery Back-up (0°C) ^{3,4,9} CWBB - Cold Weather Battery Backup(-20°C) ^{3,4,9} EH - Extended Housing ⁴ SP1 - 10kV Surge Protection Device TP - Tamper Proof ¹⁰

ACCESSORY ORDERING INFORMATION⁸

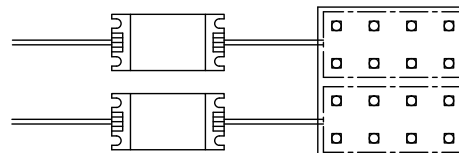
Lens/Housing Accessories	
Description	Order Number
XWS Performance Lens (FTW)	758270
XWS Clear Acrylic Lens (MT)	758267
XWS Diffuse Acrylic Lens (MTD)	758268
XWS Polycarbonate Vandal Lens (MTP)	758271
XWS Extended Housing/Surface Conduit Wiring Box	758274CLR
XWS Spacer Plate/Wiring Box	760159CLR
XWS Tamper Resistant Hardware	783974
XWS Tamper Resistant Hardware Screw Driver	783975

FOOTNOTES:

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available in 2L lumen package.
3. Option requires EH extended housing.
4. For applications with surface conduit, there is limited hub accessibility when ordering with controls, battery backup or dual driver options. Consult factory.
5. IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
6. Not available with controls.
7. Not available in 2L and 3L lumen packages.
8. Accessories are shipped separately and field installed.
9. Universal Voltage Only (120-277V).
10. Tamper-proof screwdriver must be ordered separately (see accessory ordering information)

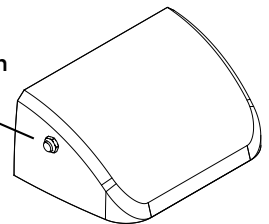
Dual Driver, Circuit & Power Feed

Dual drivers and circuit provide redundant sources to ensure that failure of one component will not leave total darkness in any space. Dual power feeds allow for wiring to inverters to reduce load during emergency operation. Extended housing required.



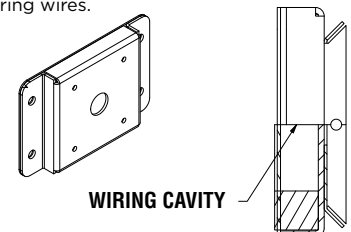
Button Photocell

Luminaire shown with PCI



Spacer Plate/Wiring Box

8.25" x 5.25" x 1.07" wall spacer plate allows the luminaire to float off the wall and provides space for securing wires.



Battery Backup

Emergency battery system provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. The fixture delivers ~1200 lumens during emergency mode. Extended housing required.



Luminaire shown with sensor & battery backup



Mirada Small Wall Sconce (XWS)

PERFORMANCE

[Back to Quick Links](#)

DELIVERED LUMENS*																		
Lumen Package	Distribution	CRI	2700K CCT			3000K CCT			3500K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
2L	FTW	80	1,961	131	B1-U0-G1	2,071	138	B1-U0-G1	2,120	141	B1-U0-G1	2,145	143	B1-U0-G1	2,167	144	B1-U0-G1	15
	MT		2,023	135	B1-U0-G0	2,136	142	B1-U0-G0	2,188	146	B1-U0-G0	2,216	148	B1-U0-G0	2,236	149	B1-U0-G0	
	MTD		1,892	126	B1-U0-G1	1,997	133	B1-U0-G1	2,045	136	B1-U0-G1	2,072	138	B1-U0-G1	2,090	139	B1-U0-G1	
	MTP		2,020	135	B1-U0-G0	2,133	142	B1-U0-G0	2,184	146	B1-U0-G0	2,213	148	B1-U0-G0	2,233	149	B1-U0-G0	
	MTPD		1,744	116	B1-U0-G1	1,842	123	B1-U0-G1	1,887	126	B1-U0-G1	1,911	127	B1-U0-G1	1,928	129	B1-U0-G1	
3L	FTW	80	3,432	132	B1-U0-G1	3,624	139	B1-U0-G1	3,710	143	B1-U0-G1	3,759	145	B1-U0-G1	3,793	146	B1-U0-G1	26
	MT		3,542	136	B1-U0-G1	3,739	144	B1-U0-G1	3,829	147	B1-U0-G1	3,879	149	B1-U0-G1	3,914	151	B1-U0-G1	
	MTD		3,495	134	B1-U0-G1	3,690	142	B1-U0-G1	3,778	145	B1-U0-G1	3,828	147	B1-U0-G1	3,862	149	B1-U0-G1	
	MTP		3,537	136	B1-U0-G1	3,735	144	B1-U0-G1	3,824	147	B1-U0-G1	3,874	149	B1-U0-G1	3,909	150	B1-U0-G1	
	MTPD		3,054	117	B1-U0-G1	3,224	124	B1-U0-G1	3,303	127	B1-U0-G1	3,345	129	B1-U0-G1	3,375	130	B1-U0-G1	
5L	FTW	80	4,980	128	B1-U0-G1	5,257	135	B1-U0-G1	5,383	138	B1-U0-G1	5,454	140	B1-U0-G1	5,503	141	B1-U0-G1	39
	MT		5,138	132	B1-U0-G1	5,425	139	B1-U0-G1	5,555	142	B1-U0-G1	5,628	144	B1-U0-G1	5,678	146	B1-U0-G1	
	MTD		4,805	123	B1-U0-G1	5,074	130	B1-U0-G1	5,195	133	B2-U0-G1	5,263	135	B2-U0-G1	5,310	136	B2-U0-G1	
	MTP		5,132	132	B1-U0-G1	5,418	139	B1-U0-G1	5,548	142	B1-U0-G1	5,621	144	B1-U0-G1	5,671	145	B1-U0-G1	
	MTPD		4,430	114	B1-U0-G1	4,677	120	B1-U0-G1	4,791	123	B1-U0-G1	4,852	124	B1-U0-G1	4,896	126	B1-U0-G1	
6L	FTW	80	6,362	122	B1-U0-G1	6,717	129	B2-U0-G1	6,877	132	B2-U0-G1	6,968	134	B2-U0-G1	7,031	135	B2-U0-G1	52
	MT		6,564	126	B2-U0-G1	6,931	133	B2-U0-G1	7,097	136	B2-U0-G1	7,190	138	B2-U0-G1	7,254	140	B2-U0-G1	
	MTD		6,139	118	B2-U0-G1	6,482	125	B2-U0-G1	6,637	128	B2-U0-G1	6,724	129	B2-U0-G1	6,784	130	B2-U0-G1	
	MTP		6,354	122	B2-U0-G1	6,708	129	B2-U0-G1	6,869	132	B2-U0-G1	6,959	134	B2-U0-G1	7,021	135	B2-U0-G1	
	MTPD		5,659	109	B1-U0-G1	5,975	115	B2-U0-G1	6,121	118	B2-U0-G1	6,199	119	B2-U0-G1	6,255	120	B2-U0-G1	

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA*						
Lumen Package	120V	208V	240V	277V	347V	480V
2L	0.12	0.07	0.06	0.05	0.04	0.03
3L	0.21	0.12	0.11	0.09	0.07	0.05
5L	0.32	0.19	0.16	0.14	0.11	0.08
6L	0.43	0.25	0.22	0.19	0.15	0.11

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%.

RECOMMENDED LUMEN MAINTENANCE ¹					
Ambient Temp	Lumen Multiplier				
	0 hrs. ²	25K hrs. ²	50K hrs. ²	75K hrs. ³	100K hrs. ³
C					
0 C -25 C	100%	97%	92%	88%	84%
40 C	100%	95%	90%	85%	81%

FOOTNOTES:

- Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
- In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
- In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).



Mirada Small Wall Sconce (XWS)

PHOTOMETRICS

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All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the Mirada Wall Sconce (XWS) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.

XWS-LED-5L-FTW-40

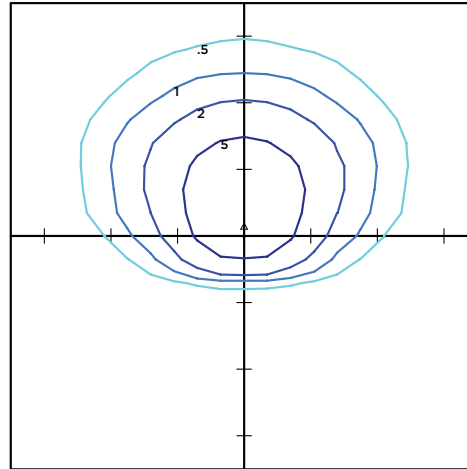
LUMINAIRE DATA

Type FTW Distribution	
Description	4000 Kelvin, 80 CRI
Delivered Lumens	5,454
Watts	39
Efficacy	140
IES Type	Type IV - Very Short
BUG Rating	B1-U0-G1

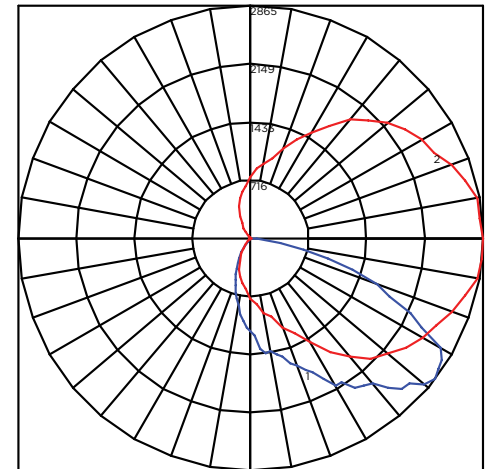
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	1191	20%
Medium (30-60)°	2668	50%
High (60-80)°	1508	28%
Very High (80-90)°	87	1%
Uplight (90-180)°	0	0%
Total Flux	5454	100%

ISO FOOTCANDLE



POLAR CURVE



10' Mounting Height/10' Grid Spacing

■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

XWS-LED-5L-MT-40

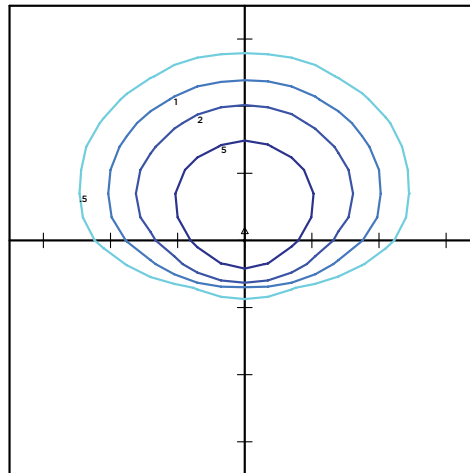
LUMINAIRE DATA

Type MT Distribution	
Description	4000 Kelvin, 80 CRI
Delivered Lumens	5,628
Watts	39
Efficacy	144
IES Type	Type III - Very Short
BUG Rating	B1-U0-G1

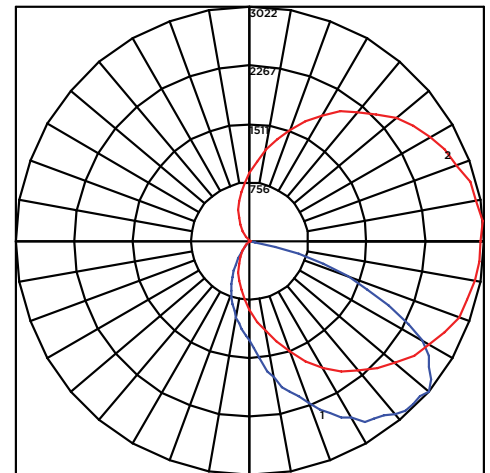
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	1134	22%
Medium (30-60)°	2788	54%
High (60-80)°	1194	23%
Very High (80-90)°	11	0%
Uplight (90-180)°	0	0%
Total Flux	5127	100%

ISO FOOTCANDLE



POLAR CURVE



10' Mounting Height/10' Grid Spacing

■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC





Mirada Small Wall Sconce (XWS)

PHOTOMETRICS (CONT.)

XWS-LED-5L-MTD-40

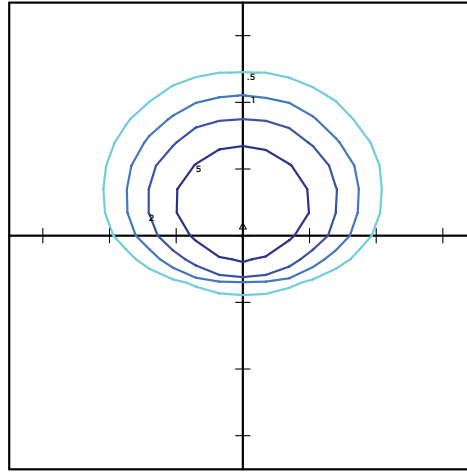
LUMINAIRE DATA

Type MTD Distribution	
Description	4000 Kelvin, 80 CRI
Delivered Lumens	4,330
Watts	39
Efficacy	135
IES Type	Type III - Very Short
BUG Rating	B2-U0-G1

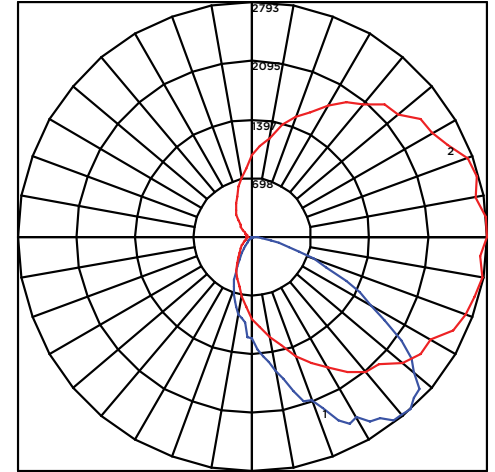
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	1387	25%
Medium (30-60)°	2721.4	57%
High (60-80)°	1068	17%
Very High (80-90)°	86.8	1%
Uplight (90-180)°	0	0%
Total Flux	5263	100%

ISO FOOTCANDLE



POLAR CURVE



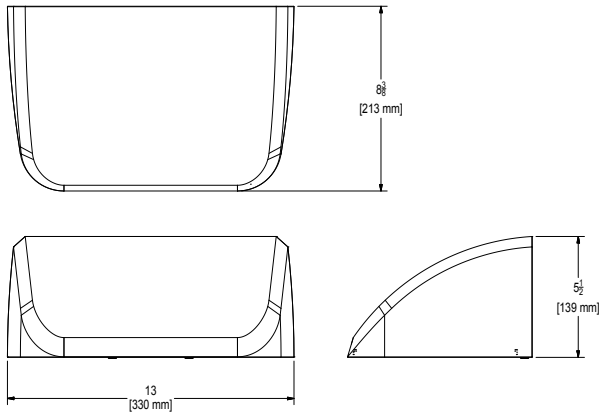
10' Mounting Height/10' Grid Spacing

5 FC
 2 FC
 1 FC
 0.5 FC

PRODUCT DIMENSIONS

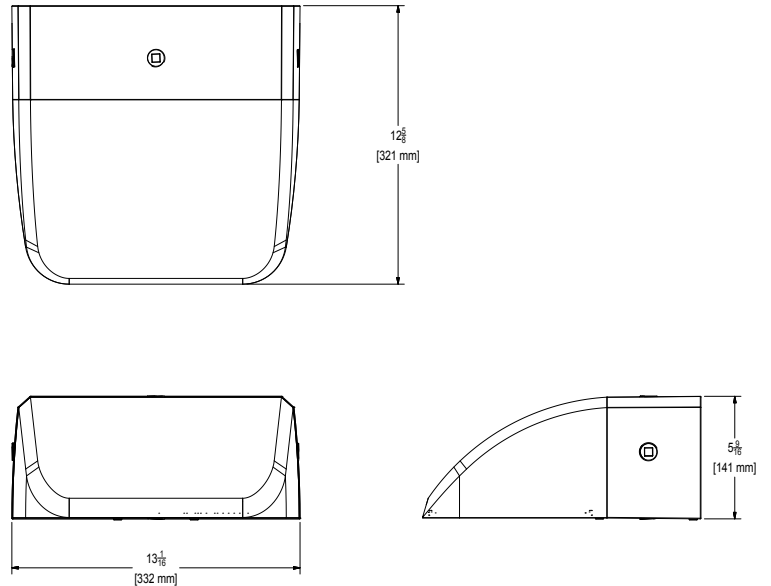
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STANDARD HOUSING

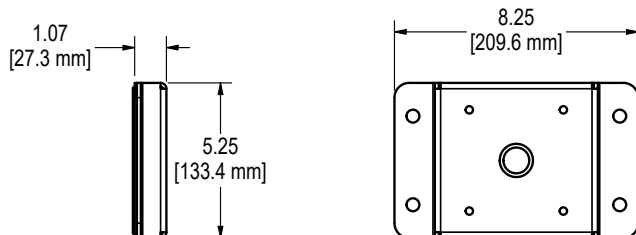


SCWB EXTENDED HOUSING

(Required for Wireless Controls, IMSBT, Battery Backup and 2DP Options)



WALL SPACER PLATE





Mirada Small Wall Sconce (XWS)

CONTROLS

AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

[Click here to learn more about AirLink.](#)

Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

[Click here to learn more about IMSBT.](#)

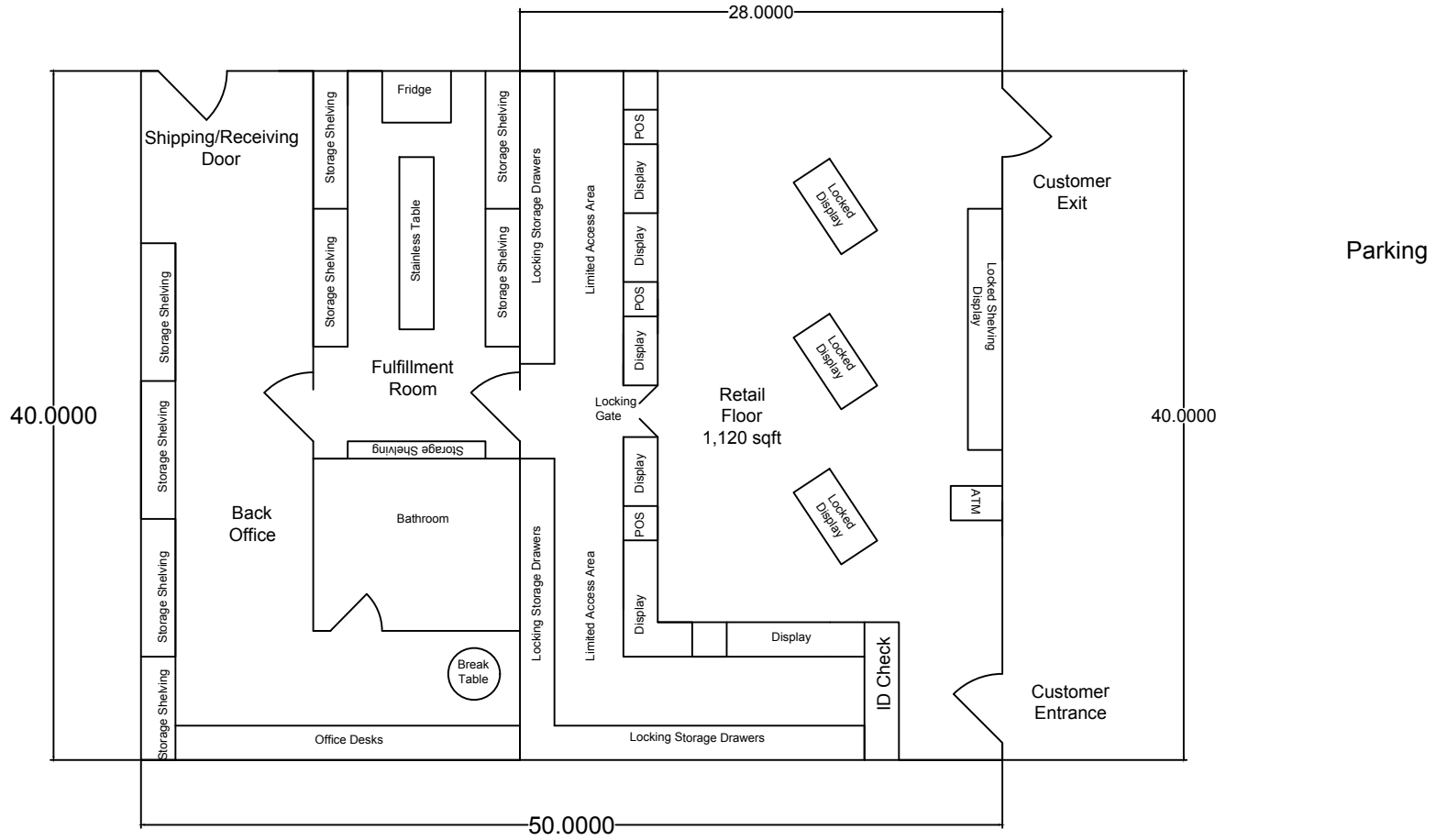
AirLink Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

[Click here to learn more about AirLink Blue.](#)



Travelway/Driveway
Entrance



Parking

Rotary





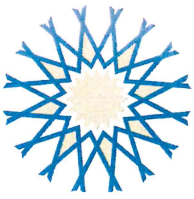


SIGNConcepts
VISUAL COMMUNICATION EXPERTS

Date: 12/12/23	Scale: 1/2" = 1'
Drawing #: 1	Sales Rep: SE
Rev #: xx	Rev Date: 00/00/22
Appr'd by:	

- 1 - d/f 11'-3" x 6' internally illuminated monument sign
 - custom fabricated aluminum sign cabinet w/ white LED lighting
 - routed aluminum faces w/ acrylic-backed graphics
 - removable polycarbonate secondary face w/ translucent vinyl graphics
 - 3" reveal
 - 3' high pole skirt w/ cut vinyl graphics
 - aluminum posts for direct burial into concrete base
 - all colors to match customer spec'd colors

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ATTAR

ENGINEERING, INC

CIVIL • STRUCTURAL • MARINE

INDICO CANNABIS RETAIL 181 & 185 STATE ROAD, KITTERY, MAINE STORMWATER MANAGEMENT STUDY

Project No.: 23072

November 22nd, 2023

Rev: February 27th, 2024

◆ **Scope**

This stormwater management plan has been prepared for IDC5, LLC.'s proposed development of an existing multi-use parcel (restaurant and residential condo) into a marijuana retail business located on the Kittery Traffic Circle (State Road – U.S. Route 1). The entire parcel contains approximately 0.87 acres; the site development will include the construction of a 2,000 sq. ft. building to serve as an Adult-Use Marijuana Dispensary, associated parking, egress, and utility services. The project will create approximately 0.14 acres of impervious area.

◆ **Site and Watershed Description**

The project site is located in the Spruce Creek watershed, which empties to the Atlantic Ocean. A 7½ minute series U.S.G.S. map of the project area is attached.

The existing site is developed with asphalt and gravel parking areas servicing the existing restaurant use, as well as an asphalt driveway servicing the residential condo. The remainder of the lot contains grassed and forested upland. The site generally drains from north to south, with collected runoff being received by a pair of existing catch basins in the northerly shoulder of the Kittery Traffic Circle.

◆ **Soils/Hydrologic Soil Groups**

Soil types and their respective Hydrologic Soil Groups (HSG) were determined from the Soil Survey of York County, Maine. The site consists predominantly of Hydrologic Soil Group D soils, with specifics being included in the attached stormwater analysis plan sheets.

◆ **Methodology**

The stormwater quantity analysis will be conducted using the HydroCAD Stormwater Modeling System by Applied Microcomputer Systems. The analysis determines the “Existing Condition” and “Developed Condition” stormwater flows. Both cases are analyzed for the 2, 10 and 25-year, 24-hour frequency storm events. The Existing Condition analyzes the site as it currently exists, and the Developed Condition models the site with the proposed improvements described above.

◆ **Water Quantity Analysis**

Existing Condition

The site was analyzed with two subcatchments (SC), each of the above-described existing catch basins serving as an analysis point (AP) receiving runoff from a respective subcatchment. These AP's were selected to provide convenient points to compare the Existing Condition flows to Developed Condition flows.

Developed Condition

The Developed Condition analysis consists of five total subcatchments; one subcatchment for each proposed on-site catch basin, plus a subcatchment dedicated to direct runoff to the proposed detention basin, which receives collected runoff from both proposed catch basins

as well. The remaining two subcatchments are for areas of direct runoff to the above-described analysis points. SC's 1, 2, and 3 all serve to analyze the proposed development and stormwater detention pond, while SC's 4 and 5 cover the runoff that is received by AP's 1 and 2, respectively.

Changes in Stormwater Flows


Tables showing Existing Condition peak flows, Developed Condition peak flows and the change in peak flow from Existing Condition to Developed Condition are presented on a separate page.

The analysis indicates decreases in peak flow at both AP's for all storm events (2, 10 and 25-year).

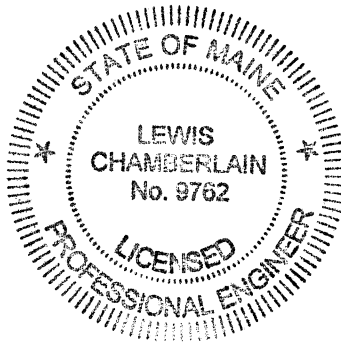
◆ **Summary**

The use of a detention basin and level spreader will retain and attenuate stormwater flows prior to their discharge into the adjacent existing closed system. No adverse effects are anticipated on any downstream properties or drainage structures for the analyzed storm events.

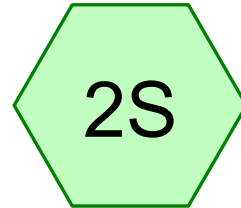
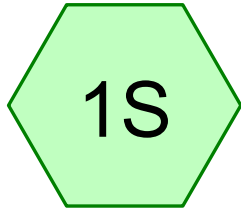
Sincerely;



Lewis Chamberlain, P.E.

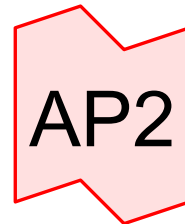


Michael J. Sudak, E.I.



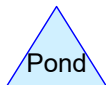
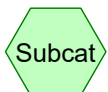
West Drainage to Catch Basin

East Drainage to Catch Basin



Ext. Catch Basin - Route 236

Ext. Catch Basin - Traffic Circle



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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.702	80	>75% Grass cover, Good, HSG D (1S, 2S)
0.110	96	Gravel surface, HSG D (1S)
0.416	98	Paved parking, HSG D (1S, 2S)
0.052	98	Roofs, HSG D (1S, 2S)
0.323	79	Woods, Fair, HSG D (1S, 2S)
1.603	86	TOTAL AREA

IDC5 SWA EXT

Type III 24-hr 2 YEAR STORM Rainfall=3.24"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: West Drainage to Catch Runoff Area=45,081 sf 29.67% Impervious Runoff Depth>1.82"
Flow Length=258' Tc=15.5 min CN=87 Runoff=1.76 cfs 0.157 af

Subcatchment 2S: East Drainage to Catch Runoff Area=24,731 sf 28.39% Impervious Runoff Depth>1.67"
Flow Length=187' Tc=9.9 min CN=85 Runoff=1.03 cfs 0.079 af

Link AP1: Ext. Catch Basin - Route 236

Inflow=1.76 cfs 0.157 af
Primary=1.76 cfs 0.157 af

Link AP2: Ext. Catch Basin - Traffic Circle

Inflow=1.03 cfs 0.079 af
Primary=1.03 cfs 0.079 af

Total Runoff Area = 1.603 ac Runoff Volume = 0.236 af Average Runoff Depth = 1.77"
70.78% Pervious = 1.134 ac 29.22% Impervious = 0.468 ac

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Type III 24-hr 10 YEAR STORM Rainfall=4.94"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: West Drainage to Catch Runoff Area=45,081 sf 29.67% Impervious Runoff Depth>3.30"
Flow Length=258' Tc=15.5 min CN=87 Runoff=3.13 cfs 0.284 af

Subcatchment 2S: East Drainage to Catch Runoff Area=24,731 sf 28.39% Impervious Runoff Depth>3.11"
Flow Length=187' Tc=9.9 min CN=85 Runoff=1.89 cfs 0.147 af

Link AP1: Ext. Catch Basin - Route 236

Inflow=3.13 cfs 0.284 af
Primary=3.13 cfs 0.284 af

Link AP2: Ext. Catch Basin - Traffic Circle

Inflow=1.89 cfs 0.147 af
Primary=1.89 cfs 0.147 af

Total Runoff Area = 1.603 ac Runoff Volume = 0.432 af Average Runoff Depth = 3.23"
70.78% Pervious = 1.134 ac 29.22% Impervious = 0.468 ac

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Type III 24-hr 25 YEAR STORM Rainfall=6.28"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: West Drainage to Catch Runoff Area=45,081 sf 29.67% Impervious Runoff Depth>4.51"
Flow Length=258' Tc=15.5 min CN=87 Runoff=4.21 cfs 0.389 af

Subcatchment 2S: East Drainage to Catch Runoff Area=24,731 sf 28.39% Impervious Runoff Depth>4.30"
Flow Length=187' Tc=9.9 min CN=85 Runoff=2.58 cfs 0.204 af

Link AP1: Ext. Catch Basin - Route 236

Inflow=4.21 cfs 0.389 af
Primary=4.21 cfs 0.389 af

Link AP2: Ext. Catch Basin - Traffic Circle

Inflow=2.58 cfs 0.204 af
Primary=2.58 cfs 0.204 af

Total Runoff Area = 1.603 ac Runoff Volume = 0.592 af Average Runoff Depth = 4.44"
70.78% Pervious = 1.134 ac 29.22% Impervious = 0.468 ac

Summary for Subcatchment 1S: West Drainage to Catch Basin

Runoff = 4.21 cfs @ 12.21 hrs, Volume= 0.389 af, Depth> 4.51"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR STORM Rainfall=6.28"

Area (sf)	CN	Description
1,162	98	Roofs, HSG D
12,213	98	Paved parking, HSG D
4,786	96	Gravel surface, HSG D
10,497	79	Woods, Fair, HSG D
16,423	80	>75% Grass cover, Good, HSG D
45,081	87	Weighted Average
31,706		70.33% Pervious Area
13,375		29.67% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
13.9	85	0.1640	0.10		Sheet Flow, SF 1 Woods: Dense underbrush n= 0.800 P2= 3.33"
0.4	50	0.0800	1.98		Shallow Concentrated Flow, SCF 1 Short Grass Pasture Kv= 7.0 fps
0.1	18	0.0200	2.87		Shallow Concentrated Flow, SCF 2 Paved Kv= 20.3 fps
0.6	52	0.0480	1.53		Shallow Concentrated Flow, SCF 3 Short Grass Pasture Kv= 7.0 fps
0.0	6	0.0400	4.06		Shallow Concentrated Flow, SCF 4 Paved Kv= 20.3 fps
0.4	32	0.0400	1.40		Shallow Concentrated Flow, SCF 5 Short Grass Pasture Kv= 7.0 fps
0.1	15	0.0400	4.06		Shallow Concentrated Flow, SCF 6 Paved Kv= 20.3 fps
15.5	258	Total			

Summary for Subcatchment 2S: East Drainage to Catch Basin

Runoff = 2.58 cfs @ 12.14 hrs, Volume= 0.204 af, Depth> 4.30"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR STORM Rainfall=6.28"

Area (sf)	CN	Description
1,110	98	Roofs, HSG D
5,911	98	Paved parking, HSG D
3,570	79	Woods, Fair, HSG D
14,140	80	>75% Grass cover, Good, HSG D
24,731	85	Weighted Average
17,710		71.61% Pervious Area
7,021		28.39% Impervious Area

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Type III 24-hr 25 YEAR STORM Rainfall=6.28"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
8.8	44	0.1360	0.08		Sheet Flow, SF 1 Woods: Dense underbrush n= 0.800 P2= 3.33"
0.7	94	0.1060	2.28		Shallow Concentrated Flow, SCF 1 Short Grass Pasture Kv= 7.0 fps
0.2	20	0.1360	1.84		Shallow Concentrated Flow, SCF 2 Woodland Kv= 5.0 fps
0.1	11	0.0910	2.11		Shallow Concentrated Flow, SCF 3 Short Grass Pasture Kv= 7.0 fps
0.0	8	0.0400	4.06		Shallow Concentrated Flow, SCF 4 Paved Kv= 20.3 fps
0.1	10	0.0400	1.40		Shallow Concentrated Flow, SCF 5 Short Grass Pasture Kv= 7.0 fps
9.9	187	Total			

Summary for Link AP1: Ext. Catch Basin - Route 236

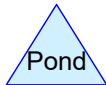
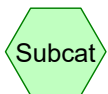
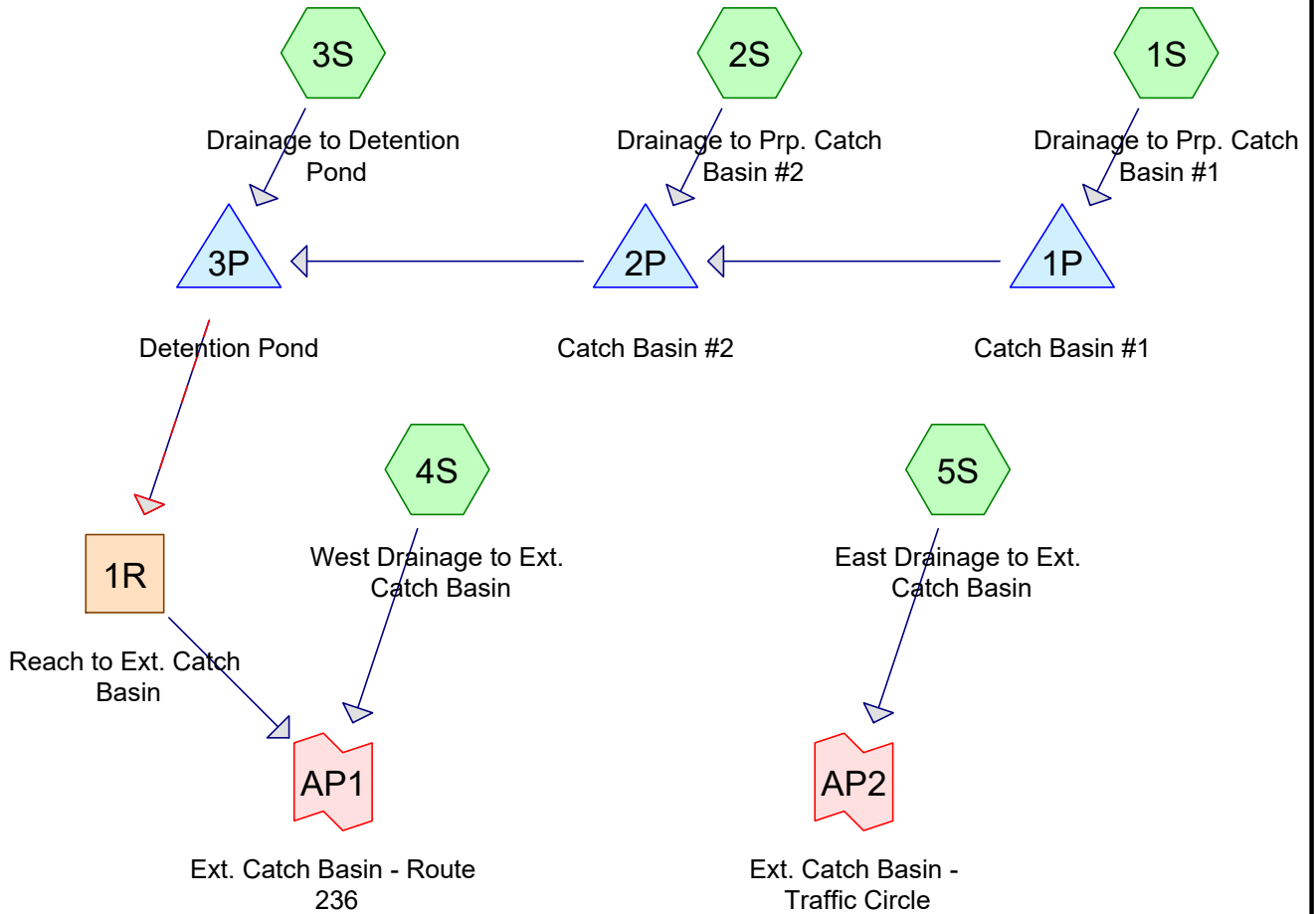
Inflow Area = 1.035 ac, 29.67% Impervious, Inflow Depth > 4.51" for 25 YEAR STORM event
 Inflow = 4.21 cfs @ 12.21 hrs, Volume= 0.389 af
 Primary = 4.21 cfs @ 12.21 hrs, Volume= 0.389 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Summary for Link AP2: Ext. Catch Basin - Traffic Circle

Inflow Area = 0.568 ac, 28.39% Impervious, Inflow Depth > 4.30" for 25 YEAR STORM event
 Inflow = 2.58 cfs @ 12.14 hrs, Volume= 0.204 af
 Primary = 2.58 cfs @ 12.14 hrs, Volume= 0.204 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs



Routing Diagram for IDC5 SWA DEV
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.711	80	>75% Grass cover, Good, HSG D (1S, 3S, 4S, 5S)
0.049	96	Gravel surface, HSG D (3S)
0.629	98	Paved parking, HSG D (1S, 2S, 3S, 4S, 5S)
0.057	98	Roofs, HSG D (2S, 3S)
0.157	79	Woods, Fair, HSG D (1S, 3S, 4S, 5S)
1.603	88	TOTAL AREA

IDC5 SWA DEV

Type III 24-hr 2 YEAR STORM Rainfall=3.24"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Drainage to Prp. Catch Runoff Area=14,839 sf 60.95% Impervious Runoff Depth>2.16"
 Flow Length=118' Tc=6.6 min CN=91 Runoff=0.87 cfs 0.061 af

Subcatchment 2S: Drainage to Prp. Catch Runoff Area=2,261 sf 100.00% Impervious Runoff Depth>2.81"
 Flow Length=71' Tc=6.0 min CN=98 Runoff=0.16 cfs 0.012 af

Subcatchment 3S: Drainage to Detention Runoff Area=18,204 sf 32.59% Impervious Runoff Depth>1.90"
 Flow Length=98' Tc=10.4 min CN=88 Runoff=0.85 cfs 0.066 af

Subcatchment 4S: West Drainage to Ext. Runoff Area=23,163 sf 32.33% Impervious Runoff Depth>1.75"
 Flow Length=253' Tc=8.7 min CN=86 Runoff=1.05 cfs 0.077 af

Subcatchment 5S: East Drainage to Ext. Runoff Area=11,345 sf 45.42% Impervious Runoff Depth>1.90"
 Flow Length=68' Tc=7.3 min CN=88 Runoff=0.58 cfs 0.041 af

Reach 1R: Reach to Ext. Catch Basin Avg. Flow Depth=0.06' Max Vel=0.33 fps Inflow=0.88 cfs 0.096 af
 n=0.150 L=105.0' S=0.0506 '/ Capacity=346.60 cfs Outflow=0.83 cfs 0.096 af

Pond 1P: Catch Basin #1 Peak Elev=35.66' Storage=33 cf Inflow=0.87 cfs 0.061 af
 15.0" Round Culvert n=0.013 L=107.0' S=0.0051 '/ Outflow=0.87 cfs 0.061 af

Pond 2P: Catch Basin #2 Peak Elev=35.06' Storage=33 cf Inflow=1.03 cfs 0.073 af
 15.0" Round Culvert n=0.013 L=95.0' S=0.0053 '/ Outflow=1.03 cfs 0.072 af

Pond 3P: Detention Pond Peak Elev=35.50' Storage=1,827 cf Inflow=1.82 cfs 0.139 af
 Discarded=0.07 cfs 0.042 af Primary=0.88 cfs 0.096 af Secondary=0.00 cfs 0.000 af Outflow=0.95 cfs 0.138 af

Link AP1: Ext. Catch Basin - Route 236 Inflow=1.19 cfs 0.173 af
 Primary=1.19 cfs 0.173 af

Link AP2: Ext. Catch Basin - Traffic Circle Inflow=0.58 cfs 0.041 af
 Primary=0.58 cfs 0.041 af

Total Runoff Area = 1.603 ac Runoff Volume = 0.258 af Average Runoff Depth = 1.94"
57.20% Pervious = 0.917 ac 42.80% Impervious = 0.686 ac

IDC5 SWA DEV

Type III 24-hr 10 YEAR STORM Rainfall=4.94"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Drainage to Prp. Catch Runoff Area=14,839 sf 60.95% Impervious Runoff Depth>3.71"
 Flow Length=118' Tc=6.6 min CN=91 Runoff=1.45 cfs 0.105 af

Subcatchment 2S: Drainage to Prp. Catch Runoff Area=2,261 sf 100.00% Impervious Runoff Depth>4.36"
 Flow Length=71' Tc=6.0 min CN=98 Runoff=0.24 cfs 0.019 af

Subcatchment 3S: Drainage to Detention Runoff Area=18,204 sf 32.59% Impervious Runoff Depth>3.40"
 Flow Length=98' Tc=10.4 min CN=88 Runoff=1.48 cfs 0.118 af

Subcatchment 4S: West Drainage to Ext. Runoff Area=23,163 sf 32.33% Impervious Runoff Depth>3.21"
 Flow Length=253' Tc=8.7 min CN=86 Runoff=1.89 cfs 0.142 af

Subcatchment 5S: East Drainage to Ext. Runoff Area=11,345 sf 45.42% Impervious Runoff Depth>3.41"
 Flow Length=68' Tc=7.3 min CN=88 Runoff=1.02 cfs 0.074 af

Reach 1R: Reach to Ext. Catch Basin Avg. Flow Depth=0.09' Max Vel=0.44 fps Inflow=1.80 cfs 0.185 af
 n=0.150 L=105.0' S=0.0506 '/ Capacity=346.60 cfs Outflow=1.77 cfs 0.184 af

Pond 1P: Catch Basin #1 Peak Elev=35.83' Storage=35 cf Inflow=1.45 cfs 0.105 af
 15.0" Round Culvert n=0.013 L=107.0' S=0.0051 '/ Outflow=1.45 cfs 0.105 af

Pond 2P: Catch Basin #2 Peak Elev=35.24' Storage=36 cf Inflow=1.69 cfs 0.124 af
 15.0" Round Culvert n=0.013 L=95.0' S=0.0053 '/ Outflow=1.69 cfs 0.123 af

Pond 3P: Detention Pond Peak Elev=36.09' Storage=2,641 cf Inflow=3.09 cfs 0.241 af
 Discarded=0.08 cfs 0.053 af Primary=1.80 cfs 0.185 af Secondary=0.00 cfs 0.000 af Outflow=1.88 cfs 0.238 af

Link AP1: Ext. Catch Basin - Route 236 Inflow=2.70 cfs 0.326 af
 Primary=2.70 cfs 0.326 af

Link AP2: Ext. Catch Basin - Traffic Circle Inflow=1.02 cfs 0.074 af
 Primary=1.02 cfs 0.074 af

Total Runoff Area = 1.603 ac Runoff Volume = 0.459 af Average Runoff Depth = 3.43"
57.20% Pervious = 0.917 ac 42.80% Impervious = 0.686 ac

IDC5 SWA DEV

Type III 24-hr 25 YEAR STORM Rainfall=6.28"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Drainage to Prp. Catch Runoff Area=14,839 sf 60.95% Impervious Runoff Depth>4.94"
 Flow Length=118' Tc=6.6 min CN=91 Runoff=1.90 cfs 0.140 af

Subcatchment 2S: Drainage to Prp. Catch Runoff Area=2,261 sf 100.00% Impervious Runoff Depth>5.58"
 Flow Length=71' Tc=6.0 min CN=98 Runoff=0.31 cfs 0.024 af

Subcatchment 3S: Drainage to Detention Runoff Area=18,204 sf 32.59% Impervious Runoff Depth>4.62"
 Flow Length=98' Tc=10.4 min CN=88 Runoff=1.98 cfs 0.161 af

Subcatchment 4S: West Drainage to Ext. Runoff Area=23,163 sf 32.33% Impervious Runoff Depth>4.41"
 Flow Length=253' Tc=8.7 min CN=86 Runoff=2.56 cfs 0.195 af

Subcatchment 5S: East Drainage to Ext. Runoff Area=11,345 sf 45.42% Impervious Runoff Depth>4.62"
 Flow Length=68' Tc=7.3 min CN=88 Runoff=1.36 cfs 0.100 af

Reach 1R: Reach to Ext. Catch Basin Avg. Flow Depth=0.10' Max Vel=0.48 fps Inflow=2.26 cfs 0.257 af
 n=0.150 L=105.0' S=0.0506 '/' Capacity=346.60 cfs Outflow=2.24 cfs 0.256 af

Pond 1P: Catch Basin #1 Peak Elev=35.95' Storage=36 cf Inflow=1.90 cfs 0.140 af
 15.0" Round Culvert n=0.013 L=107.0' S=0.0051 '/' Outflow=1.90 cfs 0.140 af

Pond 2P: Catch Basin #2 Peak Elev=35.37' Storage=37 cf Inflow=2.21 cfs 0.164 af
 15.0" Round Culvert n=0.013 L=95.0' S=0.0053 '/' Outflow=2.21 cfs 0.163 af

Pond 3P: Detention Pond Peak Elev=36.56' Storage=3,352 cf Inflow=4.08 cfs 0.324 af
 Discarded=0.09 cfs 0.060 af Primary=2.26 cfs 0.257 af Secondary=0.00 cfs 0.000 af Outflow=2.35 cfs 0.317 af

Link AP1: Ext. Catch Basin - Route 236 Inflow=3.96 cfs 0.451 af
 Primary=3.96 cfs 0.451 af

Link AP2: Ext. Catch Basin - Traffic Circle Inflow=1.36 cfs 0.100 af
 Primary=1.36 cfs 0.100 af

Total Runoff Area = 1.603 ac Runoff Volume = 0.621 af Average Runoff Depth = 4.65"
57.20% Pervious = 0.917 ac 42.80% Impervious = 0.686 ac

Summary for Subcatchment 1S: Drainage to Prp. Catch Basin #1

Runoff = 1.90 cfs @ 12.10 hrs, Volume= 0.140 af, Depth> 4.94"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR STORM Rainfall=6.28"

Area (sf)	CN	Description
9,045	98	Paved parking, HSG D
1,464	79	Woods, Fair, HSG D
4,330	80	>75% Grass cover, Good, HSG D
14,839	91	Weighted Average
5,794		39.05% Pervious Area
9,045		60.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	32	0.1870	0.09		Sheet Flow, SF 1 Woods: Dense underbrush n= 0.800 P2= 3.33"
0.1	7	0.0200	0.99		Shallow Concentrated Flow, SCF 1 Short Grass Pasture Kv= 7.0 fps
0.5	79	0.0200	2.87		Shallow Concentrated Flow, SCF 2 Paved Kv= 20.3 fps
6.6	118	Total			

Summary for Subcatchment 2S: Drainage to Prp. Catch Basin #2

Runoff = 0.31 cfs @ 12.09 hrs, Volume= 0.024 af, Depth> 5.58"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR STORM Rainfall=6.28"

Area (sf)	CN	Description
2,000	98	Roofs, HSG D
261	98	Paved parking, HSG D
2,261	98	Weighted Average
2,261		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	71		0.20		Direct Entry, SF 1

Summary for Subcatchment 3S: Drainage to Detention Pond

Runoff = 1.98 cfs @ 12.14 hrs, Volume= 0.161 af, Depth> 4.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR STORM Rainfall=6.28"

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Type III 24-hr 25 YEAR STORM Rainfall=6.28"

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Area (sf)	CN	Description
494	98	Roofs, HSG D
5,438	98	Paved parking, HSG D
2,134	96	Gravel surface, HSG D
3,605	79	Woods, Fair, HSG D
6,533	80	>75% Grass cover, Good, HSG D
18,204	88	Weighted Average
12,272		67.41% Pervious Area
5,932		32.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.8	10	0.1000	0.21		Sheet Flow, SF 1 Grass: Short n= 0.150 P2= 3.33"
9.5	66	0.2570	0.12		Sheet Flow, SF 2 Woods: Dense underbrush n= 0.800 P2= 3.33"
0.1	22	0.1900	3.05		Shallow Concentrated Flow, SCF 1 Short Grass Pasture Kv= 7.0 fps
10.4	98	Total			

Summary for Subcatchment 4S: West Drainage to Ext. Catch Basin

Runoff = 2.56 cfs @ 12.12 hrs, Volume= 0.195 af, Depth> 4.41"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR STORM Rainfall=6.28"

Area (sf)	CN	Description
7,488	98	Paved parking, HSG D
569	79	Woods, Fair, HSG D
15,106	80	>75% Grass cover, Good, HSG D
23,163	86	Weighted Average
15,675		67.67% Pervious Area
7,488		32.33% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	19	0.2500	0.09		Sheet Flow, SF 1 Woods: Dense underbrush n= 0.800 P2= 3.33"
3.2	43	0.0581	0.22		Sheet Flow, SF 2 Grass: Short n= 0.150 P2= 3.33"
0.0	5	0.0400	4.06		Shallow Concentrated Flow, SCF 1 Paved Kv= 20.3 fps
0.7	46	0.0250	1.11		Shallow Concentrated Flow, SCF 2 Short Grass Pasture Kv= 7.0 fps
0.2	26	0.0200	2.87		Shallow Concentrated Flow, SCF 3 Paved Kv= 20.3 fps
0.4	36	0.0400	1.40		Shallow Concentrated Flow, SCF 4 Short Grass Pasture Kv= 7.0 fps
0.0	11	0.0400	4.06		Shallow Concentrated Flow, SCF 5 Paved Kv= 20.3 fps
0.6	52	0.0400	1.40		Shallow Concentrated Flow, SCF 6 Short Grass Pasture Kv= 7.0 fps
0.1	15	0.0400	4.06		Shallow Concentrated Flow, SCF 7 Paved Kv= 20.3 fps
8.7	253	Total			

Summary for Subcatchment 5S: East Drainage to Ext. Catch Basin

Runoff = 1.36 cfs @ 12.10 hrs, Volume= 0.100 af, Depth> 4.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR STORM Rainfall=6.28"

Area (sf)	CN	Description
5,153	98	Paved parking, HSG D
1,186	79	Woods, Fair, HSG D
5,006	80	>75% Grass cover, Good, HSG D
11,345	88	Weighted Average
6,192		54.58% Pervious Area
5,153		45.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	17	0.0980	0.23		Sheet Flow, SF 1 Grass: Short n= 0.150 P2= 3.33"
5.1	22	0.1360	0.07		Sheet Flow, SF 2 Woods: Dense underbrush n= 0.800 P2= 3.33"
0.9	11	0.0910	0.20		Sheet Flow, SF 3 Grass: Short n= 0.150 P2= 3.33"
0.0	8	0.0400	4.06		Shallow Concentrated Flow, SCF 1 Paved Kv= 20.3 fps
0.1	10	0.0400	1.40		Shallow Concentrated Flow, SCF 2 Short Grass Pasture Kv= 7.0 fps
7.3	68	Total			

Summary for Reach 1R: Reach to Ext. Catch Basin

[79] Warning: Submerged Pond 3P Primary device # 2 OUTLET by 0.10'

Inflow Area = 0.810 ac, 48.83% Impervious, Inflow Depth > 3.81" for 25 YEAR STORM event
 Inflow = 2.26 cfs @ 12.27 hrs, Volume= 0.257 af
 Outflow = 2.24 cfs @ 12.38 hrs, Volume= 0.256 af, Atten= 1%, Lag= 6.5 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Max. Velocity= 0.48 fps, Min. Travel Time= 3.6 min
 Avg. Velocity = 0.19 fps, Avg. Travel Time= 9.3 min

Peak Storage= 488 cf @ 12.32 hrs
 Average Depth at Peak Storage= 0.10'
 Bank-Full Depth= 2.00' Flow Area= 110.0 sf, Capacity= 346.60 cfs

45.00' x 2.00' deep channel, n= 0.150 Sheet flow over Short Grass
 Side Slope Z-value= 5.0 '/' Top Width= 65.00'
 Length= 105.0' Slope= 0.0506 '/'
 Inlet Invert= 33.00', Outlet Invert= 27.69'



Summary for Pond 1P: Catch Basin #1

[82] Warning: Early inflow requires earlier time span

Inflow Area = 0.341 ac, 60.95% Impervious, Inflow Depth > 4.94" for 25 YEAR STORM event
 Inflow = 1.90 cfs @ 12.10 hrs, Volume= 0.140 af
 Outflow = 1.90 cfs @ 12.10 hrs, Volume= 0.140 af, Atten= 0%, Lag= 0.1 min
 Primary = 1.90 cfs @ 12.10 hrs, Volume= 0.140 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 35.95' @ 12.10 hrs Surf.Area= 13 sf Storage= 36 cf

Plug-Flow detention time= 4.1 min calculated for 0.139 af (99% of inflow)
 Center-of-Mass det. time= 2.0 min (754.9 - 752.9)

Volume	Invert	Avail.Storage	Storage Description
#1	33.15'	155 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
33.15	13	0	0
38.15	13	65	65
38.50	500	90	155

Device	Routing	Invert	Outlet Devices
#1	Primary	35.15'	15.0" Round CMP_Round 15" L= 107.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 35.15' / 34.60' S= 0.0051 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.23 sf

Primary OutFlow Max=1.88 cfs @ 12.10 hrs HW=35.94' (Free Discharge)
 ↳1=CMP_Round 15" (Barrel Controls 1.88 cfs @ 3.27 fps)

Summary for Pond 2P: Catch Basin #2

[82] Warning: Early inflow requires earlier time span
 [79] Warning: Submerged Pond 1P Primary device # 1 INLET by 0.22'

Inflow Area = 0.393 ac, 66.12% Impervious, Inflow Depth > 5.01" for 25 YEAR STORM event
 Inflow = 2.21 cfs @ 12.09 hrs, Volume= 0.164 af
 Outflow = 2.21 cfs @ 12.10 hrs, Volume= 0.163 af, Atten= 0%, Lag= 0.1 min
 Primary = 2.21 cfs @ 12.10 hrs, Volume= 0.163 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 35.37' @ 12.10 hrs Surf.Area= 13 sf Storage= 37 cf

Plug-Flow detention time= 3.5 min calculated for 0.163 af (100% of inflow)
 Center-of-Mass det. time= 1.7 min (753.5 - 751.8)

Volume	Invert	Avail.Storage	Storage Description
#1	32.50'	108 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
32.50	13	0	0
39.10	13	86	86
39.50	100	23	108

Device	Routing	Invert	Outlet Devices
#1	Primary	34.50'	15.0" Round CMP_Round 15" L= 95.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 34.50' / 34.00' S= 0.0053 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.23 sf

Primary OutFlow Max=2.19 cfs @ 12.10 hrs HW=35.37' (Free Discharge)
 ↳1=CMP_Round 15" (Barrel Controls 2.19 cfs @ 3.38 fps)

Summary for Pond 3P: Detention Pond

[81] Warning: Exceeded Pond 2P by 1.52' @ 12.35 hrs

IDC5 SWA DEV

Type III 24-hr 25 YEAR STORM Rainfall=6.28"

Prepared by {enter your company name here}

Printed 2/27/2024

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Page 7

Inflow Area = 0.810 ac, 48.83% Impervious, Inflow Depth > 4.80" for 25 YEAR STORM event
 Inflow = 4.08 cfs @ 12.11 hrs, Volume= 0.324 af
 Outflow = 2.35 cfs @ 12.27 hrs, Volume= 0.317 af, Atten= 42%, Lag= 9.7 min
 Discarded = 0.09 cfs @ 12.27 hrs, Volume= 0.060 af
 Primary = 2.26 cfs @ 12.27 hrs, Volume= 0.257 af
 Secondary = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 36.56' @ 12.27 hrs Surf.Area= 1,587 sf Storage= 3,352 cf

Plug-Flow detention time= 50.6 min calculated for 0.316 af (97% of inflow)
 Center-of-Mass det. time= 41.6 min (800.2 - 758.6)

Volume	Invert	Avail.Storage	Storage Description
#1	33.50'	6,005 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
33.50	460	0	0
34.00	660	280	280
35.00	1,180	920	1,200
36.00	1,430	1,305	2,505
37.00	1,710	1,570	4,075
38.00	2,150	1,930	6,005

Device	Routing	Invert	Outlet Devices
#1	Discarded	33.50'	2.400 in/hr Exfiltration over Surface area
#2	Primary	33.50'	12.0" Round CMP_Round 12" L= 25.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 33.50' / 33.00' S= 0.0200 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#3	Secondary	37.00'	20.0' long x 4.0' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32
#4	Device 2	33.50'	2.0" Vert. Orifice/Grate C= 0.600
#5	Device 2	35.10'	6.0" Vert. Orifice/Grate X 2.00 C= 0.600

Discarded OutFlow Max=0.09 cfs @ 12.27 hrs HW=36.55' (Free Discharge)
 ↳ **1=Exfiltration** (Exfiltration Controls 0.09 cfs)

Primary OutFlow Max=2.26 cfs @ 12.27 hrs HW=36.55' (Free Discharge)
 ↳ **2=CMP_Round 12"** (Passes 2.26 cfs of 4.77 cfs potential flow)
 ↳ **4=Orifice/Grate** (Orifice Controls 0.18 cfs @ 8.30 fps)
 ↳ **5=Orifice/Grate** (Orifice Controls 2.07 cfs @ 5.28 fps)

Secondary OutFlow Max=0.00 cfs @ 5.00 hrs HW=33.50' (Free Discharge)
 ↳ **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link AP1: Ext. Catch Basin - Route 236

Inflow Area = 1.342 ac, 42.29% Impervious, Inflow Depth > 4.04" for 25 YEAR STORM event
Inflow = 3.96 cfs @ 12.15 hrs, Volume= 0.451 af
Primary = 3.96 cfs @ 12.15 hrs, Volume= 0.451 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Summary for Link AP2: Ext. Catch Basin - Traffic Circle

Inflow Area = 0.260 ac, 45.42% Impervious, Inflow Depth > 4.62" for 25 YEAR STORM event
Inflow = 1.36 cfs @ 12.10 hrs, Volume= 0.100 af
Primary = 1.36 cfs @ 12.10 hrs, Volume= 0.100 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Indico Cannabis Dispensary - Existing Condition Peak Flows

Analysis Point	2 Year Storm (cfs)	10 Year Storm (cfs)	25 Year Storm (cfs)	50 Year Storm (cfs)
AP1	1.76	3.13	4.21	5.22
AP2	1.03	1.89	2.58	3.22

Rainfall Event Totals (in.)	
2-Year	3.24
10-Year	4.94
25-Year	6.28
50-Year*	7.54

*for MDOT purposes

Indico Cannabis Dispensary - Developed Condition Peak Flows

Analysis Point	2 Year Storm (cfs)	10 Year Storm (cfs)	25 Year Storm (cfs)	50 Year Storm (cfs)
AP1	1.19	2.70	3.96	4.91
AP2	0.58	1.02	1.36	1.68

Indico Cannabis Dispensary - Change in Peak Flows

Analysis Point	2 Year Storm (cfs)	10 Year Storm (cfs)	25 Year Storm (cfs)	50 Year Storm (cfs)
AP1	-0.57	-0.43	-0.25	-0.31
AP2	-0.45	-0.87	-1.22	-1.54



INDICO CANNABIS RETAIL 181 & 185 STATE ROAD, KITTERY, MAINE

OPERATION AND MAINTENANCE PROGRAM STORMWATER MANAGEMENT BMP's

This project contains specific Best Management Practices (BMP's) for the conveyance, storage, and treatment of stormwater and the prevention of erosion. These BMP's consist of level lip spreaders and detention ponds. All components should be inspected quarterly, and after every significant rain event of 1" in any 24-hour period.

The party responsible for implementing this Operation and Maintenance Program (O&M Program) shall be the property owner or owner's representative.

Stormwater Detention Areas

The Stormwater Detention Areas shall be inspected to ensure that there is no channeling of stormwater and that no debris accumulates within the detention areas. The vegetative cover conditions shall be maintained. The inlets and outlets shall be inspected for erosion and any evidence of debris that could clog the culverts. Emergency spillways and level spreaders shall be inspected for any evidence of rilling and channeling and shall be maintained to promote a level, sheet-flow discharge.

Culverts

Culvert inlets and outlets should be inspected for debris, which could clog the BMP. Additionally, the placement of rip-rap should be inspected to ensure that all areas remain smooth and no areas exhibit erosion in the form of rills or gullies.

Catch Basins

All catch basin grates, sumps, and inlets/outlets should be inspected for accumulation of debris, which could adversely affect the function of this BMP. Additionally, the basin inverts shall be inspected for clogging and material soundness. Sumps shall always be clear to a depth of 1' below the outlet invert. Inlet structures shall be inspected and cleaned of debris at least twice annually, once in the spring following snow melt and once in the autumn after leaf fall.

Parking Lots

The entire parking area shall be swept, by mechanical or vacuum sweepers, to remove grit, debris, and trash from the travelway, parking area, and sidewalk, and overall reduce the export of sand to receiving stormwater structures. Sweeping frequency shall be monthly, and large debris shall be removed by hand prior to all sweeping actions.

Snow Removal

Snow shall be stockpiled only in the approved snow storage areas. Plowing of snow into wetland areas or detention ponds is prohibited. Additionally, a mostly sand mix (reduced salt) shall be applied during winter months to prevent excessive salt from leaching into wetland areas. Excess sand shall be removed from the storage areas, all paved surfaces and adjacent areas each spring.

Seeding, Fertilizing and Mulching

All exposed soil materials and stockpiles must be either temporarily or permanently seeded, fertilized and mulched in accordance with plan specifications. This is one of the most important features of the Erosion Control Plan, which will provide both temporary and permanent stabilization. Eroded or damaged lawn areas must be repaired until a 75% effective growth of vegetation is established and permanently maintained.

Record Keeping (During Construction)

The construction inspector shall maintain documentation of all inspections as well as maintenance or corrective actions that were taken in response to the inspection. This documentation shall be maintained for at least three years after the site is permanently stabilized. The scope of construction inspections shall include, but not be limited to, the inspection of the sediment and erosion control measures as well as material storage areas and all points at which vehicles access the site.

Record Keeping (Post Construction)

Routine maintenance and inspections will be accomplished by the owner or a third party contracted by the owner. The inspector shall have knowledge of erosion and stormwater control, including the standards and conditions of the permit.

All inspections accomplished in accordance with this program shall be documented on the attached Inspection & Maintenance Log. Copies of the Log shall be kept by the property owner or owner's representative, and be made available to the Department (Maine Department of Environmental Protection) or Town of Kittery, upon request.

All post-construction documentation, such as inspection and cleaning logs shall be maintained for at least five years.

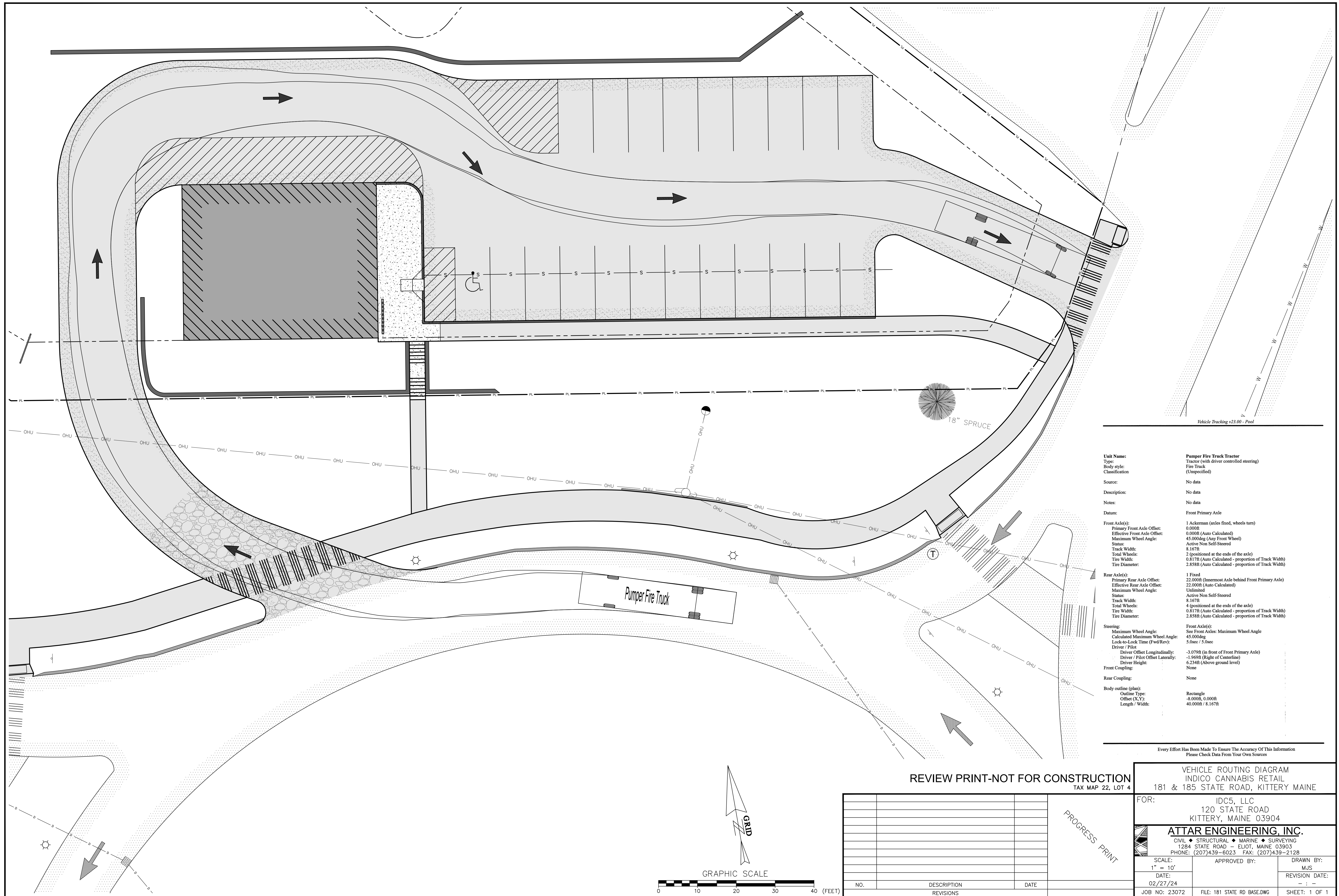
Additional responsibilities to include, on or by July 1 of each year, providing a completed and signed certification to the Code Enforcement Officer in a form provided by the Town, if requested, certifying that the person has inspected the stormwater management facilities and that they are adequately maintained and functioning as intended by the stormwater management plan, or that they require maintenance or repair, describing any required maintenance and any deficiencies found during inspection of the stormwater management facilities and, if the stormwater management facilities require maintenance or repair of deficiencies in order to function as intended by the approved stormwater management plan, the person must provide a record of the required maintenance or deficiency and corrective action(s) taken.

Re-certification (as noted in Appendix B. of Chapter 500 Stormwater Management)

Submit a certification of the following to the Department within three months of the expiration of each five-year interval from the date of issuance of the permit noting the following;

- (a) **Identification and repair of erosion problems.** 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) **Inspection and repair of stormwater control system.** All aspects of the stormwater control system 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.
- (c) **Maintenance.** The erosion and stormwater maintenance plan for the site is being implemented as written, or modifications to the plan have been submitted to and approved by the Department, and the maintenance log is being maintained.

Municipalities with separate storm sewer systems regulated under the Maine Pollutant Discharge Elimination System (MPDES) Program may report on all regulated systems under their control as part of their required annual reporting in lieu of separate certification of each system. Municipalities not regulated by the MPDES Program, but that are responsible for maintenance of permitted stormwater systems, may report on multiple stormwater systems in one report.



Unit Name:	Pumper Fire Truck Tractor
Type:	Tractor (with driver controlled steering)
Body style:	Fire Truck
Classification:	(Unspecified)
Source:	No data
Description:	No data
Notes:	No data
Datum:	Front Primary Axle
Front Axle(s):	1 Ackerman (axes fixed, wheels turn)
Primary Front Axle Offset:	0.000ft
Effective Front Axle Offset:	0.000ft (Auto Calculated)
Maximum Wheel Angle:	45.000deg (Any Front Wheel)
Status:	Active Non Self-Steered
Track Width:	8.167ft
Total Wheels:	2 (positioned at the ends of the axle)
Tire Width:	0.817ft (Auto Calculated - proportion of Track Width)
Tire Diameter:	2.858ft (Auto Calculated - proportion of Track Width)
Rear Axle(s):	1 Fixed
Primary Rear Axle Offset:	22.000ft (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset:	22.000ft (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	8.167ft
Total Wheels:	4 (positioned at the ends of the axle)
Tire Width:	0.817ft (Auto Calculated - proportion of Track Width)
Tire Diameter:	2.858ft (Auto Calculated - proportion of Track Width)
Steering:	Front Axle(s):
Maximum Wheel Angle:	See Front Axles: Maximum Wheel Angle
Calculated Maximum Wheel Angle:	45.000deg
Lock-to-Lock Time (Fwd/Rev):	5.0sec / 5.0sec
Driver / Pilot:	-3.079ft (in front of Front Primary Axle)
Driver Offset Longitudinally:	-1.969ft (Right of Centerline)
Driver / Pilot Offset Laterally:	6.234ft (Above ground level)
Driver Height:	None
Front Coupling:	None
Rear Coupling:	None
Body outline (plan):	Rectangle
Outline Type:	-8.000ft, 0.000ft
Offset (X,Y):	40.000ft / 8.167ft
Length / Width:	

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

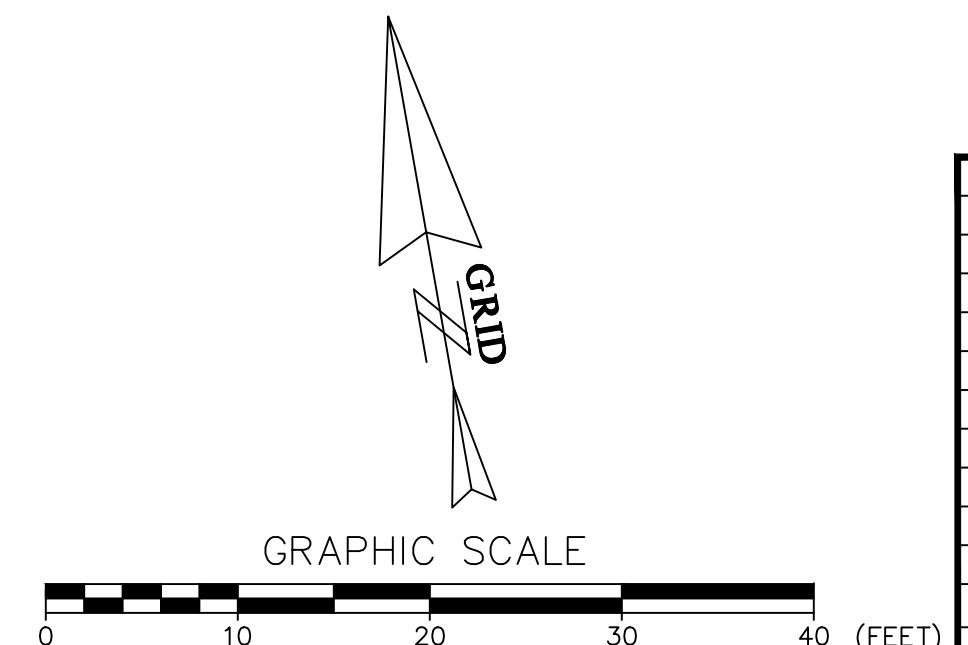
REVIEW PRINT-NOT FOR CONSTRUCTION
TAX MAP 22, LOT 4

VEHICLE ROUTING DIAGRAM
INDICO CANNABIS RETAIL
181 & 185 STATE ROAD, KITTERY MAINE

FOR: IDC5, LLC
120 STATE ROAD
KITTERY, MAINE 03904

ATTAR ENGINEERING, INC.
CIVIL ♦ STRUCTURAL ♦ MARINE ♦ SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: 1" = 10'	APPROVED BY:	DRAWN BY: MJS
DATE: 02/27/24		REVISION DATE: - - -
JOB NO: 23072	FILE: 181 STATE RD BASE.DWG	SHEET: 1 OF 1



NO.	DESCRIPTION	DATE
	REVISIONS	

Unit Name: Pumper Fire Truck Tractor
Type: Tractor (with driver controlled steering)
Body style: Fire Truck
Classification: (Unspecified)

Source: No data

Description: No data

Notes: No data

Datum: Front Primary Axle

Front Axle(s): 1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset: 0.000ft
Effective Front Axle Offset: 0.000ft (Auto Calculated)
Maximum Wheel Angle: 45.000deg (Any Front Wheel)
Status: Active Non Self-Steered
Track Width: 8.167ft
Total Wheels: 2 (positioned at the ends of the axle)
Tire Width: 0.817ft (Auto Calculated - proportion of Track Width)
Tire Diameter: 2.858ft (Auto Calculated - proportion of Track Width)

Rear Axle(s): 1 Fixed
Primary Rear Axle Offset: 22.000ft (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset: 22.000ft (Auto Calculated)
Maximum Wheel Angle: Unlimited
Status: Active Non Self-Steered
Track Width: 8.167ft
Total Wheels: 4 (positioned at the ends of the axle)
Tire Width: 0.817ft (Auto Calculated - proportion of Track Width)
Tire Diameter: 2.858ft (Auto Calculated - proportion of Track Width)

Steering: Front Axle(s):
Maximum Wheel Angle: See Front Axles: Maximum Wheel Angle
Calculated Maximum Wheel Angle: 45.000deg
Lock-to-Lock Time (Fwd/Rev): 5.0sec / 5.0sec
Driver / Pilot
Driver Offset Longitudinally: -3.079ft (in front of Front Primary Axle)
Driver / Pilot Offset Laterally: -1.969ft (Right of Centerline)
Driver Height: 6.234ft (Above ground level)

Front Coupling: None

Rear Coupling: None

Body outline (plan):
Outline Type: Rectangle
Offset (X,Y): -8.000ft, 0.000ft
Length / Width: 40.000ft / 8.167ft

From: [Maxim Zakian](#)
To: [Mike Sudak](#)
Subject: Fw: 181 State Road marijuana retail business Fire Chief approval
Date: Wednesday, January 3, 2024 4:31:25 PM

Hi, Mike,

Forwarding you this email to provide you written confirmation of the Fire Chief's signoff of current fire management systems. Typically, holding a TRC meeting is enough, but I intent to provide this email in the planning board packet to clearly show the Fire Chief has signed off.

I will send you my PRN tomorrow morning, and reach out to the Police Chief as soon as I receive the traffic management plan.

Best,
Max

From: David O'Brien <DO'Brien@kitteryme.org>
Sent: Wednesday, January 3, 2024 4:25 PM
To: Maxim Zakian <mzakian@kitteryme.org>
Subject: RE: 181 State Road marijuana retail business Fire Chief approval

As per stated in the TRC, the proposed structure is only 2000 sq-ft and in my opinion does not warrant the installation of fire suppression systems such as sprinklers.

Chief

From: Maxim Zakian <mzakian@kitteryme.org>
Sent: Wednesday, January 3, 2024 2:33 PM
To: David O'Brien <DO'Brien@kitteryme.org>
Cc: Craig Alfis <CEO@kitteryme.org>; Jason Garnham <JGarnham@kitteryme.org>
Subject: 181 State Road marijuana retail business Fire Chief approval

Good afternoon, Dave,

I wanted to reach out to you about the proposed marijuana business on 181 State Road. At our last TRC review of this project, you stated that you were satisfied without sprinklers in the building, as it was a single-story, 2000 sq ft retail establishment without any on-site growing.

Because **16.5.32**. explicitly states fire suppression/alarm systems must be "to the satisfaction" of the Fire Chief, I was hoping to get email confirmation of what you told me at TRC. Can you please respond to this email confirming that you are satisfied with the proposed fire management systems we reviewed at our December meeting? To confirm, the building does have fire alarm systems.

Best,

Max

Maxim Zakian
Town Planner
Town of Kittery
(207) 475-1323
mzakian@kitteryme.org

From: [Mike Sudak](#)
To: [Skelley, John](#); [Sammie Goddard](#)
Cc: [Lew Chamberlain](#); [Ken Wood](#); [Illian, Randy](#)
Subject: RE: 181 State Road, Kittery - Application Inquiries
Date: Thursday, December 28, 2023 9:09:00 AM
Attachments: [image002.png](#)
[image003.png](#)

Good Morning John,

Thank you for the response items and for the draft Drainage Agreement.

I forwarded your response to our project Traffic Engineer at Vanasse & Associates and have the following reply regarding the abutting driveway:

"The proximity of the driveways was evaluated and we agree that the left-turn movement exiting the Project driveway overlaps with the right-turn exiting the abutting driveway to the north. Given the low volume of the conflicting movements and with the condition that clear sight lines are provided for both exiting driveways, the potential for conflicts is reduced. This conclusion would need to be re-evaluated if a more intensive traffic generator were to be located within either property."

Aside from that it looks like all other discussion points have reached their conclusion for now. Thank you for following up with Randy and on the Control of Access item for the Traffic Circle. I'll be forwarding this thread to the Town to keep them informed ahead of our upcoming site walk and public hearing. I'll reach back out if any other issues arise, but otherwise I appreciate your attention to this application.

Best of luck with the newborn and I hope you have a happy New Year.

Take care,

-Mike

From: Skelley, John <John.Skelley@maine.gov>
Sent: Wednesday, December 27, 2023 12:13 PM
To: Sammie Goddard <sammie@attarengineering.com>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>; Mike Sudak <mike@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

Morning Sammie,

Hopefully your Holidays have been good as well. First Christmas with a 3-Month old on my end. Always something new!

Randy is out on vacation this week but he had the chance to look into some TMP items and I also checked with the Control of Access on the ROW. Randy mentioned a TMP is not warranted, and there is no COA restriction on the Circle. So you should be all set in those regards.

Response to other items below in the chain in Red underline.

Please let us know if you have any questions.

Thanks!

John Skelley, P.E.
MaineDOT

From: Sammie Goddard <sammie@attarengineering.com>
Sent: Wednesday, December 27, 2023 11:39 AM
To: Skelley, John <John.Skelley@maine.gov>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>; Mike Sudak <mike@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

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Hi John,

I hope you had a wonderful holiday! I just wanted to reach back out to see if you might have a chance to comment on this before tomorrow's meeting. We appreciate any assistance you can provide.

Hope you have a happy New Years!

Sammie

From: Sammie Goddard
Sent: Tuesday, December 19, 2023 1:43 PM
To: Skelley, John <John.Skelley@maine.gov>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>; Mike Sudak <mike@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

Good Afternoon John,

I just wanted to reach out to follow up on Mike's message below from last week to see if you might be able to comment for us ahead of our submittal back to the town on Thursday of next week. Let us know if you have any questions or need any additional information!

Best Regards,

Sammie Goddard
Office Manager



1284 State Road
Eliot, ME 03903
Tel. 207-439-6023

From: Mike Sudak <mike@attarengineering.com>
Sent: Tuesday, December 12, 2023 9:35 AM
To: Skelley, John <John.Skelley@maine.gov>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>; Sammie Goddard <sammie@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

Good Morning John,

Providing some responses for you. The project traffic engineer got back to me earlier this morning in reply to your first question. Providing a screenshot here:

Mike:

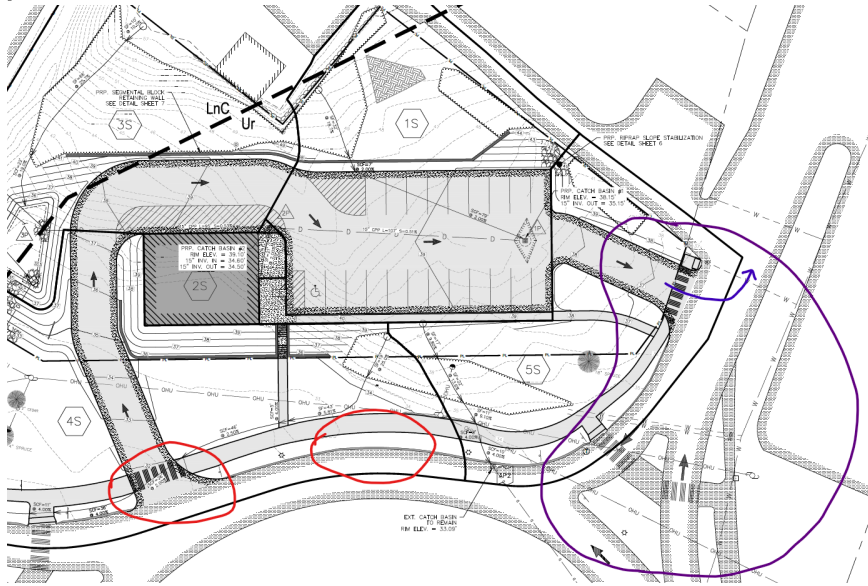
The driveway on State Road is located on a tangent section and not within the radius of the traffic circle, and is also located beyond the limits of the area where turning movements are restricted to right-turn only operation. John may be thinking that we are using the existing State Road driveway which is located within the radius and at the location where left-turn movements are prohibited. I would also add that our assessment specifically focused on the location of the State Road driveway as it relates to vehicle queueing on the approach to the rotary and lines of sight. In both cases, we concluded the following:

- o The predicted vehicle queue (one (1) vehicle or 25 feet) on the State Road approach to the traffic circle will not impact operating conditions at the Project site driveway which is located approximately 100 feet (ft) north of the Kittery Traffic Circle; and
- o The available lines of sight exceed the required minimum distance for safe operation of the driveway (clear sight lines are provided to/from the traffic circle).

Let us know if you or John have any additional questions.

Jeffrey S. Dirk P.E., PTOE, FITE
Managing Partner
Vanasse & Associates inc
main 978-474-8800 | direct 978-269-6830 | cell 508-414-7924
Professional Engineer in CT, MA, ME, NH, RI and VA

My question/concern dealt with the approach to the Circle near the existing business, not the driveway inside the Circle. I wasn't sure if the left turn to head north on State Road was evaluated because the entrance looks like it was shifted north near the property boundary to allow left turns heading north on State Road. If the lines of sight and queueing do not impact the southbound traffic and the northbound traffic coming out of the Circle onto State Road has a sight line to the driveway, I don't see an issue since no TMP or mitigation is warranted based on the 7 left turns on a weekend peak hour. The two existing entrance/exit are within the Circle (red circle), the new proposed exit is on the Southbound State Road approach (Purple). Wanted to make sure there wasn't a conflict since there is a new left turning movement in this location.



As for your red text comments, I offer the following responses (pulling them up here in order):

- Do you have any update on the Control of Access that would potentially inhibit the Town's ability to approve a driveway/entrance permit? [See above. No COA issue.](#)
- Has Mr. Illian provided any input on this project indeed being beneath the threshold of TMP consideration? [See above. No TMP is triggered given the traffic report and proposed use.](#)
- Thank you for your comments on the Highway Opening Permit – we will handle this matter at the Town level and will be sure to have any off-site revegetation match the surrounding roadside greenspaces. [Noted.](#)
- Regarding signage, both of the existing sidewalk crossing signs will be able to be preserved through the improvements this project proposes. The signage I was speaking of would be the removal of the existing "Exit Only" sign in service of the current restaurant, and the likely additions of a similar "Entrance Only" and "Exit Only" signs at the respective locations for the proposed development. These signs would be of breakaway design and can be permitted with MDOT as you feel is necessary. [We can cross that bridge if needed. This is Town Compact and every town does things a little differently. If Kittery has been issuing these within DOT spec, best to check with them first.](#)
- Thank you for your comments on the off-site pole-mounted light. I will forward your comments to the Town and see how they want to have this handled, so this one may come back across the State's plate if the Town defers. I'll also revisit this item with my lighting contractor to make sure that pole is of breakaway design. [Noted. It's also trying to match with what is existing in the ROW already and what jives with the Town's requirements. They may handle these like signs and other Compact items.](#)
- Lastly, the stormwater tie-in. I've attached an updated HydroCAD report that includes the 50-year storm. Rainfall totals may be slightly different than what you typically see –

Town of Kittery ordinance requires the usage of rainfall data for Portsmouth NH. These values are higher than typical York County ones so the results depicted should be prudent overall. Please do forward me the template for a drainage agreement at your convenience, just so I can have it on-hand for later steps of the approvals process. [No worries, if it's elevated it's conservative. Based on the 10/50-year events and the net reduction of flow from the BMPS to the system, shouldn't be painful to execute the agreement. Draft template attached.](#)

Thanks again for your attention to this project – it is greatly appreciated.
Take care,
-Mike

From: Mike Sudak
Sent: Monday, December 11, 2023 5:35 PM
To: Skelley, John <John.Skelley@maine.gov>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>; Sammie Goddard <sammie@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

Hello John,

Thank you for your responses. I will forward your first question to our project traffic engineer and reply with their answer. Otherwise I will be taking a look at your redline responses and get back to you tomorrow if I have any questions. I appreciate your attention to this project.

Take care,
-Mike

From: Skelley, John <John.Skelley@maine.gov>
Sent: Friday, December 8, 2023 4:03 PM
To: Sammie Goddard <sammie@attarengineering.com>; Mike Sudak <mike@attarengineering.com>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>
Subject: RE: 181 State Road, Kittery - Application Inquiries

Afternoon Sammie and Mike,

Thanks for the follow-up email, we have been looking at as it relates to the Circle and if there were any old restrictions pertaining to it and if there is an old Control of Access designation. Shot in the dark sometimes. We can provide some further comments relating to ROW in the near future.

As far as the placement of the one-way entry and the one-way exit, because this is a State Road please consider the mobility to/from the circle. The existing entrance and exit is within the radius of the roundabout so exiting traffic is into the roundabout. The proposed exit is on a leg with what appears to be no left turn prohibition directly next to an existing entrance. It's adding a left turn from a parcel that looks to never have had one going north. Has this been looked at in the traffic study other than the trip distribution?

Some answers in the meantime to your questions below.

Thanks,

John Skelley, P.E.
MaineDOT

From: Sammie Goddard <sammie@attarengineering.com>
Sent: Monday, December 4, 2023 9:48 AM
To: Mike Sudak <mike@attarengineering.com>; Skelley, John <John.Skelley@maine.gov>
Cc: Illian, Randy <Randy.Illian@maine.gov>; Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

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Good Morning John,

I am just looking to follow up on the below request from 11/22/23, please let us know if you have any questions. We appreciate your attention to this matter!

Best Regards,

Sammie Goddard
Office Manager



1284 State Road
Elliot, ME 03903
Tel. 207-439-6023

From: Mike Sudak <mike@attarengineering.com>
Sent: Wednesday, November 22, 2023 11:45 AM
To: John.Skelley@maine.gov
Cc: Illian, Randy <Randy.Illian@maine.gov>; Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>
Subject: 181 State Road, Kittery - Application Inquiries

Good Morning John,

I'm writing with the hope of setting up a discussion on a project that will be before the Town of Kittery Planning Board next month for Site Plan Review. A pre-application meeting for this project was held last week with the Town, during which time they encouraged the Applicant to reach out to MDOT to get them involved early-on in the approvals process. I've attached my Cover Letter, Plan Set, and Traffic Study – all of which were sent to the Town earlier this morning as part of the application package.

To summarize the background of this project:

- The existing parcel is a mixed-use lot which contains the La Casita restaurant as well as a residential condo unit. Sheet 2 of the attached Plan Set is the existing conditions plan, which shows the amount of off-site improvements (within the traffic circle R.O.W.) that are in support of these uses – mostly for the existing restaurant.
- The existing entrances on the parcel include; the paved driveway on the spur road between the traffic circle and Rogers Road in service of the residential condo, the one-way entrance along the eastern portion of this parcel's traffic circle frontage, and the one-way exit along the western portion of this parcel's traffic circle frontage
- My Client is proposing to construct a 2,000 sq. ft. single-story building to be located roughly in the same spot as the existing restaurant. Vehicular access is proposed as a one-way entrance along the parcel's traffic circle frontage (roughly in the same location as the existing one-way exit from the restaurant) and a one-way exit onto the spur road connecting to Rogers Road. Vehicle circulation will be around the back of the building and through the proposed on-site parking lot as shown on the remainder of the attached Plan Set.
- A Traffic Impact Study prepared by Vanasse & Associates for this project is attached which analyzes the proposed development and its relationship to the traffic circle intersection as a whole.

As for my specific questions that I'm hoping to have a discussion on:

- This parcel falls within the State's Urban Compact zone, so considerations for driveway/entrance permits would be accomplished at the municipal level. **This is correct, the Town would permit those but Control of Access sometimes gets in the way. Still looking to see if there is one.** Also, based on the findings from the attached Traffic Study it appears that the peak trip generation value would not rise to the threshold of consideration for a TMP with the State. Can you please verify that I am correct with both of these observations? **Based on the peak trips per hour on Saturday Afternoon at 58, this shouldn't trigger a TMP. Randy – can you confirm this?**
- This development will allow for the removal and revegetation of many site improvements that were in service of the current/former uses – specifically the large paved parking area for the restaurant. Is there a process by which the State reviews and approves such changes within their R.O.W.? **If the plan is to remove any parking and revegetate a portion of it, I do not believe there is process to gain permission to do that; that should fall within the Highway Opening Permit the Town should issue you. If you are revegetating, please keep in mind the clear zone and choose appropriate objects for slat tolerance, maintenance, and do not obstruct/grow large enough to cause sight issues or become a deadly fixed object.** This question would also extend to the proposed continuation of and connection to the existing sidewalk along the traffic circle, and any associated signage/tipdowns/striping/etc. **Signage should be of breakaway design and may need to be registered with MDOT as being in the ROW even though it's in Compact (I've run into this a few times).** What types of signage? **Since the sidewalk is in the ROW it would just need to meet ADA and DOT design standards, the Town looks to maintain this in the winter.**
- Sheet 4 of the attached Plan Set is the photometric plan prepared for the application, and it includes one proposed off-site pole-mounted light. This light is located to illuminate the entrance to the proposed development, but would require MDOT consideration and approval to be placed. The existing pole-mounted lights along the perimeter of the traffic circle were not modeled as part of this plan, nor should they be impacted by this requested pole. What is the process by which I have this request reviewed? **I can check on the process for review, but it looks to be far enough off the roundabout edge and outside the clear zone. May not be much of anything, most I can think of would be a waiver to be in the ROW. This is also in Town Compact so they may approve this like they would any of their downtown lighting. Breakaway pole would be best too.**
- Lastly, Sheets 3, 8, and 9 of the Plan Set depict the intended on-site stormwater management. There are two existing catch basins within the traffic circle that are downstream recipients of collected runoff on the site as it exists currently (Sheet 8). A combination of catch basins and a single detention pond are proposed to be constructed on-site to satisfy MDEP's peak runoff reductions. The majority of runoff leaving the site through this model would exit via level spreader, where it would sheet flow over the grassy area in the vicinity of the existing power poles and guy anchors, until eventually being received by the westerly existing catch basin.
 - To me it makes sense to have the proposed stormwater management structures tie directly into the existing closed system, at least to prevent the potential of ponding within the traffic circle R.O.W. in the area between the detention pond and the existing catch basin. I have been successful with similar requests for direct tie-in with other projects further south along Route 1, and have already approached the Town's MS4 coordinator on this matter. This time around she informed me that she has no jurisdiction on such a request and encouraged me to reach out to MDOT. What is the process by which I have this request reviewed? **You can discharge into existing basins for sure, but we would need to see the 10-year and 50-year events modeled and a net reduction from existing flow. If you use a level spreader upstream of it that would likely help with attenuation. As far as approvals, you would need to execute a drainage agreement to discharge into the basin; the Town is responsible for day to day non-capital maintenance just because it's in Urban Compact. I can send you an agreement template further along into the design.**

Hopefully all of that makes sense. Please let me know if you have any questions/concerns.

Thanks and take care.
-Mike

Michael J. Sudak, E.I.
Civil Engineer
Attar Engineering, Inc.
1284 State Road
Eliot, Maine 03903
Ph: (207) 439-6023
Fax: (207) 439-2128
Cell: (978) 317-3398



Ilex Glabra 'Shamrock' Evergreen Hedge

Plant Type: Evergreen

Zone: 4

Height: 4-5'

Width / Spread: 4-5'

Habit: Rounded

Sun Requirements: Full/Partial

Uses: Naturalizing

Hedging

Woodland Planting

Foliage: Dark Green

Fall Foliage:

Flower: Not Showy

Flower Season:

Fruit: Sparse

Tolerance: Improved Native

Moist Soil

Deer Resistant

Description:

Slower growing with smaller, more elongated leaves than 'Compacta'. Handles many different sun exposures, good alternative to a Boxwood hedge in cooler climates, protect from drying winter winds and scorching sunlight. IMPROVED NATIVE.



Malus "Emerald Spire"
Crabapple - 2-1/2" Caliper
14-15' Ht. @ Time of Planting



Malus "Red Jewel"
Crabapple - 2-1/2" Caliper
14-15' Ht. @ Time of Planting



March 18, 2024

Maxim Zakian, Town Planner
Town of Kittery
200 Rogers Road
Kittery, Maine 03904

**RE: Town of Kittery, Planning Board Services
Indico Adult-Use Marijuana Retail Review #2
181 & 185 State Road (Tax Map 22, Lot 4)
CMA #591.170**

Dear Max:

CMA Engineers has received the following information for Assignment #170 review #2 of the proposed marijuana retail facility at 181 & 185 State Road (Tax Map 22, Lot 4):

- Final Site Plan Review Application and supporting documentation, Tax Map 28, Lot 14-2 (sic), 181 & 185 State Road, Kittery, ME by Attar Engineering, Inc., dated November 22, 2023.
- Indico Cannabis Retail plan set by Attar Engineering, dated December 28, 2023, and revised February 27, 2024.

The project consists of one lot (Map 22, Lot 4) with an area of approximately 0.87 acres. The lot is located in both the Commercial 3 (C-3) and Business Local (B-L) districts. There are no wetlands on site. The project includes demolition of two existing buildings and the construction of a single-story, 2000-square-foot, marijuana retail building with associated parking and access drives.

The development will be served by public sewer and Kittery Water District water. Proposed drainage includes installation of closed drainage with catch basins that outlet to a detention pond and level spreader.

We have reviewed the information submitted for conformance with the Kittery Land Use and Development Code (LUDC) and general engineering practices and offer the comments below that correspond directly to the Town's Ordinances.

16.7 General Development Requirements

16.7.11 Performance Standards and Approval Criteria

16.7.11.A. Water supply

The applicant needs approval of the proposed water service from Kittery Water District.

16.7.11.B. Sewage disposal

The applicant needs approval of the sewer design from Kittery sewer services. We note that the full extent of the proposed sewer service is not shown on the utility plan. Is the forcemain proposed to be directionally drilled under the roadway and median of the traffic circle? The applicant should secure necessary approvals from the Town and State.

The applicant should detail what is required for decommissioning the leach field, septic tanks and the existing services from the two buildings. The existing services should be shown on the plans.

16.7.11.E. Vehicular traffic

The applicant has provided an addendum to the traffic study. We note that we have not reviewed the traffic study or the new information.

We have the following comments on the plans:

Sheet 3 – *Grading and Utilities Plan*

1. The downstream tie-in structure for the sewer forcemain should be shown on the plan. Information on sewer installation should be shown on the plan (is it proposed to be directionally drilled?). Town and State approvals should be secured for the work.
2. The accessible parking space sign should be called out.
3. The response letter references a loading bay sign but one is not shown, nor called out, on the plan.
4. The plan should show the location of the curb stop for the water service.
5. The limits of the proposed driveway/sidewalk tie-in on the south of the site should be shown on the plan.

Sheet 5 – *Landscape Plan*

1. The applicant indicates that a final plan for plantings within the mulch beds with the 15' landscaped buffer will be provided.

Sheet 7 – *Detail Sheet*

1. Update all trench details with gravels specifications that reflect Kittery DPW specifications (indicate the type of gravel).
2. Provide a frame and grate detail.
3. The Typical Sanitary Manhole detail should include the details of the forcemain tie-in.
4. Include an underground electric detail.
5. Include a walkway detail.
6. Include details for the ADA ramps and landings.

Should you have any questions, please do not hesitate to call.

Very truly yours,

CMA ENGINEERS, INC.



Jodie Bray Strickland
Senior Project Engineer



Philip A. Corbett, P.E.
Project Manager

JBS/vpt

cc: Lewis Chamberlain, P.E., Attar Engineering, Inc.



TOWN OF KITTERY, MAINE

SEWER DEPARTMENT

200 Rogers Road, Kittery, ME 03904

Telephone: (207) 439-4646 Fax: (207) 439-2799

October 20, 2023

Re: Treatment Plant Capacity-Acceptance letter
181 State Road
Kittery, ME 03904

This letter is to confirm the acceptance of sanitary sewer discharge for the proposed Project at 181 State Road in the Town of Kittery Maine. The sewer system (piping and pumping stations) and the treatment plant will have the capacity and ability to handle the discharge flow requiring treatment and disposal.

This project must follow all specifications in accordance with design and performance standards set by the Kittery Sewer Department found in Title 13 of the Town Code.

Before the connection to the Kittery Sewer line, you will need to obtain a sewer permit from the Town of Kittery and pay all Impact and Entrance fees.

During the engineering and construction process plans may change, if they do, consideration for acceptance may change. Please notify me of any changes in design or construction.

If you have further questions or concerns, please contact me.

Sincerely,

Timothy Babkirk
Town of Kittery
Superintendent of Sewer Services
1-207-439-4646
tbabkirk@kitteryme.org